DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: July 12, 2018
Continued from June 14, 2018
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
Council Chambers, Room 340
200 North Spring Street
Los Angeles, CA 90012

Public Hearing: **March 28, 2018**
Appeal Status: Vesting Zone Change and Height District Change is appealable only by the applicant to City Council if disapproved in whole or in part. Conditional Use, Zoning Administrator's Adjustment, and Site Plan Review appealable to City Council.
Expiration Date: July 12, 2018
Multiple Approval: Yes

Case No.: CPC-2016-2601-VZC-HD-CUB-ZAA-SPR
CEQA No.: ENV-2016-2602-MND
Incidental Cases: N/A
Related Cases: VTT-74406;
ZA-2015-2671-CUB
Council No.: 13 – O'Farrel
Plan Area: Hollywood
Specific Plan: N/A
Certified NC: Central Hollywood
Zone: C4-2D
Proposed Zone: (T)(Q)C2-2D

Applicant: Selma Wilcox Hotel, LLC

Representative: Alfred Fraijo, Jr., Sheppard Mullin, Richter, & Hampton

PROJECT LOCATION: **6421-6429 ½ West Selma Avenue and 1600-1604 North Wilcox Avenue**

PROPOSED PROJECT: The continued maintenance of a 20,624 square-foot ground floor restaurant and the construction of a new 1,939 square-foot ground floor restaurant and a 114 guest room hotel over three levels of subterranean parking. The proposed building would have a height of 88 feet and seven and a half inches to the top of the parapet, with eight stories and 79,878 net square feet of floor area. The proposed 1,939 square-foot restaurant would have a maximum of 100 seats (60 indoor and 40 outdoor seats). The hotel would have a lobby bar with 48 seats and the rooftop would include a pool amenity deck with a bar/lounge area with a maximum of 187 seats, and other accessory uses. No change is proposed for the existing 20,624 square-foot restaurant. The Project proposes to provide 52 parking spaces on-site within the subterranean structure and 37 parking spaces off-site to be accessible via a valet service.

REQUESTED ACTION:

1) Pursuant to Section 21082.1(c)(3) of the California Public Resources Code and Section 15162 of the CEQA Guidelines, consider the environmental analysis and Mitigated Negative Declaration in Case No. ENV-2016-2602-MND;

2) Pursuant to LAMC Section 12.32 F and Q, a Vesting Zone and Height District Change from C4-2D to (T)(Q)C2-2D;

3) Pursuant to LAMC Section 12.24 W,1, a Conditional Use Permit for the on-site sale and dispensing of a full line of alcoholic beverages incidental to a 1,939 square-foot restaurant with 100 seats (60 indoor and 40 outdoor) and throughout a 114 guest room hotel including the ground floor lobby bar with 48 seats, in-room mini-bars, and a rooftop amenity deck with bar/lounge area with a maximum of 187 seats;

4) Pursuant to LAMC Section 12.28, a Zoning Administrator's Adjustment to permit a 10-foot northerly side yard and a 19-foot easterly rear yard in lieu of the required 11-foot side yard and 20-foot rear yard pursuant to LAMC Section 12.14 C,2 and 12.11 C,2 and 3; and

5) Pursuant to LAMC Section 16.05, Site Plan Review for the construction, use, and maintenance of 50 or more guest rooms.

RECOMMENDED ACTIONS:

1) **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-2602-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **FIND** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **FIND** the mitigation measures have been made enforceable conditions on the project; and **ADOPT** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;

2) **Approve and Recommend** that the City Council adopt a **Vesting Zone and Height District Change** from C4-2D to (T)(Q)C2-2D;

3) **Approve** a **Conditional Use** for the on-site sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with the operations of a 1,939 square-foot restaurant with 100 seats (60 indoor and 40 outdoor seats), and 114 guest room hotel including the ground floor lobby bar with 48 seats, in-room mini-bars, and a rooftop amenity deck with bar lounge area with a maximum of 187 seats, and pursuant to LAMC Section 12.24 S, up to a 20 percent reduction in the required parking;

4) **Approve** a **Zoning Administrator's Adjustment** to permit a 10-foot northerly side yard and a 19-foot easterly rear yard in lieu of the required 11-foot side yard and 20-foot rear yard;

5) **Approve** the **Site Plan Review** for the construction, use, and maintenance of 50 or more guest rooms.

6) **Adopt** the attached Conditions of Approval;

7) **Adopt** the attached Findings; and

8) **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and

VINCENT P. BERTONI
Director of Planning

Charles J. Rausch
Principal City Planner

Nicholas Hendricks
Senior City Planner

May Sirinopwongsagon, Hearing Officer
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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 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to 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 written request not later than seven (7) working days in advance of the meeting to: per.planning@lacity.org.

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PROJECT ANALYSIS

Project Summary

The Project proposes to develop the L-shaped Project Site, located at the northeast corner of Selma Avenue and Wilcox Avenue, by maintaining the existing 20,624 square-foot building located on the northeastern portion of the site and to construct a new 59,254 square-foot building located primarily on the western portion of the site. The Project would include completing construction on a partially constructed subterranean structure for parking.

The existing 20,624 square-foot building is occupied by a restaurant located on the ground level and within a portion of the first subterranean level of parking. The proposed Project does not include any changes to the operations of the existing restaurant. The proposed construction of the 59,254 square-foot building would consist of a 1,939 square-foot ground floor restaurant and a 114 guest room hotel. While the proposed building will be located primarily on the western portion of the site, a portion of the building will be constructed over the existing one-story building along Selma Avenue.

Project Application

The project application was submitted to the Department of City Planning on July 22, 2016 with a request for a Vesting Zone Change, Height District Change, Conditional Use, and Site Plan Review. Additionally, the applicant filed Case No. VTT-74406 for a Vesting Tentative Tract map for the purposes of a merger and resubdivision into one master ground lot and six air space lots. The application was reviewed and deemed complete for processing on March 22, 2017. As the proposed Project involves the development of guest rooms and does not include residential dwelling units, it is not subject to the provisions of Measure JJJ.

On March 28, 2018 a joint public hearing was held by the Advisory Agency and a Hearing Officer on behalf of the City Planning Commission for Case Nos. VTT-74406 and CPC-2016-2601-VZC-HD-CUB-ZAA-SPR. At the joint public hearing, the Advisory Agency held Case No. VTT-74406 under advisement in order to review materials submitted to the record from the public. On April 3, 2018, the applicant's representative submitted a request to withdraw Case No. VTT-74406. On May 29, 2018, the Advisory Agency issued a letter acknowledging the requested withdrawal of Case No. VTT-74406 and that the matter has been received and filed.

Background

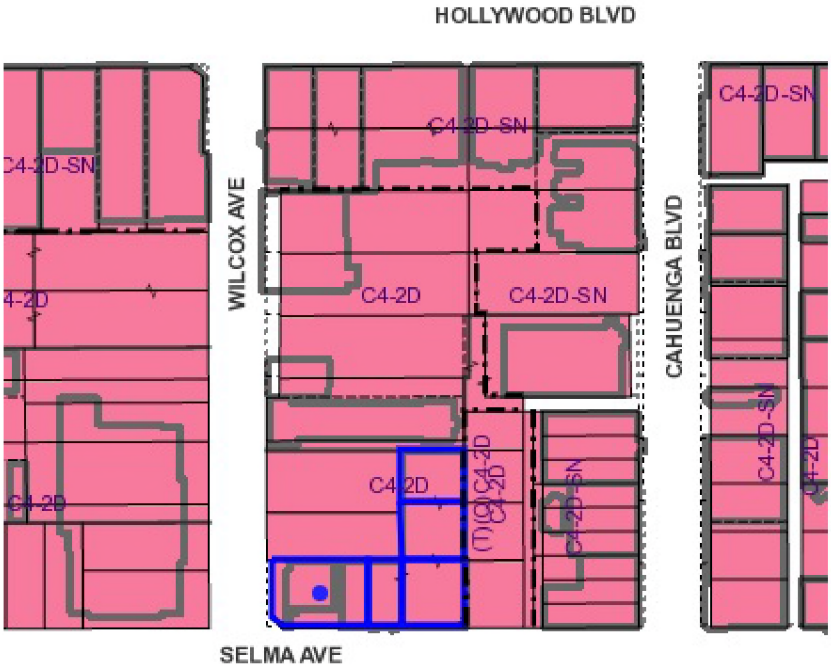
The Project Site is located within the Hollywood Community Plan with a land use designation of Regional Center Commercial. The site is zoned C4-2D and is subject to the Development Limitations (D Limitations) contained within Ordinance No. 165,660. The D Limitation restricts the total floor area that may be constructed on a lot and further provides a process to permit additional floor area subject to the review and approval by the City Planning Commission and the Community Redevelopment Agency (CRA/LA) Board. The Project's total floor area and requested Height District Change are discussed further below under Issues.

The site is located within the CRA/LA Hollywood Redevelopment Project Area, Adaptive Reuse Incentive Area, Transit Priority Area, and the Los Angeles State Enterprise Zone.

Existing Development

The Project Site is an L-shaped site with 65 feet of frontage along the western side of Wilcox Avenue and approximately 200 feet of frontage along the northern side of Selma Avenue. The

northeastern portion of the site extends 185 feet to the north, midblock between Wilcox Avenue and Cahuenga Boulevard, as shown in the map below.



On August 6, 2015, the applicant submitted an application to request a Conditional Use to permit the sale of a full line of alcoholic beverages in conjunction with the operations of a proposed 20,624 square-foot restaurant. The project as proposed in the application, Case No. ZA-2015-2671(CUB), and as evaluated in the Mitigated Negative Declaration (MND) for the project, Case No. ENV-2015-2672-MND, was for a proposed 20,624 square-foot restaurant, 6,000 square feet of ground floor retail, and three levels of subterranean parking. On March 18, 2016, the Zoning Administrator adopted ENV-2015-2672-MND and approved ZA-2015-2671(CUB). As no appeals were filed, the approval became final on April 4, 2016.

At the time of application submittal, the northeastern portion of the Project Site was an excavated area and the western portion of the site was developed with ground floor commercial uses and four residential dwelling units. Currently, the northeastern portion of the site is developed with the 20,624 square-foot restaurant and a partially constructed subterranean structure. The buildings located on the western portion of the site have been demolished and the area has been excavated.

Proposed Project

The Project proposes to maintain and continue the operations of the existing 20,624 square-foot restaurant located on the northeastern portion of the site and to complete construction of the partially constructed subterranean parking. The proposed Project will include a new 1,939 square-foot ground floor restaurant located at the corner of Selma Avenue And Wilcox Avenue. The restaurant is proposed to have 60 interior seats and 40 outdoor seats along Selma Avenue and Wilcox Avenue, with hours of operation between 6:00 a.m. to 2:00 a.m. Live entertainment is proposed as part of the operations of the restaurant.

The remaining 4,061 square feet of ground floor area would be developed as a lobby for the proposed 114 guest room hotel. The hotel lobby would include a bar and seating area that could accommodate up to 48 seats. The hotel would include amenities on the rooftop such as a pool,

amenity deck, and rooftop bar and lounge. The proposed use of the rooftop would be able to accommodate up to 187 seats and is proposed to be open to hotel guests and the public. When the Project was originally submitted, the proposed bar and lounge seating area was outdoors. However, after discussions with the Los Angeles Police Department, the rooftop plans have been revised to incorporate a rooftop structure enclosing a portion of the rooftop area. This is further discussed below under Issues.

The Project proposes to complete the construction of the three levels of subterranean parking on the western portion of the Project Site. The proposed parking would serve to provide a portion of the required parking for the existing restaurant and the proposed restaurant and hotel. Vehicular access to the subterranean parking would be located along Wilcox Avenue, with the primary valet drop off and pick up located along Selma Avenue. The Project is required to provide a total of 113 parking spaces prior to utilizing by-right bicycle parking reductions. After utilizing permitted bicycle parking reductions, the Project would be required to provide 89 automobile parking spaces. The Project proposes to provide 52 parking spaces within the subterranean parking structure and to provide up to 37 parking spaces off-site at 1541 North Wilcox Avenue. The provided parking is required for the existing restaurant and the proposed restaurant and hotel. In consideration of the site's location to the a number of public transit options and the availability of ride-share options, it is recommended that the City Planning Commission consider further reducing the required parking by 20 percent pursuant to LAMC Section 12.24 S, provided that the reduction of required parking occurs to the parking proposed to be located off-site.

Sustainability

As conditioned, the Project would be required to provide for the installation of wiring for the future installation of EV Chargers for 20 percent of the parking spaces provided on-site, and the installation of EV Chargers for immediate use for 5 percent of the parking spaces provided on-site. Additionally, the Project is conditioned to install solar panels equivalent to 10 percent of the rooftop area of the eight-story building.

Surrounding Area

Properties in the general vicinity of the Project Site have a land use designation of Regional Center Commercial and are zoned either C4-2D, C4-2D-SN, (T)(Q)C4-2D, or (T)(Q)C2-2D. The immediately adjacent property to the north is developed with a surface parking lot and a three-story hotel. The immediately adjacent property to the east is developed with a ten-story, 120 guest room hotel. To the south, across Selma Avenue, the properties are developed with commercial uses such as a walk-in medical clinic and surface parking lot. To the west, across Wilcox Avenue, the property is developed with the United States Post Office.

The Project Site is located approximately 700 feet west of the Selma Avenue Elementary School. A letter dated March 26, 2018 was received from the Los Angeles Unified School District (LAUSD). The letter indicated potential concerns regarding traffic/transportation and pedestrian safety impacts during the construction of the Project due to the site's proximity to the Selma Avenue Elementary School. The MND prepared for the Project identified these concerns as a potential impact and incorporated a mitigation measure requiring that the developer and contractors maintain ongoing contact with the administrator of the school and that pedestrian and bus routes would be maintained in a safe manner. The mitigation measure has been incorporated as part of the recommended Conditions of Approval.

Streets and Circulation

Selma Avenue is a designated Local Street - Standard, dedicated to a width of 60 feet and is improved with roadway, curb, gutter, and sidewalk.

Wilcox Avenue is a designated Modified Avenue III, dedicated to a width of 65 feet at the Project Site's frontage and is improved with roadway, curb, gutter, and sidewalk.

Relevant Cases

Subject Property:

Case No. VTT-74406: On May 29, 2018, the Advisory Agency issued a letter acknowledging the applicant's request to withdraw the requested vesting tentative tract map for the merger and resubdivision of the Project Site into one master ground lot and six airspace lots and terminated all future proceedings.

Case No. ZA-2015-2671(CUB): On March 18, 2016, the Zoning Administrator approved a Conditional Use for the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a new 20,624 square-foot restaurant with limited live entertainment located at 6421 West Selma Avenue.

Surrounding Properties:

Case No. CPC-2016-3750-VZC-HD-MCUP-SPR and VTT-74521: Pending application for the construction, use, and maintenance of a new 11-story commercial building with 168 guest rooms and a 4,028 square foot restaurant at 1600-1608 N Schrader Boulevard (6533 W Selma Avenue).

Case No. CPC-2016-270-VZC-HD-CUB-SPR: On May 12, 2017, the City Council denied the appeal and adopted the Vesting Zone Change and Height District Change to (T)(Q)C2-2D for the construction of an eight-story, approximately 95-foot tall, 79,621 square-foot mixed-use building consisting of a 212 guest-room hotel with guest amenities located at 6516-6526 West Selma Avenue.

Case No. CPC-2014-3706-ZC-HD-ZAA-SPR: On February 3, 2016, the City Council adopted a zone and height district change and approved in part and denied in part an appeal in conjunction with a proposed 200 room hotel located at 1523-1541 North Wilcox Avenue.

Case No. CPC-2007-3931-ZC-HD-CUB-CU-ZV-SPR: On November 20, 2008, the City Council adopted a zone change and height district change to (T)(Q)C4-2D for the construction of a ten story, 73,814 square-foot hotel located at 6415 West Selma Avenue. On September 17, 2008, the City Planning Commission approved a Conditional Use for the sale of alcoholic beverages, live entertainment, and public dancing, a Variance to permit the consumption of food and beverages on the 8th floor and rooftop area, and deviations from parking design requirements, and Site Plan Review.

Case No. ZA-2014-3016(CUB)(ZV): On January 29, 2015, the Zoning Administrator approved a Conditional Use for the sale and on-site consumption of alcoholic beverages and a Zone Variance for the a rooftop sign in conjunction with the operations of a hotel located at 6500 West Selma Avenue.

Public Hearing and Communications

A joint public hearing on this matter with the Advisory Agency and Hearing Officer was held at City Hall on Wednesday, March 28, 2018. Communication was received from the public with comments regarding the timing and review of the Project, including the CEQA analysis, as well as concerns regarding alcohol sales and use of the rooftop. Comments and concerns have been

discussed as part of the Issues. For a summary of the Public Hearing, see Page P-1, for communication received from the public see Exhibit E.

Communication received from the public for the City Planning Commission meeting on June 14, 2018 have been incorporated as part of Exhibit E.

Issues

CEQA Analysis of the previously proposed and current Project

On July 21, 2015, the applicant submitted a request for a Conditional Use, Case No. ZA-2015-2671-CUB, for the sale of a full line of alcoholic beverages in conjunction with the operations of a proposed 20,624 square-foot restaurant, to be known as Tao Restaurant. At the time of submittal, the restaurant was proposed as part of a re-development of the site that would include the restaurant and a 6,000 square-foot ground floor retail space located on the western portion of the site. The proposed building would be located over three levels of subterranean parking. While the restaurant is located primarily on the ground level, a portion of the restaurant is located in the first subterranean level of the parking structure. Although the applicant was seeking a Conditional Use for the sale of alcoholic beverages, the proposed main uses were permitted uses on the site, which is zoned C4-2D. While permits for the grading and construction of the site were issued prior to the application being filed with the Department of City Planning, the MND prepared for the project, Case No. ENV-2015-2672-MND, analyzed the potential impacts for construction of the proposed project, as well as the entirety of the grading required for the subterranean structure. The analysis found that the potential impacts could be mitigated to a less than significant level and the mitigation measures were incorporated as enforceable conditions as part of the approval of Case No. ZA-2015-2671-CUB. As previously mentioned, the approval was not appealed and became effective on April 4, 2016.

Project Comparison		
	Previous Project	Current Project
Restaurant	20,624 square feet	20,624 square feet
Retail	6,000 square feet	-
Second Restaurant	-	1,939 square feet
Hotel	-	53,254 square feet, 114 guest rooms
Subterranean Parking	3 levels, 32,000 cubic yards	3 levels, 32,000 cubic yards

On July 22, 2016, the applicant submitted the current application, Case No. CPC-2016-2601-VZC-HD-CUB-ZAA-SPR, for the current proposed Project. The Project would maintain the 20,624 square-foot restaurant and the subterranean parking structure, and convert the previously analyzed 6,000 square-foot retail space into two uses. Of the 6,000 square feet, 1,939 square feet would be changed to a ground floor restaurant with indoor and outdoor seating and the remaining 4,061 square feet would be converted into the lobby of a proposed hotel. The proposed hotel would be located primarily on the western portion of the site, although a portion of the building would be constructed over the existing restaurant. As currently proposed, the Project in its entirety would be eight stories with a maximum floor area of 79,878 square feet or a 3.7:1 Floor Area Ratio (FAR). In order to address concerns raised regarding the change in the scope of the project which was previously analyzed as part of Case No. ENV-2015-2672-MND, the MND prepared for the current proposed Project analyzes the potential impacts of the Project from two different baselines. As discussed in the MND, Case No. ENV-2016-2602-MND, the Project is analyzed against two baselines referred to as the Original Baseline and Current Baselines:

1. Original Baseline: The Original Baseline is the Project Site as it existed prior to the buildout of the development analyzed in the MND related to the CUB approval (ENV-2015-2672-MND), and contains an excavated area, an existing 3,174 square-foot restaurant, an existing 1,650 square-foot piano bar, and an existing 4,893 square-foot building with vacant retail space on the ground floor and four residential units on the second floor.

2. Current Baseline: The Current Baseline is the Project Site as it is currently developed, consisting of a 20,624 square-foot quality restaurant and a partially constructed, three-level subterranean structure. The current development of the Project Site is consistent with the Approved Project which was analyzed under the previously Adopted MND, Case No. ENV-2015-2672-MND.

Supplemental studies were prepared to analyze the proposed Project from both baselines and it was determined that impacts of the Project from either baseline could be mitigated to a less than significant level. The mitigation measures have been incorporated as part of the recommended Conditions of Approval.

Floor Area – Hollywood Redevelopment Plan and Development "D" Limitation

The site is located within the boundaries of the CRA/LA Hollywood Redevelopment Plan area. The Hollywood Redevelopment Plan (HRP) area was established and adopted by the City of Los Angeles in 1986. The HRP, which is implemented by the CRA/LA, was intended to accelerate economic growth in the Hollywood area and to help regulate and plan for future development in the area.

In 1990, after the adoption of the first HRP, the City Council adopted Ordinance No. 165,660 as part of the General Plan Consistency program. The Ordinance established D Limitations for the Project Site and surrounding areas, limiting development to a by-right maximum of 2:1 FAR. The existing D Limitations permits the following: an increase in floor area could be permitted if the CRA/LA Board found that the project a) conformed to (1) the Hollywood Redevelopment Plan, (2) a Transportation Program adopted by the Community Redevelopment Agency Board pursuant to 518.1 of the Redevelopment Plan, (3) the Hollywood Boulevard District urban design plan as approved by the City Planning Commission adopted by the CRA Board pursuant to Sections 501 and 506.2.1 of the Hollywood Redevelopment Plan; and, if applicable, (4) any Designs for Development adopted pursuant to Section 503 of the Redevelopment Plan; and b) a Disposition and Development Agreement or Owner Participation Agreement has been executed by the Community Redevelopment Agency Board; and the Project is approved by the City Planning Commission, or the City Council on appeal, pursuant to the procedures set forth in Municipal Code Section 12.24-B.3.

The HRP was later amended and adopted by the City in 2003, and no action was taken by the City to amend the D Limitations that were adopted in 1990. The HRP discusses maximum permitted densities within designated Regional Centers, as well as prescribes a process for the CRA/LA to review and approve projects which seek an FAR of 4.5 or greater, not to exceed 6:1. Projects which have an FAR between 4.5:1 and 6:1 are required to receive approval from the City Planning Commission and the CRA/LA Board. As the Project would have a total FAR of 3.7:1, less than the stated 4.5:1 FAR, no Owner Participation Agreement or Development Agreement is required from the CRA/LA and CRA approval is not required for the increase in FAR.

The recommended D Limitation would permit a maximum 3.7:1 FAR consistent with the Hollywood Community Plan and would not amend any provisions of the CRA/LA HRP.

Hotel Density

As proposed, the 21,610.7 square-foot site would include the development of a hotel with 114 guest rooms. Pursuant to LAMC Section 12.22 A,18, uses permitted within the R5 Zone may be permitted on properties that are zoned CR, C1, C1.5, C2, C4, or C5 when located on a lot which is in an area designated on an adopted community plan as "Regional Center" or "Regional Commercial." While the R5 Zone has a minimum requirement of one dwelling unit per 200 square feet of lot area, it is silent on the minimum lot area requirement for guest rooms. As defined by LAMC Section 12.03, a dwelling unit contains habitable rooms which would include a kitchen, where as a guest room would not include a kitchen. The Project does not contain any dwelling units as defined by LAMC Section 12.03. In 2009, the Zoning Engineer of the Department of Building and Safety further clarified in the Zoning Code Manual v. April 2015 (Section 12.12C4) that the R5 Zone has no lot area regulation for guest rooms based on the fact that the Code's omission on the density requirement specific to hotels is not in error. The Project Site has a land use designation of Regional Center Commercial, as designated by the adopted Hollywood Community Plan. Pursuant to LAMC Section 12.22 A,18, the existing C4 Zone and requested C2 Zone would permit development of the site with R5 uses, including the provisions related to hotels and guest rooms. The density for guest room would be limited primarily by the maximum floor area permitted by the Height District and compliance with applicable minimum square-footage Building Code regulations for habitable rooms.

Rooftop Amenities and Outdoor Bar and Lounge - Noise

As previously discussed, the Project proposes to utilize the rooftop of the hotel for amenities such as a pool and rooftop bar and lounge that would be open to hotel guests and the public. No kitchen is proposed as part of the operations of the rooftop bar and lounge; however, dining may be offered as an ancillary service to the operations. Food service would be provided by the kitchen located on the ground floor of the hotel. The C4 Zone permits the use of the rooftop for amenity purposes; however, the Zone does not expressly permit outdoor eating or dining above the ground floor. The C2 Zone, on the other hand, permits the use of the rooftop for amenity purposes and allows for outdoor eating or dining to occur above the ground floor per ZAI 1808. While the Project does not propose to have an Outdoor Eating Area, as defined by LAMC Section 12.03, the applicant has requested a Vesting Zone Change from the C4 Zone to the C2 Zone to address any potential ambiguity regarding the classification of the ancillary food and drink service.

The applicant does propose to provide ambient music, as well as limited live entertainment on the rooftop. Ambient music and live entertainment is permitted in an outdoor setting in either the C4 or C2 Zone provided that it is in compliance with the regulations pertaining to noise. While it is recognized that there are existing noise regulations in place to address noise impacts, the operations of an outdoor rooftop bar and lounge within the area have raised concerns from members in the community and the Los Angeles Police Department (LAPD). As identified in the MND, the Project includes a Project Design Feature which would require a minimum six-foot high glass or heavy plastic safety wall to be installed around the perimeter of the rooftop deck area.

Additionally, the applicant has revised the design of the bar and lounge seating area so that approximately 964 square feet will be covered and would have retractable doors. As conditioned, this would permit the space to be closed when live entertainment would occur.

Since the scheduled meeting before the City Planning Commission on June 14, 2018, the applicant has amended the proposed hours of operations of the outdoor and indoor rooftop area. Previously, the applicant had proposed to operate the enclosed rooftop area until 2:00 a.m. However, after discussions with community members regarding concerns about noise, the applicant proposes to end operations of the entire rooftop area at 12:00 a.m.

Sale of Alcoholic Beverages

The requested Conditional Use for the sale of a full line of alcoholic beverages is for the proposed 1,939 square-foot ground floor restaurant and the proposed hotel. The existing restaurant would continue to operate pursuant to the conditions of approval of Case No. ZA-2015-2671(CUB). For informational purposes, the existing restaurant was approved to operate between the hours of 11:00 a.m. and 2:00 a.m. daily, with a maximum of 24 special events a year. Ambient music, including a single DJ, was approved as part of the daily operations provided that it was hosted by restaurant and not a third party promoter. Other forms of live entertainment was approved on the condition that applicant notified and received approval from LAPD Hollywood Vice Division at least 14 days in advance. All activity would occur indoors, as the restaurant does not have any outdoor eating areas.

The proposed 1,939 square-foot restaurant proposes to have a total of 100 seats, including 60 indoor and 40 outdoor seats. A portion of the outdoor seats may be located within the public right-of-way and would be required to receive and approved revocable permit from the Bureau of Public Works. The restaurant proposes to have hours of operation from 6:00 a.m. to 2:00 a.m. and proposes live entertainment. The proposed alcohol sales and consumption would be an ancillary service to the food service of the restaurant.

The proposed hotel has requested to be permitted to serve and consumption in following three locations:

1) Lobby Bar – up to 48 indoor seats, with live entertainment and hours of operation from 6:00 a.m. to 2:00 a.m.
2) Mini-Bar – located within the proposed 114 guest rooms
3) Rooftop Bar and Lounge – up to 129 outdoor seats and 58 indoor seats, with ambient music outdoors and live entertainment within the enclosed area and hours of operation from 6:00 a.m. to 12:00 a.m.

Professional Volunteers Program (PVP)

On August 15, 2017, the Project was presented to the Professional Volunteers Program (PVP). Generally, the proposed design of the building was well received. Comments included that the proposed use of glass and brick was appropriate for the area. Planning staff raised concerns regarding the circulation between the proposed uses and the volunteer panel concurred that the proposed restaurant and hotel lobby could be configured differently to allow for improved circulation. In response to the PVP's comments, the applicant revised the site plan and internal circulation between the two proposed uses.

Conclusion

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission approve and recommend adoption of the Vesting Zone Change and Height District Change from C4-2D to (T)(Q)C2-2D, and approve the Conditional Use Permit for the sale of a full line of alcoholic beverages, Zoning Administrator's Adjustment for a reduced side and rear yard, and Site Plan Review. Additionally, staff recommends that the City Planning Commission find, based on its independent judgement, after consideration of the entire administrative record, that the project was environmentally assessed under ENV-2016-2602-MND for the above referenced project.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) or [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications and Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies as may be necessary).

1. Responsibilities/Guarantees.

   a. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

   b. Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

2. Dedication(s) and Improvement(s).

   a. Dedication. A minimum 20-foot radius property line return or a 15-foot by 15-foot property line cut corner be dedicated at the intersections of Selma Avenue and Wilcox Avenue adjoining the site.

   b. Improvements. Improve Selma Avenue and Wilcox Avenue adjoining the site by the reconstruction of the existing concrete sidewalks to complete full-width concrete sidewalks including the corner radius cuts with tree wells including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.

3. Bureau of Street Services, Urban Forestry: Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

   Note: All protected tree removals and removal of trees located within the public right-of-way must be approved by the Board of Public Works. Contact Urban Forestry Division at 213-847-3077

4. Bureau of Street Lighting: No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; one (1) on Wilcox Avenue.

5. Department of Transportation. Driveway Access and Circulation shall be reviewed and approved with Citywide Planning Coordination Section (201 North Figueroa Street, Room 550, at 213-482-7024). New driveways should be a Case 2 – designed with a recommended width of 30 feet for wo-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveway, or as approved by the Department of Transportation and Department of Building and Safety.

6. Fire Department. Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval.

Notice: If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.) as required herein, are completed to the satisfaction of the City Engineer.

(Q) QUALIFIED CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Uses.** The uses on the subject property shall be limited to the C2 Zone, pursuant to LAMC Section 12.14, except that Automotive Uses shall be prohibited.

2. **Development.** The use and development of the subject property shall be in substantial conformance with the site plan, floor plan, elevations, and renderings labeled Exhibit "A" dated July 2, 2018. Minor deviations may be allowed in order to comply with provisions of the Municipal Code.

"D" DEVELOPMENT CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "D" Development Limitations.

1. **Height.** The height of all buildings and structures, except for mechanical and other rooftop equipment, on the subject property shall not exceed 89 feet from the proposed grade, as shown in Exhibit "A" stamp dated July 2, 2018, excluding the parapet.

2. **Floor Area.** The total floor area of all buildings or structures located on a lot shall not exceed a Floor Area Ratio (FAR) of 3.7:1.

CONDITIONS OF APPROVAL

Pursuant to Section 12.24-W,1, 12.28, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions:

1. **Site Plan.** The use and development of the property shall be in substantial conformance with the illustrative site plan, floor plans, elevations, and renderings labeled Exhibit "A", dated July 2, 2018, except as may be revised as a result of this action.

2. **Density.** A maximum of 114 guest rooms may be permitted.

3. **Rooftop.**

   a. The covered bar and lounge area indicated on the roof plan stamped Exhibit "A", shall designed to be able to be fully enclosed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

   b. Prior to the issuance of a Certificate of Occupancy, the sound levels shall be measured consistent with the procedures in LAMC Section 111.02. Documentation of the measurements shall be submitted to the Department of City Planning for the file.

   c. A minimum six (6) foot high glass wall shall be installed around the perimeter of the rooftop deck, except where there is rooftop structure or other enclosed structure located at the perimeter of the building.

4. **Parking.**

   a. Automobile parking spaces shall be provided pursuant to LAMC Section 12.21-A,4 and may be reduced utilizing bicycle parking replacement. Automobile parking may further be reduced by up to 20 percent, provided that the reduction is only applied to parking provided off-site.

   b. Bicycle parking spaces shall be provided pursuant to LAMC Section 12.21-A,4 and 16, as effective on March 13, 2013.

   c. Electric Vehicle Parking. The Project will include at least 20 percent (20%) of the total code-required parking spaces, provided on-site, capable of supporting future electric vehicle supply equipment (EVSE). Plans will indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design will be based upon Level 2 or greater EVSE at its maximum operating ampacity. Five percent (5%) of the total code required parking spaces, provided on-site, will be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or 5 percent results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" will be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

5. **Drop off/Pick Up.**

   a. If valet service is used a copy of the contract with the valet company shall be submitted to the Department of City Planning demonstrating that valet service is made available to customers/guests of the petitioner(s). If valet service is implemented the petitioner(s) will additionally be required to provide the Department of City Planning with information pertaining to the valet rates or cost of valet service as it relates to customers utilizing said service. The availability of valet parking/service shall be made known to the public via the restaurant menu or hotel brochure, a posting of the information on readily visible locations in the hotel lobby and the hotel restaurant and on any hotel or hotel restaurant website.

   b. A drop off/pick up area may be designated off-site, within the area of the subject property's street frontage, for hotel guests and patrons of establishments on site.

   c. The drop off/pick up areas shall be subject to the review and approval from the Department of Transportation. The approved plan shall be submitted to the Department of City Planning for the file.

6. **Landscaping/Hardscape.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A.

   a. Tree Wells.
      i. The minimum depth of tree wells located on a podium or rooftop shall be as follows:
         1. Minimum depth for trees shall be 42 inches
         2. Minimum depth for shrubs shall be 30 inches.
         3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
         4. Minimum depth for an extensive green roof shall be 3 inches.

      ii. The minimum amount of soil volume for tree wells on a podium or rooftop shall be based on the size of the tree at maturity:
         1. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
         2. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
         3. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

   b. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise required by the Urban Forestry Division, Bureau of Public Works.

   c. A minimum three (3) foot wide landscape planter, with a minimum depth of 42 inches, shall be installed around the perimeter of the rooftop, except where there is rooftop structure or other enclosed structure located at the perimeter of the building.

7. **Irrigation.** The Project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by DWP in consultation with DCP.

8. **Solar Panels.** The project shall install the equivalent of 10 percent of the rooftop of the eight-story building or 595 square feet, whichever is greater, of solar panels as part of an

operational photovoltaic system to be maintained for the life of the project. The 10 percent shall be calculated based on the area of the rooftop identified on the Rooftop Deck Floor Plan of the stamped Exhibit A dated XX XX, 2018.

9. **Light.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

10. **Glare.** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

11. **Construction Generators.** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.

B. Alcohol Related Conditions:

12. Approved herein is the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with:

    a. the operations of a 1,939 square-foot restaurant which may have a maximum of 100 seats (60 indoor and 40 outdoor seats). Outdoor seating located within the public right-of-way shall obtain a revocable permit prior to the issuance of a permit.;

    b. the operations of a 114 guest room hotel within:

        i. the hotel lobby bar, which may have a maximum of 48 seats;
        ii. “mini-bars” located within the hotel guest rooms;
        iii. the rooftop outdoor bar and lounge and covered lounge, with a maximum of 187 seats.

13. Hours of operation approved herein are as follows:

    a. the 1,939 square-foot restaurant: 6:00 a.m. to 2:00 a.m., daily;

    b. the hotel lobby bar: 6:00 a.m. to 2:00 a.m., daily;

    c. the rooftop bar and lounge.

        i. Outdoor patio areas: 7:00 a.m. to 12:00 a.m. (Midnight), daily

        ii. Enclosed patio area: 7:00 a.m. to 12:00 a.m. (Midnight), daily, subject to the following:

            When the enclosed bar and lounge doors or windows are open between 7:00 a.m. and 12:00 a.m., any music, sound, noise, or vibration shall not be audible or felt beyond that part of the premises which is under the control of the applicant.

            The doors to the rooftop’s covered bar and lounge area shall be closed whenever live entertainment, including DJs, and/or amplified music is played in the indoor area.

d. After-hour use of the facilities, other than routine clean-up and maintenance is not permitted.

14. Restaurant.

a. The 1,939 square-foot ground floor restaurant shall operate as a bona-fide restaurant, with its kitchen open for all hours of restaurant operations and food shall be available during all such hours. Customers of all ages shall be permitted during all hours of operations.

b. The exterior windows and glass doors of the hotel premises/ground floor restaurant and bar/lounge areas shall be maintained substantially free of signs and other materials from the ground to at least 6 feet in height above the ground so as to permit surveillance into the store by Police and private security.

15. Age Verification.

a. Electronic age verification device(s) shall be retained and installed on the premises at each point of sale location and available for use during operational hours. The device shall be maintained in an operational condition and all employees shall be instructed in its use prior to the sale of any alcoholic beverage.

b. Hotel Guest Room Mini-Bars. The hotel manager(s) shall require proof of identification and age for all registered guests at check-in. Rooms where the registered guest is under twenty-one years of age, or where the age of the guest cannot be determined, shall have their in-room liquor cabinet disabled and locked if any such lockers are provided in the room

16. Live Entertainment:

a. Restaurant. Live entertainment, amplified music, or ambient music may be permitted indoors within the 1,939 square-foot restaurant and the outdoor seating area.

b. Hotel.

i. Live entertainment, amplified music, or ambient music may be permitted within the within the hotel lobby and enclosed rooftop bar and lounge area.

ii. No live entertainment or amplified music shall be permitted in any patio or outdoor areas, including the outdoor rooftop patio or bar and lounge area. Ambient music may be permitted.

c. Live entertainment is subject to any required permits to be reviewed and approved by the Los Angeles Police Commission, as applicable. Live entertainment may include but not be limited to live bands, a DJ or karaoke, provided the latter is not conducted in private rooms.

d. Any ambient or amplified music, sound, vibration or noise emitted that is under the control of the petitioner(s) shall not be audible or otherwise perceivable beyond the subject premises. Any sound, vibration or noise emitted that is under the control of the petitioner which is discernible outside of the subject premises shall constitute a violation of Section 116.01 of the Los Angeles Municipal Code, including any loud, unnecessary or unusual noise that disturbs the peace and quiet of any neighborhood or that causes discomfort. The establishment will make an effort to control any

unnecessary noise made by restaurant/hotel staff or any employees contracted by the restaurant or bar facilities located within the hotel facility, or any noise associated with the operation of the establishment, or equipment of the restaurants.

e. No Dance Hall or Hostess Dance Hall, as defined by LAMC Section 12.03, use shall be permitted without the approval of a Conditional Use Permit pursuant to LAMC Section 12.24 W,18. Patron Dancing is not permitted nor shall the Petitioner(s) accommodate or endorse dancing features in any fashion.

f. There shall be no pool table or billiards table, electronic games, coin-operated games, dart games, or video machines maintained upon the premises at any time.

17. A "Free Designated Driver Program" shall be implemented in which "FREE Non-Alcoholic Beverages" will be offered to the designated drivers: such as coffee, tea, or sodas approved by the Zoning Administrator. An explanation of the program shall be printed on the restaurant menus and/or made known to patrons via a two-sided card placed on all restaurant tables. Information pertaining to the "Designated Driver Program" shall additionally be detailed on the hotel website or page and/or any social media account dedicated to the hotel/hotel restaurant operations.

18. Security. Between the hours of 8:00 p.m. and 2:30 a.m., the applicant shall provide a minimum of two (2) security guards in the ground floor hotel restaurant on Thursdays, Fridays and Saturdays.

    During the hours of 8:00 p.m. and 2:30 a.m., the applicant shall provide a minimum of three (3) security guards in the rooftop enclosed bar/lounge area and in the outdoor rooftop patio areas, daily.

    In addition to the security guard requirements delineated above, the applicant shall be required to provide a minimum of three (3) security guards on the premises during the all hours of hotel operation. The additional security employment required per this provision for the ground floor restaurant and bar/lounge areas as well as the rooftop bar/lounge area, will be employed in addition to and in enhancement of the three security guards who are mandated to be employed on the hotel premises during all hours of operation.

    The security guards shall not have any other activities other than those that are security related. Security personnel shall be licensed consistent with State law and Los Angeles Police Commission standards and maintain an active American Red Cross first-aid card. The security personnel shall be dressed in such a manner as to be readily identifiable to patrons and law enforcement personnel.

19. Admission and Third Party Promoters.

    a. The applicant/operator shall not require an admission or cover charge. Any advertising of an admission charge or cover is prohibited.

    b. The applicant shall not sublet the premises to outside "promoters" for nightclub or concert activity. Private parties hosted by the hotel or future operators of the ground floor dining area and rooftop bar/lounge, in which general public are excluded from the entire ground floor bar, lounge, outdoor courtyard and dining areas or the entire rooftop area are permitted provided that an appropriate one-day permit is submitted for approval to LAPD and ABC.

c. The facility shall not be leased or contracted out to third party promoters that will require a cover charge or prepayment for admission to the facility for uses such as or similar to rave parties, electronic music parties, or record release parties advertised and open to the general public.

d. At no time shall any form of membership card or compensation be a pre-requisite for admission to the facility at large unless the applicant is featuring a special event which has received prior written approval from the Hollywood Vice Office to commence in conjunction with the operation of the subject premises.

20. There shall be no Adult Entertainment of any type pursuant to Section 12.70 of the LAMC. Any proposed Adult Entertainment shall be subject to the requirements of Section 12. 70 and require the filing of the appropriate application.

21. Partitions separating booth/dining areas in the ground floor and rooftop restaurants and bar/lounge areas shall not exceed 54 inches in height. No obstructions shall be attached, fastened or connected to the booth/dining areas within the interior space for the facility that restrict, limit, or obstruct the clear observation of the occupants.

22. No employee or agent shall be permitted to accept money or any other thing of value from a customer for the purpose of sitting or otherwise spending time with customers while in the premises, nor shall the licenses provide, permit, or make available either gratuitously or for compensation, male or female patrons who act as escorts, companions, or guests of and for the customers.

23. No loitering on the premises, public way adjacent to the premises, or property adjacent to the premises over which the applicant has control.

24. The applicant shall be responsible for maintaining free of litter, the premises and the area adjacent to the premises over which they have control. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the Petitioner(s) shall be removed or painted over within 24 hours of being applied.

25. Within six months of the date of this determination and within six months of hire, all personnel acting in the capacity of a manager of the premise and all personnel who serve alcoholic beverages shall attend Standardized Training for Alcohol Retailers (STAR) session sponsored by the Los Angeles Police Department. All employees who serve alcoholic beverages shall attend follow-up STAR classes every 24 months. Upon completion of the training, the applicant shall provide evidence to the Zoning Administrator that such training was provided.

26. The applicant / hotel operator / restaurant operator shall identify a contact person and provide a 24-hour “hot line” telephone number for any inquiries or complaints from the community regarding the subject facility. Prior to the utilization of this grant, the phone number shall be posted on the site so that is readily visible to any interested party. The hot line shall be:

a. Posted at the entry, and the cashier or customer service desk,

b. Provided to the immediate neighbors, schools, and the Neighborhood Council, and

c. Responded to within 24-hours of any complains/inquires received on this hotline.

27. Petitioner(s) shall install and maintain security cameras and a three-month DVR/video library that covers all common areas of the business, high-risk areas, sidewalk areas, and entrances or exits. The DVRs shall be made available as required by law.

28. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Director's designee shall have the right to require the applicant to file a plan approval application together with the associated fees and to hold a public hearing to review the applicant's compliance with, and effectiveness of, the conditions of the grant. The applicant shall be required to submit a summary and supporting documentation demonstrating how compliance with each condition of the grant has been attained. Upon review, the Director's Designee may modify, add or delete conditions and reserves the right to conduct the public hearing for nuisance abatement revocation purposes if so warranted by documentation.

29. The approved conditions shall be retained on the premises at all times and produced upon request of the Police Department, the Department of Building and Safety or City Planning. All licenses, permits and conditions shall be posted in a conspicuous location at the facility. Additionally, copies of the ABC operating conditions and conditional use permit conditions shall be provided to all employees working in the facility. Establishment employees are required to be knowledgeable of the establishment operating conditions and shall sign a document acknowledging that they have read and understood all of the ABC and conditional use permit conditions. Said acknowledgment form(s) shall be maintained at the location by the operator and/or manager who shall present the document(s) to Police Department personnel, ABC Investigators or any other City agency upon request.

30. Petitioner(s) shall maintain on the premises and present upon request to any law enforcement officer, a copy of the Business Permit, Insurance information and a valid emergency contact phone number for the Security Company service(s), Valet Company service(s), and the property owner.

31. Smoking tobacco or any non-tobacco substance, including from electronic smoking devices, is prohibited in or within 10 feet of the outdoor dining areas in accordance with Los Angeles Municipal Code Section 41.50 B 2 C. This prohibition applies to all outdoor areas of the establishment if the outdoor area is used in conjunction with food service and/or the consumption, dispensing or sale of alcoholic or non-alcoholic beverages.

32. The applicant shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.

33. The business operator and/or the operator's agents shall comply with California Labor Code Section 6404.5(c) which prohibits the smoking of tobacco or any non-tobacco substance, including from electronic smoking devices, within any place of employment.

34. **Prior to the beginning of operations**, the manager of the facility shall be made aware of the conditions and shall inform his/her employees of the same. A statement with the signature, printed name, position and date signed by the manager and his/her employees shall be provided to the Department of City Planning. The statement shall state,

    We, the undersigned, have read and understood the conditions of approval to allow the sale and dispensing of a full line of alcoholic beverages for off-site

consumption, in conjunction with the retail store, known as [OPERATION NAME], and agree to abide and comply with said conditions.

A copy of the conditions of this letter of determination, business permit and insurance information shall be retained on the premises at all times and produced upon request by the Police Department, the Department of Building and Safety or the State Department of Alcoholic Beverage Control.

35. Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the BESt (Beverage and Entertainment Streamlined Program) in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the BESt (Beverage and Entertainment Streamlined Program) within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.

36. The applicant(s) shall provide the Zoning Administrator a copy of each license, suspension thereof, or citation issued by the State Department of Alcoholic Beverage Control or the Los Angeles Police Department upon such instance.

37. **MViP – Monitoring, Verification and Inspection Program**. At any time, before, during, or after operating hours, a City inspector may conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and used to rate the operator according to the level of compliance. If a violation exists, the owner/operator will be notified of the deficiency or violation and will be required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed therein, may result in denial of future requests to renew or extend this grant.

38. Within 30 days of the effective date of the Department of Alcoholic Beverage Control license, and within 30 days of the effective date of any modification or alteration of terms of said license, the applicant shall transmit a copy of the valid Department of Alcoholic Beverage Control license to the Department of City Planning for attachment to the case file.

C. Environmental Conditions:

39. **Public Services (Police – Demolition/Construction Sites).** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the hotel street level and to keep unpermitted persons from entering the construction area.

40. **Public Services (Police).**

    a. The plans shall incorporate a design that references the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the LAPD. These measures shall be approved by the LAPD prior to the issuance of building permits.

b. Public Services (Police). Upon completion of the Project, the LAPD Hollywood Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.

41. **Construction Traffic Control/Management Plan.** A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction-related traffic shall be restricted to off-peak hours.

42. **Transportation Demand Management and Monitoring Program.**

a. The Applicant shall prepare and submit a preliminary Transportation Demand Management Plan (TDM) to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the project.

The TDM shall include strategies, as determined to be appropriate by the Department of Transportation, which would have a minimum ten (10) percent effectiveness in reducing new vehicle trips.

In the event that the Project would provide twenty (20) or more required parking spaces off-site, the TDM shall demonstrate a minimum twenty (20) percent effectiveness in reducing new vehicle trips.

b. In the event that the Project would provide twenty (20) or more parking spaces off- site and is required to implement a TDM which has a minimum twenty (20) percent effectiveness in reducing the total net project trips, a Monitoring Program (MP) shall be prepared to provide continued monitoring of the TDP's effectiveness. The MP shall be prepared by a licensed Traffic Engineer and submitted to the Department of Transportation for review. The MP shall continue until such time that the Project has shown, for three consecutive years, at a minimum of 85 percent occupancy, achievement of the peak hour trip volume requirements listed. Should the review show that the peak hour trip cap threshold has been exceeded the Project shall have one year to attain compliance or be subject to a penalty program.

Implementation of the TDM shall be at the Project's expense.

Strategies may include, but shall not be limited to, the following:

1. Provide guest assistance on arrival and departure to find options to personal or rented vehicles to access the site.

2. If found feasible by LADOT and Metro, improve the existing bus stop on the north side of Hollywood Boulevard east of Wilcox Avenue where there is an existing sign, bench and trash receptacle with a weather protected cover. Improve the bus stop on the south side of Hollywood Boulevard west of Cahuenga Boulevard where a bus sign only with a bench, trash receptacle, weather protected cover and bench. Improve the bus stop on the north side of Sunset Boulevard west of Wilcox Avenue where a bus sign, a bench, and trash receptacle with a weather protected cover;

3. Provide a visible on-site kiosk with options for ridesharing, bus routes and bike routes in a prominent area(s) in view for hotel guests, employees and patrons of the restaurants;

4. Provide information for guests of the hotel upon check in that includes the transit, bike routes, and nearby walking opportunities as options to use rather than person vehicles;

5. Provide an on-site TDM manager to assist hotel guests navigate the alternative modes of transportation options, in matching rideshare partners for the employees, determining transit routes for employees, and promoting TDM program;

6. Provide access pass and transit pass reductions for employees;

7. Provide bicycle spaces to encourage cycling as an alternative to single occupant vehicles;

8. Provide bicycle sharing service for guests and employees use;

9. Provide amenities to encourage guests of the hotel spend some of their time eating, relaxing and recreating on-site.

43. **Transportation (Pedestrian Safety).** The developer and contractors shall maintain ongoing contact with administrator of Selma Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (213)580-2950 or (213)580-2900 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

D. Administrative Conditions

44. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

45. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

46. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

47. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

48. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

49. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

50. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

51. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

52. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**

    Applicant shall do all of the following:

    a. 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.

    b. 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.

    c. 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 (b).

    d. 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. (b)

e. If the City determines it necessary to protect the City's interests, 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, commission, 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.

NOTE TO THE STATE OF CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL (ABC)

CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grants, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the

specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

They may include those identified during hearing testimony, received as part of correspondence via stakeholder groups, city agency, other responsible agency, Council District, Mayor's office, etc.)

- There shall be no exterior advertising of any kind or type, including advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.
- No signs are permitted on the outside of the building or directed from the inside to the outside which display or advertise the availability of alcoholic beverages.
- The sale of alcoholic beverages for consumption off the premises is prohibited.
- The off-site sale of alcoholic beverages as a secondary use (i.e., "take out") is not permitted.
- All service of alcoholic beverages shall be conducted by a wait person or bartender.
- The alcoholic beverage license for the restaurant shall not be exchanged for a public premises type license nor operated as a public premises.
- There shall be no service, sales or possession of an alcoholic beverage on any abutting private property area not under the immediate control of the applicant/facility operator with the exception of the approved patio/outdoor dining areas.
- Bottle and/or Table service involving the distribution of distilled spirits shall be prohibited during regular restaurant/hotel operations and is only permitted during special events that have been authorized by the Los Angeles Police Department. "Buckets" of beer and portable bars are prohibited. There shall be no "Minimum drink" required of patrons. In addition, there shall be NO sales of table(s) and/or seating where alcoholic beverages are in any way included in the sale cost of the seating. The sale of poolside cabanas and lounge chairs may be permitted in conjunction with the restrictions set forth above related to alcohol sales.
- "Happy Hour" is permitted between the hours of 4:00 pm and 8:00 pm, daily. There may be no more than a fifty percent discount on alcoholic beverages.
- The quarterly gross sales of food shall not exceed the gross sales of alcohol. The business operator shall maintain records which reflect these numbers and make them available to the Police Department of the California State Department of Alcoholic Beverage Control upon request.

FINDINGS

General Plan/Charter Findings (Charter Section 556)

1. **General Plan Land Use Designation.** The Project Site is located within the Hollywood Community Plan, adopted by the City Council on December 13, 1988. The site has a land use designation of Regional Center Commercial, as designated on the plan map. The Regional Center Commercial land use designation lists the following corresponding zones: C2, C4, P, PB, RAS3, and RAS4. The site is currently zoned C4-2D and is subject to the Development "D" Limitations contained within Ordinance No. 165,660, adopted in 1990. The Community Plan indicates within the footnotes that development intensity is limited to 4.5:1 FAR and a maximum of 6:1 FAR with the approval from City Planning Commission. Additionally, the Framework Element characterizes designated Regional Centers as having a range of FARs from 1.5:1 to 6:1. The proposed Project will have a maximum 3.7:1 FAR. The recommended Vesting Zone and Height District Change would permit commercial uses that are consistent with the established entertainment district and encourage the future growth of the Hollywood Center.

2. **General Plan Text.** The Hollywood Community Plan text includes the following relevant objectives:

   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.

   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.

   Policy: The focal point of the Community is the Hollywood Center, located generally on both sides of Hollywood and Sunset Boulevards between La Brea and Gower Street. The Hollywood Center is included in the Hollywood Redevelopment Project area as adopted in May 1986. This center area shall function 1) as the commercial center for Hollywood and surrounding communities and 2) as an entertainment center for the entire region. Future development should be compatible with existing commercial and development, surrounding residential neighborhoods, and the transportation and circulation system. Developments combining residential and commercial uses are especially encouraged in this Center area.

   The Project Site is located within the Hollywood Center, which is an established commercially developed, entertainment center. The proposed Project would develop the underdeveloped and underutilized site, with a new eight-story building. The site is currently developed with a one-story building and a partially constructed, three-level, subterranean parking structure on the northeastern portion of the site. The Project would maintain the existing building, complete construction of the subterranean structure on the western portion of the site, and construct an eight-story building which would be located primarily on the western portion of the site. A portion of the building would be constructed over the existing building along Selma Avenue. The existing building will continue to operate as a bona-fide restaurant and the proposed building would include a new ground floor restaurant and a 114 guest room hotel. As the Project Site is an L-shaped site located within a built urban environment, developing the site vertically has allowed for a more efficient use of the site

and permitted floor area. However, the existing C4 zone would limit the ability to utilize the site for certain commercial uses, whether services or amenities, that are compatible with the present and future development of the Hollywood Center. Uses, such as outdoor eating or dining, would be limited to the ground floor and entertainment related commercial uses are generally limited. The recommended C2 Zone would permit commercial uses that are compatible with the Hollywood Center and would promote the future development and improvement of the area. The recommended Height District Change would modify the existing D Limitations to permit a maximum FAR of 3.7:1 and would ensure that the development of the site is physically compatible with the existing and future development of the Hollywood Center.

3. **Framework Element.** The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the instant request:

Regional Centers

GOAL 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

> Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

The Framework Element describes Regional Centers as having a range of FARs from 1:5:1 to 6:1, with buildings characterized by 6- to 20-stories (or higher). And are usually major transportation hubs. The Project proposes to develop the site with an eight-story building with three levels of subterranean parking. The building would have a total floor area of 79,878 net square feet, or a 3.7:1 FAR. As proposed the Project is consistent with the anticipated development of Regional Centers. The proposed 114 guest room hotel would provide an additional service and amenity in an area that is highly visited by tourist and business travelers. The site is located a block south of Hollywood Boulevard which is serviced by a number of bus lines as well as the Metro Red Line. The site is located between the Metro Red Line Hollywood/Cahuenga and Hollywood/Vine stations. The proximity to public transit would provide alternative transportation options for hotel guest to visit other regions. Additionally, the proposed restaurant and hotel lobby bar and rooftop bar and lounge provides an additional amenity for visitors to area. The establishment of the hotel, bar, lounges, and dining areas would also provide an increase in employment opportunities than the previously existing one-story commercial development. As such, the Project would meet the goals and objectives of the Framework Element to encourage the future development of the designated regional center and enhancement of the urban lifestyle.

4. **The Mobility Element.** The Project Site is located one block south of Hollywood Boulevard, which is serviced by the Metro Red Line, which began operating in stages between 1993 and 2000. The site is located to the west of the Hollywood/Highland stop and to the east of the Hollywood/Vine stop. In addition to the Metro Red Line, the site is serviced by a number of bus lines which operate along Hollywood Boulevard, Sunset Boulevard, and Highland Avenue. The Mobility Element (Mobility Plan 2035) of the General Plan is not likely to be affected by the recommended action herein. Selma Avenue is a designated Local Street –

Standard, dedicated to a width of 60 feet and is improved with curb, gutter, and sidewalk. Wilcox Avenue is a designated Modified Avenue III, dedicated to a width of 65 feet at the Project Site's frontage and is improved with roadway, curb, gutter, and sidewalk. The Project has been conditioned to require compliance with dedication and improvement required by the Bureau of Engineering, which would be consistent with the Mobility Element. In addition to establishing Street Standards, the Mobility Element encourages "the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure" (Policy 5.4). The Project proposes to provide the required number of automobile parking spaces, while also utilizing reductions permitted by the Zoning Code, and from the City Planning Commission pursuant to LAMC Section 12.24 S. The Project has been conditioned to require that 20 percent of the required parking spaces provided on-site are to be wired for the installation of future EV chargers, and that 5 percent of the required parking spaces provided on-site are to be installed with EV chargers. As conditioned, the Project would be able to provide a service to local residents and employees in the area, while encouraging the use of low and zero emission fuel sources and the infrastructure to support it. Additionally, the Project would comply with existing Green Building codes, which were adopted to help facilitate the reduction of energy consumption.

5. **The Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

6. **Health and Wellness Element and Air Quality Element.** Policy 5.1 and 5.7 of the Plan for a Healthy LA, the Health and Wellness Element, and Policy 4.2.3 of the Air Quality Element are policy initiatives related to the reduction of air pollution and greenhouse gases. As conditioned herein, the Project would be required to provide parking spaces which would be equipped for the immediate installation and use of EV Charging Stations, as well as for future use. The Project has also been conditioned to install solar panels to an operating photovoltaic system. The installation and operation of the solar panels would help to reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, the conditions would provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and the City. As conditioned, the Project would be consistent with the aforementioned policies, as well as Policy 5.1.2 of the Air Quality Element, by ensuring that future developments are compatible with alternative fuel vehicles and shift to non-polluting sources of energy. The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. As such, the Project provides service amenities to improve habitability for the patrons of the Project and to minimize impacts on neighboring properties.

Entitlement Findings

7. **Zone Change and Height District Change Findings (Charter 558 and LAMC 12.32).**

   a. **Pursuant to Section 12.32 C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

The Project Site is comprised of five parcels located at the northeast corner of Selma Avenue and Wilcox Avenue within the Hollywood Community Plan area. The site has 65 feet of frontage along the western side of Wilcox Avenue and approximately 200 feet of frontage along the northern side of Selma Avenue. The northeastern portion of the site extends 185 feet to the north, midblock between Wilcox Avenue and Cahuenga Boulevard. The site has a land use designation of Regional Center Commercial and is zoned C4-2D. The Regional Center Commercial land use designation lists the following corresponding zones: C2, C4, P, PB, RAS3, and RAS4. The recommended Vesting Zone and Height District Change to (T)(Q)C2-2D would be consistent with the land use designation.

Public Necessity, Convenience, and General Welfare. The vesting zone and height district change to (T)(Q)C2-2D would enable the development of the subject site with a proposed ground floor restaurant and a 114 guest room hotel, while maintaining the operations of the existing restaurant. The Project would complete the construction of the subterranean parking structure and construct a new eight-story building over the western portion of the site, resulting in a building with a 3.7:1 FAR. The ground floor of the building would consist of a 1,939 square-foot restaurant and the lobby of the proposed eight-story hotel. The northeastern portion of the site would remain developed with the one-story building and subterranean structure, with a portion of the proposed building being constructed over it along Selma Avenue. While the C4 Zone would permit commercial uses, the types of commercial uses are limited and contain restrictive development standards. A typical amenity of a use such as a restaurant or hotel is an outdoor eating area. In a built urban environment, where physical constraints require buildings to be built vertically, the ability to have this type of amenity in the C4 Zone would be limited as it is only permitted on the ground floor. The ability to use the rooftop, or any floor above the ground floor, for this type of amenity would allow for improved site design at every level of the Project.

The Project Site is located within the Hollywood Center, a designated Regional Center, which has become an established commercial and entertainment district. The area is frequently visited by tourist and business travelers in the City. The development of a hotel and restaurant uses would provide an alternative location for visitors to stay and dine within the Hollywood Area. Additionally, the site's proximity to regional transit stations would improve accessibility to commercial and employment centers. The inclusion of ground floor restaurants and the rooftop bar and lounge, would provide an additional amenity and service for hotel guest, as well as the existing residents and employees, and visitors in the area.

Good Zoning Practice. The Hollywood Community Plan is intended to serve a number of purposes, including to guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits, land development and other trends. As recommended, the vesting zone and height district change from C4-2D to (T)(Q)C2-2D would permit the development of a building with a floor area and height that is compatible with existing buildings, while permitting commercial uses that are consistent with the existing, and growing, commercial development in the Hollywood area. The Project Site is located one block to the south of Hollywood Boulevard and a block north of Sunset Boulevard. The site is partially developed with an existing restaurant on the northeastern portion of the site, is underdeveloped and underutilized when taken into consideration the proximity to public transportation and commercial district. The C2 Zone would permit additional commercial uses that are consistent with the existing entertainment district and the future growth of the district. While the C2 Zone would permit additional uses, the vesting zone change has been conditioned to prohibit uses which would not promote

the growth of the Hollywood Center as a commercial and entertainment center, as discussed in Finding No. 2. Future uses would be subject to the regulations of the zone, and would be required to obtain a conditional use, if applicable, prior to any change of use or authorization of a use. As such, uses which may be considered a nuisance for sensitive uses, such as residential development or schools, would be subject to discretionary review and conditioned appropriately if approved.

b. **Pursuant to Section 12.32-G and Q of the Municipal Code "T" and "Q" Classification Findings.** The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. The "T" Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" conditions that limits the scale and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

c. **Pursuant to Section 12.32-G,4(b) of the Municipal Code, D Limitation Findings. In establishing D limitations, the Council shall find that any or all the limitations are necessary: (1) to protect the best interest of and assure a development more compatible with the surrounding property or neighborhood, and (2) to secure an appropriate development in harmony with the objectives of the General Plan, or (3) to prevent or mitigate potential adverse environmental effects of the Height District establishment or change.** The Project Site is currently zoned C4-2D and is subject to the D Limitations contained within Ordinance No. 165,660. The D Limitations limits the total floor area on a site to a 2:1 FAR. Additional floor area may be granted, up to 4.5:1, but no greater than 6:1, FAR; however, the additional floor area would have to be approved by the City Planning Commission and/or CRA/LA. The limitation is consistent with Footnote No. 9 of the Community Plan. Pursuant to the Zoning Code, Height District 2 permits a maximum 6:1 FAR, with no limitation on the height of the building in the recommended C2 Zone. The recommended D Limitation would limit the total FAR to 3.7:1, with a maximum height of 89 feet. Without the limitation, due to the site's physical constraints, the maximum 6:1 FAR would lead to a building which would be taller and incompatible with the surrounding properties. The limitation would ensure that the proposed development is physically compatible with the surrounding properties, which range from one to ten stories. The proposed limitations would permit the development of the project, as described in Finding Nos. 2 and 6.a, which would promote the objectives of the Hollywood Community Plan. As such the D Limitations would protect the best interest of and assure a development that is more compatible with the surrounding property or neighborhood and secure an appropriate development in harmony with the objectives of the General Plan.

8. **Conditional Use Findings.**

a. **That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

The applicant is requesting a Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages in conjunction within a proposed 1,939 square-foot ground

floor restaurant and within three locations of the proposed hotel. The proposed restaurant would have 60 indoor seats and 40 outdoor seats. Within the hotel, alcohol sales and consumption is proposed within the hotel lobby, "mini-bars" within the 114 guest rooms, and the rooftop bar and lounge area. The proposed restaurant and hotel would be developed primarily on the western portion of the L-shaped site located at the northeast corner of Selma Avenue and Wilcox Avenue. The northeastern portion of the site would remain developed with the existing restaurant, which was previously approved a Conditional Use, Case No. ZA-2015-2671-CUB, by the Zoning Administrator in 2016.

The site is located one block south of Hollywood Boulevard and one block north of Sunset Boulevard. The Project Site is located within a dense, urban environment, one block south of the Hollywood Boulevard Entertainment District. The surrounding areas are developed with residential uses, hotels, restaurants, and various retail and commercial uses. The proposed restaurant would provide an alternative service amenity in an area which is not only a vibrant international destination, but is developed with a number of businesses and residences. The proposed restaurant is anticipated to operate as a bona-fide restaurant with the proposed sale of alcoholic beverages anticipated to be incidental to food service. The proposed hotel will serve to provide temporary residency for tourist and business travelers within close proximity to commercial and employment centers, as well as regional servicing public transit. The request to sell alcoholic beverages within "minibars" is intended to serve as an amenity for hotel guest, accessory to the operations of the hotel. The proposed lobby bar and rooftop bar and lounge would serve hotel guests, as well as the general public. The sale and dispensing of alcoholic beverages is anticipated to be an incidental amenity for patrons of the operations. The operations of the proposed restaurant, hotel lobby bar and rooftop bar and lounge will provide an additional amenity for those who are employed or visiting the Hollywood area.

b. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.

The Project Site is located within the Hollywood Community Plan and is located approximately one block south of the Hollywood Entertainment District. The site is presently developed with a restaurant and partially constructed parking structure on the northeastern portion of the site. The Project would complete construction of the subterranean parking structure in the excavated area on the western portion of the site and construct a new eight-story building. As proposed, the subterranean parking structure would accommodate up to 52 parking spaces. The Project proposes to provide up to 37 parking spaces off-site at 1541 North Wilcox Avenue. Parking on- and off-site would be serviced by valet, with a drop off/pick up area proposed along Selma Avenue and Wilcox Avenue. As previously discussed, the site is located within close proximity to the Metro Red Line and other forms of public transit. It is anticipated that patrons and guests of the Project would utilize public transit or other forms of ride-share services that would not require the parking of vehicles at the site or within the off-site parking location. As such, pursuant to LAMC Section 12.24 S, the required number of spaces may be further reduced by 20 percent provided that the reduction occurs with the parking provided off-site.

The proposed building would include a 1,939 square-foot ground floor restaurant and a 114 guest room hotel with rooftop amenities such as a pool and rooftop bar and lounge area. As designed and conditioned, a minimum six-foot high glass wall would be installed

along the perimeter of the rooftop area. The proposed restaurant and hotel will be located within close proximity to Hollywood Boulevard, which is a developed with commercial and entertainment uses. However, there are existing multi-family developments within the area as well. The proposed operations of the rooftop and outdoor operations have been conditioned to limit live entertainment and amplified music, as well as the hours of operations of the outdoor areas. The conditions related to live entertainment, amplified and ambient music, and hours of operation, which were reviewed and recommended by the Los Angeles Police Department (LAPD), would prevent late night noise, ensuring that its operations will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

c. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The Project Site is located within the Hollywood Community Plan with a land use designation of Regional Center Commercial. The site is not located within a specific plan. The site is presently developed as a one-story commercial building and partially constructed subterranean parking structure on the northeastern portion of the site. The recommended vesting zone change to (T)(Q)C2-2D would permit the construction of an approximately 89-foot tall, eight-story commercial building. The building would maintain the existing restaurant located on the northeastern portion of the site, and proposes a new 1,939 square-foot restaurant on the western corner of the site. The two restaurants would be separated by the lobby of the proposed 114 guest room hotel. As discussed in Finding No. 2, the Project would redevelop an underutilized site with uses that are compatible with the existing development in the surrounding area and would be in conformance with the objectives and policies of the Community Plan. The sale of a full line of alcoholic beverages in conjunction with the operations of the proposed restaurant and hotel, would be an added amenity for guests and patrons of the Project.

Additionally, the Project has been conditioned to require parking spaces to be constructed for the immediate installation and use of EV Chargers, as well as for future use, and for the installation of solar panels to an operating photovoltaic system. As such, the project is in substantial conformance with the General Plan and the Community Plan.

d. Additional required findings for the sale of alcoholic beverages:

i. The proposed use will not adversely affect the welfare of the pertinent community.

The Project proposes to develop the site with a new commercial building which would maintain the existing restaurant, and proposes to construct a new ground floor restaurant and an eight-story, 114 guest room hotel. The proposed restaurant is anticipated to operate as a bona-fide restaurant and the sale and dispensing of alcoholic beverages incidental to food service is a common amenity found with the operations of a restaurant. The proposed hotel would include rooftop amenities including a bar and lounge area, which would be partially covered. The request to serve alcoholic beverages within the guest rooms and as an incidental service within the lobby bar and rooftop bar and lounge is a common amenity that is found with the operations of a hotel. The Project Site is located within close proximity to Hollywood Boulevard, which is a commercially developed entertainment district. The proposed restaurant and hotel will be compatible with the range of commercial uses such as restaurants, nightclubs, theaters, retail, and other hotels. As conditioned, the proposed restaurant and hotel operations as it relates to the sale and dispensing of

alcoholic beverages have been conditioned as to not adversely affect the welfare of the pertinent community.

ii. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area**.

According to the California State Department of Alcoholic Beverage Control licensing criteria, there are 3 on-site and 2 off-site licenses allocated to the subject Census Tract Number 1907.00, based on a population of 3,379. Within 1,000 feet of the subject site, there are currently 62 active licenses, including 59 on-site and 3 off-site licenses.

The number of existing on-site licenses within the census tract where the subject site is located exceeds ABC guidelines. Concentration can be undue when the addition of a license will negatively impact a neighborhood. Concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. The site is located within the Hollywood Community Plan and is located approximately one block south of the Hollywood Entertainment District. The area is developed with a diverse range of commercial uses, which include restaurants, theaters, and retail uses. In active commercial areas where there is a demand for licenses beyond the allocated number, the Department of Alcoholic Beverage Control (ABC) has recognized that high activity retail and commercial centers are supported by a significant and growing employee, visitor, and resident population in the area. The ABC has discretion to approve an application if there is evidence that normal operations will not be contrary to the public welfare and will not interfere with the quiet enjoyment of property by residents in the area. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering are mitigated by the imposition of conditions requiring responsible management and deterrents against loitering. As proposed by the submitted application and conditioned herein by the City, the requested application will be implemented with conditions intended to prevent public drinking, driving under the influence, and public drunkenness. These conditions will safeguard the welfare of the community. As conditioned, allowing the sale of a full line of alcoholic beverages in conjunction with the proposed restaurant and the hotel for on-site consumption is not undue or anticipated to create a law enforcement issue. Consequently this approval will not result in an undue concentration of premises selling and dispensing of a full line of alcoholic beverages.

According to statistics provided by the Los Angeles Police Department's Hollywood Vice Unit, within Crime Reporting District No. 646 which has jurisdiction over the subject property, a total of 1,777 crimes were reported in 2017 (662 Part I and 1,115 Part II crimes), compared to the Citywide Average of 191 crimes for the and the High Crime Reporting District Average of 229 crimes. Alcohol related Part II Crimes reported include Narcotics (167), Liquor Laws (58), Public Drunkenness (27), Disturbing the Peace (2), Disorderly Conduct (159), Gambling (2), DUI related (29),

and other offenses (269). These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

Although the site is located within a crime reporting district where the crime rate is higher than the area wide average, no evidence or communications were received indicating that the location of the proposed restaurant and hotel has been the subject of criminal or nuisance activity. On March 24, 2018, LAPD Hollywood Vice submitted a list of proposed operating conditions for the proposed restaurant and hotel as it relates to the sale and dispensing of alcoholic beverages. These proposed operating conditions are included herein, thus, the approval of the request is not anticipated to result in late night nuisance activity or contribute to the area's crime rate.

The subject grant has been conditioned to allow the Director's designee to require a Plan Approval application to evaluate the operations of the project if documentation is submitted showing that the project is not in compliance with the approved conditions. A record of poor compliance and/or nuisance complaints would allow the City the discretion to not grant a conditional use and thus avoid the need to proceed with prolonged nuisance abatement proceedings. The project has been conditioned to prevent negative impacts and integrate the use into the community as well as protect community members from adverse potential impacts. As such, the proposed restaurant and hotel with the sale of a full line of alcoholic beverages will be compatible with the surrounding development and will not adversely affect the welfare of the surrounding community.

iii. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The following sensitive uses are located within 1000 feet of the project site:

- Selma Park (6561 West Selma Avenue)
- Selma Avenue Elementary School (6611 West Selma Avenue)
- Y.M.C.A. (6560 West Selma Avenue)
- Blessed Sacrament Church (6660 West Selma Avenue)
- King's Education (1555 Cassil Place)
- First Baptist Church (6682 Selma Avenue)

The proposed restaurant and hotel are located within the proximity of sensitive uses, including residential development. While the proposed restaurant and hotel proposes the sale of alcoholic beverages for on-site consumption, it is anticipated that the sale and consumption will be ancillary to the primary operations of the proposed restaurant and hotel. The site is located within a developing commercial corridor along Selma Avenue and in the Regional Center Commercial, which has long been a center of entertainment in the City. With the conditions referenced herein, the impacts of the on-site consumption and dispensing of a full line of alcoholic beverages would be reduced and will not detrimentally affect nearby residentially zoned or developed communities and other sensitive uses within the area.

9. **Zoning Administrator's Adjustment Findings.** In order for an adjustment from the zoning regulations to be granted, all of the legally mandated findings delineated in Section 12.28 of the Los Angeles Municipal Code must be made in the affirmative:

   a. **While site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations.**

      The Project Site is an L-shaped site with 65 feet of frontage along the western side of Wilcox Avenue and approximately 200 feet of frontage along the northern side of Selma Avenue. The northeastern portion of the site extends 185 feet to the north, midblock between Wilcox Avenue and Cahuenga Boulevard, as shown in the map below. The northeastern portion of the site is developed with an existing commercial building with a partially constructed subterranean structure. The Project proposes to complete the construction of the subterranean structure, to be utilized for parking, and to construct a new eight-story building. While the building will be located primarily on the western portion of the site, a portion of the building would be constructed over the existing building along Selma Avenue, which will be maintained as part of the Project.

      Pursuant to the LAMC Section 12.14 C,2 and 12.22 A,18, a building would be required to provide five-foot side yard, with one additional foot added for every story over the second story. For the rear yard, the Zoning Code requires a minimum fifteen-foot setback, with one additional foot added for every story over the third story. As an eight-story building, the Project is required to provide an eleven-foot northerly side yard and a twenty-foot easterly rear yard setback. The applicant has requested an adjustment to permit a reduced northerly side yard setback of ten feet and a reduced easterly rear yard setback of nineteen feet.

      As proposed and requested, the Project would comply with the setback requirements of a seven-story building. However, as the rooftop will include a covered rooftop bar and lounge seating area and will be used for other amenities, it is considered an eighth story. The rooftop includes outdoor amenities such as a pool and amenity deck and an uncovered bar and lounge seating area. Along the northern elevation, fully enclosed structures are limited to roof structures and storage, which would otherwise be permitted to be located at the perimeter of the building. Outdoor seating areas which are located along the northern elevation are further setback from the perimeter of the building and are buffered with a landscape planter. Along the eastern elevation, the rooftop amenities and fully enclosed structures are setback further than the required twenty feet and the requested nineteen feet. The second through seventh stories would observe the requested nineteen feet, which is consistent with the required rear yard setback of a seven-story building. As such, the provided yards would still conform to the intent of the provisions to not obstruct light or ventilation on any of the adjoining properties.

   b. **In light of the project as a whole including any mitigation measures imposed, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.**

      The L-shaped site is located at the northeast corner of Selma Avenue and Wilcox Avenue, with 65 feet of frontage along Wilcox Avenue and 200 feet of frontage along Selma Avenue. The proposed building has largely been configured to be oriented along Selma Avenue. As described in Finding No. 9.a, the second through seventh story would observe a reduced northerly side yard of ten feet and a reduced easterly rear yard of

nineteen feet. To the north, the adjacent property is developed with a surface parking lot. To the west, the adjacent property is developed with a ten story hotel. As designed, the reduced yards would provide an adequate setback to maintain access to light and ventilation for existing and future developments on adjacent properties. Additionally, a Mitigated Negative Declaration (Case No. ENV-2016-2602-MND) was prepared for the proposed Project. The mitigation measures identified in the MND have been incorporated as enforceable conditions of approval. The mitigation measures, in conjunction with conditions of approval related to the size, height, and operations of the proposed Project would ensure that the Project as a whole would be compatible with and would not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

c. The project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.

The Project Site is located within the Hollywood Community Plan, with a land use designation of Regional Center Commercial. The applicant has requested a Vesting Zone Change and Height District Change from C4-2D to (T)(Q)C2-4D. The Project proposes to maintain the existing commercial building and to complete construction of the subterranean parking structure and to construct a new eight-story building. The building would consist of a 1,939 square-foot restaurant and a 114 guest room hotel. The hotel would include a lobby bar and rooftop amenities such as a pool, rooftop bars with both outdoor and indoor bar and lounge seating areas. With the approval and adoption of the requested Vesting Zone Change and Height District Change, the Project would be in substantial conformance with the purpose, intent and provisions of the General Plan and the Hollywood Community Plan, as described in Finding Nos. 2 through 5. The site is not located within a specific plan area.

10. Site Plan Review Findings. In order for the site plan review to be granted, all three of the legally mandated findings delineated in Section 16.05-F of the Los Angeles Municipal Code must be made in the affirmative:

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

The Project Site is located within the Hollywood Community Plan, with a land use designation of Regional Center Commercial. The site is presently developed with a one-story commercial building and partially constructed subterranean parking structure on the northeastern portion of the site. The recommended Vesting Zone and Height District Change to (T)(Q)C2-2D would permit the construction of the approximately 89-foot tall, eight-story building on the western portion of the site and the maintenance of the existing building on the northeastern portion of the site. The Project would continue operations of the existing restaurant, and proposes a new 1,939 square-foot restaurant and a 114 guest room hotel. The hotel would have a ground floor lobby bar, and would include additional amenities on the rooftop such as a pool and bar and lounge area. The Project has been conditioned to require parking spaces to be constructed for the immediate installation and use of EV Chargers, as well as for future use, and for the installation of solar panels to an operating photovoltaic system. As discussed in Finding Nos. 2 through 6, the Project would redevelop an underutilized site with uses that are compatible with the existing development in the surrounding area and would be in substantial conformance with the objectives and policies of the General Plan and the Hollywood Community Plan.

b. 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 Project proposes to construct an approximately 89-foot tall, eight-story building with three-levels of subterranean parking. The Project would maintain the existing one-story building which is currently operating as a restaurant, and proposes a new 1,939 square-foot restaurant and a 114 guest room hotel. The existing restaurant would maintain the existing entryway along Selma Avenue. The proposed restaurant, located directly at the corner of Selma Avenue and Wilcox Avenue would have a separate entrance on Selma Avenue, but would also be accessible from an interior entrance from the hotel reception area. The proposed building would be constructed over three levels of subterranean parking, which would be accessible from a driveway located along Wilcox Avenue. It is intended that a valet drop off/pick up area will be provided along Selma Avenue and Wilcox Avenue to park the cars either on-site or at the off-site parking location. Short term bicycle parking is proposed within the public right-of-way along Selma Avenue and Wilcox Avenue and long term bicycle parking is proposed on the first subterranean level.

c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The hotel use is defined as a residential use due to the habitable rooms; however, it is not required to provide open space pursuant to LAMC Section 12.21 G as there are no dwelling units proposed. Although recreational and service amenities are not required, the hotel will provide amenities for hotel guests such as use of the rooftop deck, which includes a swimming pool. As conditioned, the Project would installed electric vehicle charging stations for five percent of the required parking provided on-site and the installation of an operational photovoltaic system (solar) that will offset the electrical demand of the EV chargers and other on-site electrical uses. The electric vehicle charging spaces and solar panels will improve habitability for residents and neighboring properties by reducing the level of greenhouse gas emissions and fuel consumption from the project site, in spite of increased parking capacity, through encouraging the use of low or zero emission vehicles. The EV ready parking spaces will also provide guests and patrons who use an electric vehicle a direct service amenity.

Environmental Findings

11. **Environmental Finding.** A Mitigated Negative Declaration (MND), along with mitigation measures and a Mitigation Monitoring Program (ENV-2016-2602-MND), was prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA). Comments were received from members of the public stating that the MND fails to adequately analyze impacts of the Project related to air quality, greenhouse gases, and traffic. No technical studies were submitted with the comments which were received. The MND analyzes the potential impacts of the Project from two baselines referred to as the Original Baseline and the Current Baseline. The Original Baseline analyzes the Project's potential impact as it existed at the time of submittal of Case No. ENV-2015-2672-MND. The Current Baseline analyzes the Project's potential impact as the site currently exists. Projects in the surrounding area have been identified and analyzed as part of the MND. The MND incorporates mitigation measures to address identified impacts under both baselines. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND there is no substantial evidence that the proposed project will have a significant

effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgement and analysis. The records upon which this decision is based are with the Environmental Review Section of the City Planning Department in Room 750, 200 North Spring Street.

12. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing was held by the Deputy Advisory Agency and Hearing Officer at the City Hall in Room 1020 on Wednesday, March 28, 2018 for Case Nos. VTT-74406 and CPC-2016-2601-VZC-HD-CUB-ZAA-SPR.

The public hearing was attended by the applicant's representative, representative of the Council Office, representative of LAPD Hollywood Vice Unit, and members of the public.

The applicant's representative, Mr. Fraijo Jr., presented the current proposed project, as well as discussed the previously proposed project and the CEQA analysis that was conducted for the current project. The presentation included a summary of the requested entitlements and meetings with stakeholders in the community.

From the public, two members of the Hollywood community spoke in support of the project stating that the project would help the community and enhance the experience of those visiting the area.

From the public four members of the public spoke in opposition of the project citing the following concerns:

- The project's impact on low income immigrants
- The project does not help workers
- The review of the proposed project and others in the area by the same applicant
- The environmental review for the project and compliance with existing Development Limitations

Officer Thompson, a representative from LAPD Hollywood Vice Unit, stated that LAPD was familiar with the proposed project and the surrounding area. He stated that he believes the project could be a benefit for the area and that the potential negative impacts could be addressed through recommended conditions submitted to Planning Staff. Officer Thompson concluded that while there have been "speed bumps" regarding compliance with approved conditions on other projects in the area which are operated by the applicant, he believed that the applicant has complied with the conditions for the most part.

Mr. Craig Bullock, a representative from Council District 13, stated that the Council Office was supportive of the project.

The following communications received from the public prior to the hearing have been incorporated in Exhibit E.

- David Carrera
- Unite Here, Local 11
- Casey Maddren
- Hollywood Network Coalition
- Daniel Wright, The Silverstein Law Firm

Exhibit A


HOLLYWOOD
DREAM
HOTEL
FINE DINING
VISUALHOUSE


Selma
Wilcox
FINE DINING
FINE DINING
VISUALHOUSE



SUMMARY PROJECT INFORMATION

ADDRESS	6421-6429 SELMA AVENUE & 1600-1604 WILCOX LOS ANGELES CALIFORNIA 90028
PROJECT SCOPE	8 STORY BUILDING - HOTEL ABOVE EXISTING RETAIL/RESTAURANT AND SUBTERRANEAN PARKING
LEGAL DESCRIPTION	W. 0.68 FT OF LOT 11 (ARB 1), W. 65.26 FT OF LOTS 12, 13 (ARB 1), LOT 17, LOT 18 (ARB 1, 2), SACKETT TRACT, M.B. 16-150.
EXISTING ZONING DESIGNATION	C4-2D
PROPOSED ZONING DESIGNATION	(Q)C2-2D
GENERAL PLAN LAND USE	REGIONAL CENTER COMMERCIAL
LOT AREA GROSS	21,610.7 SF
LOT AREA NET	21,610.7 SF
SET BACKS	FRONT NONE SIDE @ COMMERCIAL NONE SIDE @ RESIDENTIAL 10' - 0" REAR @ COMMERCIAL NONE REAR @ RESIDENTIAL 19' - 0"
PERMITTED FAR	2 : 1 (D-LIMITATION)
PERMITTED BUILDING AREA	43,221.4 SF
TOTAL BUILDING AREA	79,878 SF
(E) BUILDING AREA	26,624 SF
NEW PROPOSED AREA	53,254 SF
PROPOSED FAR	3.7 : 1
PROPOSED DENSITY	114 HOTEL ROOMS
PROJECT BUILDING HEIGHT	88' - 7 1/2"
ALLOWABLE BLDG HEIGHT	NO LIMIT
OCCUPANCE TYPE	R1, A2, S2, U
REQUIRED PARKING	71
PROPOSED PARKING ON SITE	52
PROPOSED PARKING OFF SITE	19

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1:

THAT PORTION OF LOT 18 OF THE SACKETT TRACT IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGE(S) 150 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DECRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT 18 WITH THE SOUTHERLY PROLONGATION OF THE WEST FACE OF THE WEST WALL OF A BRICK GARAGE LOCATED ON THE LAND ADJOINING ON THE EAST OF THE LAND HEREIN DESCRIBED, SAID INTERSECTION BEING A POINT IN SAID SOUTHERLY LINE DISTANT NORTH 89°54'30" WEST, ALONG THE SOUTHERLY LINES OF LOTS 11 AND 18 OF SAID TRACT, 127.33 FEET FROM THE WESTERLY LINE OF THE 20 FOOT ALLEY ADJOINING LOT 11 ON THE EAST AS SAID ALLEY IS ESTABLISHED BY THE CITY ENGINEER OF SAID CITY, SAID INTERSECTION BEING ALSO SOUTH 89°54'30" EAST, ALONG THE SOUTHERLY LINES OF LOTS 17 AND 18 OF SAID TRACT, 140.20 FEET FROM THE EASTERLY LINE OF WILCOX AVE., 60 FEET WIDE, AS ESTABLISHED BY SAID CITY ENGINEER; THENCE NORTH 00°04'35" EAST, ALONG SAID WEST FACE, AND ITS PROLONGATION, A DISTANCE OF 69.99 FEET TO THE NORTHERLY LINE OF SAID LOT 18; THENCE NORTH 89°54'30" WEST, ALONG SAID NORTHERLY LINE, A DISTANCE OF 34.75 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT 18; THENCE SOUTH 00°04'35" WEST, ALONG THE WESTERLY LINE OF SAID LOT 18, A DISTANCE OF 69.99 FEET TO THE SOUTHWESTERLY CORNER OF SAID LOT 18; THENCE SOUTH 89°54'30" EAST, ALONG THE SOUTHERLY LINE OF SAID LOT 18, A DISTANCE OF 34.75 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

THAT PORTION OF LOTS 11, 12, 13 AND 18 IN THE SACKETT TRACT, CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGES(S) 150 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT 18 WITH THE SOUTHERLY PROLONGATION OF THE WEST LINE OF THE WEST WALL OF A BRICK GARAGE SITUATED ON THE LAND HEREON DESCRIBED, SAID INTERSECTION BEING A POINT IN SAID SOUTHERLY LINE DISTANT NORTH 89°54'30" WEST, ALONG THE SOUTHERLY LINES OF LOTS 11 AND 18, 127.33 FEET FROM THE WESTERLY LINE OF THE 20 FOOT ALLEY ADJOINING LOT 11 ON THE EAST AS SAID ALLEY IS ESTABLISHED BY THE CITY ENGINEER OF SAID CITY, SAID INTERSECTION BEING ALSO SOUTH 89°54'30" EAST, ALONG THE SOUTHERLY LINES OF LOTS 17 AND 18 OF SAID TRACT, 140.20 FEET FROM THE EASTERLY LINE OF WILCOX AVE., 60 FEET WIDE, AS ESTABLISHED BY SAID CITY ENGINEER; THENCE SOUTH 89°54'30" EAST ALONG THE SOUTHERLY LINES OF SAID LOTS 18 AND 11, A DISTANCE OF 65.74 FEET TO A POINT OF INTERSECTION WITH THE EAST FACE OF THE EAST WALL OF SAID BRICK GARAGE SAID POINT OF INTERSECTION BEING A POINT IN SAID SOUTHERLY LINE OF SAID LOT 11 DISTANT SOUTH 89°54'30" EAST, ALONG THE SOUTHERLY LINES OF LOTS 17, 18 AND 11 A DISTANCE OF 205.94 FEET FROM SAID EASTERLY LINE OF WILCOX AVE.; THENCE NORTHERLY ALONG SAID EAST FACE, THE FOLLOWING DESCRIBED COURSES:

NORTH 00°08'15" EAST 70.13 FEET NORTH 89°54'45"WEST 0.68 FEET AND NORTH 00°08'15" EAST 114.86' TO THE NORTHERLY LINE OF SAID LOT 13; THENCE NORTH 89°55'15" WEST, ALONG THE NORTHERLY LINE OF SAID LOT 13, A DISTANCE OF 65.26 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT 13; THENCE SOUTH 00°04'35 WEST ALONG THE WESTERLY LINE OF SAID LOTS 13 AND 12, A DISTANCE OF 114.99 FEET TO THE NORTHERLY LINE OF SAID LOT 18; THENCE SOUTH 89°54'45" EAST, ALONG SAID NORTHERLY LINE OF LOT 18, A DISTANCE OF 0.13 FEET TO THE NORTHERLY PROLONGATION OF SAID WEST FACE OF SAID WEST WALL; THENCE SOUTH 00°04'35" WEST, ALONG SAID WEST FACE, AND ITS PROLONGATION A DISTANCE OF 69.99 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

LOT 17 OF THE SACKETT TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16 PAGE(S) 150 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASSESSOR'S PARCEL NUMBER: 5546-007-024, 5546-007-023 AND 5546-007-018

LOT DESCRIPTION

PARCEL 1

APN:	5536007024
ADDRESS(ES):	6427, 6425 1/2, 6425 1/4, 6425 SELMA
LOT #:	18
ARB:	2
LOT AREA:	2,446.5 SF

PARCEL 2

APN:	5546007023
ADDRESS(ES):	6423, 6421 SELMA
LOT #:	18
ARB:	1
LOT AREA:	4,589.3 SF

APN:	5546007023
ADDRESS(ES):	N/A
LOT #:	12
ARB:	1
LOT AREA:	3,909.4 SF

PARCEL 2 (CONT)

APN:	5546007023
ADDRESS(ES):	N/A
LOT #:	13
ARB:	1
LOT AREA:	3,585.2 SF

APN:	5546007023
ADDRESS(ES):	N/A
LOT #:	11
ARB:	1
LOT AREA:	104.8 SF

PARCEL 3

APN:	5536007018
LOT ADDRESS(ES):	1604, 1602, 1600 WILCOX 6429, 6429 1/2 SELMA
LOT #:	FR17
ARB:	N/A
LOT AREA:	6,975.5 SF

PROJECT TEAM

APPLICANT
6421 SELMA WILCOX HOTEL, LLC
1605 NORTH CAHUENGA BOULEVARD
LOS ANGELES, CA 90028
323.466.1400
DEMIEN FARRELL

ARCHITECT
KILLEFER FLAMMANG ARCHITECTS
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SANTA MONICA, CA 90404
310.399.7975
CONTACT KAREN FILIPPE

STRUCTURE
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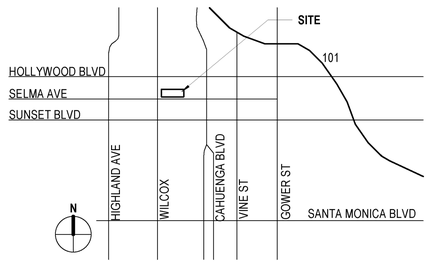
10041 SYLVIA AVE
NORTHRIDGE, CA 91324
818.709.7590
CONTACT WAHBA F WAHBA

MEP
FISKAA ENGINEERING
453 SOUTH SPRING STREET SUITE 516
LOS ANGELES CA 90013
213.239.9000
CONTACT ERIC MARTINSEN

CIVIL
PE&C CIVIL ENGINEERING
909 NORTH AVIATION BLVD SUITE 3
MANHATTAN BEACH, CA 90266
310.318.5069
CONTACT MATTHEW PETRONI

VICINITY MAP



SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

00 PROJECT INFO / 1/4" = 1'-0" / 05.09.18

SUMMARY PROJECT INFORMATION

ADDRESS	6421-6429 SELMA AVENUE & 1600-1604 WILCOX LOS ANGELES CALIFORNIA 90028
PROJECT SCOPE	8 STORY BUILDING - HOTEL ABOVE EXISTING RETAIL/RESTAURANT AND SUBTERRANEAN PARKING
LEGAL DESCRIPTION	W. 0.68 FT OF LOT 11 (ARB 1), W. 65.26 FT OF LOTS 12, 13 (ARB 1), LOT 17, LOT 18 (ARB 1, 2), SACKETT TRACT, M.B. 16-150.
EXISTING ZONING DESIGNATION	C4-2D
PROPOSED ZONING DESIGNATION	(Q)C2-2D
GENERAL PLAN LAND USE	REGIONAL CENTER COMMERCIAL
LOT AREA GROSS	21,610.7 SF
LOT AREA NET	21,610.7 SF
SET BACKS	FRONT NONE SIDE @ COMMERCIAL NONE SIDE @ RESIDENTIAL 10' - 0" REAR @ COMMERCIAL NONE REAR @ RESIDENTIAL 19' - 0"
PERMITTED FAR	2 : 1 (D-LIMITATION)
PERMITTED BUILDING AREA	43,221.4 SF
TOTAL BUILDING AREA	79,878 SF
(E) BUILDING AREA	26,624 SF
NEW PROPOSED AREA	53,254 SF
PROPOSED FAR	3.7 : 1
PROPOSED DENSITY	114 HOTEL ROOMS
PROJECT BUILDING HEIGHT	88' - 7 1/2"
ALLOWABLE BLDG HEIGHT	NO LIMIT
OCCUPANCE TYPE	R1, A2, S2, U
REQUIRED PARKING	71
PROPOSED PARKING ON SITE	52
PROPOSED PARKING OFF SITE	19

PARKING CALCULATIONS

REQUIRED HOTEL PARKING: (114 HOTEL ROOMS)	
1 CAR / UNIT FIRST 30 =	30
1 CAR / 2 UNITS FOR UNITS 31 TO 60 =	15
1 CAR / 3 UNITS FOR UNITS 61 TO 114 =	18
TOTAL	**63**
REQUIRED RESTAURANT PARKING:	
RESTAURANT - CHANGE OF USE (1939 SF / 500 SF)	4
ROOFTOP (2371SF / 500 SF)	5
TOTAL	**9**
EXISTING REQUIRED PARKING:	
RESTAURANT(20,624 SF)	41
TOTAL	**41**
REQUIRED TOTAL PARKING:	**113**
PARKING REDUCTION (20% L.A.M.C 12.24.S)	**-23**
BIKE REDUCTION (15% REISDENTIAL*):	**-7**
BIKE REDUCTION (30% COMMERICAL*)	**-12**
TOTAL	**71**
PROPOSED ONSITE PARKING:	**52**
PROPOSED OFF SITE:	**19**

* BIKE REDUCTION 15% FOR RESIDENTIAL AND 30% FOR COMMERCIAL USES WITHIN 1,500 FEET OF HOLLYWOOD/VINE METRO

BIKE PARKING CALCULATIONS

REQUIRED BIKE PARKING: (114 HOTEL ROOMS)	
1:20 ROOMS	6 LT AND 6 ST
TOTAL	**6 LT AND 6 ST**
REQUIRED BIKE PARKING:	
RESTAURANT (1,939 SF)(CHANGE OF USE)	2 ST AND 2 LT
ROOFTOP (2,371 SF)	2 ST AND 2 LT
TOTAL	**4 ST AND 4 LT**
EXISTING REQUIRED BIKE PARKING:	
RESTAURANT(20,624 SF)	10 ST AND 10 LT
TOTAL	**10 ST AND 10 LT**
BIKE REDUCTION: 19 X 4 = 76	**76 LT**
REQUIRED TOTAL BIKE PARKING:	**20 ST AND 20 LT**
PROPOSED REDUCTION:	**36 LT**
TOTAL:	**20 ST AND 56 LT**

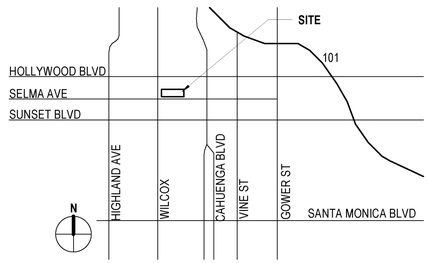
FLOOR AREA CALCULATIONS PER LAMC

(E) EXISTING FLOOR AREA	
(E) FAR - RESTAURANT	20624 SF
(E) FAR RETAIL	6000 SF
TOTAL FLOOR AREA	26624 SF

PROPOSED FLOOR AREA		
(E) RESTAURANT		18443 SF
HOTEL		61435 SF
P3	FAR - HOTEL	111 SF
P2	FAR - HOTEL	233 SF
P1	FAR - HOTEL	111 SF
1ST FL	FAR - HOTEL	6345 SF
2ND FL	FAR - HOTEL	8658 SF
3RD FL	FAR - HOTEL	8658 SF
4TH FL	FAR - HOTEL	8658 SF
5TH FL	FAR - HOTEL	8658 SF
6TH FL	FAR - HOTEL	8658 SF
7TH FL	FAR - HOTEL	8658 SF
ROOF DECK	FAR - HOTEL	2687 SF
TOTAL FLOOR AREA		79878 SF

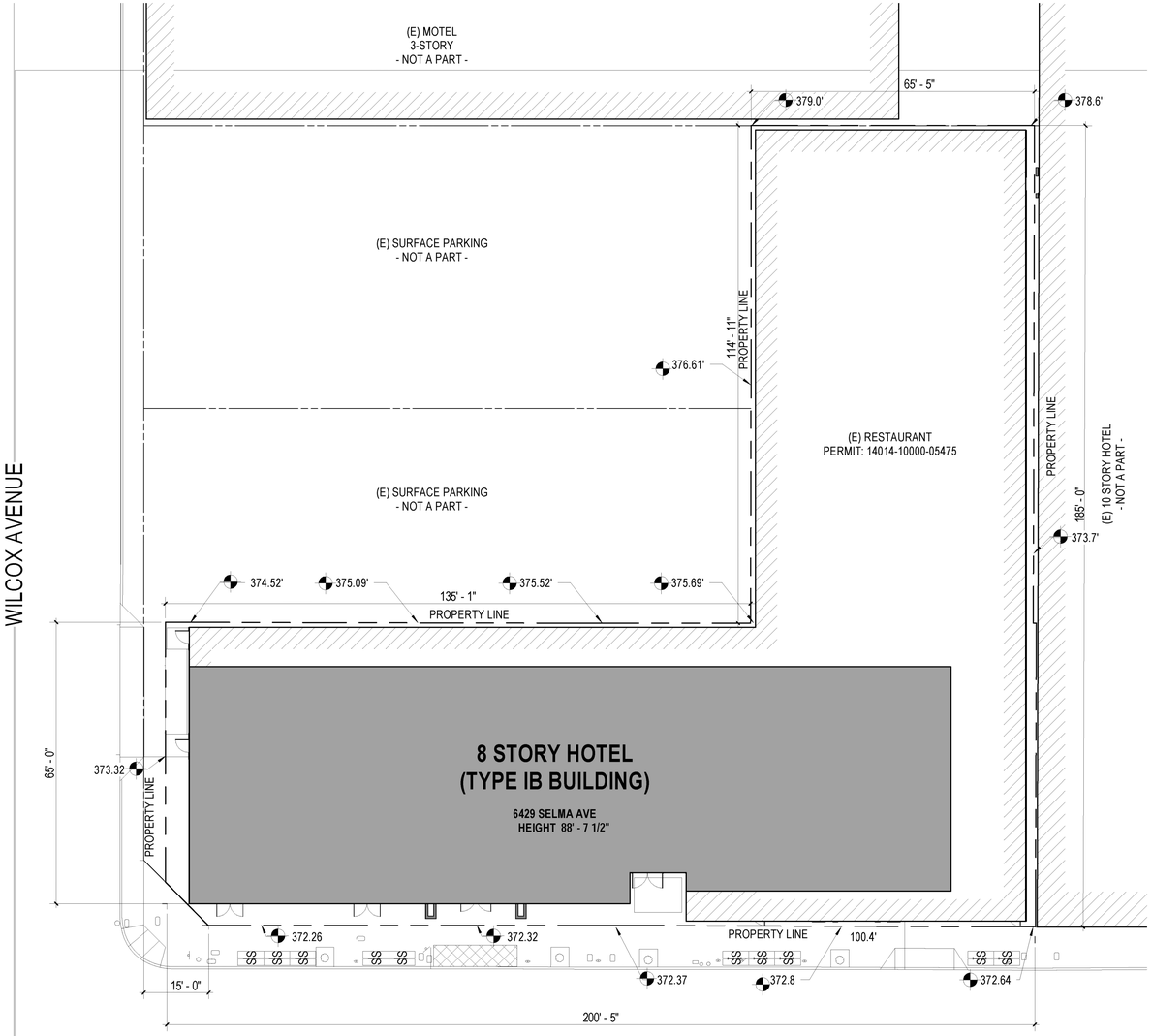
MEASUREMENT PER LAMC 12.03:
AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

VICINITY MAP



SEATING COUNTS

RESTAURANT	60 SEATS
LOBBY BAR	48 SEATS
GROUND LEVEL OUTDOOR	40 SEATS
ROOF DECK	63 SEATS
ROOF BAR/LOUNGE SEATING	124 SEATS
TOTAL	335 SEATS



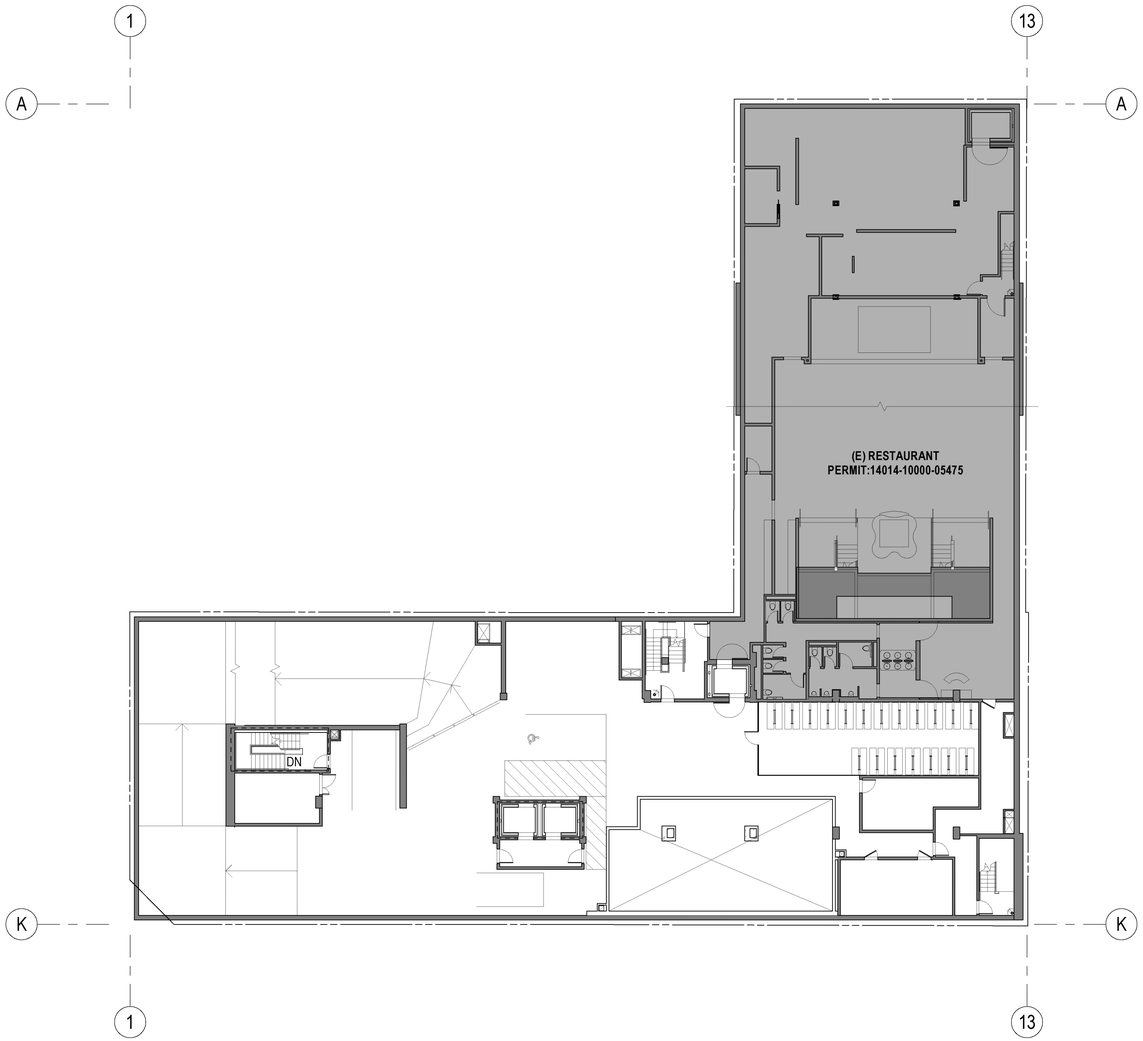
PLOT PLAN
1/16" = 1'-0"

1

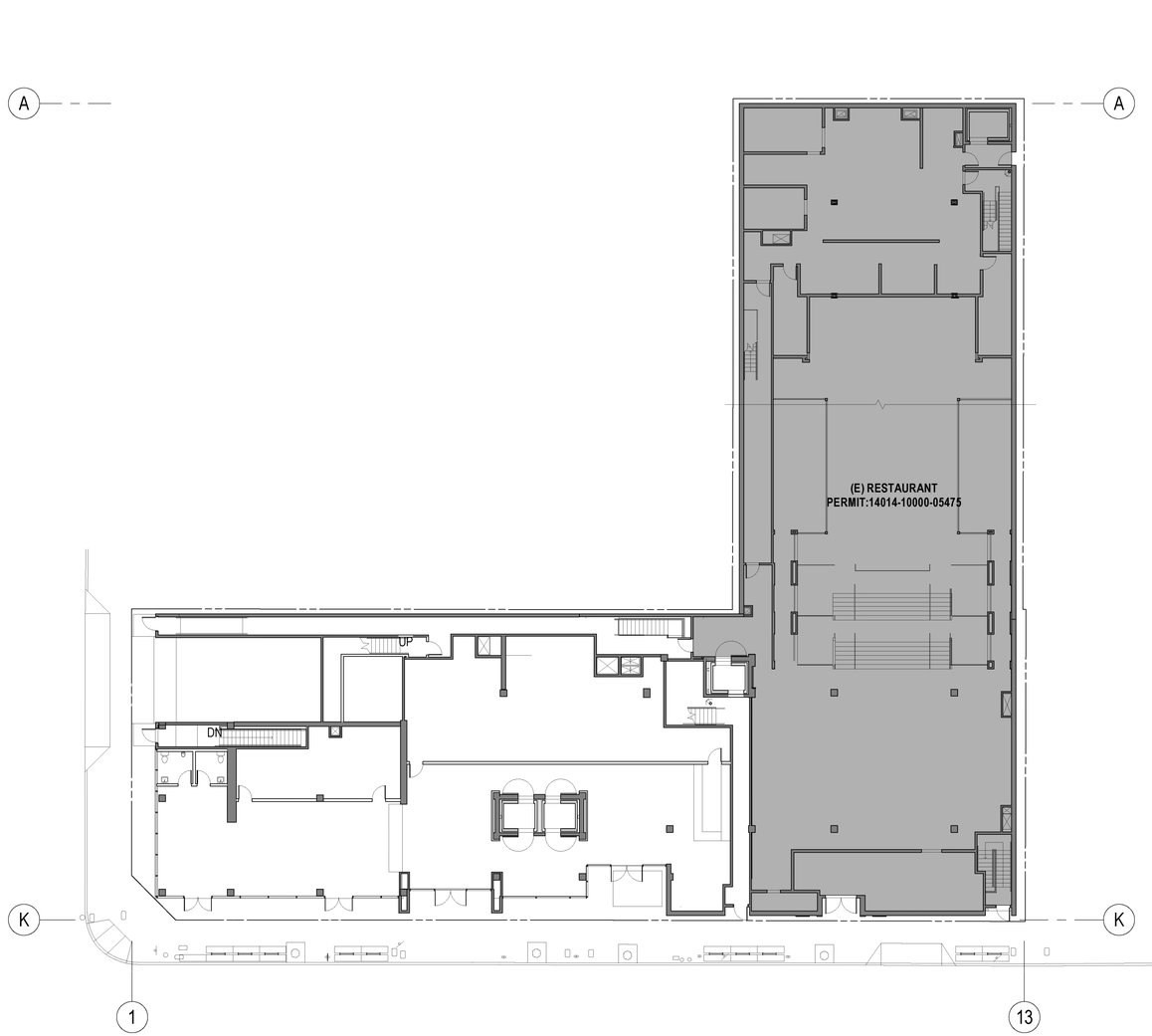
SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

01 PLOT PLAN / As indicated / 05.09.18



EXISTING LEVEL P1 KEY PLAN



FIRST FLOOR CONVERSION KEY PLAN

SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

01A (E) RESTAURANT KEY PLAN / 1/16" = 1'-0" / 05.09.18



EXISTING LEVEL P3 PLAN

0' 4' 8' 16' 32'

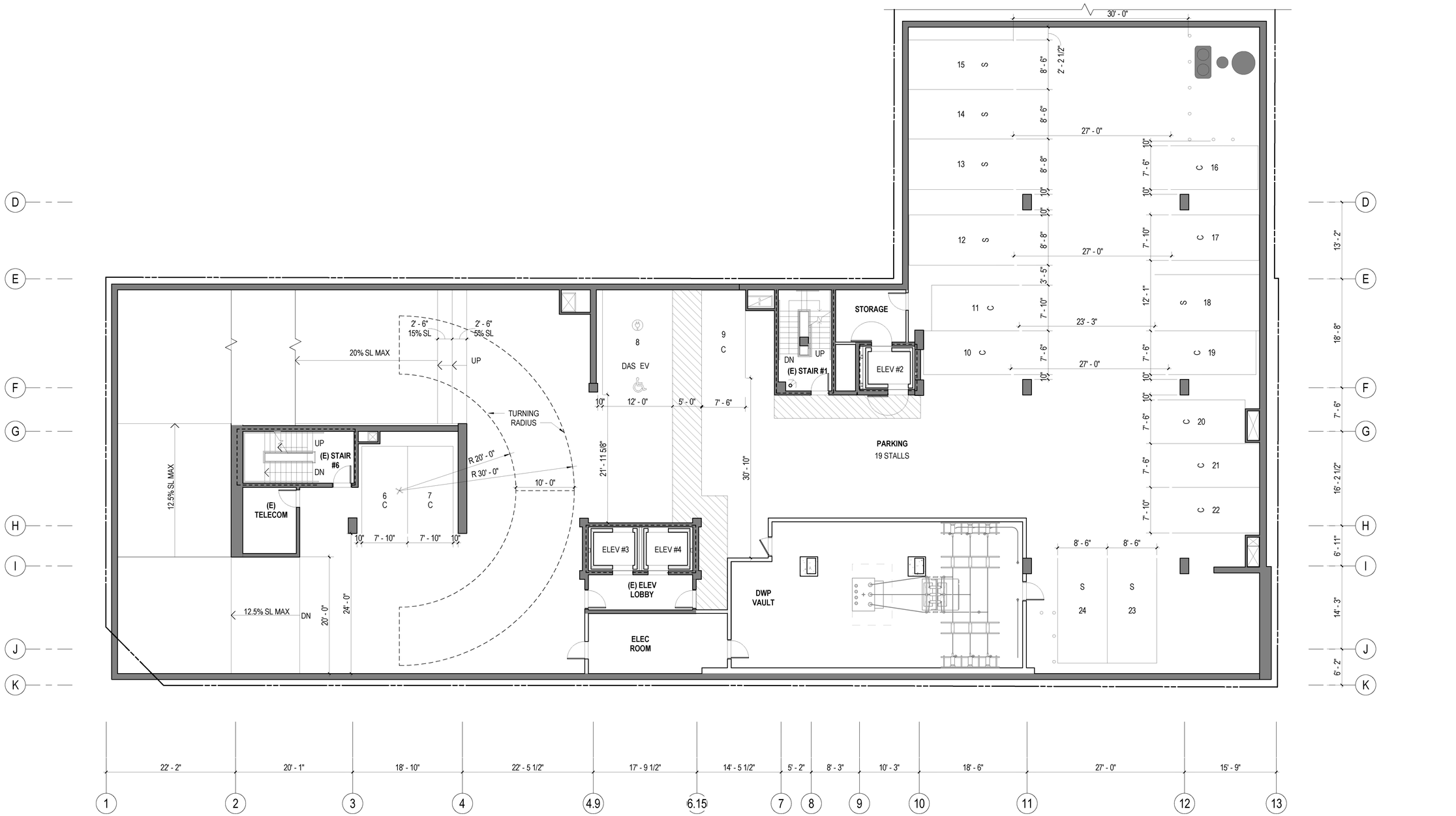
N

SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

02 EXISTING P3 PLAN / 1/8" = 1'-0" / 05.09.18

KFA



EXISTING LEVEL P2 PLAN

0' 4' 8' 16' 32'

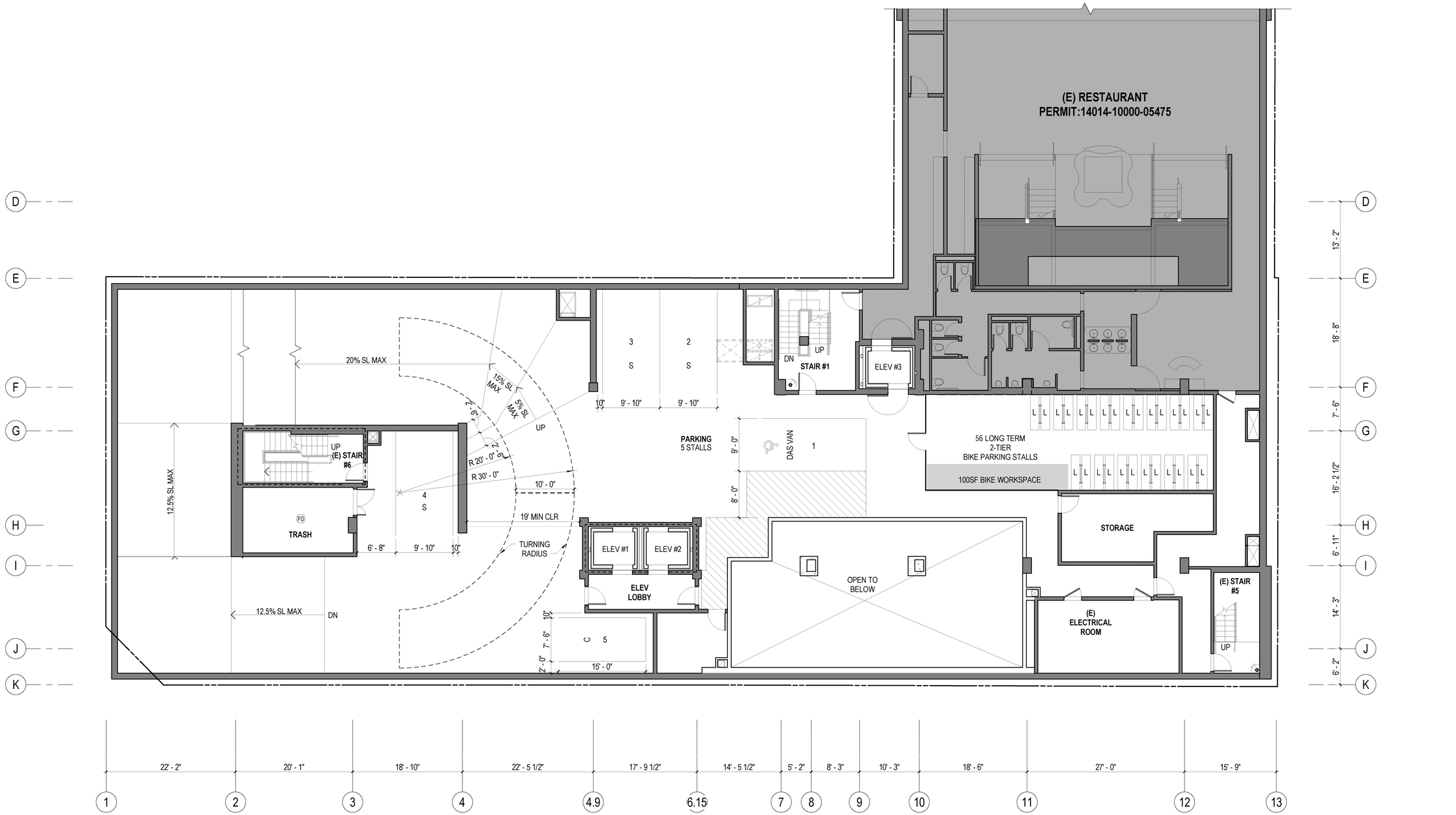
N

SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

03 EXISTING P2 PLAN / 1/8" = 1'-0" / 05.09.18

KFA



EXISTING LEVEL P1 PLAN

0' 4' 8' 16' 32'

N

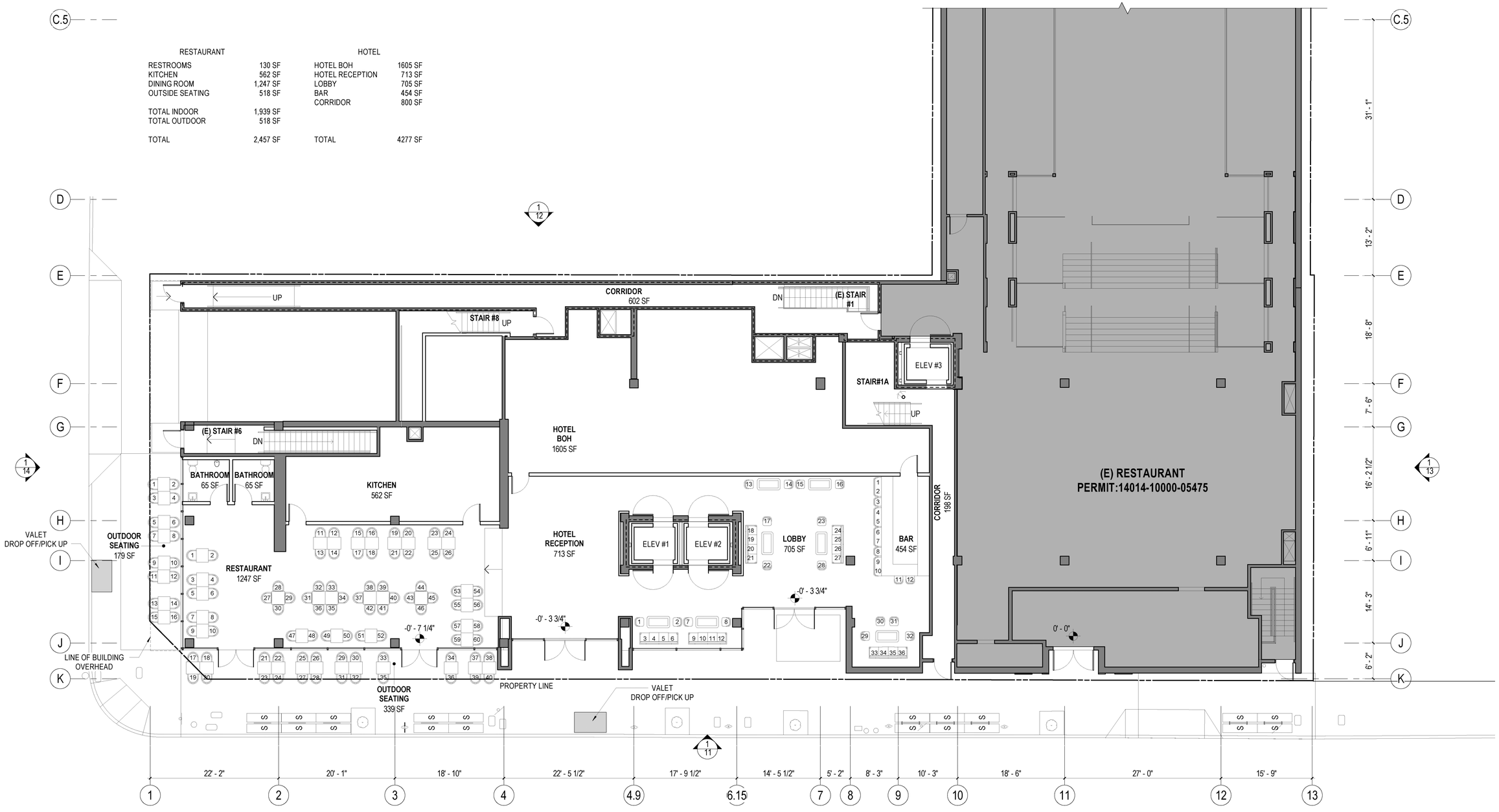
SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

04 EXISTING P1 PLAN / 1/8" = 1'-0" / 05.09.18

KFA

RESTAURANT		HOTEL	
RESTROOMS	130 SF	HOTEL BOH	1605 SF
KITCHEN	562 SF	HOTEL RECEPTION	713 SF
DINING ROOM	1,247 SF	LOBBY	705 SF
OUTSIDE SEATING	518 SF	BAR	454 SF
		CORRIDOR	800 SF
TOTAL INDOOR	1,939 SF		
TOTAL OUTDOOR	518 SF		
TOTAL	2,457 SF	TOTAL	4277 SF



NAME	SEAT COUNT	AREA
RESTAURANT	60 SEATS	1247 SF
BAR	12 SEATS	454 SF
LOBBY	36 SEATS	705 SF
OUTDOOR	40 SEATS	518 SF
TOTAL	148 SEATS	

FIRST FLOOR PLAN CONVERSION

0' 4' 8' 16' 32'

N

SELMA WILCOX HOTEL

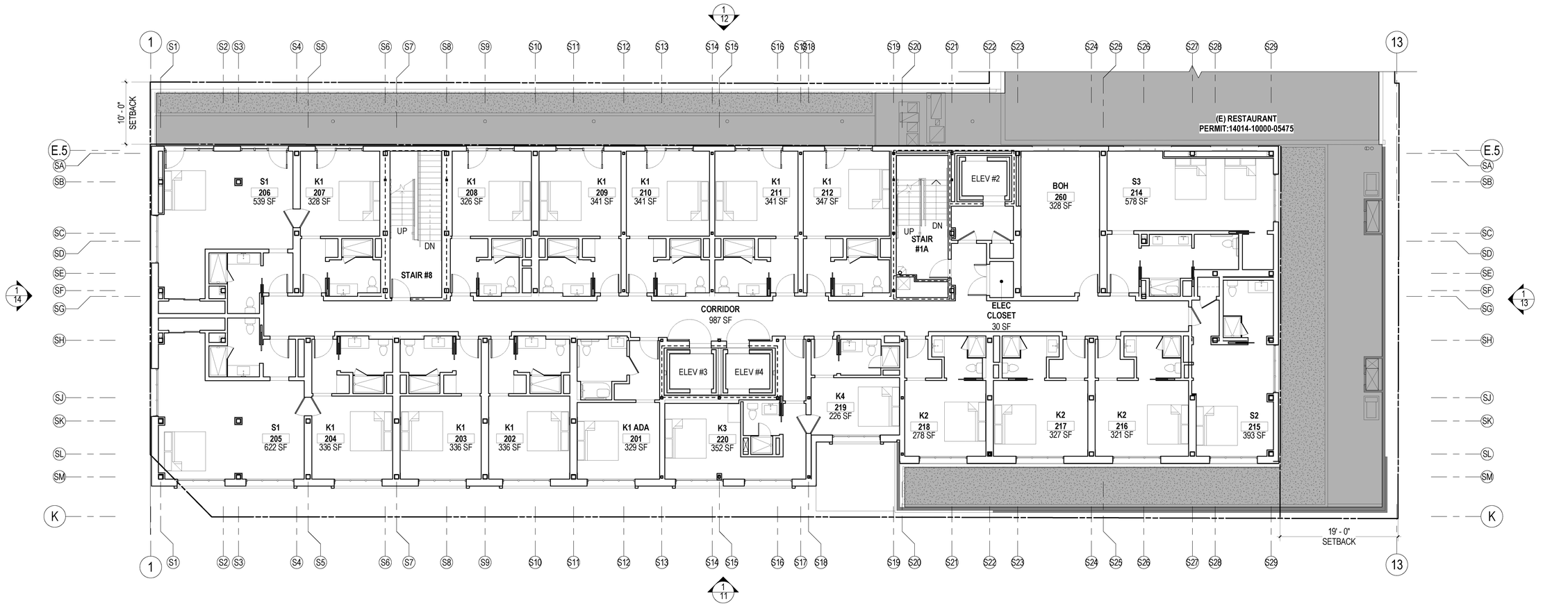
6429 SELMA
LOS ANGELES, CA 90028

05 FIRST FLOOR PLAN CONVERSION / 1/8" = 1'-0" / 05.09.18

KFA

#	ROOM	AREA
201	K1 ADA	329 SF
202	K1	336 SF
203	K1	336 SF
204	K1	336 SF
205	S1	622 SF
206	S1	539 SF
207	K1	328 SF
208	K1	326 SF
209	K1	341 SF
210	K1	341 SF

#	ROOM	AREA
211	K1	341 SF
212	K1	347 SF
214	S3	578 SF
215	S2	393 SF
216	K2	321 SF
217	K2	327 SF
218	K2	278 SF
219	K4	226 SF
220	K3	352 SF
TOTAL		6996 SF



2ND FLOOR PLAN

0' 4' 8' 16' 32'

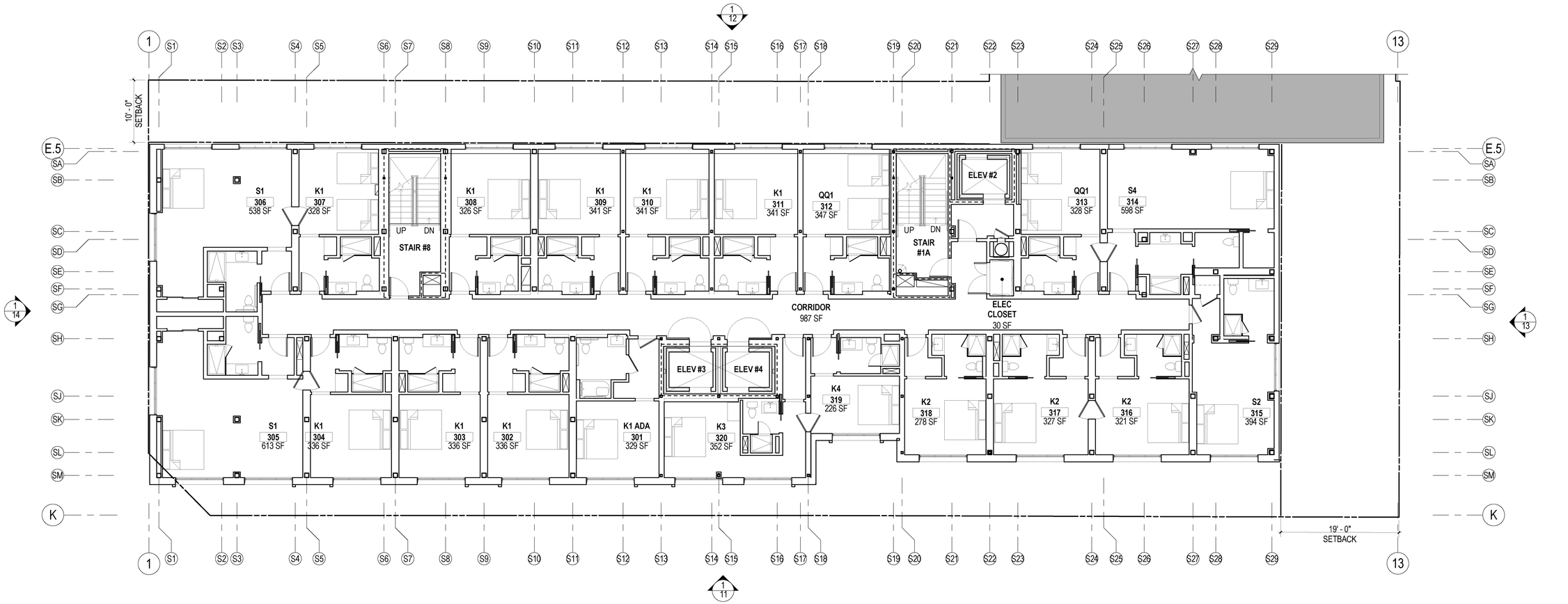
SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

06 SECOND FLOOR / 1/8" = 1'-0" / 05.09.18

#	ROOM	AREA
301	K1 ADA	329 SF
302	K1	336 SF
303	K1	336 SF
304	K1	336 SF
305	S1	613 SF
306	S1	538 SF
307	K1	328 SF
308	K1	326 SF
309	K1	341 SF
310	K1	341 SF
311	K1	341 SF

#	ROOM	AREA
312	QQ1	347 SF
313	QQ1	328 SF
314	S4	598 SF
315	S2	394 SF
316	K2	321 SF
317	K2	327 SF
318	K2	278 SF
319	K4	226 SF
320	K3	352 SF
TOTAL		7336 SF



3RD FLOOR PLAN (4TH, 5TH, 6TH SIM)

0' 4' 8' 16' 32'

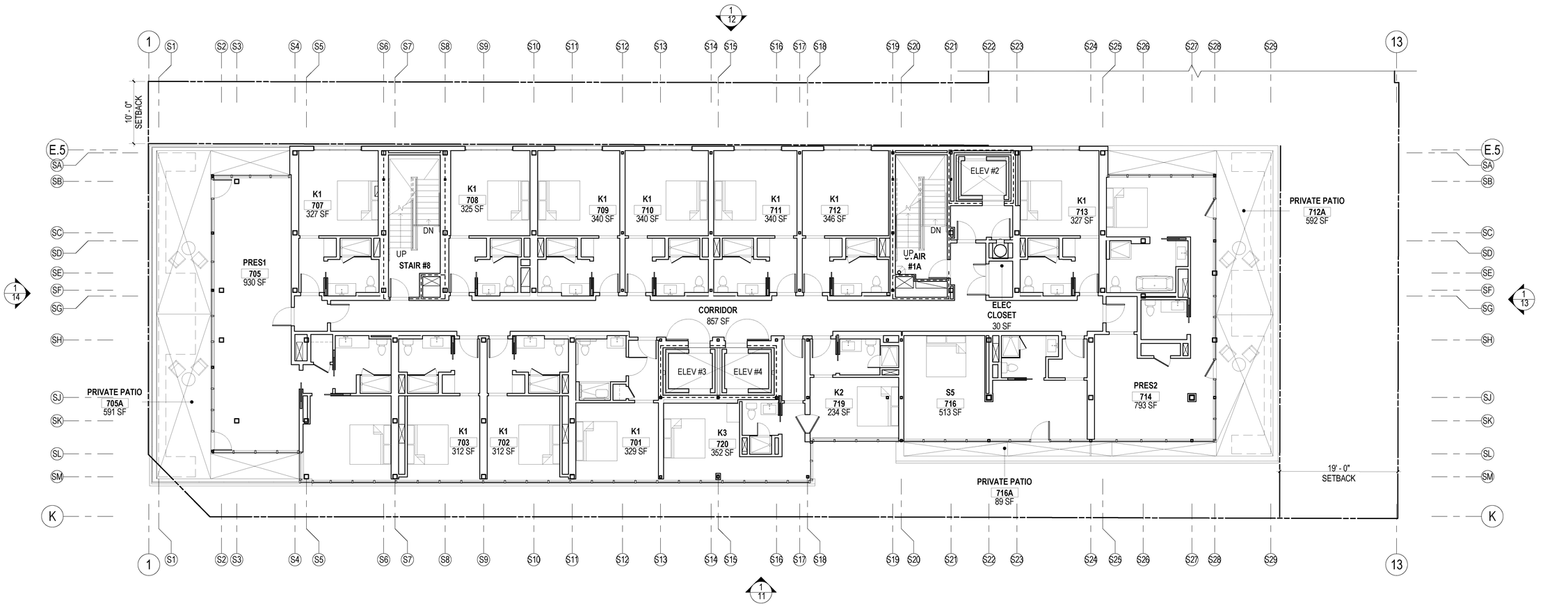
SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

07 TYPICAL FLOOR PLAN / 1/8" = 1'-0" / 05.09.18

#	ROOM	AREA
701	K1	329 SF
702	K1	312 SF
703	K1	312 SF
705	PRES1	930 SF
707	K1	327 SF
708	K1	325 SF
709	K1	340 SF
710	K1	340 SF

#	ROOM	AREA
711	K1	340 SF
712	K1	346 SF
713	K1	327 SF
714	PRES2	793 SF
716	S5	513 SF
719	K2	234 SF
720	K3	352 SF
TOTAL		6119 SF



SEVENTH FLOOR PLAN

0' 4' 8' 16' 32'

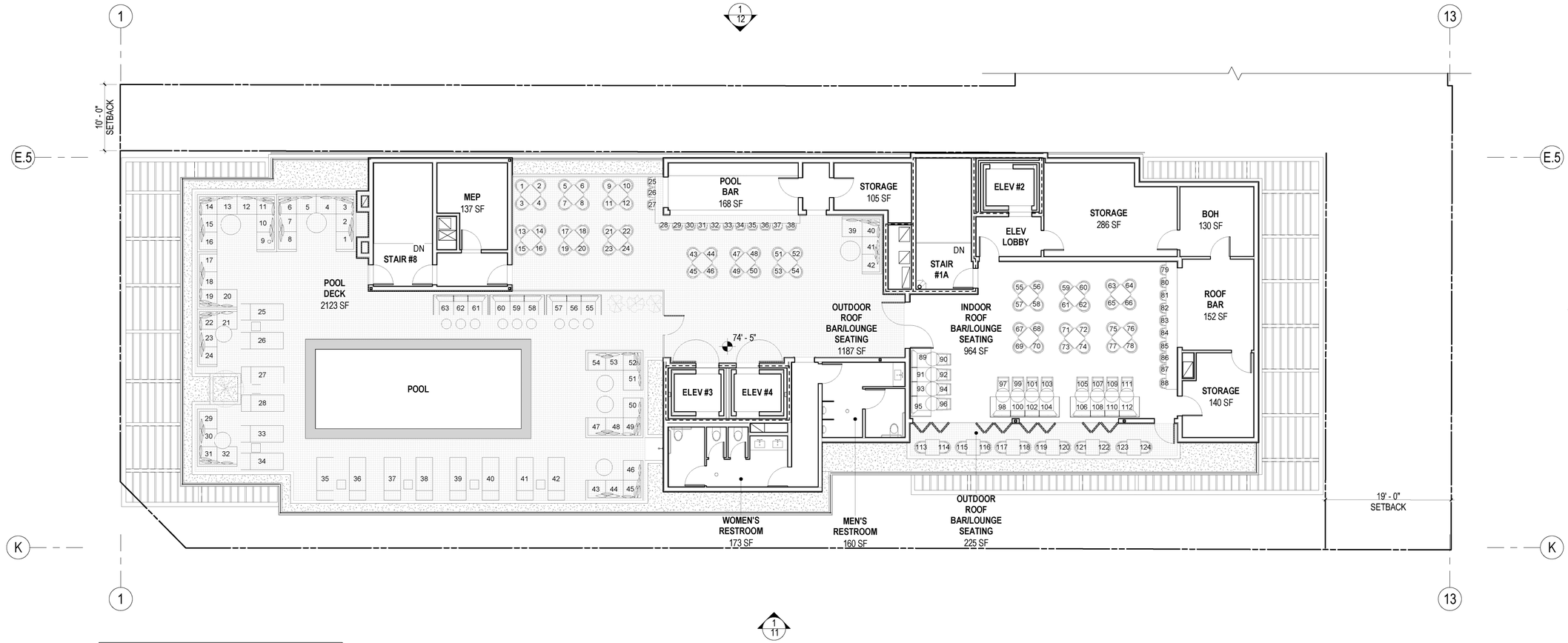
N

SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

08 SEVENTH FLOOR PLAN / 1/8" = 1'-0" / 05.09.18

ROOM	AREA
BOH	130 SF
INDOOR ROOF BAR/LOUNGE SEATING	964 SF
MEN'S RESTROOM	160 SF
MEP	137 SF
OUTDOOR ROOF BAR/LOUNGE SEATING	1411 SF
POOL BAR	168 SF
POOL DECK	2123 SF
ROOF BAR	152 SF
STORAGE	531 SF
WOMEN'S RESTROOM	173 SF
TOTAL	5950 SF



NAME	SEAT COUNT	AREA
POOL DECK	63 SEATS	2123 SF
ROOF BAR/LOUNGE SEATING	124 SEATS	2376 SF
TOTAL	187 SEATS	

ROOF DECK PLAN

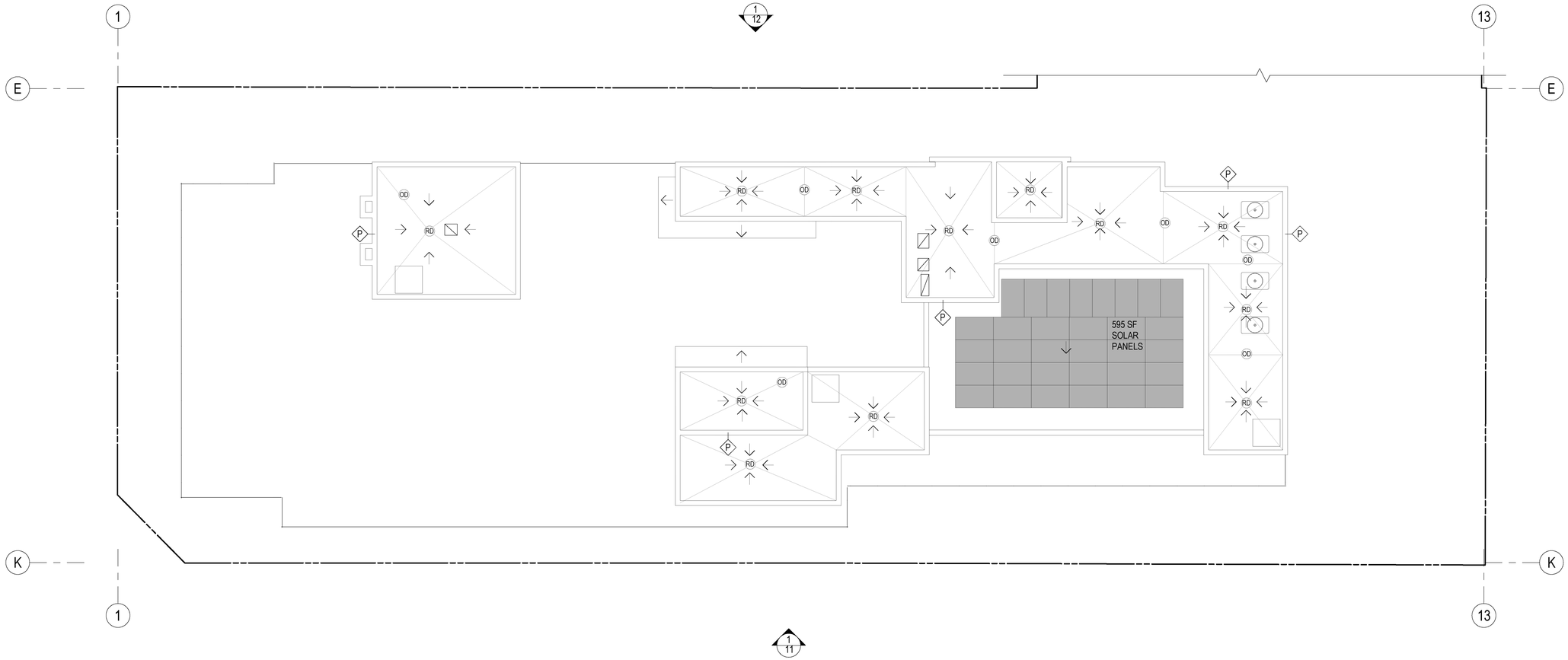
0' 4' 8' 16' 32'

N

SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

09 ROOF DECK FLOOR PLAN / 1/8" = 1'-0" / 05.09.18



SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

10 HIGH ROOF FLOOR PLAN / 1/8" = 1'-0" / 05.09.18



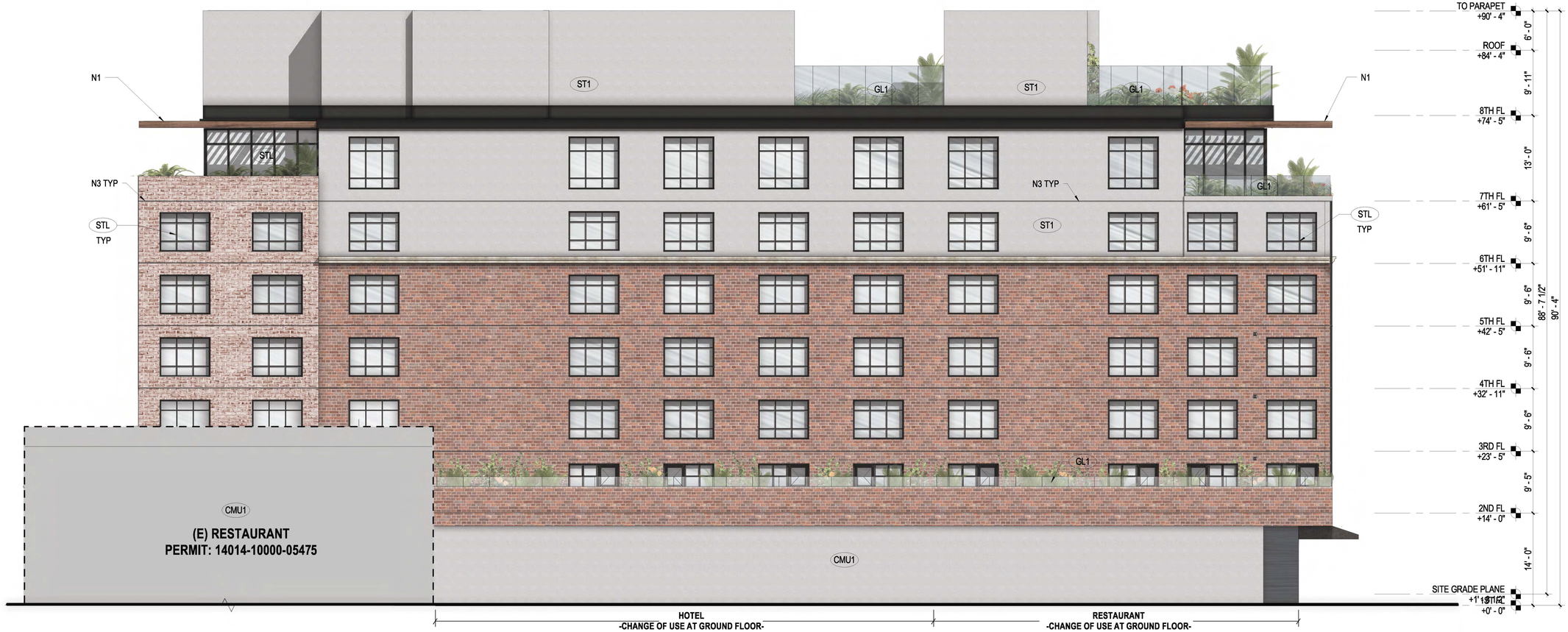
NOTES
1. METAL CANOPY
2. BRICK CORNICE
3. CONTROL JOINT
4. AWNING

LEGEND			
EP1	EIFS PANEL, SEE ID DRAWINGS		BRICK VENEER, TBD
ST1	EXTERIOR CEMENT PLASTER, PTD		BRICK VENEER, TBD
CON1	CONCRETE WITH CLEAR SEALER		UNDER SEPERATE PERMIT
CMU1	CMU WITH CLEAR SEALER		
GL1	GLASS RAILING		
STL	BLACK STEEL WINDOWS		

SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

11 SOUTH ELEVATION / 1/8" = 1'-0" / 05.09.18



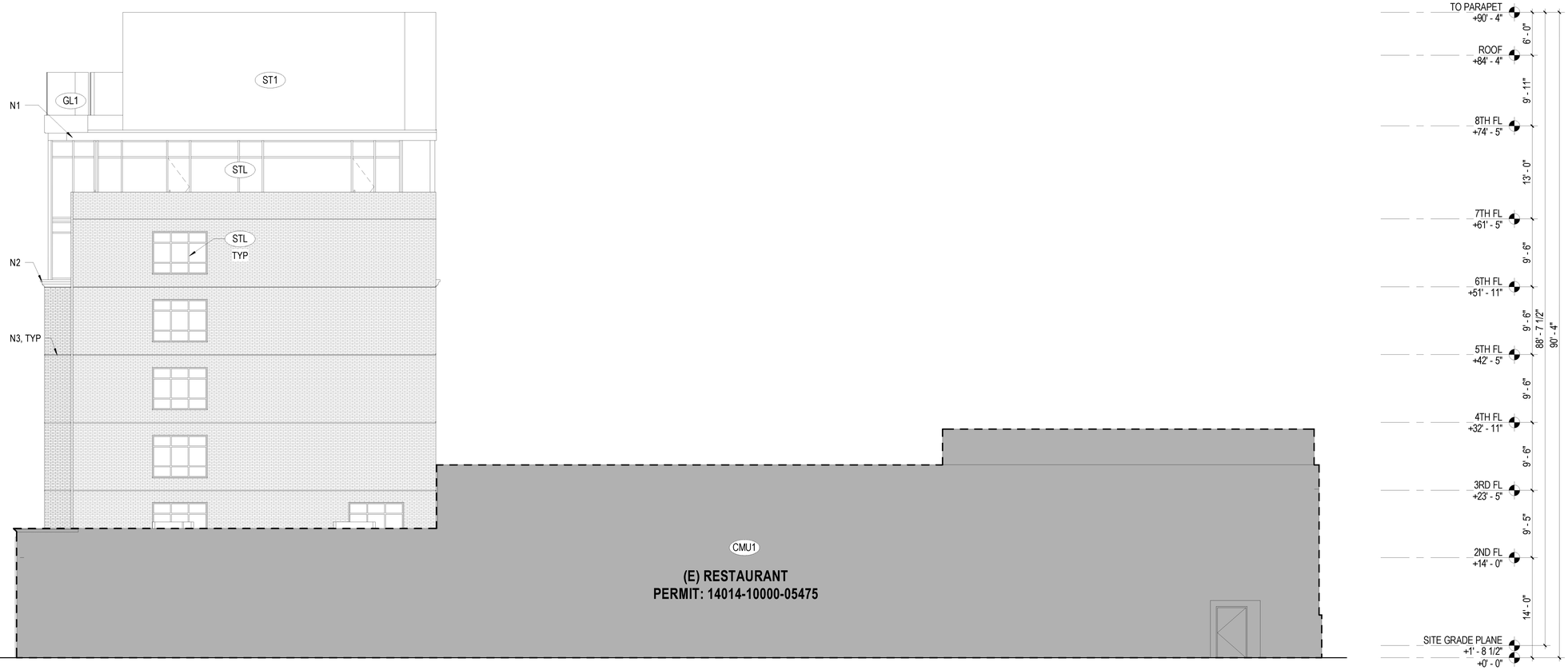
NOTES
1. METAL CANOPY
2. BRICK CORNICE
3. CONTROL JOINT
4. AWNING

LEGEND			
EP1	EIFS PANEL, SEE ID DRAWINGS		BRICK VENEER, TBD
ST1	EXTERIOR CEMENT PLASTER, PTD		BRICK VENEER, TBD
CON1	CONCRETE WITH CLEAR SEALER		UNDER SEPERATE PERMIT
CMU1	CMU WITH CLEAR SEALER		
GL1	GLASS RAILING		
STL	BLACK STEEL WINDOWS		

SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

12 NORTH ELEVATION / 1/8" = 1'-0" / 05.09.18



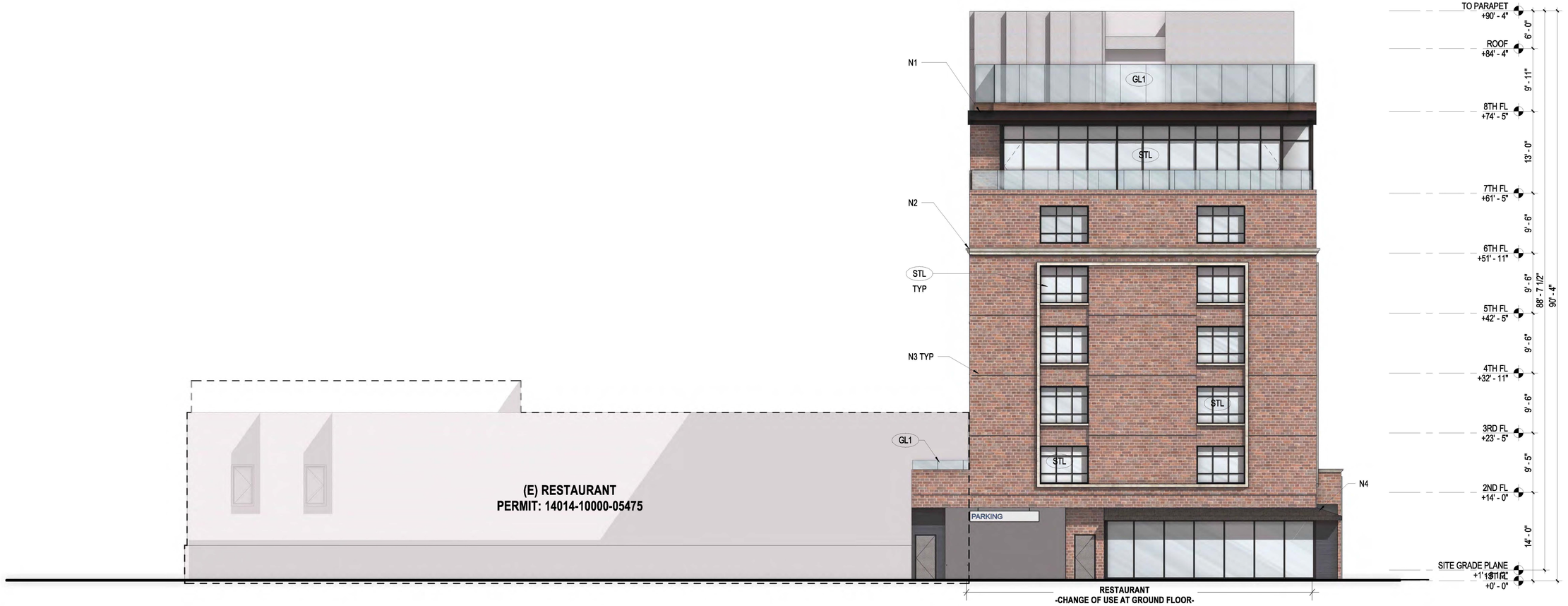
NOTES
1. METAL CANOPY
2. BRICK CORNICE
3. CONTROL JOINT
4. AWNING

LEGEND	
EP1	EIFS PANEL, SEE ID DRAWINGS
ST1	EXTERIOR CEMENT PLASTER, PTD
CON1	CONCRETE WITH CLEAR SEALER
CMU1	CMU WITH CLEAR SEALER
GL1	GLASS RAILING
STL	BLACK STEEL WINDOWS
	BRICK VENEER, TBD
	BRICK VENEER, TBD
	UNDER SEPERATE PERMIT

SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

13 EAST ELEVATION / 1/8" = 1'-0" / 05.09.18



NOTES
1. METAL CANOPY
2. BRICK CORNICE
3. CONTROL JOINT
4. AWNING

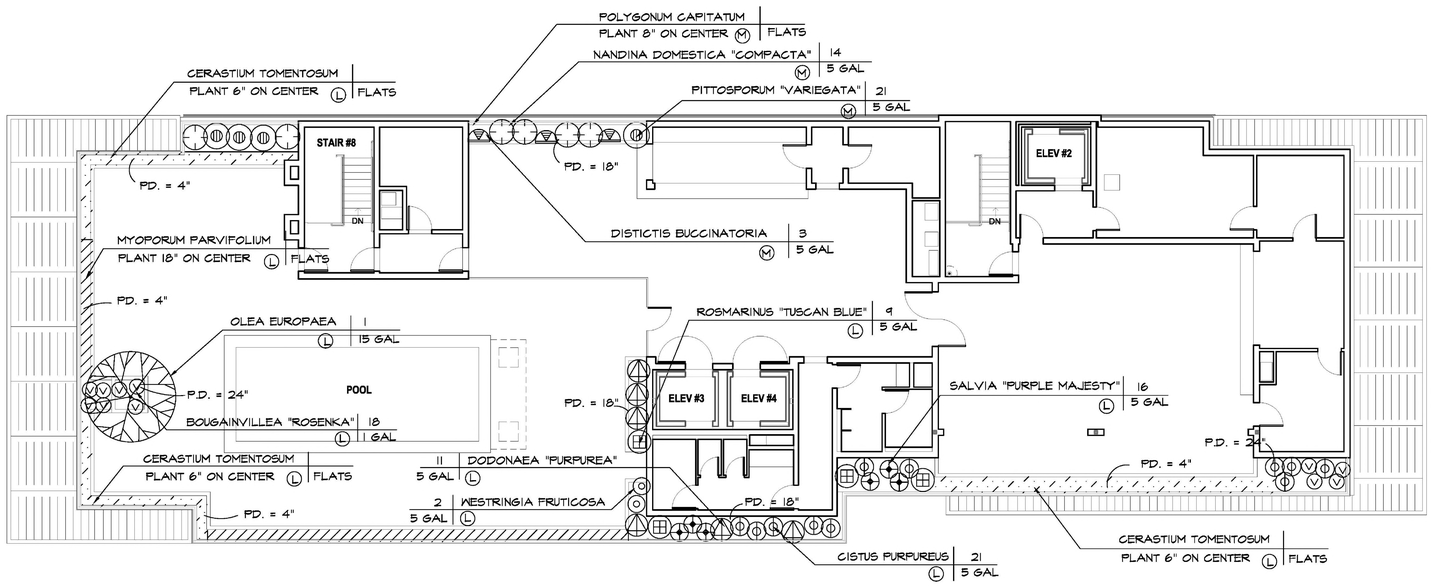
LEGEND			
EP1	EIFS PANEL, SEE ID DRAWINGS		BRICK VENEER, TBD
ST1	EXTERIOR CEMENT PLASTER, PTD		BRICK VENEER, TBD
CON1	CONCRETE WITH CLEAR SEALER		UNDER SEPERATE PERMIT
CMU1	CMU WITH CLEAR SEALER		
GL1	GLASS RAILING		
STL	BLACK STEEL WINDOWS		

SELMA WILCOX HOTEL

6429 SELMA
LOS ANGELES, CA 90028

14 WEST ELEVATION / 1/8" = 1'-0" / 05.09.18

ROOF DECK



ROOF DECK PLANTED AREA: 595 SQ.FT

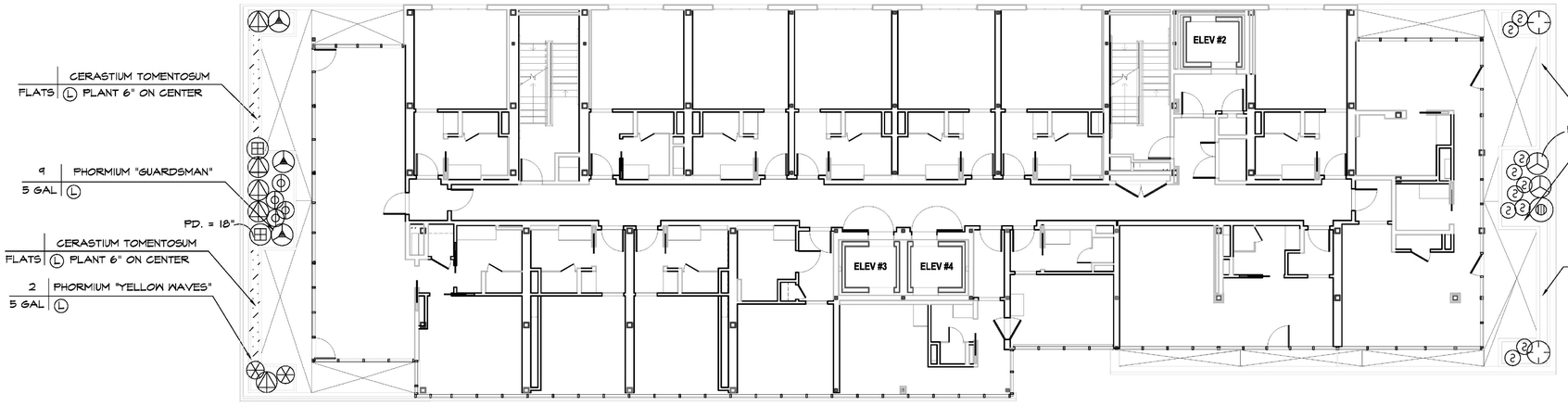
GENERAL NOTE:
ALL PLANTED AREAS SHALL RECEIVE GROUND COVERS & BARK MULCH

P.D. = PLANTER DEPTH

REFER TO DWG L-4 FOR PLANTING LEGEND & SPECIFICATIONS
REFER TO DWG L-5 FOR PLANTING DETAILS

ROOF DECK PLANTERS ARE OVER WOOD PROVIDE LIGHTWEIGHT SOIL MIX.

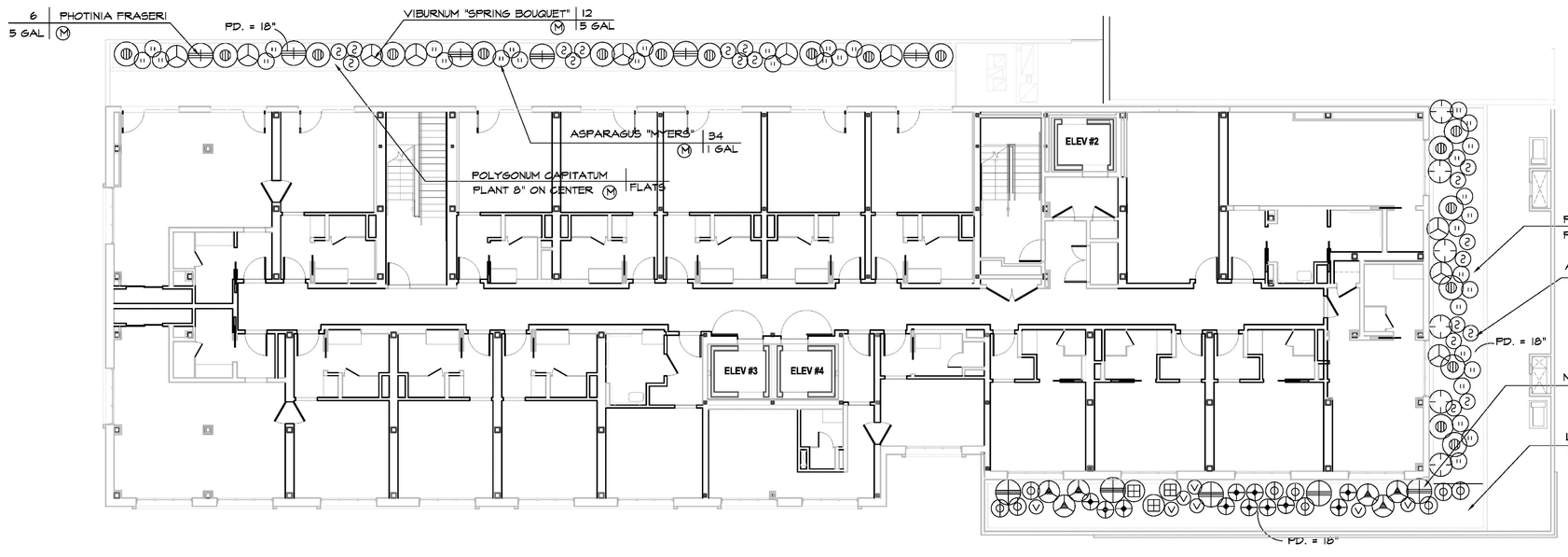
7TH FLOOR



7TH FLOOR PLANTED AREA: 290 SQ.FT

(L) LOW WATER USE
(M) MODERATE WATER USE

2ND FLOOR



2ND FLOOR PLANTED AREA: 1,135 SQ.FT

PLAN NORTH

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

0 4 8 16 24

Delta	Date	Description	By

Wynn Landscape Architects, Inc.
P.O. Box 1440
Topanga
CA 90290
Tel: 310-455-4245
Fax: 310-455-4269
e-mail: don.wla@verizon.net

Client:

Project:

6429 SELMA AVENUE
LOS ANGELES
CA 90028

Revisions:

Date: June 29, 2018

Scale:

Drawing Title:

PLANTING PLAN

Sheet No:

L-2

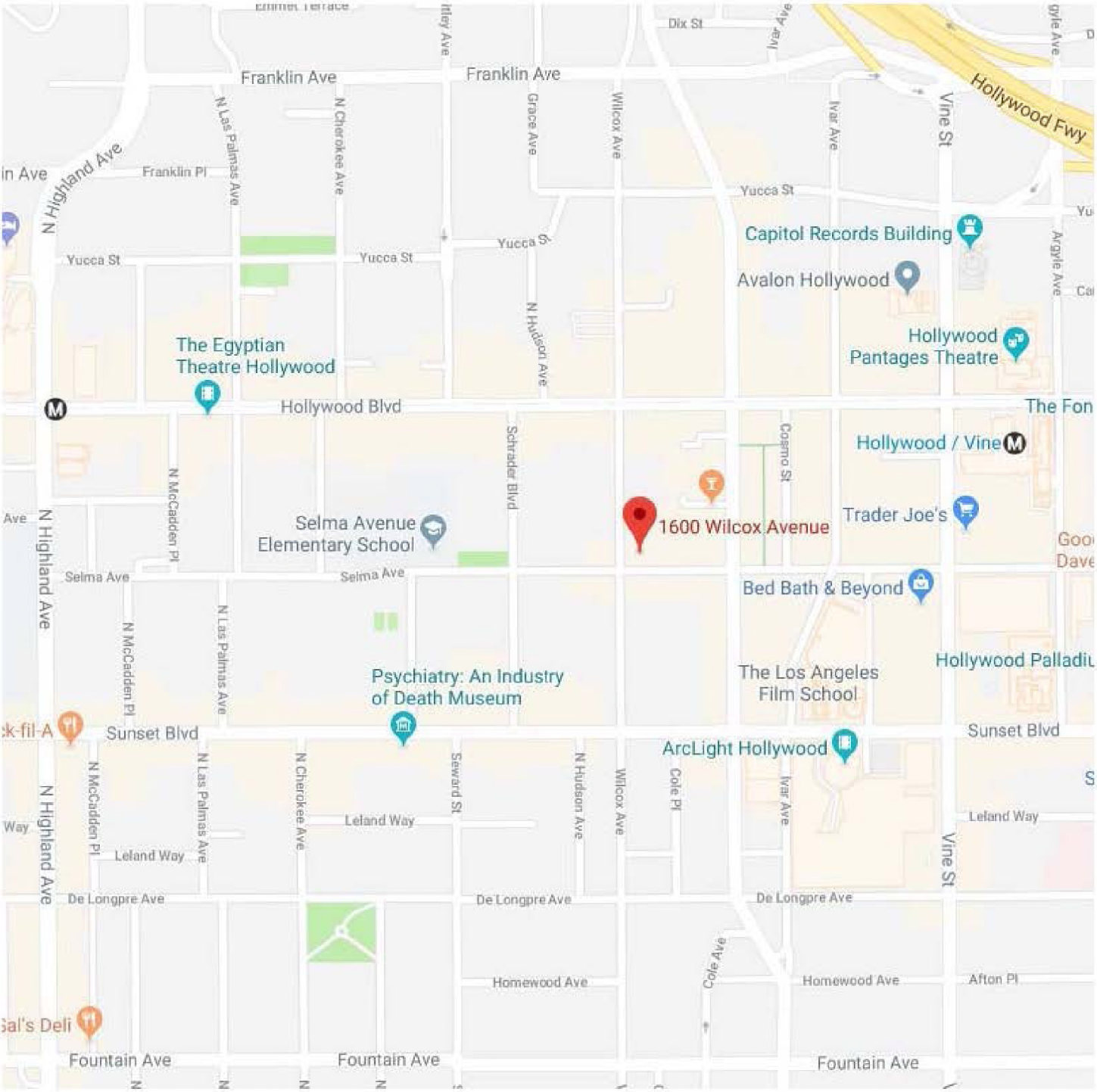
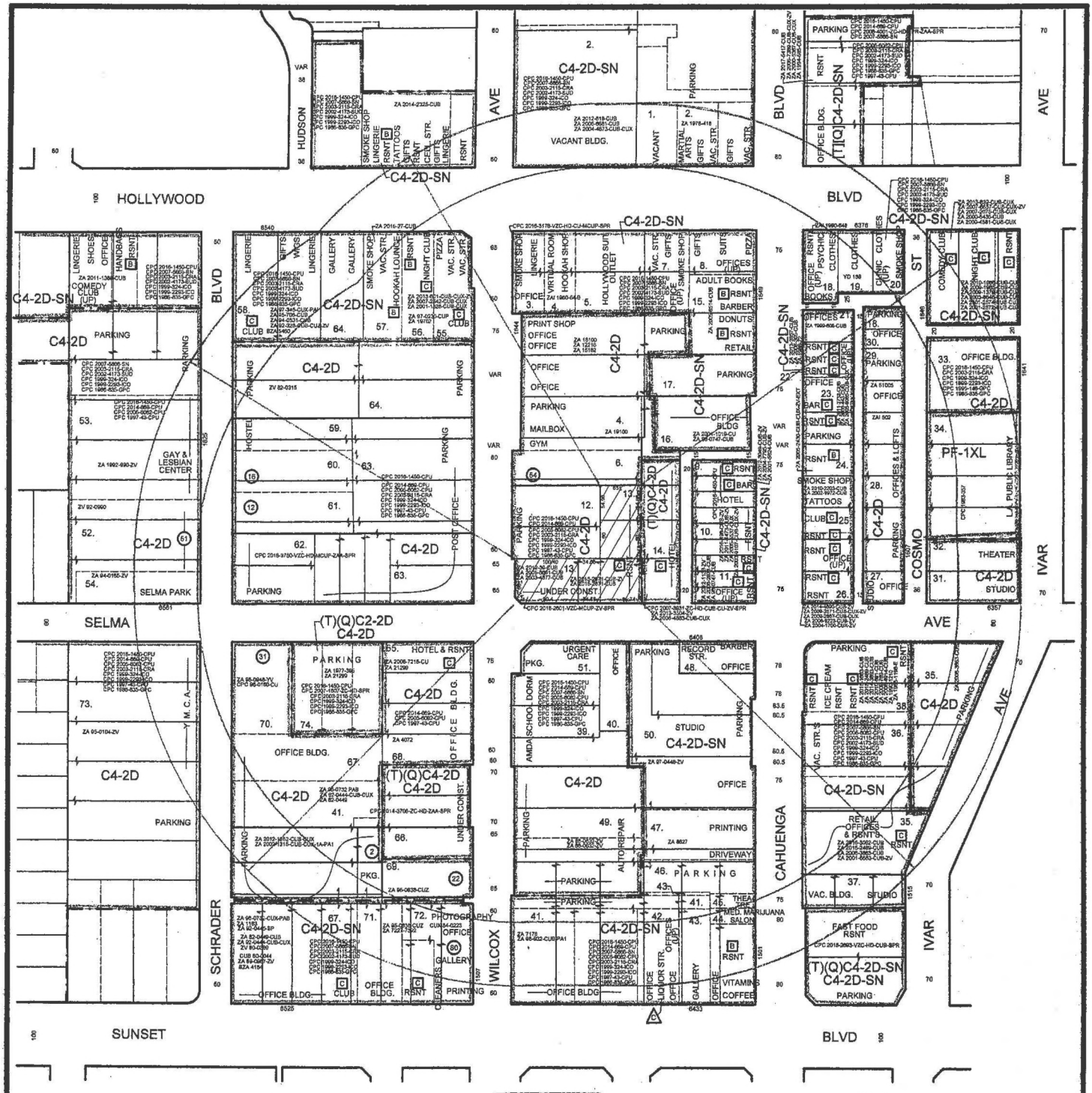

Franklin Ave
Franklin Ave
Hollywood Fwy
Dix St
Ivar Ave
Vine St
Grace Ave
Wilcox Ave
N Las Palmas Ave
N Cherokee Ave
N Highland Ave
Franklin Pl
Yucca St
Yucca St
Yucca St
Capitol Records Building
Avalon Hollywood
Hollywood Pantages Theatre
The Egyptian Theatre Hollywood
Hollywood Blvd
N Hudson Ave
Hollywood / Vine
Schrader Blvd
Cosmo St
1600 Wilcox Avenue
Trader Joe's
Selma Avenue Elementary School
Selma Ave
Selma Ave
N McCadden Pl
Bed Bath & Beyond
N Highland Ave
N Las Palmas Ave
Psychiatry: An Industry of Death Museum
The Los Angeles Film School
Hollywood Palladium
Sunset Blvd
Sunset Blvd
ArcLight Hollywood
Seward St
N Hudson Ave
Wilcox Ave
Cole Pl
Ivar Ave
Leland Way
Leland Way
Leland Way
N Cherokee Ave
N Las Palmas Ave
N McCadden Pl
N Highland Ave
De Longpre Ave
De Longpre Ave
De Longpre Ave
Vine St
Homewood Ave
Homewood Ave
Afton Pl
Cole Ave
Fountain Ave
Fountain Ave
Fountain Ave

Exhibit B



VESTING TENTATIVE TRACT MAP NO. 74406
VESTING ZONE CHANGE
MASTER CONDITIONAL USE PERMIT - ALCOHOL
SITE PLAN REVIEW

FROM C4-2D TO [Q]C4-2D

LEGEND:

- C ON-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- B ON-SITE CONSUMPTION OF BEER AND OR WINE
- A OFF-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- B OFF-SITE CONSUMPTION OF BEER AND OR WINE

OWNER:
6421 SELMA WILCOX HOTEL LLC.
319 S.ROBERTSON BLVD.
BEVERLY HILLS CA. 90211

APPLICANT:
SELMA WILCOX HOTEL LLC.
1605 N. CAHUENGA BLVD.
HOLLYWOOD CA. 90028

REPRESENTATIVE:
SHEPPARD MULLIN RICHTER & HAMPTON
ATTN: ALFRED FRAIJO JR. 43RD FL
333 S. HOPE ST.
LOS ANGELES CA. 90071
213-455-7679

C.D. 13
C.T. 1907.00
P.A. HOLLYWOOD

LEGAL: LOTS 17, 18, AND PORTION OF LOTS 11-13, SACKETT TRACT, M.B. 16-150. (SEE APPLICATION)

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850

SITE: 1600-04 N. WILCOX AVE

0.49 NET AC.

CASE NO.
DATE: 02-16-2018
SCALE: 1" = 100'
USES FIELD
D.M. 148.5 A 187, 147 A 187
T.B. PAGE: 593 GRID: F-4

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN
VACANT

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
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KEVIN J. KELLER, AICP
EXECUTIVE OFFICER
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

http://planning.lacity.org

May 29, 2018

6421 Selma-Wilcox Hotel, LLC (A)(S)
319 South Robertson Boulevard
Beverly Hills, CA 90211

Alfred Fraijo, Jr. (R)
Sheppard, Mullin, Richter & Hampton, LLP
333 South Hope Street, 43rd Floor
Los Angeles, CA 90071

RE: Vesting Tentative Tract Map No. 74406
Incidental Case(s): CPC-2016-2601-VZC-HD-CUB-ZAA-SPR
Address(s): 6421-6429 ½ West Selma Avenue; 1600-1604 North Wilcox Avenue
Hollywood Planning Area
Zone : C4-2D
D. M. : 148-5A187
C. D. : 13 – O'Farrell
CEQA : ENV-2016-2602-MND

On March 28, 2018, a joint public hearing was held in order to consider Vesting Tentative Tract Map No. 74406, Case No. VTT-74406, for the merger and re-subdivision of five parcels into one master ground lot and six airspace lots and incidental Case No. CPC-2016-2601-VZC-HD-CUB-ZAA-SPR. At the end of the public hearing the Deputy Advisory Agency took Case No. VTT-74406 under advisement in order to consider all comments submitted by the public before and during the public hearing.

On April 3, 2018, the applicant's representative submitted a letter requesting to withdraw the requested Vesting Tentative Tract Map No. 74406, Case No. VTT-74406, from consideration.

This communication is to acknowledge the request for the withdrawal of the requested subdivision application. Therefore, Case No. VTT-74406 is hereby accepted as withdrawn and the matter has been received and filed.

NICHOLAS HENDRICKS
Deputy Advisory Agency
NH:MS

cc: Interested Parties

Exhibit C

LINN K. WYATT
CHIEF ZONING ADMINISTRATOR

ASSOCIATE ZONING ADMINISTRATORS
JACK CHIANG
HENRY CHU
LOURDES GREEN
JAE H. KIM
CHARLES J. RAUSCH, JR.
JIM TOKUNAGA
FERNANDO TOVAR
DAVID S. WEINTRAUB
MAYA E. ZAITZEVSKY

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

DEPARTMENT OF
CITY PLANNING

VINCENT P. BERTONI, AICP
DIRECTOR

OFFICE OF
ZONING ADMINISTRATION
200 N. SPRING STREET, 7TH FLOOR
LOS ANGELES, CA 90012
(213) 978-1318
FAX: (213) 978-1334
www.planning.lacity.org

March 18, 2016

6421 Selma Wilcox Hotel, LLC (A)
1605 North Cahuenga Boulevard
Los Angeles, CA 90028

Wilcosel LLC
319 South Roberston Boulevard
Beverly Hills, CA 90211

Dana Sayles, AICP (R)
Three6ixty
4309 Overland Avenue
Culver City, CA 90230

CASE NO. ZA 2015-2671(CUB)
CONDITIONAL USE
6421 West Selma Avenue
Hollywood Planning Area
Zone : C4-2D
D. M. : 1485A187
C. D. : 13
CEQA : ENV 2015-2672-MND
Legal Description: W. Lots 11, 12, 13, and 18, SACKETT TRACT

Pursuant to Los Angeles Municipal Code Section 12.24-W,1, I hereby APPROVE:

a Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with the operation of a new 20,624 square-foot restaurant, having limited live entertainment, and a 6,000 square-foot retail space, in the C4-2D Zone;

upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such

Exhibit C

Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

4. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

5. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

6. Prior to the effectuation of this grant, 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 or the Condition Compliance Unit 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 or Condition Compliance Unit for inclusion in the case file.

7. Approved herein is the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a new 20,624 square-foot restaurant with a total of 333 seats having limited live entertainment, consisting of two levels and a 6,000 square-foot retail space. Hours of operation shall be limited to 11:00 a.m. to 2:00 a.m., daily. After hours activities, other than for routine clean-up and maintenance, are not permitted.

8. The authorization granted herein for the sale of a full line of alcoholic beverages on the subject premises is for a period of **five (5) years** from the effective date of this grant. Thereafter, a new authorization shall be required to continue the sale of a full line of alcoholic beverages for on-site consumption.

9. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator shall have the right to require the applicant to file a plan approval application together with the associated fees and to hold a public hearing to review the applicant's compliance with, and effectiveness of, the conditions of the grant. The applicant shall be required to submit a summary and supporting documentation demonstrating how compliance with each condition of the grant has been attained.

10. Vehicular parking shall be provided at a minimum rate of one stall per 500 square feet of restaurant floor area and one stall per 500 square feet of retail floor area. Ten short-term and 10 long-term bicycle parking spaces shall be provided.

11. No music, sound or noise shall be emitted from the subject businesses at a level prohibited by the noise regulations of the Los Angeles Municipal Code. Amplified recorded-music shall not be audible beyond the area under control of the applicant, and any sound or noise emitted that is under the control of the petitioner that exceeds the city's noise ordinance shall constitute a violation of Section 116.01 of the LAMC, including any loud, unnecessary or unusual noise that disturbs the peace or quiet of any neighborhood or that causes discomfort. The establishment shall make an effort to control any unnecessary noise made by restaurant staff or any employees contracted by the restaurant, or any noise associated with the operation of the establishment, or equipment of the restaurant.

12. The facility shall not be leased or contracted out to third party promoters, that will require a cover charge or prepayment for admission to the facility for uses such as night clubs or similar to rave parties, electronic music parties, or record release parties advertised and open to the public. All events shall be hosted by the restaurant staff and approved 14 days in advance by LAPD Hollywood Vice.

13. The owner/restaurant operator shall at all times maintain the abutting sidewalk free of obstruction.

14. There shall be no patron or employee dancing or entertainment involving Section 12.70 "Adult Entertainment" use, nude or obscene presentations including, but not limited to wet T-shirt contests, leg contests, mud or oil wrestling, semi-nude presentations, exotic dancing and lap dancing.

15. There shall be no admission or cover charge at any time. There shall not be a requirement to purchase a minimum number of drinks at any time on the premises.

16. There shall be no dance floor and dancing is not permitted.

17. There shall be no pool table or billiards table, electronic games, coin-operated games, dart games, or video machines maintained upon the premises at any time.

18. Any live entertainment, including Karaoke and any style of a fashion show, shall be approved by Hollywood Vice 14 days in advance. A single DJ playing ambient amplified music shall not be deemed a violation of this condition, provided the music complies with conditions 12 of this determination.

19. The number of all special events permitted on the subject property shall be limited to a maximum of 24 per year. A special event is any event which is held weekly, monthly or annually or that includes outside advertisement demonstrating a change in the mode and character of the normal restaurant operation. The applicant shall notify Hollywood Vice 14 days in advance of each special event.

20. No employee or agent shall be permitted to accept money or any other thing of value from a customer for the purpose of sitting or otherwise spending time with customers while in the premises, nor shall the licensee provide, permit, or make available, either gratuitously or for compensation, male or female patrons who act as escorts, companions, or guests of and for the customer.

21. All tables and booths shall be furnished with cutlery, condiments and other eating utensils available where food may be comfortably consumed by patrons, with the exception of the upper lounge where these can be furnished upon request.

22. The exterior windows and glass doors of the restaurant shall be maintained substantially free of signs and other materials from the ground to at least six feet in height above the ground so as to permit surveillance into the premise by Police and private security.

23. All exterior portions of the site shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space. Lighting shall be directed onto the site and no floodlighting shall be located as to be seen directly by persons on adjacent properties.

24. Only the front door shall be used for patron access. All other doors shall be equipped on the inside with an automatic locking device and shall be kept closed at all times other than to permit temporary access for delivery of supplies and trash removal. These doors shall not consist solely of a screen or ventilated security door but shall be solid.

25. Partitions separating booth/dining areas shall not exceed 54 inches in height. No obstructions shall be attached, fastened or constructed to the booth/dining areas within the interior space for the facility that restrict, limit, or obstruct the clear observations of the occupants.

26. No portion of the restaurant shall be deemed to be "private", for the purpose of dispensing alcoholic beverages to selected patrons. At no time shall any form of membership card or compensation be a pre-requisite for admission to the restaurant at large, or to any sub-portion of the restaurant.

27. The premises shall be maintained as a bona fide restaurant with an operating kitchen and shall provide a menu containing an assortment of foods normally offered in restaurants. Food service shall be available at all times during normal operating hours.

28. Within six months of the effective date of this action, all employees involved with the sale of alcoholic beverages shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR). Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter from the Police Department to the Zoning Administrator as evidence of compliance. Employees shall attend the training on an annual basis.

29. An electronic age verification device shall be retained on the premises available for use during operational hours. This device shall be maintained in operational condition and all employees shall be instructed in its use.

30. The owner/applicant shall be responsible for maintaining free of litter the area and adjacent to the premises under the control of the operator.

31. Petitioner(s) shall install and maintain security cameras and a three-month video library that covers all common areas of the business, high-risk areas, sidewalk areas, and entrances or exits. The videotapes shall be made available to police upon request.

32. The owner/operator shall maintain video surveillance of all interior common areas of the premises, high risk areas, sidewalk areas, including entrances and exits, and maintain a minimum three month DVR library. The videos shall be provided to law enforcement officers upon request.

33. A copy of the business permit, insurance information, and a valid emergency contact phone number for the valet and security company service(s) used by the business operator shall be maintained on the premises and presented upon request to any law enforcement officer.

34. Valet service is required during all hours of operation. No street parking is permitted by Valet. Off-site parking arrangements for employees need to be submitted and approved by the Zoning Administration.

35. During the hours of 9:00 p.m. and until 30 minutes after closing, the Petitioner(s) shall provide a minimum of two (2) security guards on the premise Thursday, Friday, and Saturday. The security guard shall not have any other activities other than those that are security related. Security personnel shall be licensed consistent with State law and Los Angeles Police Commission standards and maintain an active American Red Cross first-aid card. The security personnel shall be dressed in such a manner as to be readily identifiable to patrons and law enforcement personnel.

36. A 24-hour "hot-line" phone number shall be provided for the receipt of the complaints from the community regarding the subject facility and shall be posted at the entry, posted at the Customer Service Desk and provided to the immediate neighbors, schools, and local neighborhood council groups.

37. The applicant, business operator and licensee shall maintain on the premises and present upon request to any neighborhood council and/or immediate neighbor the valid current name, phone number and any other contact information needed to facilitate timely communication with the representative responsible for the establishment.

38. The approved conditions shall be retained on the premises at all times and produced immediately upon request of the Police Department or City Planning. All employees working in the restaurant shall be knowledgeable of these conditions and shall sign a document acknowledging receipt of these conditions.

39. Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

40. The mitigation measures identified in environmental document ENV 2015-2672-MND are incorporated as conditions of this grant as summarized below:

- **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light sources cannot be seen from adjacent residential properties or the public right-of-way.

- **Biological Resources - Tree Removal (Public Right-of-Way).** Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077). The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

- **Geology and Soils**. The Project shall comply with the recommendations contained within the Geotechnical Engineering Report submitted to the Department of Building and Safety. The Project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Project, and as it may be subsequently amended or modified.

- **Construction Phase Noise Mitigation Measures**. Two weeks prior to commencement of construction, notification shall be provided to the off-site residential uses within 500 feet of the Project site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period. Temporary sound barriers, capable of achieving a sound attenuation of at least 10 dBA (e.g., construction sound wall with sound blankets) at 50 feet of distance, and capable of blocking the line-of-sight to the Hollywood Walk-In Clinic and Jay Silverman Production studios shall be installed as feasible. All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA at 50 feet of distance. All construction areas for staging and

warming-up equipment shall be located as far as possible from adjacent sensitive receptors. Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible. A haul route for exporting cut materials from the site to a nearby landfill that accesses the Hollywood Freeway via Cahuenga Boulevard and minimizes travel on residential streets with sensitive receptors.

- **Operation Phase Noise.** The operation of the Tao Restaurant and any on-site entertainment shall not produce exterior noise levels of 83 dB or more at 50 feet of distance.

- **Fire Flows and Hydrants.** The Project shall submit a request to the City of Los Angeles Department of Water and Power (LADWP) to determine whether the pressure in the project area is sufficient. If it is not, then upgrades to the existing infrastructure shall be required.

- **14-2 Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

- **Public Services (Police – Construction Sites).** Temporary fencing and scaffolding/walkways (as appropriate) shall be provided to protect pedestrians from the interior tenant improvements and minor façade and to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

- **Public Services (Police).** The plans shall incorporate a design that enhances the security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of toilet facilities or building entrances in high-foot traffic areas. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits. Upon completion of the Project, the Hollywood Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.

- **Safety Hazards (Construction).** The developer shall install appropriate construction related traffic signs around the site to ensure pedestrian and

vehicle safety. Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic, and overhead protection, due to sidewalk closure or blockage, at all times. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. Covered walkways should be provided where pedestrians are exposed to potential injury from falling objects. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction and/or construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

- **Wastewater Service.** As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity. If street closures for construction is required, the Project applicant shall coordinate with LADOT on a traffic control plan and have flagmen to facilitate traffic flow and safety.

- **Water Service.** As part of the normal construction/building permit process, the Project Applicant shall confirm with the LADWP Water Service Organization (WSO) that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases. If the water infrastructure has insufficient capacity, then the Project Applicant shall be required to build water lines to a point in the system with sufficient capacity. If street closures for construction is required, the Project applicant shall coordinate with LADOT on a traffic control plan and have flagmen to facilitate traffic flow and safety.

41. **Prior to the beginning of operations**, the applicant shall notify the Condition Compliance Unit via email or U.S. Mail when operations are scheduled to begin and shall submit a copy of the Certificate of Occupancy for the Case File. The notification shall be submitted to planning.ccu@lacity.org, with the subject:of the email to include the case number, "**ZA-2015-2671-CUB/Operation Notification**". The applicant shall also submit (attached or mailed) evidence of compliance with any conditions which require compliance "prior to the beginning of operations" as stated by these conditions.

42. **Prior to the beginning of operations**, the manager of the facility shall be made aware of the conditions and shall inform his/her employees of the same. A statement with the signature, printed name, position and date signed by the manager and his/her employees shall be provided to the Condition Compliance Unit within 30 days of the beginning day of operation of the establishment. The statement shall read as follows,

We, the undersigned, have read and understand the conditions of approval to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction the restaurant, known as Tao, and agree to abide and comply with said conditions.

43. Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination has been provided to the prospective owner/operator, including the conditions required herewith, shall be submitted to the Condition Compliance Unit in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the Condition Compliance Unit within 30 days of the beginning day of his/her new operation of the establishment along with the dimensioned floor plan, seating arrangement and number of seats of the new operation.

44. **MViP – Monitoring, Verification and Inspection Program**. At any time, before, during, or after operating hours, a City inspector may conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and used to rate the operator according to the level of compliance. If a violation exists, the owner/operator will be notified of the deficiency or violation and will be required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed therein, may result in denial of future requests to renew or extend this grant.

45. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of 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.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of 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.

c. 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 $25,000. 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 (b).

d. 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. (b)

e. If the City determines it necessary to protect the City's interests, 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, commission, 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.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within three years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent upon you to advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.29 of the Los Angeles Municipal Code provides:

> "A variance, conditional use, adjustment, public benefit or other quasi-judicial approval, or any conditional approval granted by the Director, pursuant to the authority of this chapter shall become effective upon utilization of any portion of the privilege, and the owner and applicant shall immediately comply with its Conditions. The violation of any valid Condition imposed by the Director, Zoning Administrator, Area Planning Commission, City Planning Commission or City Council in connection with the granting of any action taken pursuant to the authority of this chapter, shall constitute a violation of this chapter and shall be subject to the same penalties as any other violation of this Code."

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than $2,500 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any Condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Municipal Code. The Zoning Administrator's determination in this matter will become effective after **April 4, 2016** unless an appeal therefrom is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of the Zoning Administrator's action, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. **Forms are available on-line at http://planning.lacity.org**. Public offices are located at:

Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077

Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Room 251
Van Nuys, CA 91401
(818) 374-5050

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

NOTICE

The applicant is further advised that subsequent contact regarding this determination must be with the Development Services Center. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting. You should advise any consultant representing you of this requirement as well.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the plans submitted therewith, and the statements made at the public hearing on January 20, 2016 all of which are by reference made a part hereof, as well as knowledge of the property and surrounding district, I find that the requirements for authorizing a conditional use permit under the provisions of Section 12.24-W have been established by the following facts:

BACKGROUND

The subject property is a level, "L"-shaped, through parcel of land, consisting of five parcels totaling approximately 0.50 net acres (21,610 square feet), having a frontage of approximately 225 feet on the north side of Selma Avenue with a depth of approximately 185 feet along the easterly property line and a 115 feet along the internal property line.

The project site currently contains an area that has already been excavated, a 3,174 square-foot restaurant, a 1,650 square-foot piano bar, and a 4,893 square-foot building with vacant retail space on the ground floor and four residential units on the second floor. The existing restaurant, piano bar, and retail/residential buildings will be demolished as part of the project. The new 20,624 square-foot restaurant (Tao) will consist of two levels with a maximum of 333 seats. There will be a 6,000 square-foot retail space. Music provided by a DJ would be located on the lower level of the restaurant. The proposed project is a request for a conditional use to allow the on-site sale and consumption of a full line of alcoholic beverages. Proposed hours of operation are from 11:00 a.m. to 2:00 a.m., daily.

The northerly abutting property is zoned C4-2D and is developed with a surface parking lot and a hotel. Abutting properties to the east are zoned (T)(Q)C4-2D and C4-2D and are currently under construction for a new 10-story, 182-room hotel. Properties to the south (across Selma Avenue) are zoned C4-2D and are developed with commercial uses and a surface parking lot. Properties to the west (across Wilcox Avenue) are zoned C4-2D and are developed with a post office.

The Project Site is located within the Hollywood Community Plan Area, and is zoned C4-2D Zone (Commercial Zone, Height District 2, Development Limitation), with a General Plan land use designation of Regional Center Commercial. The Project Site is within the ZI-1352 and ZI-2277 Hollywood Redevelopment Project, Los Angeles State Enterprise Zone (ZI-2374), and ZI-2433 Revised Hollywood Injunction.

Selma Avenue, abutting the property to the south, is a designated Local Street-Standard, improved with curbs, gutters, and sidewalks.

Hollywood Boulevard, the nearest street to the north, is a designated Avenue I and improved with curbs, gutters, and sidewalks.

Wilcox Avenue, the nearest street to the west, is a dedicated Modified Avenue III providing for a 90-foot right of way, consistently improved to a 75-foot width between Sunset and Hollywood Boulevards, and improved with curbs, gutters, and sidewalks.

Cahuenga Boulevard, the nearest street to the east, is a designated Modified Avenue II, providing for a 90-foot right of way, improved with curbs, gutters and sidewalks.

Previous zoning related actions on the site/in the area include:

Due to the large number of related filings within 1,000 feet of the project site, the following actions were filed starting in 2010 as follows:

Project Property:

Case No. ZA-2012-039-CUB – On June 13, 2012, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a restaurant bar/lounge.

Case No. ZA-2005-8661-CUB – On May 25, 2006, the Zoning Administrator approved a request to allow a full line of alcoholic beverages for on-site consumption in conjunction with an existing restaurant.

Case No. ZA-2003-4377-CUB – On February 12, 2004, the Zoning Administrator denied a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a proposed cocktail lounge with live entertainment.

Surrounding Properties:

Case No. ZA-2014-1619-CUB – On November 5, 2015, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing cafe located at 6360 West Sunset Boulevard.

Case No. ZA-2015-2489-CUB – On July 1, 2015, the applicant filed for a conditional use to allow the sale and dispensing of beer and wine for on-site consumption in conjunction with a proposed restaurant located at 1542 North Cahuenga Boulevard.

Case No. ZA-2014-2008-MCUP – On June 4, 2015, the Zoning Administrator approved a Master Conditional Use Permit for the on-site consumption of a full line of alcoholic beverages, in conjunction with three new restaurants establishments located at 6523 West Hollywood Boulevard.

Case No. ZA-2014-3016-CUB-ZV – On January 29, 2015, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a proposed restaurant located at 6500 West Selma Avenue.

Case No. ZA-2014-4690-CUB-ZV – On December 16, 2014, the applicant filed for a conditional use to allow the continued sale and service of a full line of alcoholic beverages for on-site consumption in conjunction with an existing restaurant/bar located at 1608 North Cahuenga Boulevard.

Case No. ZA-2014-2325-CUB – On October 23, 2014, the Zoning Administrator approved a request to allow the sale and dispensing of beer and wine for on-site consumption, in conjunction with a proposed restaurant located at 6507 Hollywood Boulevard.

Case No. ZA-2014-3893-CUB – On October 20, 2014, the applicant filed a request to upgrade an existing beer and wine grant to allow a full line of alcoholic beverages for on-site consumption in conjunction with an existing restaurant located at 1544 North Cahuenga Boulevard.

Case No. ZA-2013-3618-CUB – On June 9, 2014, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a proposed restaurant located at 6325 Hollywood Boulevard.

Case No. ZA-2013-3857-CUB – On April 9, 2014, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a restaurant located at 1634 North Cahuenga Boulevard.

Case No. ZA-2012-3049-CUB-ZV – On October 22, 2013, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a bar/lounge with live entertainment located at 1623 North Cahuenga Boulevard.

Case No. ZA-2012-2991-CUB – On August 22, 2013, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a new restaurant located at 6541 Hollywood Boulevard.

Case No. ZA-2013-601-CUB-CUX-ZV – On August 15, 2013, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption with live in conjunction with a restaurant located at 6500 Hollywood Boulevard.

Case No. ZA-2013-609-CUB – On June 27, 2013, the Zoning Administrator approved a request allow the sale and dispensing of beer and wine for on-site consumption, in conjunction with a new restaurant, located at 6333 West Sunset Boulevard.

Case No. ZA-2012-0530-CUB-CUX – On January 10, 2013, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption with live entertainment and patron dancing in conjunction with an existing nightclub, located at 6535 West Hollywood Boulevard.

Case No. ZA-2012-0528-CUB – On January 10, 2013, the Zoning Administrator approved a request to allow the sale and dispensing of a beer and wine for on-site consumption, in conjunction with a restaurant located at 6535 West Hollywood Boulevard.

Case No. ZA-2012-2167-MCUP – On January 25, 2013, the Zoning Administrator approved a Master Conditional Use Permit for the on-site consumption of a full line of alcoholic beverages for on-site consumption, in conjunction with five new restaurants located at 6390 West Sunset Boulevard.

Case No. ZA-2012-1252-CUB-CUX – On December 20, 2012, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption with live entertainment and patron dancing in conjunction with an existing nightclub, located at 6523 Sunset Boulevard.

Case No. ZA-2012-1053-CUB – On October 18, 2012, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing restaurant, located at 6377 Hollywood Boulevard.

Case No. ZA-2013-832-CUB-CUX – On August 19, 2012, the Zoning Administrator 3approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption with live entertainment and patron

dancing in conjunction with an existing cocktail bar/lounge, located at 6364 West Hollywood Boulevard.

Case No. ZA-2012-223-CUB-CUX – On July 25, 2012, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption with live entertainment and patron dancing in conjunction with an existing nightclub, located at 6553-6555 Sunset Boulevard.

Case No. ZA-2012-117-CUB – On June 29, 2012, the Zoning Administrator approved a request to allow the sale and dispensing of a full line of alcoholic beverages for off-site consumption, in conjunction with a proposed pharmacy located at 1501-1555 North Vine Street.

Case No. ZA-2010-891-CUB – On June 1, 2012, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption, located at 1558-1564 North Cahuenga Boulevard.

Case No. ZA-2011-2732-CUB – On February 23, 2012, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing restaurant, located at 1624 North Cahuenga Boulevard.

Case No. ZA-2010-1986-CUB-CUX – On January 25, 2012, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption and public dancing, in conjunction with an existing nightclub bar/lounge, located at 6356 West Hollywood Boulevard.

Case No. ZA-2011-1369-CUB – On November 7, 2011, the Zoning Administrator approved a request to allow the sale and dispensing of beer and wine for on-site consumption, in conjunction with a new restaurant, located at 6554 Hollywood Boulevard.

Case No. ZA-2011-164-MCUP – On October 12, 2011, the Zoning Administrator approved a Master Conditional Use Permit for the on-site consumption of a full line of alcoholic beverages for on-site consumption, in conjunction with four new restaurants and one bar located at 6523 West Hollywood Boulevard.

Case No. ZA-2011-724-CUB-CUX – On October 3, 2011, the Zoning Administrator approved a request to allow the sale of beer and wine only for on-site consumption, in conjunction with an existing 26,471 square-foot theater located at 1611-1615 North Vine Street.

Case No. ZA-2011-1473-CUB-ZV– On October 3, 2011, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing restaurant, located at 1613 North Cahuenga Boulevard.

Case No. ZA-2010-3260-CUB-CUX – On August 19, 2011, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing restaurant, located at, 6541 Hollywood Boulevard, #105.

Case No. ZA-2010-2366-CUB – On August 10, 2011, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing restaurant, located at 1729 North Hudson Avenue.

Case No. ZA-2010-2203-CUB – On May 6, 2011, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with an existing restaurant with live entertainment, located at 1612 North Cahuenga Boulevard.

Case No. ZA-2010-661-CUB – On June 29, 2010, the Zoning Administrator approved a request to allow the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a restaurant with live entertainment, located at 6541 West Hollywood Boulevard.

CORRESPONDENCE

Following the issuance of the hearing notice, staff received the following:

- Two letters in opposition of the project citing issues relating to increased noise from patrons, traffic, and hours of operation.

- Hollywood Heritage, Inc. submitted a letter, dated January 19, 2016, requesting that an environmental impact report be prepared for the project.

PUBLIC HEARING

A Notice of Public Hearing was sent to nearby property owners and/or occupants residing near the subject site for which an application, as described below, had been filed with the Department of City Planning. All interested persons were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project.

The public hearing was held on January 20, 2016 in downtown Los Angeles City Hall. The hearing was attended by the applicant's representative, Dana Sayles and by Council District 13 representative, Chris Robertson. In addition, three members of the public attended the hearing. Dana Sayles noted that the applicant seeks a request to authorize the on-site sale of a full line of alcoholic beverages in conjunction with a new restaurant. The new restaurant will be a Tao Restaurant which will feature fine dining and limited live entertainment.

Three members submitted speaker cards. Two members spoke in opposition of the project with one member stating general comments.

Chris Robertson stated that her office was in support of the request subject to the included conditions and was supportive of a happy hour at the establishment.

CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grant, the Zoning Administrator has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the Office of Zoning Administration has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The Zoning Administrator has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the Office of Zoning Administration acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the Zoning Administrator.

- No cocktail lounge shall be maintained on the premises separate from the dining area.
- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- There shall be no exterior advertising of any kind or type, including advertising directly to the exterior from within, promoting or indicating the availability of alcoholic beverages. Interior displays of alcoholic beverages or signs which are clearly visible to the exterior shall constitute a violation of this condition.
- The sale of alcohol shall be incidental to the sale of food.
- The sale of alcoholic beverages for consumption off the premises is prohibited.
- The quarterly gross sales of food shall not exceed the quarterly gross sales of alcohol. The business operator shall maintain records which reflect these numbers and make them available to the Police Department upon request.
- No signs are permitted on the outside of the building or directed from the inside to the outside which display or advertise the availability of alcoholic beverages.
- All service of alcoholic beverages shall be conducted by a waitress or waiter or bartender.
- Alcohol may only be served to patrons who are seated at a table or seated at the bar and only in conjunction with a food order. Patrons shall not be served while standing or while waiting to be seated.
- The alcoholic beverage license shall not be exchanged for a public premises type license nor operated as a public premises.

THE HOLLYWOOD VICE BRANCH OF THE LOS ANGELES POLICE DEPARTMENT SUBMITTED THE FOLLOWING ALCOHOL-RELATED CONDITIONS, TO WHICH THE APPLICANT HAS AGREED TO:

- Bottle service shall be limited to parties of six (6) or more when full dinner service is provided and no buckets of beer are allowed. Portable bars are prohibited. Happy hour is permitted between the hours of 4:00 p.m. and 8:00 p.m. There may be no more than 50 percent discount on alcoholic beverages.
- There shall be no "Minimum drink" required of patrons. In addition, there shall be no sales of table(s) and/or seating where alcoholic beverages are in any way included in the sale cost of the seating.
- A "Free Designated Driver Program" shall be implemented in which free non-alcoholic beverages such as water, coffee, tea and soft drinks will be offered to the designated driver of a group. The availability of this program shall be made known to restaurant patrons either via a plaque posted near the host reservation desk.

BASIS FOR CONDITIONAL USE PERMITS

A particular type of development is subject to the conditional use process because it has been determined that such use of property should not be permitted by right in a particular zone. All uses requiring a conditional use permit from the Zoning Administrator are located within Section 12.24-W of the Los Angeles Municipal Code. In order for the sale of a full line of alcoholic beverages for on-site consumption to be authorized, certain designated findings have to be made. In these cases, there are additional findings in lieu of the standard findings for most other conditional use categories.

FINDINGS

Following (highlighted) is a delineation of the findings and the application of the relevant facts to same:

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region**.

   The proposed restaurant will be located within a newly constructed 20,624 square-foot space that will include 333 seats. A 6,000 square feet of retail space is also proposed. A new three level subterranean parking garage will be constructed consisting of 93 parking spaces. The site has partially excavated with the remainder of the site containing various retail and restaurant uses that will be demolished as part of the project. The subject site has a Regional Center Commercial land use designation and is zoned C4-2D.

   The applicant has requested a conditional use to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption with proposed hours of operation from 11:00 a.m. to 2:00 a.m., daily. The surrounding area includes restaurant, retail, commercial, hotel, and office uses and is increasing becoming a dining and entertainment destination in Hollywood. The project is near Cahuenga

Boulevard, Sunset Boulevard, and Hollywood Boulevard which are all commercial corridors with a large number of businesses that provide services to residents, workers, and visitors alike within Hollywood. Restaurants are an intrinsic part of these service amenities necessary for the development of a vibrant international tourist destination. The restaurant's emphasis is food service and the proposed sale of a full line of alcoholic beverages for on-site consumption will offer an amenity incidental to food service. Live entertainment will be monitored by Hollywood Vice and special events will be limited to a maximum of 24 events per year. The applicant will need to get approval from the Hollywood Vice 14 days prior to each special event or live entertainment.

The project will be desirable to the public convenience and welfare as it is near other commercial uses and is zoned for commercial use. The project will enhance the Hollywood visitor experience and provide an additional restaurant option and restaurant experience for the surrounding community. The Zoning Administrator has imposed conditions such as: electronic age verification machines; the maintenance of the operation as a bona fide restaurant; and STAR training to mitigate the restaurant's land use impacts and to protect public welfare. As conditioned, the restaurant will provide a beneficial service for the residents and visitors in the Hollywood community.

2. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety**.

The subject property is a level, "L"-shaped, through parcel of land, consisting of five parcels totaling approximately 0.50 net acres (21,610 square feet), having a frontage of approximately 225 feet on the north side of Selma Avenue with a depth of approximately 185 feet along the easterly property line and a 115 feet along the internal property line. The applicant is proposing to demolish three existing buildings in conjunction with the construction, use, and maintenance of a new 20,624 square-foot restaurant, consisting of two levels, and a 6,000 square-foot retail space. The restaurant will have a maximum of 333 seats. Music provided by a DJ would be located on the lower level of the restaurant.

The project is located in a prime tourist/entertainment area on a parcel designated for Regional Center Commercial land uses. The applicant is seeking a conditional use to allow the on-site sale and consumption of a full line of alcoholic beverages. Proposed hours of operation are from 11:00 a.m. to 2:00 a.m., daily. The property is zoned C4-2D, which allows for restaurants and moreover, the project is located within an established commercial and entertainment district that is developed with restaurants, hotels, offices, and other entertainment and service-related uses. The restaurant will have 93 on-site parking spaces within a garage that is accessed from a driveway off of Wilcox Avenue. In addition to providing on-site parking, the restaurant will offer valet parking to customers.

While the proposed Conditional Use is associated with the on-site sales of a full line of alcoholic beverages, the size, height, and other features are compatible with the surrounding area. The project will be a maximum height of 27 feet and will include one ground floor level of restaurant, one basement level of restaurant and parking, and two levels of subterranean parking. Therefore, the building will appear from the outside as a one-story building.

The restaurant's hours, size, and operational features are reasonable and will be compatible with the surrounding properties. Special events and live entertainment will be limited and security will be provided. As conditioned, the restaurant's request to allow a full line of alcoholic beverages within a new restaurant will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

3. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan**.

There are 11 elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these elements are in the form of Code requirements of Los Angeles Municipal Code. Except for the entitlement described herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code. The Land Use Element of the City's General Plan divides the city into 35 Community Plan areas. The Hollywood Community Plan designates the property for Regional Center Commercial land uses corresponding to the C2, C4, P, PB, RAS3, and RAS4 zones, and Height District No. 2D. The property is not located in an area subject to a Specific Plan.

The subject property is planned and zoned for commercial uses. The Hollywood Community Plan text does not specifically address the request to serve alcoholic beverages. However, the Los Angeles Municipal Code authorizes the Zoning Administrator to grant the requested conditional use in the zones corresponding to the plan land use designation.

The request is consistent with Objective 7.3 of the Framework Element which states "maintain and enhance the existing businesses in the City" as well as Policy 7.3.2 which states "retain existing neighborhood commercial activities within walking distance of residential areas." Granting of the conditional use to permit the sale of a full line of alcoholic beverages within a new restaurant can be deemed to substantially conform to the purpose, intent and provisions of the General Plan and the Hollywood Community Plan.

4. **The proposed use will not adversely affect the welfare of the pertinent community.**

The restaurant space is located on the corner of Wilcox Avenue and Selma Avenue and is surrounded by a mixture of commercial and hotel uses. LAPD submitted a letter proposing various operating conditions and did not object to the request. The property is zoned for commercial uses and was previously and currently developed

with several commercial buildings that served alcoholic beverages. The addition of a full line of alcoholic beverages for on-site consumption located in a new restaurant will not affect the Hollywood Community.

The restaurant's hours, size, and operational features are reasonable and will be compatible with the surrounding properties. Special events and live entertainment will be limited and will require approval from Hollywood Vice 14 days prior to taking place. As conditioned, the restaurant's request to allow a full line of alcoholic beverages within a new restaurant, having limited live entertainment, will not adversely affect the welfare of the pertinent community.

5. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area**.

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria, 3 on-sale and 2 off-sale licenses are allocated to subject Census Tract No. 1907.00. There are currently 54 on-site and 3 off-site licenses in this Census Tract. According to the applicant, within a 1,000-foot radius of the subject property, the following types of alcoholic beverage licenses are active or pending:

(3) Type 21 Off Sale General
(7) Type 41 On Sale Beer and Wine - Eating Place
(1) Type 42 On Sale Beer and Wine – Public Premises
(30) Type 47 On Sale General – Eating Place
(10) Type 48 On Sale General – Public Premises

As reported by the Los Angeles Police Department, which has jurisdiction over the subject property, within Crime Reporting District No. 646, a total of 1870 crimes were reported in 2014, compared to the citywide average of 163 crimes and the high crime reporting district average of 196 crimes for 2014.

In 2014, there were 150 Narcotics, 311 Liquor Law, 269 Public Drunkenness, 2 Disturbing the Peace, 74 Disorderly Conduct, and 174 DWI related arrests. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

The site is located within a highly-developed commercial/entertainment district which has a variety of restaurants and other venues which have resulted in the existing on-site alcohol licenses to exceed the maximum number allocated. The site is designated for Regional Commercial land uses and will be developed with a new restaurant and retail space that will have a regional draw. The location is

proper in relation to adjacent uses and the character of development of the community. The restaurant's hours, size, and operational features are reasonable and will be compatible with the surrounding properties. Special events and live entertainment will be limited and security will be provided. As conditioned, approval of the request is not anticipated to contribute to the area's crime rate or result in any nuisance activity and therefore, will not result in an undue concentration of premises for the on-site sale of alcoholic beverages.

6. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

According to information submitted by the applicant, the following sensitive uses are located with a 1,000-foot radius of the project site:

- Blessed Sacrament Church – 6657 Sunset Bouelvard
- Selma Avenue Elementary School – 6111 Selma Avenue
- YMCA of Hollywood – 1553 Schrader Boulevard

The proposed restaurant will be located in a commercial/entertainment district that is developed with retail, restaurants, and hotels. Staff received several emails from stakeholders citing issues with noise and traffic. Numerous conditions have been incorporated into this grant to minimize the potential for adverse effects on the community. Further, the term grant, will allow for the City to review the restaurant's operation to ensure compliance with the conditions of this grant.

The proposed restaurant, serving a full line of alcoholic beverages for on-site consumption, is proper within the Regional Center Commercial land use designation, which calls for regional-serving uses such as entertainment centers, restaurants, and large shopping complexes. The grant herein has been conditioned with substantial care to operate responsibly and the nearby residences should not be negatively impacted. The proposed restaurant will operate in a manner that is considerate of adjoining properties and residences. Furthermore, adherence to imposed conditions, which relate to the specific sale of alcohol coupled with security and site maintenance measures required for the entire site should not prove to be detrimental to the character of development in the immediate neighborhood.

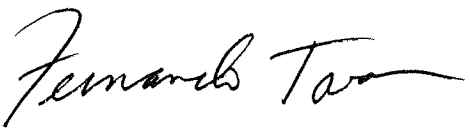
ADDITIONAL MANDATORY FINDINGS

7. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.

8. On December 17, 2015, a Mitigated Negative Declaration (ENV 2015-2672-MND) was prepared for the proposed project. On the basis of the whole of the record

before the lead agency including any comments received, the lead agency finds that with imposition of the mitigation measures described in the MND (and identified in this determination), there is no substantial evidence that the proposed project will have a significant effect on the environment. I hereby adopt that action. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

Inquiries regarding this matter should be directed to Heather Bleemers, Planning Staff for the Office of Zoning Administration, at (213) 978-0092.



FERNANDO TOVAR
Associate Zoning Administrator
Direct Telephone No. (213) 978-1303

FT:HB

cc: Councilmember Mitch O'Farrell
Thirteenth Council District
Adjacent Property Owners

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

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6421 Selma Ave
DOT Case No. CEN 16-44348

Date: June 11, 2017

To: Nicholas Hendricks, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE SELMA-WILCOX HOTEL MIXED-USE PROJECT LOCATED AT 6421 SELMA AVENUE (ENV-2016-2602-EAF/ CPC-2016-2601-VZC-MCUP-ZV-SPR)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated May 2017, prepared by Overland Traffic Consultants, Inc., for the Selma-Wilcox Hotel Project located at 6421 Selma Avenue. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria[1], the transportation study included the detailed analysis of 10 signalized intersections and determined that two of these study intersections would be significantly impacted by project-related traffic. This report summarizes the results of the transportation analysis (see **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a mixed-use hotel development with a 114-room hotel, 1,809 square foot ground floor restaurant, and 5,041 square foot rooftop restaurant/bar. The project site has recently been improved with a new subterranean garage, restaurant and retail space. The proposed hotel with amenities will be constructed with the ground floor restaurant replacing a portion of the retail space, and the remaining over the two recently constructed elements.

Project parking is provided on-site with three below grade parking levels, with access from a full access driveway off of Wilcox Avenue. A valet service will be provided to hotel and restaurant guests. The project will also provide on-site short term and long term bicycle parking spaces. The project is expected to be completed by the end of 2020.

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

Exhibit D

B. Trip Generation

The project is estimated to generate 1,227 daily trips, a net increase of 70 trips in the a.m. peak hour, and a net increase of 100 trips in the p.m. peak. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

C. Freeway Analysis

The transportation impact analysis included a freeway impact screening analysis that was executed between Caltrans and DOT in December 2015 to determine if additional evaluation of freeway mainline and ramp segments was necessary. According to this analysis, the project would not meet the freeway mainline impact criteria, but would exceed the freeway off-ramp criteria at two locations. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses, and the applicant has prepared the necessary analysis to Caltrans.

D. Traffic Impacts

The transportation impact study presented an analysis for the proposed project and supplemental traffic analyses for two scenarios:

1. Proposed project development assuming **Original Baseline**, representing the original four residential units, 4,893 square feet of vacant retail, 3,174 square feet of restaurant, and 1,650 square feet of piano bar
2. Proposed project development assuming **Current Baseline**, representing the approved and recently constructed 20,624 square foot restaurant and 6,000 square feet retail.

The study determined that the project would result in significant traffic impacts during PM peak hours at the following intersections before mitigation based on a project build-out year of 2020:

1. Hollywood Boulevard & Wilcox Avenue (**Original and Current Baseline)**
2. Selma Avenue & Wilcox Avenue **(Current Baseline)**

In consideration of the City's Vision Zero initiative and the Mobility Plan 2035, the transportation study proposed a transportation mitigation program focused on reducing project-related trips and promotion of other travel modes. The transportation mitigation program fully mitigates the project's significant impacts during the PM peak commute hours at the above intersections (see **Attachment 3)**.

PROJECT REQUIREMENTS

A. Transportation Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

1. **Transportation Demand Management (TDM) Program**

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- An on-site Transportation Information Center;
- Preferential rideshare loading/unloading or parking location;
- Convenient parking and facilities for bicycle riders;
- Guaranteed ride home programs for employees;
- Allowance for flexible and alternative work schedules;
- Administrative support for the formation of carpools/vanpools;
- Promotion of transit, walk, or bike to work events;
- Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;
- Unbundled parking from housing cost;
- Parking cash-out programs for Project and uses as appropriate;
- A Covenant and Agreement to ensure that the TDM program will be maintained.

The following improvements proposed by the project as part its transit and mobility improvement program should be part of the TDM program:

- Provide guest assistance on arrival and departure to find options to personal or rented vehicles to access the site
- If feasible, improve the existing bus stops surrounding the project site
- Provide an on-site kiosk with options for ridesharing, bus routes, and bike routes
- Provide transit options and bike information for hotel guests upon check in
- Provide an on-site TDM manager to assist hotel guests navigate the alternative modes of transportation options
- Provide access pass and transit pass reductions for employees
- Contribute a one-time fixed fee contribution of **$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.
- Provide bicycle spaces and amenities to encourage cycling as an alternative mode of transportation

- Provide bicycle sharing service for guests and employee use
- Provide amenities to encourage guests to spend time on-site

B. Construction Impacts

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

C. Highway Dedication and Street Widening Requirements

On September 7, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Wilcox Avenue** is designated as a Modified Avenue III, which would require a 20-foot half-width roadway within a 35-foot half-width right-of-way. **Selma Avenue** is designated as a Local Street Standard, which would require 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

D. Parking Requirement

The project would provide the minimum code-required parking spaces for vehicles and bicycles. Project parking is provided on-site with three below grade parking levels, with access from a full access driveway off of Wilcox Avenue. A valet service will be provided to hotel and restaurant guests. The project will also provide on-site short term and long term bicycle parking spaces. The developer should check with the Department of Building and Safety on the number of parking spaces needed.

E. Project Access and Circulation

The proposed site plan illustrated in **Attachment 4** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

F. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los

Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Johnathan Yu of my staff at (213)-972-4993.

Attachments

J:\Letters\2017\CEN16-44348_6421 Selma_Tao Hotel.docx

c: Chris Robertson, Council District No. 13
Carl Mills, BOE Development Services
Jeannie Shen, Hollywood Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Liz Fleming, Overland Traffic Consultants, Inc.

ATTACHMENT 1
Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

Table 7a
Traffic Conditions for Existing with Original Baseline + Project

No.	Intersection	Peak Hour	Existing		Existing +Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1	Highland Av &	AM	0.477	A	0.485	A	+ 0.008	NO
	Selma Av	PM	0.424	A	0.434	A	+ 0.010	NO
2	Highland Av &	AM	0.880	D	0.881	D	+ 0.001	NO
	Sunset Bl	PM	0.756	C	0.758	C	+ 0.002	NO
3	Hollywood Bl &	AM	0.744	C	0.749	C	+ 0.005	NO
	Wilcox Av	PM	0.565	A	0.574	A	+ 0.009	NO
4	Selma Av &	AM	0.297	A	0.308	A	+ 0.011	NO
	Wilcox Av	PM	0.382	A	0.413	A	+ 0.031	NO
5	Sunset Bl &	AM	0.547	A	0.555	A	+ 0.008	NO
	Wilcox Av	PM	0.579	A	0.581	A	+ 0.002	NO
6	Cahuenga Bl &	AM	0.881	D	0.885	D	+ 0.004	NO
	Hollywood Bl	PM	0.661	B	0.665	B	+ 0.004	NO
7	Cahuenga Bl &	AM	0.411	A	0.415	A	+ 0.004	NO
	Selma Av	PM	0.421	A	0.429	A	+ 0.008	NO
8	Cahuenga Bl &	AM	0.820	D	0.824	D	+ 0.004	NO
	Sunset Bl	PM	0.730	C	0.735	C	+ 0.005	NO
9	Hollywood Bl &	AM	0.776	C	0.779	C	+ 0.003	NO
	Vine Street	PM	0.743	C	0.745	C	+ 0.002	NO
10	Sunset Bl &	AM	0.827	D	0.829	D	+ 0.002	NO
	Vine Street	PM	0.874	D	0.875	D	+ 0.001	NO

Table 7b
Traffic Conditions for Existing with Current Baseline + Project

No.	Intersection	Peak Hour	Existing		Existing +Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1	Highland Av &	AM	0.479	A	0.486	A	+ 0.007	NO
	Selma Av	PM	0.432	A	0.442	A	+ 0.010	NO
2	Highland Av &	AM	0.881	D	0.882	D	+ 0.001	NO
	Sunset Bl	PM	0.758	C	0.760	C	+ 0.002	NO
3	Hollywood Bl &	AM	0.745	C	0.750	C	+ 0.005	NO
	Wilcox Av	PM	0.582	A	0.591	A	+ 0.009	NO
4	Selma Av &	AM	0.299	A	0.031	A	+ -0.268	NO
	Wilcox Av	PM	0.423	A	0.455	A	+ 0.032	NO
5	Sunset Bl &	AM	0.549	A	0.557	A	+ 0.008	NO
	Wilcox Av	PM	0.581	A	0.583	A	+ 0.002	NO
6	Cahuenga Bl &	AM	0.882	D	0.886	D	+ 0.004	NO
	Hollywood Bl	PM	0.669	B	0.673	B	+ 0.004	NO
7	Cahuenga Bl &	AM	0.413	A	0.417	A	+ 0.004	NO
	Selma Av	PM	0.433	A	0.440	A	+ 0.007	NO
8	Cahuenga Bl &	AM	0.821	D	0.825	D	+ 0.004	NO
	Sunset Bl	PM	0.736	C	0.741	C	+ 0.005	NO
9	Hollywood Bl &	AM	0.777	C	0.779	C	+ 0.002	NO
	Vine Street	PM	0.745	C	0.747	C	+ 0.002	NO
10	Sunset Bl &	AM	0.827	D	0.830	D	+ 0.003	NO
	Vine Street	PM	0.875	D	0.877	D	+ 0.002	NO

Table 9a
Future (2020) Traffic Conditions
Without Project using Original Baseline

No.	Intersection	Peak Hour	Existing		Future (2020) Without Project		
			CMA	LOS	CMA	LOS	Growth
1	Highland Av &	AM	0.477	A	0.760	C	+ 0.283
	Selma Av	PM	0.424	A	0.839	D	+ 0.415
2	Highland Av &	AM	0.880	D	1.014	F	+ 0.134
	Sunset Bl	PM	0.756	C	0.955	E	+ 0.199
3	Hollywood Bl &	AM	0.744	C	0.947	E	+ 0.203
	Wilcox Av	PM	0.565	A	0.903	E	+ 0.338
4	Selma Av &	AM	0.297	A	0.507	A	+ 0.210
	Wilcox Av	PM	0.382	A	0.729	C	+ 0.347
5	Sunset Bl &	AM	0.547	A	0.653	B	+ 0.106
	Wilcox Av	PM	0.579	A	0.770	C	+ 0.191
6	Cahuenga Bl &	AM	0.881	D	1.100	F	+ 0.219
	Hollywood Bl	PM	0.661	B	0.877	D	+ 0.216
7	Cahuenga Bl &	AM	0.411	A	0.641	B	+ 0.230
	Selma Av	PM	0.421	A	0.649	B	+ 0.228
8	Cahuenga Bl &	AM	0.820	D	0.990	E	+ 0.170
	Sunset Bl	PM	0.730	C	0.930	E	+ 0.200
9	Hollywood Bl &	AM	0.776	C	0.933	E	+ 0.157
	Vine Street	PM	0.743	C	0.943	E	+ 0.200
10	Sunset Bl &	AM	0.827	D	1.003	F	+ 0.176
	Vine Street	PM	0.874	D	1.081	F	+ 0.207

Table 9b
Future (2020) Traffic Conditions
Without Project using Current Baseline

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Future (2020) Without Project CMA	Future (2020) Without Project LOS	Growth
1	Highland Av &	AM	0.479	A	0.761	C	+ 0.282
	Selma Av	PM	0.432	A	0.847	D	+ 0.415
2	Highland Av &	AM	0.881	D	1.015	F	+ 0.134
	Sunset Bl	PM	0.758	C	0.958	E	+ 0.200
3	Hollywood Bl &	AM	0.745	C	0.949	E	+ 0.204
	Wilcox Av	PM	0.582	A	0.921	E	+ 0.339
4	Selma Av &	AM	0.299	A	0.511	A	+ 0.212
	Wilcox Av	PM	0.423	A	0.771	C	+ 0.348
5	Sunset Bl &	AM	0.549	A	0.655	B	+ 0.106
	Wilcox Av	PM	0.581	A	0.773	C	+ 0.192
6	Cahuenga Bl &	AM	0.882	D	1.101	F	+ 0.219
	Hollywood Bl	PM	0.669	B	0.885	D	+ 0.216
7	Cahuenga Bl &	AM	0.413	A	0.643	B	+ 0.230
	Selma Av	PM	0.433	A	0.662	B	+ 0.229
8	Cahuenga Bl &	AM	0.821	D	0.992	E	+ 0.171
	Sunset Bl	PM	0.736	C	0.936	E	+ 0.200
9	Hollywood Bl &	AM	0.777	C	0.933	E	+ 0.156
	Vine Street	PM	0.745	C	0.945	E	+ 0.200
10	Sunset Bl &	AM	0.827	D	1.004	F	+ 0.177
	Vine Street	PM	0.875	D	1.083	F	+ 0.208

ATTACHMENT 2
Project Trip Generation Estimates

Table 2
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
	Proposed Project								
310	Hotel	114 Room	931	60	36	24	68	35	33
932	Ground Floor Restaurant	1,809 sf	230	20	11	9	18	11	7
	Internal Trips	50%	(115)	(10)	(5)	(5)	(9)	(5)	(4)
	Pass-By	20%	(23)	(2)	(1)	(1)	(2)	(1)	(1)
	Subtotal Lobby Restaurant/Bar		92	8	5	3	7	5	2
931/925	Roof top Restaurant/Bar	5,041 sf	453	4	3	1	57	37	20
	Internal Trips	50%	(227)	(2)	(1)	(1)	(29)	(19)	(10)
	Pass-By	10%	(23)	(0)	(0)	(0)	(3)	(2)	(1)
	Subtotal Rooftop Restaurant/Bar		204	2	2	0	26	17	9
	NET Proposed Project		**1,227**	**70**	**43**	**27**	**100**	**56**	**44**

ATTACHMENT 3
V/C ratio and LOS Summary with Mitigation

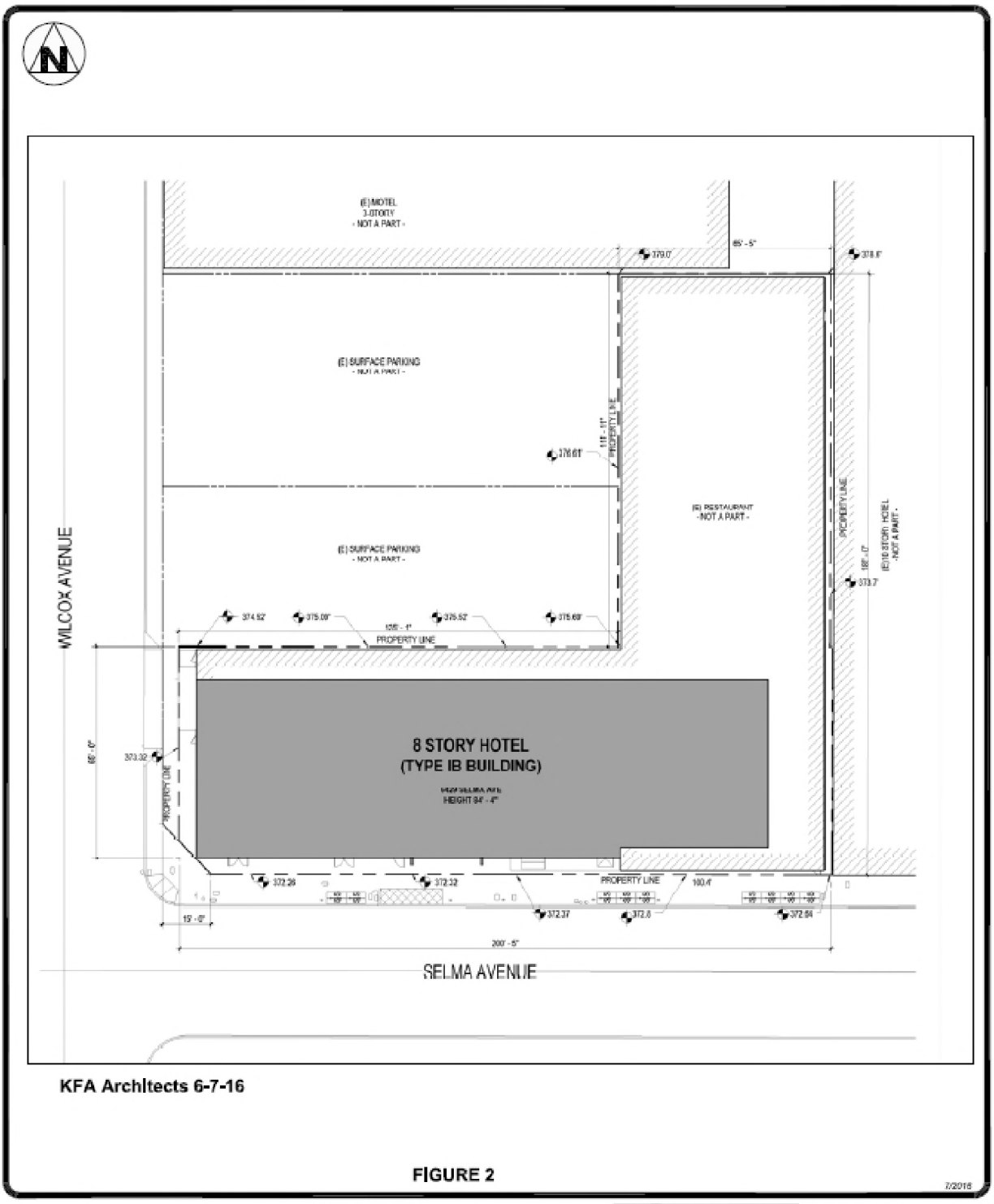
Table 15a
CMA Summary with Mitigation
Original Baseline

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact	Future (2020) With Project + MITIGATION			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
3	Hollywood Bl &	AM	0.947	E	0.952	E	+ 0.005	NO	N/A			
	Wilcox Av	PM	0.903	E	0.913	E	+ 0.010	YES	0.912	E	+ 0.009	NO

Table 15b
CMA Summary with Mitigation
Current Baseline

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact	Future (2020) With Project + MITIGATION			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
3	Hollywood Bl &	AM	0.949	E	0.953	E	+ 0.004	NO	N/A			
	Wilcox Av	PM	0.921	E	0.931	E	+ 0.010	YES	0.930	E	+ 0.009	NO
4	Selma Av &	AM	0.511	A	0.522	A	+ 0.011	NO	N/A			
	Wilcox Av	PM	0.771	C	0.803	D	+ 0.032	YES	0.799	C	+ 0.028	NO

ATTACHMENT 4
Project Site plan



KFA Architects 6-7-16

FIGURE 2

7/2016

PROJECT SITE PLAN (First Level)

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

CITY OF LOS ANGELES

DEPARTMENT OF CITY PLANNING

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

ENV-2016-2602-MND
CPC-2016-2601-VZC-HD-CUB-SPR
Project Title: Selma Wilcox Hotel Project

Council District No. 13

THIS DOCUMENT COMPRISES THE INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Addresses: 6421-6429 W. Selma Avenue and 1600-1604 N. Wilcox Avenue, Los Angeles, California 90028

Project Description: The Project would maintain an existing 20,624 square-foot restaurant (existing restaurant) and the construction of a new 1,939 square-foot ground floor restaurant (new restaurant) and a 114 guestroom hotel (hotel). The Proposed Project would include a change of use of a previously proposed 6,000 square-foot ground floor retail space into the proposed 1,939 square-foot restaurant and the lobby, bar, and other accessory uses of the proposed 114 guestroom hotel. The new restaurant proposes to have a maximum of 100 seats, 60 indoor and 40 outdoor seats. The hotel proposes to have a lobby bar on the ground floor with 48 seats and the rooftop would include a pool, amenity deck, a rooftop bar with 73 seats, and other accessory uses. The Project proposes to maintain the previously proposed three-levels of subterranean parking, which would be accessible from Wilcox Avenue.

The IS/MND proposes to analyze the Project utilizing the following two baselines, referenced as the Original Baseline and Current Baseline. The Original Baseline will describe the environmental conditions that originally existed at the time of submittal of Case No. ENV-2015-2672-MND. The MND evaluated the demolition of existing structures and the proposed construction of a 20,624 square-foot restaurant, 6,000 square feet of retail, and three levels of subterranean parking (Approved Project).[1] The Current Baseline will describe existing environmental conditions, which includes the 20,624 square feet of restaurant, partial construction of three-levels of subterranean parking, and an excavated area. The Project would be analyzed against the two baselines described above to measure the Project's impacts against the physical conditions that existed prior to the Original Baseline and the conditions that exist today, the Current Baseline.

The Current Baseline restaurant (20,624 square feet) would remain while the proposed 6,000 square feet of retail space would be renovated and become the new ground floor restaurant (1,939 square feet) and the hotel lobby area and corridors. The Proposed Project would be comprised of a ground floor restaurant of approximately 1,939 square feet with 100 seats (60 indoor seats and 40 outdoor seats), and a 114 guestroom hotel with a lobby bar of approximately 819 square feet (with 48 seats), rooftop pool and amenity deck with rooftop bar of approximately 5,807 square feet (with 73 seats), and three levels of subterranean parking. The required 86 parking spaces would be provided in the subterranean parking structure (50 spaces) and off-site (36 spaces) at 1541 Wilcox Avenue.

The Project would be analyzed against the two baselines described above. This way, the Project impacts would be measured against the physical conditions that existed prior to the CUB Approval (Original Baseline), as well as the physical conditions that exist today (Current Baseline).

The Project has requested the following discretionary action:
1) A **Vesting Tentative Tract Map** pursuant to Los Angeles Municipal Code (LAMC) Section 17.15, to permit the airspace subdivision of the property into four lots containing one master lot and three (3) airspace lots containing 114 hotel guest rooms, parking, storage, and commercial/restaurant uses.

---

[1] *The MND was adopted by the Zoning Administrator in conjunction with the approval of the CUB per Case No. ZA-2015-2671(CUB).*

2) A **Vesting Zone Change and Height District Change**, pursuant to LAMC Section 12.32.F, from C4-2D to (T)(Q)C2-2D to permit the new construction of a new mixed-use hotel with 79,918 square feet of floor area and a Floor Area Ratio of 3.7:1.
3) A **Conditional Use Permit,** pursuant to LAMC Section 12.24 W.1, for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 114-guestroom hotel and ground floor restaurant with 100 seats (60 indoor seats and 40 outdoor seats).
4) A **Site Plan Review**, pursuant to LAMC Section 16.05 to permit the construction, use, and maintenance of a hotel with greater than 50 guest rooms.
5) Any additional actions as may be deemed necessary or desirable, including but not limited to, demolition, grading, excavation, haul route, and building permits.

APPLICANT: 6421 Selma Wilcox Hotel, LLC

PREPARED FOR: Los Angeles Department of City Planning

PREPARED BY: CAJA Environmental Services, LLC

SIGNATURE (OFFICIAL)	DATE
Charles Rauschenberger	12/29/17

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    18. Utilities and Service Systems
    19. Mandatory Findings of Significance

4. LIST OF PREPARERS

APPENDICES

A Plans, Killefer Flammang Architects, November 2017

B Shade Study, Steinberg, September 2015

C-1 Air Quality and Greenhouse Gases Appendices, DKA Planning, May 2017.

C-2 Original Baseline Air Quality, Greenhouse Gases, and Noise Appendices, DKA Planning, September 2015. (Note: Analyzed the Original Baseline for the Adopted MND)

D Trees, L. Newman Design Group, Inc., July 21, 2016

E-1 Archaeology response, South Central Coastal Information Center, May 26, 2016

E-2 Paleontology response, Los Angeles County Natural History Museum, June 1, 2016

E-3 Sacred Lands File Search, Native American Heritage Commission, May 19, 2016

F-1 Preliminary Geotechnical Engineering Investigation, GeoConcepts, Inc., November 25, 2014

F-2 Responsibility Approval Letter, Los Angeles Department of Building and Safety, July 2, 2015; Soils Report Approval Letter, Los Angeles Department of Building and Safety, December 27, 2014

G-1 Phase I Environmental Site Assessment, Partner Inc., September 26, 2014.

G-2 Phase II Subsurface Investigation Report, Partner Inc., November 4, 2014

H Noise Appendices, DKA Planning, October 2017

I-1 School Response, Los Angeles Unified School District, October 11, 2016

I-2 Parks Response, Los Angeles Department of Recreation and Parks, May 20, 2016

I-3 Library Response, Los Angeles Public Library, June 29, 2016

J-1 Traffic Impact Analysis, Overland Traffic Consultants, Inc., May 2017.

J-2 LADOT Approval Letter, June 11, 2017

J-3 Partial Off-Site Parking and Valet Service Evaluation, November 13, 2017

J-4 LADOT Approval Letter, December 6, 2017

K-1 Wastewater Response, Los Angeles Bureau of Sanitation, June 13, 2016

K-2 Wastewater Response, Los Angeles Bureau of Sanitation, August 17, 2016

K-3 Water and Power Response, Los Angeles Bureau of Sanitation, October 4, 2016

K-4 Natural Gas Response, Southern California Gas Company, May 18, 2016

CITY OF LOS ANGELES

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY AND CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Greenhouse Gases	☐ Population and Housing
☐ Agriculture and Forestry Resources	☐ Hazards and Hazardous Materials	☒ **Public Services**
☐ Air Quality	☐ Hydrology and Water Quality	☐ Recreation
☐ Biological Resources	☐ Land Use and Planning	☒ **Transportation and Traffic**
☐ Cultural Resources	☐ Mineral Resources	☐ Tribal Cultural Resources
☐ Geology and Soils	☐ Noise	☐ Utilities and Service Systems
		☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

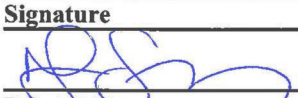
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	**Date**
	12/29/17
Printed Name	
May Sirinopwongsagon	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

BACKGROUND

PROPONENT NAME Selma Wilcox Hotel, LLC	**PHONE NUMBER** (323) 466-1400
PROPONENT ADDRESS 1605 Cahuenga Boulevard, Los Angeles, CA, 90028	
AGENCY REQUIRING CHECKLIST City of Los Angeles Department of City Planning	**DATE SUBMITTED** December 2017
PROPOSAL NAME (If Applicable) Selma Wilcox Hotel Project	

ENVIRONMENTAL IMPACTS (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a scenic highway?	☐	☐	☒	☐
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2.	**AGRICULTURE AND FORESTRY RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, and the Forest Legacy Assessment project, and forest carbon measurement mythology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	(g))?				
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3.	**AIR QUALITY.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
4.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	Service?				
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☒	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
5.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in significance of a historical resource as defined in *State CEQA Guidelines* §15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to *State CEQA Guidelines* §15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
6.	**GEOLOGY AND SOILS.** Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii.	Strong seismic ground shaking?	☐	☐	☒	☐
iii.	Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv.	Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
7.	**GREENHOUSE GAS EMISSIONS.** Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
8.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e.	For a project located within 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 result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
9.	**HYDROLOGY AND WATER QUALITY.** Would the proposal result in:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☐	☒
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
10.	**LAND USE AND PLANNING**. Would the project:				
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
11.	**MINERAL RESOURCES**. Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12.	**NOISE.** Would the project:				
a.	Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b.	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e.	For a project located within 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?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
13.	**POPULATION AND HOUSING**. Would the project:				
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
14.	**PUBLIC SERVICES.**				
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which				

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i.	Fire protection?	☐	☐	☒	☐
ii.	Police protection?	☐	☒	☐	☐
iii.	Schools?	☐	☐	☒	☐
iv.	Parks?	☐	☐	☐	☒
v.	Other public facilities?	☐	☐	☐	☒
15.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
16.	**TRANSPORTATION AND TRAFFIC**. Would the project:				
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b.	Conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	in substantial safety risks?				
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e.	Result in inadequate emergency access?	☐	☐	☒	☐
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐
17.	**TRIBAL CULTURAL RESOURCES.** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐
18.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	environmental effects?				
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
19.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	❑	❑	☒	❑
APPENDIX F: ENERGY CONSERVATION.					
a.	The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	The effects of the project on local and regional energy supplies and on requirements for additional capacity.	☐	☐	☒	☐
c.	The effects of the project on peak and base period demands for electricity and other forms of energy.	☐	☐	☒	☐
d.	The degree to which the project complies with existing energy standards.	☐	☐	☒	☐
e.	The effects of the project on energy resources.	☐	☐	☒	☐
f.	The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.	☐	☐	☒	☐

Project Design Features (PDFs) and Mitigation Measures (MMs)

Aesthetics

PDF-Aesthetics-1 **Light**

Outdoor lighting shall be designed and installed with shielding, such that the light sources cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

PDF-Aesthetics-2 **Glare**

The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Noise

PDF-Noise-1 The rooftop deck would include a glass or heavy plastic safety wall (minimum 6 feet in height) around its perimeter.

Public Services

MM-Public-1 **Public Services (Police – Demolition/Construction Sites)**

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

MM-Public-2 **Public Services (Police)**

The plans shall incorporate a design that references the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the LAPD. These measures shall be approved by the LAPD prior to the issuance of building permits.

MM-Public-3 Upon completion of the Project, the LAPD Hollywood Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.

Transportation and Traffic

MM-Traffic-1 **Construction Traffic Control/Management Plan.** A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction-related traffic shall be restricted to off-peak hours.

MM-Traffic-2 **Transportation Demand Management and Monitoring Program.**

- The Applicant shall prepare and submit a preliminary Transportation Demand Management Plan (TDM) to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the project.

  The TDM shall include strategies, as determined to be appropriate by the Department of Transportation, which would have a minimum ten (10) percent effectiveness in reducing new vehicle trips.

  In the event that the Project would provide twenty (20) or more required parking spaces off-site, the TDM shall demonstrate a minimum twenty (20) percent effectiveness in reducing new vehicle trips.

- In the event that the Project would provide twenty (20) or more parking spaces off-site and is required to implement a TDM which has a minimum twenty (20) percent effectiveness in reducing the total net project trips, a Monitoring Program (MP) shall be prepared to provide continued monitoring of the TDP's effectiveness. The MP shall be prepared by a licensed Traffic Engineer and submitted to the Department of Transportation for review. The MP shall continue until such time that the Project has shown, for three consecutive years, at a minimum of 85 percent occupancy, achievement of the peak hour trip volume requirements listed. Should the review show that the peak hour trip cap threshold has been exceeded the Project shall have one year to attain compliance or be subject to a penalty program.

  Implementation of the TDM shall be at the Project's expense.

  Strategies may include, but shall not be limited to, the following:

  1. Provide guest assistance on arrival and departure to find options to personal or rented vehicles to access the site.

  2. If found feasible by LADOT and Metro, improve the existing bus stop on the north side of Hollywood Boulevard east of Wilcox Avenue where there is an existing sign, bench and trash receptacle with a weather protected cover. Improve the bus stop on the south side of Hollywood Boulevard west of Cahuenga Boulevard where a bus sign only with a bench, trash receptacle, weather protected cover and bench. Improve the bus stop on the north side of Sunset Boulevard west of Wilcox Avenue where a bus sign, a bench, and trash receptacle with a weather protected cover;

  3. Provide a visible on-site kiosk with options for ridesharing, bus routes and bike routes in a prominent area(s) in view for hotel guests, employees and patrons of the restaurants;

4. Provide information for guests of the hotel upon check in that includes the transit, bike routes, and nearby walking opportunities as options to use rather than person vehicles;

5. Provide an on-site TDM manager to assist hotel guests navigate the alternative modes of transportation options, in matching rideshare partners for the employees, determining transit routes for employees, and promoting TDM program;

6. Provide access pass and transit pass reductions for employees;

7. Provide bicycle spaces to encourage cycling as an alternative to single occupant vehicles;

8. Provide bicycle sharing service for guests and employees use;

9. Provide amenities to encourage guests of the hotel spend some of their time eating, relaxing and recreating on-site.

MM-Traffic-3 The developer and contractors shall maintain ongoing contact with administrator of Selma Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (213)580-2950 or (213)580-2900 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

2. PROJECT DESCRIPTION

The analysis is based on two baseline conditions to account for a site condition prior to the development of the buildout analyzed in the Adopted MND (the Original Baseline) and a condition of the existing construction of the development analyzed in the Adopted MND (the Current Baseline). Because the construction of the Project will commence upon completion of the construction of the Approved Project, this dual baseline approach adequately considers the Project in relation to the impact analysis and mitigation required for the development of the Approved Project as well as adequately analyzes the Project after construction and ongoing operation of the Approved Project. Additional information on this dual baseline approach is under Existing Conditions, below.

The section is based in part on the following item, included as Appendix A of this Initial Study / Mitigated Negative Declaration (IS/MND):

A Plans, Killefer Flammang Architects, November 2017.

Introduction

Project Title: Selma Wilcox Hotel Project

Case Numbers: ENV-2016-2602-MND
CPC-2016-2601-VZC-HD-CUB-SPR
VTT-74406

Project Location: 6421-6429 W. Selma Avenue and 1600-1604 Wilcox Avenue, Los Angeles, CA 90028

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

City Staff Contact: May Sirinopwongsagon, City Planner
may.sirinopwongsagon@lacity.org
213-978-1372

Applicant: 6421 Selma Wilcox Hotel, LLC
319 S. Robertson Boulevard, Beverly Hills, CA 90211

The subject of this IS/MND under the California Environmental Quality Act (CEQA) is the proposed Selma Wilcox Hotel Project (the Project), which consists of a new hotel development.

CEQA Statutes and Guidelines

According to California Public Resources Code Section 21064.5:

MITIGATED NEGATIVE DECLARATION

"Mitigated negative declaration" means a negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

According to CEQA Guidelines, Article 6 – Negative Declaration Process

SECTION 15070. DECISION TO PREPARE A NEGATIVE OR MITIGATED NEGATIVE DECLARATION

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

> *(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or*
>
> *(b) The initial study identifies potentially significant effects, but:*
>
> > *(1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
> >
> > *(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.*

SECTION 15071. CONTENTS

A Negative Declaration circulated for public review shall include:

> *(a) A brief description of the project, including a commonly used name for the project, if any;*
>
> *(b) The location of the project, preferably shown on a map, and the name of the project proponent;*
>
> *(c) A proposed finding that the project will not have a significant effect on the environment;*
>
> *(d) An attached copy of the Initial Study documenting reasons to support the finding; and*

(e) Mitigation measures, if any, included in the project to avoid potentially significant effects.

Project Location

The Project Site is located at 6421-6429 W. Selma Avenue and 1600-1604 N. Wilcox Avenue, Los Angeles, California 90028. The Project Site is an "L-Shaped" site located at the northeast corner of Selma Avenue and Wilcox Avenue. The site has 65 feet of frontage along the western side of Wilcox Avenue and approximately 200 feet of frontage along the northern side of Selma Avenue. The northeastern portion of the site extends 185 feet to the north, midblock between Wilcox Avenue and Cahuenga Boulevard. See **Figure 2-1 – Regional Map** and **Figure 2-2 – Aerial Map** for the Project Site and surrounding areas.

Regional Setting

The Project Site is located within the Hollywood Community Plan (HCP) in the City of Los Angeles (City), approximately six miles northwest of Downtown Los Angeles. The HCP is a mosaic of districts, including the historic entertainment district on Hollywood Boulevard, the Media District south of Santa Monica Boulevard, the major medical facility cluster in East Hollywood, and many distinctive residential neighborhoods throughout. The HCP covers 25 square miles, extending roughly south of the Cities of Burbank and Glendale and the Ventura Freeway (US-134), west of the Golden State Freeway (I-5), north of Melrose Avenue and east of Mulholland Drive and the Cities of West Hollywood and Beverly Hills, including a strip of land south of the City of West Hollywood and north of Rosewood Avenue, between La Cienega Boulevard and La Brea Avenue. Adjoining community plan areas include Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the north, Bel Air-Beverly Crest to the west, Wilshire to the south, and Silver Lake-Echo Park-Elysian Valley and Northeast Los Angeles to the east.

Regional and Local Access

Regional access is provided by the Hollywood Freeway (US-101) located approximately 2,800 feet northeast of the Project Site at Cahuenga Boulevard. Local access is provided by Cahuenga Boulevard, Wilcox Avenue, Selma Avenue, Sunset Boulevard, and Hollywood Boulevard.

Public Transit

The Los Angeles County Metropolitan Transportation Authority (Metro) provides bus and rail service to the Project Site. Service includes the Metro Red Line, which provides heavy rail service to Downtown Los Angeles, Koreatown, Hollywood, and North Hollywood. The Project Site is approximately 1,500 feet southwest of Metro's Hollywood/Vine Station and approximately 2,700 feet southeast of Metro's Hollywood/Highland Station. The Project is also located in proximity to numerous local and rapid bus services, including Metro lines 212/312, 217, 222 and DASH Hollywood at the intersection of Cahuenga and Hollywood, approximately 650 feet north of the Site.

Site Information

The Project Site is L-shaped. The Project Site's assessor parcel number (APN), zoning, land use designation, and lot size is listed on **Table 2-1 – Project Site**. The Project Site (entire L-shaped Site) has a total area of approximately 21,610.7 square feet (or 0.495 acres) (per KFA 2017). The Project Site is in the HCP area, zoned C4-2D (Commercial Zone, Height District 2, Development Limitation), the General Plan land use designation for the Project Site is Regional Center Commercial, and the Project Site is within the ZI-1352 and ZI-2277 Hollywood Redevelopment Project, ZI-2374 Los Angeles State Enterprise Zone, ZI-2452 Transit Priority Area, and ZI-2433 Revised Hollywood Injunction.[1]

Until recently, the Project Site was subject to the HCP Update, which was adopted by City Council on June 19, 2012 (and its associated zoning ordinance as Ordinance No. 182,173).[2] On December 10, 2013, the Superior Court of California issued a tentative ruling that the HCP Update and accompanying environmental impact report (EIR) were not legally adequate and should be invalidated.[3] On February 11, 2014, the court ordered a preemptory writ of mandate that the City take the necessary steps to rescind, vacate, and set aside all actions approving the HCP Update, the certified EIR and any and all actions that derive from the HCP Update. The court also enjoined the City from granting any authority, permits or entitlements that derive from the HCP Update or the EIR. On April 2, 2014 the City Council adopted a resolution to rescind the HCP Update and adopted Ordinance No. 182,960 to repeal the associated zoning ordinance to comply with the court's order. Therefore, the HCP Update and the associated zoning ordinance have been repealed, rescinded and invalidated. By operation of law, the 1988 HCP (See City Council action CF 12-0303 S4), in conjunction with the applicable provisions of the Los Angeles Municipal Code (LAMC) guide the land use and zoning on the Project Site, respectively.

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[1] *ZI-2433 became effective on April 2, 2014 in response to the LA County Superior Court's injunction prohibiting the City from granting any authority, permits, or entitlements which derive from the HCP Update or its EIR.* http://zimas.lacity.org/documents/zoneinfo/ZI2433.pdf

[2] *Hollywood Community Plan Update:* http://cityplanning.lacity.org/complan/pdf/HwdCpTxt.pdf.

[3] *Superior Court Judge Allan J. Goodman, December 10, 2013. Case Nos. BS138580, BS138169 and BS138370.*

Table 2-1
Project Site

Address	APN	Zone	General Plan Land Use	Size (sf)
1600, 1602, 1604 N. Wilcox Avenue, 6429, 6429 ½ W. Selma Avenue	5536-007-018	C4-2D	Regional Center Commercial	6,975.5
6425, 6425 ¼, 6425 ½, 6427 W. Selma Avenue	5546-007-024			2,446.5
6421, 6423 W. Selma Avenue	5546-007-023			4,589.3
None				3,909.4
None				3,585.2
None				104.8

*Source: Zone Information & Map Access System (*ZIMAS): http://zimas.lacity.org/.
Table by CAJA Environmental Services, April 2017.

Existing Conditions

The IS/MND proposes to analyze two baselines. First, the Original Baseline would describe the environmental conditions that existed at the time of the application for the conditional use permit to sell and dispense a full line of alcoholic beverages for on-site consumption, in conjunction with the operation of a new 20,624 square foot restaurant, having limited live entertainment, and a 6,000 square foot retail space, Approved Project, per Case No. ZA-2015-2671(CUB) (CUB Approval). The Approved Project was evaluated in an MND (ENV-2015-2672-MND) that was published in December 2015 (Adopted MND).[4] Second, the Current Baseline would describe the current physical conditions of the Project Site, which includes the recent partial construction of the Approved Project completed in 2017.

1. Original Baseline: The Original Baseline is the Project Site as it existed prior to the buildout of the development analyzed in the MND related to the CUB Approval, and contains an excavated area[5], an existing 3,174 square foot restaurant, an existing 1,650 square foot piano bar, and an existing 4,893 square foot building with vacant retail space on the ground floor and four residential units on the second floor.

2. Current Baseline: The Current Baseline includes the development contemplated in the Adopted MND. This development, as currently constructed, includes the following: a 20,624 square-foot quality restaurant and a partially constructed, three-level subterranean structure on the eastern portion of the

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[4] *The MND was adopted by the Zoning Administrator in conjunction with the approval of the CUB per Case No. ZA-2015-2671(CUB). The mitigation measures for the Approved Project have either been implemented or will be implemented by the Adopted MND.*

[5] *As noted in the Adopted MND for the Original Baseline, the proposed restaurant portion is already permitted and undergoing excavation and construction but for a conservative analysis, the Adopted MND has evaluated the total excavation and construction. This included an export of approximately 32,000 cubic yards.*

Project Site, and an excavated area, on the western portion of the Project Site that would be the 6,000 square feet of retail and remaining portion of the three-level subterranean structure contemplated in and to be constructed in accordance with the Adopted MND. The existing restaurant, on the eastern portion of the site, has an above grade height of 27 feet. As further detailed below under Construction Information, all the demolition, excavation, and construction of the Approved Project have been analyzed and mitigated in the Adopted MND.

Surrounding Uses

The parcels immediately surrounding the Project along Selma Avenue, and Wilcox Avenue, are zoned C4-2D and designated Regional Center Commercial. These properties are improved with a variety of neighborhood serving commercial uses.

- To the west across Wilcox Avenue are a United States Post Office and a hotel.
- To the south across Selma Avenue are commercial uses, a walk-in medical clinic, and surface parking.
- To the north, immediately adjacent to the Project Site, are a surface parking lot and a hotel.
- To the east, immediately adjacent to the Project Site at 64145 Selma Avenue, is a 10-story, 120-room hotel.

The nearest off-site residential uses are approximately 300 feet to the west on Schrader Boulevard, north of Selma Avenue (1611 N. Schrader Boulevard, 1616 N. Schrader Boulevard, and 1618 N. Schrader Boulevard); approximately 360 feet to the west of the project site at the southeast corner of Schrader Boulevard and Selma Avenue (1544-1552 N. Schrader Boulevard); and approximately 330 feet east of the Project Site at 1617 N. Cosmo Street (Cosmo Lofts).

- Selma Avenue Elementary School (6611 Selma Avenue) is approximately 700 feet west of the Site.
- Selma Park (6567 Selma Avenue) is approximately 475 feet west of the Site.

Proposed Project[6]

The Project would maintain portions of the Approved Project, which was analyzed as part of Case No. ENV-2015-2672-MND (Adopted MND). The Adopted MND analyzed the potential impacts of a proposed 20,624 square-foot restaurant, 6,000 square feet of ground floor retail, and the three levels of subterranean parking (Approved Project). The 20,624 square-foot restaurant and a portion of the three

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[6] *KFA Architects, November 2017.*

levels of subterranean was constructed on the eastern portion of the site. The Project proposes modifications to the western portion of the Approved Project, which included the 6,000 square-foot ground floor retail and a portion of the three levels of subterranean parking.

The Project is comprised of the following uses:[7]

- Maintenance of the previously approved, existing 20,624 square-foot restaurant;

- Maintenance of the previously approved three levels of subterranean parking;

    - A change of use of 1,939 square feet of the previously approved 6,000 square feet of retail space to a ground floor restaurant[8] with 100 seats (60 indoor and 40 outdoor seats); and

    - A change of use of 4,061 square of the previously approved 6,000 square feet and addition of 54,282 square feet for a 114 guestroom hotel which would include the following amenities: 819 square-foot lobby bar with 48 seats, rooftop pool and amenity deck with an approximately 5,807 square-foot rooftop bar with 73 seats.[9]

The Project would be analyzed against the two baselines described above. This way, the Project impacts would be measured against the physical conditions that existed prior to the CUB Approval (Original Baseline) as well as the physical conditions that exist today (Current Baseline).

The Adopted MND's restaurant space (20,624 square feet) would remain an existing restaurant and the retail space (6,000 square feet) would have a change in use to ground floor restaurant (1,939 square feet) and hotel lobby area, which includes hotel back-of-house, reception, lobby, and bar (3,143 square feet), and corridor spaces (1,122 square feet). The proposed new uses are fully analyzed in this current MND.

Floor Area and Density

The allowable floor-area-ratio (FAR) is 2:1 (or 43,221.4 square feet). The proposed FAR is 3.7:1. (79,918 square feet). The total floor area for the Project would consist of the existing 25,637 square feet of

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[7] *The lobby bar and rooftop deck and bar are ancillary to the hotel. They are not included in calculating vehicle and bike parking.*

[8] *The restaurant is a separate use from the hotel.*

[9] *The rooftop bar is not a restaurant, but could serve limited food from the ground-floor restaurant. It will contain bar and seating, pool area, ambient background music.*

restaurant and retail (Approved Project) and the proposed construction of 54,282 square feet of floor area, for a total of 79,918 square feet.[10]

The allowable density is unlimited per LAMC Section 12.22-A,18(a) and 12.12-C,4. The proposed density is 114 hotel rooms. The existing C4 Zone and proposed C2 Zone permits a maximum of one guest room per 200 square feet of lot area, or a maximum of 108 guest rooms for the Project Site. Pursuant to LAMC Section 12.22-A,18(a), R5 uses may be permitted in the specified commercial zones for mixed-use projects which are located on project sites located within a designated "Regional Center" or "Regional Commercial" area, as adopted by the Community Plan. The R5 Zone, pursuant to LAMC Section 12.12-C,4, permits one dwelling unit per 200 square feet of lot area and does not have a limitation on the minimum lot area per guest room.

Height

The allowable height is unlimited, with no story limit. The proposed height is 84'4".

Setbacks

Required and proposed setbacks are shown as follows:

Location	Required	Proposed
Front	None	None
Side Yard (at Commercial)	None	None
Side Yard (at Residential)	5' + 1' for each story above 2 = 11"	11'-0" (north) / 5'-0" (south along Selma Avenue)
Rear Yard (at Commercial)	None	None
Rear Yard (at Residential)	10' + 1' for each story above 3 = 20"	20'-0"

Amenities

The building will include standard guest amenities including a lobby, restaurant/bar space, and a pool. The Project includes a pool and viewing deck on the roof of the 8th floor that includes seating and lounge areas, a pool, as well as food and beverage service in the common area.

Landscaping

There are no native protected trees in or near the Project Site and no other trees of any kind within the Project Site. There are four magnolia trees located along Selma Avenue parkway whose trunk diameters range from three inches to five inches and therefore are not mature, significant trees. These are off-site

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[10] *Due to construction realities, the actual existing building is 25,637 square feet, which is 987 sf short than the Adopted MND's estimated 26,624 sf. Thus, this presents a slightly smaller existing building.*

street trees as part of the City's planting program and not native originating (natural to the location) trees. The trees remained in place as part of the Approved Project's construction and no change is expected under this Current Project. There is no landscaping or trees on the Project Site.

Access

Vehicle access to the on-site parking will be from a driveway off of Wilcox Avenue only. Pedestrian access will be provided on Selma Avenue. All trash, loading, and other back-of-house uses have been located within the interior of the building or subterranean parking structure.

Parking

Table 2-2 – Vehicle Parking Required, provides the amount of required parking by land use type and quantity. The Project is required to have 86 spaces (utilizing a permitted bike parking reduction). The Project would be served by a three level subterranean parking structure with a total of 50 spaces. The remaining 36 spaces would be accommodated by a parking structure as part of the permitted and under construction Thompson Hotel Project at 1541 Wilcox Avenue. Valet services will be provided along the north side of Selma Avenue and east side of Wilcox Avenue along the Project frontages. The main drop-off vehicle valet service will be provided along Selma Avenue. Due to the shared usage between the existing restaurant and proposed hotel of the valet service area on Selma Avenue, some of the patrons will make use of or be directed to the valet service area on Wilcox Avenue. Vehicles that approach the site from the east will need to circulate along Hollywood Boulevard, Sunset Boulevard and Cahuenga Avenue to approach the Selma Avenue valet zone in the westbound direction.

Table 2-2
Vehicle Parking Required

Use	Amount	Rate	Total spaces
Hotel Parking			
1st – 30 Guest rooms	30 rooms	1 space / room	30
31 – 60 Guest Rooms	30 rooms	1 space / 2 rooms	15
61 – 114 Guest Rooms	54 rooms	1 space / 3 rooms	18
		Subtotal	**63**
Restaurant Parking			
Restaurant	1,939 sf	1 space / 500 sf	4
		Existing Restaurant Required Parking	**41**
		Required Total	**108**
Bike Reduction – 15% for residential and 30% for commercial uses within 1,500 feet of Hollywood/Vine Metro			
		Hotel (9.45 space reduction)	54
		New Restaurant and Existing Restaurant (13.5 space reduction)	32
		Required Total	**86**
The Existing Restaurant (20,624 sf) in the Approved MND required 41 parking spaces. *City of Los Angeles Municipal Code (Section 12.21.A4).* *Table by CAJA Environmental Services, October 2017.*			

Bicycles

LAMC Section 12.21-A,16(a)(2) requires new projects to provide bicycle parking spaces. A hotel is required to provide one short-term bicycle space per 20 guest rooms and one long-term bicycle space per 20 guest rooms. Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long-term bicycle parking shall be secured from the general public and enclosed on all sides and would protect bicycles from inclement weather. Bicycle parking would be provided according to LAMC. As shown in **Table 2-3 – Bicycle Parking Required**, the Project will provide, at a minimum, 17 short-term and 17 long-term bicycle spaces. Per LAMC 12.21-A,4, shown in Table 2-2 above, 22 vehicles parking spaces would be replaced with 88 bicycle parking spaces at a ratio of one vehicle for every four bicycle spaces. It is not anticipated that hotel guests will arrive via bicycle. However, it is anticipated that employees of the hotel may arrive via bicycle, and the hotel may offer free bicycles to their guests to experience the Hollywood community.

Table 2-3
Bicycle Parking Required

Use	Amount	Rate	Short-Term	Long-Term
Hotel	114 rooms	1 per 20 rooms (long-term and short-term)	6	6
Restaurant	1,939 sf	1 per 2,000 sf (long-term and short-term)	1	1
Existing Restaurant	20,624 sf	1 per 2,000 sf (long-term and short-term)	10	10
		Subtotal	**17**	**17**
Additional bicycle parking per LAMC 12.21 A4			54	
		Total	**88**	

The Existing Restaurant (20,624 sf) in the Approved MND required 10 short-term and 10 long-term spaces.
Municipal code 12.21 A.16(a)(2)
Table by CAJA Environmental Services, December 2017.

Green/Conservation Features

The Project will comply with the Los Angeles Green Building Code (LAGBC), which is based on the 2016 California Green Building Standards Code (CALGreen, effective January 1, 2017).[11]

The Project will be sustainably designed to meet and/or exceed all current City building code and CALGreen requirements. As such, the development will incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-volatile organic compound (VOC) paints/adhesives, drought tolerant planting, and a high performance building envelopment. In addition to on-site sustainable construction and operational measures, the Project is seeking to implement an aggressive alternative transit program to encourage

[11] *Los Angeles Department of Building and Safety: http://ladbs.org/LADBSWeb/green-bldg.jsf.*

people to visit the hotel and adjacent retail and restaurant uses via other means of transit than personal cars. The hotel will provide incentives to guests and visitors for hybrid and/or electric car parking and provide a bicycle sharing program for access to the adjacent bike path and the local surrounds. The hotel will also implement transit and carpool incentives for construction and operational staff to minimize traffic trips to the site. Guests will be offered electric vehicle and/or alternative airport transportation options when traveling to/from an airport. A bike valet/lending program may be provided as a hotel amenity either by the hotel or through a local cyclery partnership.

Construction Information

The estimated construction schedule is shown in **Table 2-4 – Construction Schedule**. Given that the Project will be built on top of a portion of the buildings described in the Approved Project, construction of the Project will commence upon completion of the demolition, excavation and construction of the Approved Project. Operation would be in 2020.[12] The structures on the western portion of the Project Site have already been demolished and therefore, no additional demolition for the Project would occur. Additionally, the western portion of the site has already been excavated and graded, and no additional excavation or grading is anticipated.

It is anticipated that the construction debris would be transported to the Sunshine Canyon Landfill in Sylmar. The haul route is approximately 20 miles and will generally include: local streets (Cahuenga Boulevard) to US-101 freeway to CA-170 freeway to I-5 freeway to Sepulveda Boulevard to San Fernando Road to Sunshine Canyon Landfill.

Table 2-4
Construction Schedule

Phase	Schedule	Duration
Construction	January 15, 2018 – October 15, 2018	9 months
Architectural Coating	October 16, 2018 – April 16, 2019	6 months
Construction schedule and timing are estimates only. *Source: Team provided April 2017.* *Table: CAJA Environmental Services, April 2017.*		

The Adopted MND previously analyzed and mitigated the impacts of demolition, excavation, and construction for the Original Baseline. Specifically, the Approved Project already considered and analyzed the following: The restaurant portion would include demolition of one building, excavation down to approximately 33 feet for three subterranean parking levels, export of 14,000 cubic yards of soil, and construction of an approximately 20,624 square-foot restaurant space. The restaurant portion was

[12] *Traffic MOU, Overland Traffic, April 2017.*

already permitted and undergoing excavation and construction but for a conservative analysis, the MND evaluated the total excavation and construction. The retail portion would include demolition of two buildings, excavation down to approximately 33 feet for three subterranean parking levels, export of 18,000 cubic yards of soil, and construction of an approximately 6,000 square feet retail space. The total export was approximately 32,000 cubic yards.

Project Objectives

The objectives of the Project are as follows:

- Develop a site that combines hotel, retail, and restaurant uses.
- Support infill development and redevelopment in existing urban areas to reduce "greenfield" development and urban sprawl.
- Respond to the continuous demand for new hotel rooms in the City and specifically in the Hollywood sub-market, as identified in the Report of the Chief Legislative Analyst to the Members of the City's Housing, Community and Economic Development Committee dated August 6, 2013.[13]
- Provide a lodging option for leisure and business travelers, tourists and visiting friends/relatives of local residents.
- Target an underserved segment of the tourist market with a hotel concept in Hollywood with proximity to some of the region's most popular tourist, cultural and entertainment destinations.
- Leverage the billions of public investment dollars on local transit facilities and infrastructure, including the Metro Red Line stations located nearby.
- Construct an iconic, contemporary hotel project on Selma Avenue, near Cahuenga Boulevard.
- Contribute to the economic recovery of the City by developing hotel uses that generate local tax revenues, provide new jobs, and host hotel guests who support local businesses, including dining, shopping and entertainment venues nearby.
- Create an architecturally-inspired development that is economically sustainable and compatible with surrounding land uses.

Discretionary Actions

The City is the Lead Agency for the Project. In order to construct the Project, the applicant is requesting approval of the following discretionary and ministerial actions from the City: [14]

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[13] *Report: http://clkrep.lacity.org/onlinedocs/2013/13-0991_rpt_cla_8-6-13.pdf.*

1) A **Vesting Tentative Tract Map** pursuant to LAMC Section 17.15, to permit the airspace subdivision of the property into four lots containing one master lot and three (3) airspace lots containing 114 hotel guest rooms, parking, storage, and commercial/restaurant uses.

2) A **Vesting Zone Change and Height District Change**, pursuant to LAMC Section 12.32.F, from C4-2D to (T)(Q)C2-2D to permit the new construction of a new mixed-use hotel with 79,918 square feet of floor area and a FAR of 3.70:1.

3) A **Conditional Use Permit,** pursuant to LAMC Section 12.24 W.1, for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 114-guestroom hotel and ground-floor restaurant with 100 seats (60 indoor seats and 40 outdoor seats).

4) A **Site Plan Review**, pursuant to LAMC Section 16.05 to permit the construction, use, and maintenance of a hotel with greater than 50 guest rooms.

5) Any additional actions as may be deemed necessary or desirable, including but not limited to, demolition, grading, excavation, haul route, and building permits.

Pursuant to various sections of the LAMC, the applicant would request approvals and permits from the City's Department of Building and Safety (and other municipal agencies) for Project construction activities including, but not limited to the following: demolition, excavation, shoring, grading, foundation, haul route, building and tenant improvements. This IS/MND is intended to be the primary reference document in the formulation and implementation of a mitigation monitoring program for the Project. This IS/MND is also intended to cover all federal, state, regional and/or local government discretionary approvals that may be required to develop the Project, whether or not they are explicitly listed above.

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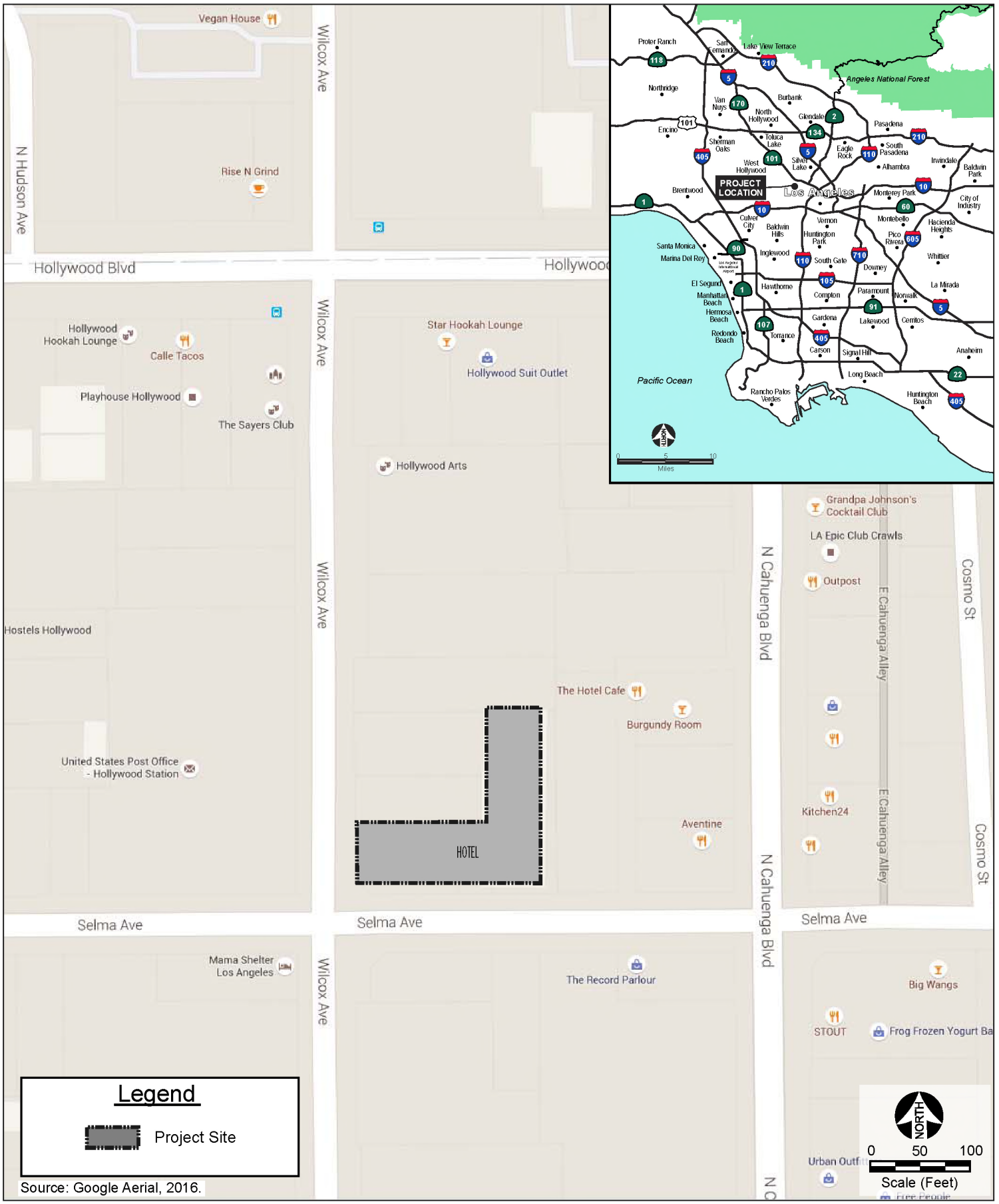
[14] *Master Land Use Application, July 2016. Updated in May 2017.*



CAJA Environmental Services, LLC

Figure 1
Regional Map



CAJA Environmental Services, LLC

Figure 2
Aerial Map

3. ENVIRONMENTAL IMPACT ANALYSIS

1. AESTHETICS

The section is based in part on the following item, included as Appendix B of this IS/MND:

B Shade Study, Steinberg, September 2015.

In 2013, the State of California enacted Senate Bill (SB) 743. Among other things, SB 743 adds Public Resources Code Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact threshold in the *L.A. CEQA Thresholds Guide*.

This analysis is provided herein for full disclosure so the public and decision-makers can consider and evaluate this potential impact, even though Senate Bill No. 743[1], effective as of January 1, 2014, amended California Environmental Quality Act (CEQA) in pertinent part to add Public Resources Code Section 21099 to provide that the aesthetics of a project that is an employment center project on an infill site within a transit priority area shall not be considered a significant impact under CEQA.[2]

The Project is an employment center project, which is defined as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.[3] The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.[4] The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.[5] The Project Site

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1 *SB 743: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743.*

2 *California Public Resources Code Section 21099(a) and (d)(1).*

3 *Id. at Section 21099(a)(1).*

4 *Id. at Section 21099(a)(4).*

5 *Id. at Section 21099(a)(7).*

is within one-half mile of two Metro Red Line subway stations nearby (approximately 1,500 feet southwest of Metro's Hollywood/Vine Station and approximately 2,700 feet southeast of Metro's Hollywood/Highland Station). The Project is also proximately located to numerous local and rapid bus services, including Metro lines 212/312, 217, 222 and DASH Hollywood at the intersection of Cahuenga and Hollywood, approximately 650 feet north of the Site.

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant impact would occur if a project introduced incompatible scenic elements within a field of view containing a scenic vista or substantially block views of an existing scenic vista. The Project Site is located in the Hollywood Community Plan (HCP) in the City of Los Angles (City), approximately 5.5 miles northwest of Downtown Los Angeles and 11 miles east (inland) from the Pacific Ocean. The HCP covers 25 square miles, extending roughly south of Mulholland Drive and the Cities of Burbank and Glendale and the US-101 Freeway; west of the I-5 Freeway; north of Melrose Avenue and east of the Cities of West Hollywood and Beverly Hills, including a strip of land south of the City of West Hollywood and north of Rosewood Avenue, between La Cienega Boulevard and La Brea Avenue. Adjoining community plan areas include Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass to the north, Bel Air-Beverly Crest to the west, Wilshire to the south, and Silver Lake-Echo Park-Elysian Valley and Northeast Los Angeles to the east. The geography of Hollywood is diverse. The HCP is bisected by the Santa Monica Mountains, which extends from the HCP's northern border to Franklin Avenue. Elevations of the Santa Monica Mountain in Griffith Park vary from 384 to 1,625 feet above sea level. The flatlands stretch south from Franklin Avenue, to Melrose Avenue in the east and to Rosewood Avenue in the west. The Los Angeles River defines the northeastern edge of the HCP.

The Project Site is surrounded by an eclectic mix of urban land uses. The immediate area along Selma Avenue contains commercial, hotel, office, and restaurant uses. Nearby Cahuenga Boulevard contains similar uses. The nearest off-site residential uses are approximately 300 feet to the west on Schrader Boulevard; and approximately 330 feet east of the Project Site at Cosmo Street (Cosmo Lofts). The Project Site is in a densely developed urban flat area of the HCP area with a street system that follows an orderly grid layout. The existing visual character of the surrounding locale is highly urban and the Project Site is not located within or along a designated scenic highway, corridor, or parkway.

There are no tall or topographic features on the Project Site from which scenic vistas may be viewed or which make up part of the scenic landscape of the surrounding community. At the street level, views in all directions are largely constrained by structures on adjacent parcels. Selma Avenue provides the major east-west axis view corridor. North-south axis views are available from Cahuenga Boulevard and Wilcox Avenue. The local area is relatively flat with no elevated positions on which any public views could be claimed. Views from the south side of Selma Avenue looking north toward the Project Site show no substantial views.

Views in the vicinity of the Project Site are largely constrained by the existing structures on the Project Site, structures on adjacent parcels, and the area's relatively flat topography. Due to the existing built environment, there are limited and obstructed views of the nearby Santa Monica Mountains/Hollywood

Hills, located approximately one mile to the north. There are no remarkable views, or scenic vistas to the east, west, or south. In addition, CEQA is only concerned with public views with broad access by persons in general, not private views that will affect particular persons.[6] Urban features that may contribute to a valued aesthetic character or image include: structures of architectural or historic significance or visual prominence; public plazas, art or gardens; heritage oaks or other trees or plants protected by the City; consistent design elements (such as setbacks, massing, height, and signage) along a street or district; pedestrian amenities; landscaped medians or park areas; etc.[7] The hotel building would be similar in height to the nearby 5 story hotel building (6500 Selma Avenue), and thus will not introduce an incompatible scenic element into the community. To the east, immediately adjacent to the Project Site, is a recently completed 10-story hotel. No designated scenic vistas in the local area would be impeded, and the Project will not substantially block any scenic vistas. As per ZI No. 2452 and SB 743, aesthetic impacts of the Project "shall not be considered significant impacts on the environment."

Original Baseline

Under the Original Baseline, the Project will not have a substantial adverse effect on a scenic vista, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project will not have a substantial adverse effect on a scenic vista, and the impacts will be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?

Less Than Significant Impact. A significant impact would occur if scenic resources would be damaged or removed by a project, such as a tree, rock outcropping, or historic building within a designated scenic highway. There are no identified scenic resources such as rock outcroppings or historic buildings located on-site. There are no major open spaces and there are no aesthetically significant man-made features (such as major architectural structures, monuments, or gardens) on the Project Site.

The Project Site is not located within or along a designated scenic highway, corridor, or parkway. The nearest historic parkway is the Arroyo Seco Historic Parkway (I-110) between milepost 25.7 and 31.9, and is approximately 6.25 southeast of the Project Site. The Pacific Coast Highway (State Route 1) is an "Eligible State Scenic Highway – Not Officially Designated", and is approximately 12 miles west of the

[6] *Obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact. (See Ocean View Estates Homeowners Assn., Inc. v. Montecito Water Dist. (2004) 116 Cal.App.4th 396, 402 [that a project affects "only a few private views" suggests that its impact is insignificant]; Mira Mar Mobile Cmty v. City of Oceanside (2004) 119 Cal.App.4th 477, 492-493 [distinguishing public and private views; "[u]nder CEQA, the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons"].)*

[7] *L.A. CEQA Thresholds Guide, 2006, section A.1 Aesthetics.*

Project Site.[8] There is no designated scenic highway on any street around the Project Site.[9]

There are four street trees on the City sidewalk along Selma Avenue. These off-site street trees are part of the City's planting program and not native originating (natural to the location) trees. The Project would not result in damage to scenic resources. As per ZI No. 2452 and SB 743, aesthetic impacts of the Project "shall not be considered significant impacts on the environment."

Original Baseline

Under the Original Baseline, the Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings, or a scenic highway, and the impacts to scenic resources will be less than significant.

Current Baseline

Under the Current Baseline, the Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings, or a scenic highway, and the impacts to scenic resources will be less than significant.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. A significant impact may occur if a project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site. The Project proposes to develop the site with a mixed-use building which would include a ground floor restaurant at the corner of Selma Avenue and Wilcox Avenue which would include outdoor seating, assisting in activating the sidewalk. The remaining ground floor area will be developed with the lobby and accessory uses for the proposed 114-guest room hotel. The proposed use of the site would be compatible with surrounding uses in the area. The proposed contemporary building design would use materials and design features found in the surrounding buildings. As such, the Project would not degrade the existing visual character or quality of the Project Site and its surroundings.

While the new construction is occurring, construction walls and barriers may be erected, which have the potential to attract unauthorized bills and postings. These walls and barriers may be located along the Project Site frontages on Selma Avenue and Wilcox Avenue. Compliance with the regulations will ensure that aesthetic impacts related to construction walls and barriers are less than significant.

All parking, trash, loading, and other back-of-house uses would be located within the interior of the building or subterranean parking structure, out of sight from residents of the community, or from

[8] *California Scenic Highway Mapping Systems: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.*

[9] *http://planning.lacity.org/documents/policy/mobilityplnmemo.PDF.*

neighboring properties. All rooftop equipment and infrastructure would be screened to ensure development compatible with existing properties. Off-street parking would be provided in three subterranean parking levels with access along Wilcox Avenue. Project lighting would be directed on-site and designed to minimize light and glare impacts on adjacent properties.

The Project at the ground floor has been carefully designed to maximize the pedestrian experience, with a glass façade and pedestrian entrances at the Selma Avenue street frontage. As shown in the landscape plans for the Project, courtyards, green roofing, and a landscaped building façade are proposed to provide a sense of place for pedestrians visiting the area. Unique architectural facades and building materials are utilized to ensure an inviting pedestrian experience along the entirety of the Project street frontage. The Project is designed to closely integrate with the scale and character of the existing regional commercial uses nearby.

The Project Site is located in an urbanized and fully developed portion of the City. The built environment is characterized by a variety of architectural styles, age of buildings, type of developments, and size. The building design makes a clear distinction between the existing ground floor commercial uses and the upper level hotel uses with a transition element of color accents and window sizing and placement. The ground floor storefront glass windows take up a larger portion of the wall area whereas the hotel windows are smaller for privacy. While the two uses (commercial and hotel) are distinctly different from a programmatic and user/pedestrian aesthetic, the building is unified through the use of complimentary colors and materials to create a design synergy along the entire frontage. The building would use a variety of materials such as wood panels, steel, and painted veneers to provide different textures and elements in the building façade. The Project supports walkability with ground floor commercial. Moreover, the Project's design reduces its apparent bulk and mass. The façade features articulation (window and stepbacks) and material changes to reduce its apparent bulk.

There will be landscaping around the Project Site at the ground floor, in a central courtyard, and on the rooftop pool area. The Project would be landscaped according to Los Angeles Municipal Code (LAMC) Section 12.40 and 12.41. The Project would comply with LAMC Section 91.8104, which requires the buildings be maintained in a safe and sanitary condition to discourage vandalism and graffiti. While the Project Site is under construction, construction walls and barriers would be erected, which have the potential to attract unauthorized bills and postings. The Project would comply with LAMC Section 91.6205, which regulates signage on construction barriers.

Original Baseline

Under the Original Baseline, the Project would not degrade the existing visual character or quality of the Project Site and its surroundings, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not degrade the existing visual character or quality of the Project Site and its surroundings, and the impacts will be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. A significant impact may occur if the Project was to introduce new sources of light or glare on or from the Project Site which would be incompatible with the area surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. The Project Site and surrounding area are highly urbanized and contains numerous sources of nighttime lighting, including streetlights, security lighting, illuminated signage, indoor building illumination (light emanating from the interior of structures that passes through windows), and automobile headlights. In addition, glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potentially reflective surfaces introduced by the Project include new windows at the Project Site and automobiles traveling on streets in the vicinity of the Project Site. As per ZI No. 2452 and SB 743, aesthetic impacts of the Project "shall not be considered significant impacts on the environment."

Light

The surrounding area is illuminated by freestanding streetlights and lighting from the surrounding commercial uses. Vehicle headlights from traffic traveling along Selma Avenue, Cahuenga Boulevard, and Wilcox Avenue also contribute to overall ambient lighting levels. The Project would create additional sources of illumination. The Project would include lighting for signage, safety and security, and wayfinding. Lighting would be shielded and focused on the Project Site and directed away from the neighboring land uses to the maximum extent feasible and consistent with safety requirements. In addition to increasing the ambient "glow" presently associated with urban settings and with this part of the City, Project-related light sources could potentially spill over and illuminate off-site vantages including adjacent streets and land uses. The residential uses are buffered from ambient light impacts by existing buildings along Selma Avenue and the distance of approximately two blocks. There is no direct line of sight between residential uses and the proposed uses. The Project will include architectural features and facades with a low level of reflectivity. As such, the Project will not result in a substantial amount of light that would adversely affect the day or night time views in the Project vicinity. Though the Project will increase ambient light levels in the vicinity, the increase will not be substantial because the Project Site is located in an urbanized area that is already illuminated at night, and the Project's lighting levels would be compatible with surrounding uses. Exterior lighting will be designed to confine illumination to the Project Site and off-site areas that do not include light-sensitive uses. As per ZI No. 2452 and SB 743, the change in levels of ambient illumination are considered to be less than significant. See also project design features below.

The previously Approved Project was determined to have less than significant impacts with the incorporation of Mitigation Measure 1-1 in the Adopted MND. The mitigation measure required outdoor lighting to be designed and installed with shielding so that the light source could not be seen from adjacent residential properties or the public right of way

The mitigation measure was incorporated as part of the Conditions of Approval of Case No. ZA 2015-2671(CUB). The portion of the Approved Project, which was constructed, the existing 20,624 square-foot restaurant, was required to comply with the condition prior to the issuance of permits. As discussed above, per SB 374, changes in the levels of ambient illumination would as a result of the Proposed Project would be considered less than significant due to the urban nature surrounding the Project Site. As such, impacts would be considered less than significant and the previously adopted Mitigation Measure 1-1 would no longer be necessary to reduce potential impacts. The Project would incorporate a lighting plan in which the outdoor lights would be designed and installed so that the light sources would not be seen from adjacent residential properties, the public right of way, nor from above, as described in **PDF-Aesthetics-1**.

Glare

Urban glare is largely a daytime phenomenon occurring when sunlight is reflected off the surfaces of buildings or objects. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. Potential reflective surfaces in the project vicinity include automobiles traveling and parked on streets in the vicinity of the Project Site, exterior building windows, and surfaces of brightly painted buildings in the project vicinity. Glare from building facades include those that are largely or entirely comprised of highly reflective glass or mirror-like material from which the sun reflects at a low angle in the periods following sunrise and prior to sunset. The Project includes an increase in window and building surfaces in comparison to the existing uses and this increase in surfaces would have the potential to reflect light onto adjacent roadways and land uses. However, the glass that will be incorporated into the facades of the building would either be of low-reflectivity or accompanied by a non-glare coating. As per ZI No. 2452 and SB 743, the Project would not result in a new source of substantial glare and impacts would be less than significant. See also project design features below.

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by project buildings, which may affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses have some reasonable expectations for direct sunlight and warmth from the sun. Shadow lengths are dependent on the height and size of the building from which they are cast and the angle of the sun. The angle of the sun varies with respect to the rotation of the earth (i.e., time of day) and elliptical orbit (i.e., change in seasons). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months. "Solstice" is defined as either of the two points on the ecliptic (i.e., the path of the earth around the sun) that lie midway between the equinoxes (separated from them by an angular distance of 90°). At the solstices, the sun's apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23 1/2° of the arc. At winter solstice, about December 21, the sun is overhead at noon at the Tropic of Capricorn; this marks the beginning of winter in the Northern Hemisphere. At the time of summer solstice, about June 21, the sun is directly overhead at noon at the Tropic of Cancer. In the Northern Hemisphere, the longest day and shortest night of the year occur on this date, marking the beginning of summer. Measuring shadow lengths for the winter and summer solstices represents the extremes of the shadow patterns that occur

throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year.

Screening Criteria and Thresholds of Significance[10]

Would the project include light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest or northeast?

- A "yes" response to the preceding question indicates further study in an expanded Initial Study, Negative Declaration (Neg. Dec.), Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) may be required. Refer to the Significance Threshold for shading, and review the associated Methodology to Determine Significance, as appropriate.

- A "no" response to the screening criteria indicates that there would normally be no significant impact on shading from the proposed project.

A project impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October).

Facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce.

The Project's proposed height is 84'4", measuring to the top of roof. Thus, the Project exceeds the screening criteria for shadow analysis. As stated above, the screening criteria looks at distances three times the height of the proposed structure to any shadow sensitive uses. Three times the Project's 84' 4" height equals 253 feet. Per the screening criteria of the *L.A. CEQA Thresholds Guide*, there are no shadow-sensitive uses within approximately 253 feet of the Project Site to the north, northwest, or northeast. The transition of the sun will move shadows along this arch (from 45 degrees/west at 9:00 AM to 0 degree/north at 12:00 PM to 45/east at 3:00 PM). The surrounding area contains the Wilcox Hotel, surface parking lot, United States Post Office Building, the Dream Hotel, an alley and commercial uses. These buildings do not have useable outdoor space and are not considered shadow sensitive.

The shadow study takes into account the shadows of the existing uses and surrounding uses that also cause shadows. As shown in Appendix B, the building would cast summer shadows along Wilcox

[10] *L.A. CEQA Thresholds Guide, 2006, section A.3 Shading.*

Avenue to the west in the morning (9:00 AM), the surface parking lot to the north by mid-day (1:00 PM), and Selma Avenue to the southeast in the evening (5:00 PM).

As shown in Appendix B, the building would cast winter shadows along Wilcox Avenue, the surface parking lot, and portions of the United States Post Office Building to the northwest in the morning (9:00 AM), the surface parking lot to the north by mid-day (12:00 PM), and the surface parking lot and adjacent hotel in the late afternoon (3:00 PM). These buildings do not have useable outdoor space or are considered shadow sensitive. No sensitive use is shaded for more than four hours in the summer or three hours in the winter.

Therefore, there would be no impact to shadow-sensitive uses.

Project Design Features

PDF-Aesthetics-1 **Light**

Outdoor lighting shall be designed and installed with shielding, such that the light sources cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

PDF-Aesthetics-2 **Glare**

The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Original Baseline

Under the Original Baseline, the Project will not create a new source of substantial light, glare or shadows that affect sensitive receptors, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project will not create a new source of substantial light, glare or shadows that affect sensitive receptors, and the impacts will be less than significant.

2. AGRICULTURE AND FORESTRY RESOURCES

a) Would the project convert prime farmland, unique farmland, or farmland of statewide importance (farmland), as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California resources agency, to non-agricultural use?

No Impact. A significant impact may occur if a project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland" in California. The Project Site is zoned C4-2D (Commercial Zone, Height District 2, Development Limitation), and the General Plan land use designation is Regional Center Commercial. The Project Site is developed with a 20,624 square-foot restaurant, a portion of the proposed three levels of subterranean parking, and an excavated area. The Project Site is designated Urban and Built-up Land and is not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category.[11]

Original Baseline

Under the Original Baseline, the Project would have no impact on the conversion of farmland to non-agricultural uses.

Current Baseline

Under the Current Baseline, the Project would have no impact on the conversion of farmland to non-agricultural uses.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.[12] The Project Site is not zoned for agricultural use and is not subject to a Williamson Act Contract. The Project Site will not result in the conversion of land zoned for agricultural use to non-agricultural use. Further, the Project will not result in the conversion of land under a Williamson Act Contract from agricultural use to non-agricultural use.

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[11] *State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014, Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf, February 6, 2017.*

[12] *State of California Department of Conservation, Williamson Act Program, website: http://www.conservation.ca.gov/dlrp/lca/Pages/index.aspx, February 6, 2016.*

Original Baseline

Under the Original Baseline, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract will occur.

Current Baseline

Under the Current Baseline, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract will occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. Neither the Project Site nor surrounding parcels are zoned for forest land or timberland.

Original Baseline

Under the Original Baseline, no impacts related to forest land or timberland will occur.

Current Baseline

Under the Current Baseline, no impacts related to forest land or timberland will occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is completely surrounded by urban uses and infrastructure, and is not forest land.

Original Baseline

Under the Original Baseline, no impact related to the loss of forest land or conversion of forest land will occur.

Current Baseline

Under the Current Baseline, no impact related to the loss of forest land or conversion of forest land will occur.

e) Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a project involves other changes to the existing environment that could result in the conversion of farmland to another non-agricultural use or conversion of forest land to non-forest use. The Project Site is located in the HCP area, which is highly urbanized. Neither the Project Site nor surrounding parcels are utilized for agricultural uses nor are forest land and such uses not in proximity to the Project Site.

Original Baseline

Under the Original Baseline, no impacts related to conversion of farmland to a non-agricultural use or conversion of forest land to non-forest use will occur.

Current Baseline

Under the Current Baseline, no impacts related to conversion of farmland to a non-agricultural use or conversion of forest land to non-forest use will occur.

3. AIR QUALITY

The section is based in part on the following items, included as Appendix C of this IS/MND:

C-1 Air Quality and Greenhouse Gases Appendices, DKA Planning, May 2017.

C-2 Original Baseline Air Quality, Greenhouse Gases, and Noise Appendices, DKA Planning, September 2015. (Note: Analyzed the Original Baseline for the Adopted MND).

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. In the case of projects proposed within the City or elsewhere in the South Coast Air Basin (the Basin), the applicable plan is the 2016 Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Management District (SCAQMD). SCAQMD adopted the final 2016 AQMP in March 2017.[13] SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all state and federal government agencies. SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces measures though educational programs or fines, when necessary.

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards for outdoor concentrations. The federal and state standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone (O_3), nitrogen monoxide and dioxide (NO and NO_2), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter (PM_{10}), and lead (Pb). These pollutants are discussed below.

- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions; primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in

[13] *SCAQMD, AQMP: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp*

urban areas between November and February.[14] The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.

- Ozone (O_3) is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG) and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

- Nitrogen Monoxide and Dioxide (NO and NO_2) like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children two to three years old has been observed at concentrations below 0.3 parts per million (ppm).

- Sulfur Dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g., motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2, NO_X, and volatile organic chemicals (VOC).

[14] *Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.*

Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

- Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become lead-emission sources of greater concern.

  Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

- Toxic Air Contaminants (TACs) are airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by state and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management.

Regulatory Setting

Federal

United States Environmental Protection Agency (USEPA). The USEPA is responsible for enforcing the Federal Clean Air Act (CAA), the legislation that governs air quality in the United States. USEPA is also

responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes emission standards, including those for vehicles sold in states other than California, where automobiles must meet stricter emission standards set by California Air Resources Board (CARB). As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in *Table 3.3-1*. The USEPA has classified the Los Angeles County portion of the Basin as nonattainment for O_3 and $PM_{2.5}$, attainment for PM_{10}, maintenance for CO, and attainment/unclassified for NO_2.

State

CARB. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the state to achieve and maintain the CAAQS, which are generally more stringent than the federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The state standards are summarized in *Table 3.3-1*. The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

Table 3.3-1
State and National Ambient Air Quality Standards and Attainment Status

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	/a/	0.075 ppm (147 µg/m^3)	Nonattainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Nonattainment	150 µg/m^3	Nonattainment
	Annual Arithmetic Mean	20 µg/m^3	Nonattainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Nonattainment
	Annual Arithmetic Mean	12 µg/m^3	Nonattainment	12 µg/m^3	Nonattainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Nonattainment	53 ppb (100 µg/m^3)	Maintenance
	1-hour	0.18 ppm (338 µg/m^3)	Nonattainment	100 ppb (188 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	Attainment
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
Lead (Pb)	30-day average	1.5 µg/m^3	Nonattainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Attainment

/a/ CARB has not determined 8-hour O_3 attainment status.

Source: CARB, Ambient Air Quality Standards, and attainment status, accessed December 16, 2016. (www.arb.ca.gov/desig/adm/adm.htm)

SCAQMD. The 1977 Lewis Air Quality Management Act merged four air pollution control districts creating SCAQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net

emission increases. SCAQMD monitors air quality over its jurisdiction of 10,743 square miles, including Basin, which covers an area of 6,745 square miles and is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto mountains to the north and east; and the San Diego County line to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. SCAQMD also regulates the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. All areas designated as nonattainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. SCAQMD prepares the AQMP to address CAA and CCAA requirements by identifying policies and control measures. In April 2016, SCAQMD adopted its 2016 AQMP, which is now the legally enforceable plan for meeting the 24-hour $PM_{2.5}$ strategy standard.

The SCAG assists by preparing the transportation portion of the AQMP through the adoption of its Regional Transportation Plan (RTP). This includes the preparation of a Sustainable Communities Strategy (SCS) that responds to planning requirements of Senate Bill 375 – Sustainable Communities Act (SB 375) and demonstrates the region's ability to attain greenhouse gas (GHG) reduction targets set forth in state law. In its role as the local air quality regulatory agency, SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts.

City of Los Angeles. The City's General Plan includes an Air Quality Element that provides a policy framework that governs air quality planning within the City. Adopted in November 1992, the Plan includes six goals, 15 objectives, and 30 policies that help define how the City will achieve its clean air goals. In 2006, the City released its *L.A. CEQA Thresholds Guide* that provides guidance in the preparation of environmental documents. This included a chapter focusing on air quality. While it didn't set new thresholds of significance for air quality, it did suggest a process for evaluating projects and attempted to standardize analyses through prescribed protocols.

Air Pollution Climatology

The Project site is located within the Los Angeles County non-desert portion of Basin. The Basin is in an area of high air pollution potential due to its climate and topography. The region lies in the semi-permanent high pressure zone of the eastern Pacific Ocean, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions that help to form smog. While temperature typically decreases with height, it actually increases under inversion conditions as altitude increases, thereby preventing air close to the ground from mixing with the air above. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction

between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO_2 react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains. Air quality problems also occur during the fall and winter, when CO and NO_2 emissions tend to be higher. CO concentrations are generally worse in the morning and late evening (around 10:00 PM) when temperatures are cooler. High CO levels during the late evenings result from stagnant atmospheric conditions trapping CO. Since CO emissions are produced almost entirely from automobiles; the highest CO concentrations in the Basin are associated with heavy traffic. NO_2 concentrations are also generally higher during fall and winter days.

Air Monitoring Data

SCAQMD monitors air quality conditions at 45 locations throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project Site. *Table 3.3-2* shows pollutant levels, state and federal standards and the number of exceedances recorded in the area from 2014 through 2016. The one-hour state standard for O_3 was exceeded seven times during this three-year period, the daily state standard for PM_{10} was exceeded 29 times while the daily federal standard for $PM_{2.5}$ was exceeded seven times. CO and NO_2 levels did not exceed the CAAQS from 2014 to 2016.

Table 3.3-2
2013-2015 Ambient Air Quality Data In Project Vicinity

Pollutant	Pollutant Concentration & Standards	Central Los Angeles		
		2014	2015	2016
Ozone	Maximum 1-hour Concentration (ppm)	0.113	0.104	0.103
	Days > 0.09 ppm (State 1-hour standard)	3	2	2
	Days > 0.075 ppm (Federal 8-hour standard)	2	0	1
Carbon Monoxide	Maximum 1-hour Concentration (ppm)	N/A	3.2	1.9
	Days > 20 ppm (State 1-hour standard)	N/A	0	0
	Maximum 8-hour Concentration (ppm)	2.0	1.8	1.4
	Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hour Concentration (ppm)	0.0821	0.0791	0.0647
	Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}	Maximum 24-hour Concentration ($\mu g/m^3$)	66	88	67
	Days > 50 $\mu g/m^3$ (State 24-hour standard)	3	26	N/A
$PM_{2.5}$	Maximum 24-hour Concentration ($\mu g/m^3$)	N/A	56.4	44.39
	Days > 35 $\mu g/m^3$ (Federal 24-hour standard)	N/A	7	N/A
Sulfur Dioxide	Maximum 24-hour Concentration (ppm)	N/A	12.6	13.4
	Days > 0.04 ppm (State 24-hour standard)	N/A	0	0

Source: SCAQMD annual monitoring data (www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year) accessed October 2, 2017.
N/A: Not available at this monitoring station. Monitoring stations often do not measure every pollutant

Toxic Air Pollution

According to the SCAQMD's Multiple Air Toxics Exposure Study IV (MATES IV)[15] the incidence of cancer over a lifetime in the US population is about one in four, to one in three, which translates into a risk of about 300,000 in 1,000,000.[16] One study, the *Harvard Report on Cancer Prevention*, estimated that, of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about two percent were associated with environmental pollution related exposures[17] The potential cancer risk for a given substance is expressed as the incremental number of potential excess cancer cases per million people over a 70-year lifetime exposure at a constant annual average pollutant concentration. The risks are usually presented in chances per million. For example, if the cancer risks were estimated to be 100 per 1,000,000, this would predict an additional 100 excess cases of cancer in a population of 1,000,000 people over a 70-year lifetime.

As part of SCAQMD's environmental justice initiatives adopted in late 1997, SCAQMD adopted the MATES IV study in May 2015, which was a follow-up to the previous MATES I, II, and III air toxics studies conducted in the Basin. The MATES IV study was based on actual monitored data throughout the Basin and consisted of several elements. These included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Basin from exposure to TACs. The MATES IV study applied a 2-kilometer (1.24-mile) grid over the Basin and reported carcinogenic risk within each grid space (each covering an area of 4 square kilometers or 1.54 square miles). The study concluded that the average of the modeled air toxics concentrations measured at each of the monitoring stations in the Basin equates to a background cancer risk of approximately 897 in 1,000,000 primarily due to diesel exhaust particulate matter (DPM). Using the MATES IV methodology, about 94 percent of the cancer risk is attributed to emissions associated with mobile sources, and about six percent of the risk is attributed to toxics emitted from stationary sources, which include industries, and businesses such as dry cleaners and chrome plating operations. The MATES IV study found lower ambient concentrations of most of the measured air toxics, as compared to the levels measured in the previous MATES III study finalized in September 2008.

Thresholds of Significance

For the purposes of this analysis, air quality impacts of the Project would be considered significant if they would exceed the following Thresholds of Significance, which are based on Appendix G of the CEQA Guidelines.[18] According to the CEQA Guidelines, a project would normally have a significant impact on air quality if it would:

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[15] *MATES IV.*

[16] *SCAQMD 2015.*

[17] *Harvard 1996.*

[18] *The CEQA Guidelines are codified at Title 14 California Code of Regulations section 15000 et seq.*

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollution concentrations; or
- Create objectionable odors affecting a substantial number of people.

The CEQA Guidelines Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the proposed project are, therefore, evaluated according to thresholds developed by the SCAQMD in their *CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook*, and subsequent guidance, which are listed below.

Existing Emissions

Table 3.3-3 summarizes the operational emissions based on the Original Baseline environmental analysis. It should be noted that these emissions identified in the Adopted MND are included with the Current Baseline, as no existing improvements would be demolished as part of the Project. These uses produced minimal emissions on an operational basis and were subsequently demolished to accommodate the Current Baseline.

Table 3.3-3
Original Baseline Estimated Existing Daily Operations Emissions

Emission Source	Pounds per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	<1	0	<1	<1	0	0
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	4	17	<1	3	1
Total Operations	2	5	18	<1	3	1

Source: DKA Planning 2015 based on CalEEMod 2013.2.2 model runs. Included in appendices of ENV-2015-2672-MND and incorporated by reference to this MND.

Table 3.3-4 summarizes the operational emissions based on the Current Baseline environmental analysis. It should be noted that these emissions would continue with the Project, as no existing improvements would be demolished.

Table 3.3-4
Current Baseline Estimated Existing Daily Operations Emissions

Emission Source	Pounds per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	1	<1	<1	<1	<1	<1
Energy Sources	<1	1	1	<1	<1	<1
Mobile Sources	7	20	82	<1	4	4
Total Operations	**8**	**21**	**83**	**<1**	**14**	**4**

Source: DKA Planning 2017 based on CalEEMod 2016.3.1 model runs.

Consistency with Air Quality Plans

SCAQMD Air Quality Management Plan. The Project will neither conflict with SCAQMD's 2016 AQMP nor jeopardize the region's attainment of air quality standards. The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by SCAG. Specifically, SCAG's growth forecasts from the 2016 RTP/ SCS are largely built off local growth forecasts from local governments like the City. The 2016 RTP/SCS released for public review on December 4, 2015 accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs by 2040.

The Project Site is located in the City's HCP area. The HCP implements land use standards of the General Plan Framework at the local level. The Project is consistent with the City's projected growth capacity for the HCP area, which accommodated a projected population of 233,000 persons, housing base of 115,000 units, and 129,000 jobs by 2040.[19]

The Project proposes to maintain the existing restaurant and to construct a new 1,939 square-foot restaurant and a 114 guest room hotel with accessory uses in the City. The Project would not add residents to the AQMP. The Project Site is designated by the Community Plan for commercial uses and is zoned C4, which is a zoning classification that would permit the proposed uses. The requested zone change to C2 would permit the proposed uses at the same density of the existing C4 Zone. As such, the RTP/SCS's assumptions about growth in the City likely accommodate employment growth on the Project Site. As such, the Project does not conflict with the growth assumptions in the regional air plan and this impact is considered less than significant.

City of Los Angeles General Plan Air Quality Element. The City's General Plan Air Quality Element identifies 30 policies that identify specific strategies for advancing the City's clean air goals. As illustrated in *Table 3.3-5*, the Project is consistent with the applicable policies in the General Plan. As such, the Project's impact on the City's General Plan would be considered less than significant.

[19] *City of Los Angeles, Hollywood Community Plan NOP., http://planning.lacity.org/eir/nops/HwdUpdate/nop.pdf.*

The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2016 RTP/SCS and 2016 AQMP. The Project is therefore not expected to conflict with or obstruct implementation of the AQMP, and any impact on the AQMP would be considered less than significant. Similarly, the Project is consistent with the City's General Plan Air Quality Element's policies and would not conflict with its six goals and 15 objectives.

Table 3.3-5
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices required by SCAQMD Rule 403 (Fugitive Dust) and/or regulatory measures.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The Project would minimize particulate emissions from unpaved facilities through best practices required by SCAQMD Rule 403 (Fugitive Dust) and/or regulatory measures.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Los Angeles County Metropolitan Transportation Authority (Metro) (i.e., Routes 2, 302, 210, DASH Hollywood) approximately 650 feet north and the Metro Red Line stations at Hollywood and Highland and at Hollywood and Vine about 0.5 miles away. Ample bicycle facilities would be located on-site to encourage active transportation.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Consistent.** Where appropriate, the property management company could encourage telecommuting with future tenants.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Not Applicable.** Where appropriate, the property management company could encourage future tenants to promote rideshare programs and subsidies. The project would have WiFi available for guests that would encourage telecommuting.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Not Applicable.** The Project includes employers that could implement parking management programs.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Consistent.** The Project includes a Transportation Demand Management (TDM) program that will encourage public transit and ride-sharing.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project would minimize traffic impacts below significance thresholds.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form	**Not Applicable.** This policy calls for City updates to its General Plan.

Table 3.3-5

Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
and to promote more transit-oriented development and mixed-use development.	
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilities with alternative transportation modes, including proximity to bus routes operating by Metro (i.e., Routes 2, 302, 210, DASH Hollywood) approximately 650 feet north and the Metro Red Line stations at Hollywood and Highland and at Hollywood and Vine about 0.5 miles away. Ample bicycle facilities would be located on-site to encourage active transportation.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts will be analyzed and minimized through the environmental review process.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by Metro (i.e., Routes 2, 302, 210, DASH Hollywood) approximately 650 feet north and the Metro Red Line stations at Hollywood and Highland and at Hollywood and Vine about 0.5 miles away.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Not Applicable.** This policy calls for City facilities to reduce solid waste and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.

Table 3.3-5
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 5.3.1. Support the development and use of equipment powered by electric of low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the State's Green Building Standards Code and the City of Los Angeles' Green Building Code (LAGBC).
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs.
Table: CAJA Environmental Services, 2017.	

Original Baseline

Under the Original Baseline, the Project will not conflict with or obstruct the implementation of the applicable air quality plans, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project will not conflict with or obstruct the implementation of the applicable air quality plans, and the impacts will be less than significant.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. A project could have a significant impact where project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. Both short-term impacts occurring during construction (e.g., site grading, haul truck trips) and long-term effects related to the ongoing operation of the Project are discussed. This analysis focuses on two levels of impacts: pollutant emissions and pollutant concentrations. "Emissions" refer to the quantity of pollutants released into the air. "Concentrations" refer to the amount of pollutant material per volumetric unit of air, as measured in ppm or micrograms per cubic meter ($\mu g/m^3$).

Project Impacts

Construction Phase

Construction-related emissions were estimated using SCAQMD's California Emissions Estimator Model (CalEEMod) 2016.3.1 model using assumptions from the Project's developer, including the Project's construction schedule of 15 months. Operation would be in 2020.[20] Under the Project Site's current condition, the Project will be built on top of a portion of the buildings described in the Approved Project.

[20] *Traffic Impact Study, Overland Traffic, May 2017.*

The structures on the western portion of the Project Site have already been demolished, excavated, and graded, and therefore, no excavation, grading, or building demolition would occur for the Project.

As shown in *Table 3.3-6*, the construction of the Project (Current Baseline) would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Table 3.3-6
Estimated Daily Construction Emissions - Unmitigated

Construction Year	Pounds Per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2018	6	29	25	<1	3	2
2019	6	22	11	<1	1	1
Maximum Regional Total (maximum daily emissions for each pollutant regardless of phase)	6	27	25	<1	3	2
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	6	26	19	<1	2	1
Localized Significance Threshold	--	74	680	--	5	3
Exceed Threshold?	No	No	No	No	No	No

These figures are rounded to the nearest integer.
Source: DKA Planning, 2017 based on CalEEMod 2016.3.1 model runs. Data in Appendix to this IS/MND.
LST analyses based on 1 acre site with 25 meter distances to receptors in Central LA source receptor area.

In terms of local air quality, the Project would not produce significant emissions that exceed SCAQMD's recommended localized standards of significance for NO_2, CO, PM_{10} and $PM_{2.5}$ during the construction phase. As a result, construction impacts on localized air quality are considered less than significant.

As shown in *Table 3.3-6*, construction of the Project under current conditions is not expected to produce any local violation of air quality standards or contribute substantially to an existing or projected air quality violation.

The construction emission impacts due to the Original Baseline were analyzed in the Adopted MND (ENV-2015-2672-MND) for the CUB Approval. Impacts would be less than significant. The results of the analysis are incorporated by reference.

The Adopted MND conservatively analyzed the demolition of all existing structures, as well as the excavation of approximately 32,000 cubic yards of dirt. Additionally, the Adopted MND analyzed construction impacts for a proposed 20,624 square-foot restaurant and 6,000 square feet of commercial

retail space. As discussed in the MND, impacts of the Approved Project were determined to be less than significant without the incorporation of mitigation measures.

The Project would not require the demolition of any structures or excavation of dirt beyond what was previously analyzed as part of the Adopted MND. As such, impacts of the Proposed Project on Air Quality as it relates to demolition and excavation would remain less than significant. Construction of the proposed 20,624 square-foot restaurant and 6,000 square feet of commercial retail space was also determined to have less than significant impacts, as discussed in the Adopted MND.

The Project would change the use of the 6,000 square-foot commercial retail space to 1,939 square feet of ground floor restaurant space and 4,061 square feet of hotel lobby and corridor space. In addition to the change of use, the Proposed Project would add 54,282 square feet to the Approved Project for the construction of a 114 guestroom hotel with ancillary uses, as well as the three levels of subterranean parking. As indicated in Table 3.3-6 above, the impacts of the Project would remain less than significant and would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Regulatory Compliance

There are several regulatory measures that must be implemented under SCAQMD Rule 403, which governs fugitive dust emissions. These regulations address fugitive dust emissions of PM_{10} and $PM_{2.5}$ that would be regulated by SCAQMD Rule 403, which calls for Best Available Control Measures (BACM) that include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. It should be noted that *Table 3.3-6* conservatively does not assume the application of BACMs to control fugitive dust.

The regulatory measures would also require that all coatings comply with SCAQMD Rule 1113, which governs the VOC content of coatings.

The Project would comply with Sections 2485 in Title 13 of the California Code of Regulations, which limits the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction to five minutes at any location.

The Project would comply with Section 93115 in Title 17 of the California Code of Regulations, which requires the operation of any stationary, diesel-fueled, compression-ignition engines to meet specified fuel and fuel additive requirements and emission standards.

Operational Phase

The Adopted MND analyzed the operational impacts of the 20,624 square-foot restaurant and 6,000 square feet of commercial retail and determined that impacts were less than significant. The Project would not affect the 20,624 square-foot restaurant which was analyzed as part of the Approved Project and would change the use of the previously analyzed 6,000 square-foot commercial retail space, and add the

operation of a 114 guestroom hotel and three levels of subterranean parking. The hotel would include ancillary uses such as a lobby bar and rooftop bar and dining area. As indicated in Table 3.3-7, the operations of the Project would have less than significant impacts.

The Project will also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 1,227 net vehicle trips to and from the Project Site on a peak weekday at the start of operations in 2020.[21] Operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10} and $PM_{2.5}$ emissions (*Table 3.3-7*). As a result, the Project's operational impacts on regional air quality are considered less than significant.

With regard to localized air quality impacts, the Project would emit minimal emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from area and energy sources on-site. As shown in *Table 3.3-7*, these localized emissions would not approach SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The Project's operational impacts on localized air quality are considered less than significant. The long-term operation of the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation for regional and localized air quality.

Table 3.3-7
Estimated Daily Operations Emissions - Unmitigated

Emissions Source	Pounds Per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	1	<1	<1	<1	<1	<1
Energy Sources	<1	1	1	<1	<1	<1
Mobile Sources	2	9	24	<1	6	2
Net Regional Total	**4**	**10**	**25**	**<1**	**6**	**2**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	**1**	**1**	**1**	**<1**	**<1**	**<1**
Localized Significance Threshold	**-**	**74**	**680**	**-**	**2**	**1**
Exceed Threshold?	N/A	No	No	N/A	No	No

Source: DKA Planning 2017 based on CalEEMod 2016.3.1 model runs. Data in Appendix to this IS/MND. Numbers may not add up due to rounding.

[21] *Traffic Impact Study, Overland Traffic, May 2017.*

Original Baseline

Under the Original Baseline, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Current Baseline

Under the Current Baseline, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Less Than Significant Impact. Construction of the Project would not contribute significantly to cumulative emissions of pollutants for any non-attainment pollutants. For regional ozone precursors, the Project would not exceed SCAQMD mass emission thresholds for ozone precursors during construction. As such, the Project's impact on cumulative ozone precursor emissions would be considered less than significant. Similarly, regional emissions of PM_{10} and $PM_{2.5}$ would not exceed mass thresholds established by SCAQMD; therefore, construction emissions impacts would be considered less than significant. Compliance with AQMD's requirements on project level is enough for cumulative impacts as well.

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Of the 136 related projects that are potentially under construction concurrent with the Project, several projects are proposed within a two-block radius, including[22]:

- No. 2 – 1600 Schrader, approximately 300 feet from the Project Site, would have 168 hotel rooms and 4,000 square feet of restaurant
- No. 5 – 6516 Selma Avenue, approximately 100 feet from the Project Site, would have 212 hotel rooms, 2,308 square feet cafe, 11,148 square feet restaurant/bar.
- No. 28 – 1541 Wilcox Avenue, approximately 275 feet from the Project Site, a 220-room hotel with 13,004 square feet of restaurants, 1,432 square feet of meeting rooms, and 1,020 square feet of related uses.
- No. 33 – 6417 Selma Avenue, adjacent to the Project Site, would have 180 hotel rooms. This Project is finished construction and expected to be open in summer 2017.

[22] *Traffic Impact Study, Overland Traffic, May 2017.*

- No. 93 – 1525 Cahuenga Boulevard, approximately 350 feet from the Project Site, would have 69 hotel rooms, 1,500 square feet office.

Other potential projects in the area are more than 350 feet away. If any other of these related projects were to undertake construction concurrently with the proposed Project, localized CO, $PM_{2.5}$, PM_{10}, and NO_2 concentrations would be further increased. However, the application of localized significance thresholds (LST) to each cumulative project in the local area would help ensure that each project does not produce localized hotspots of CO, $PM_{2.5}$, PM_{10}, and NO_2. Any projects that would exceed LST thresholds (after mitigation) would perform dispersion modeling to confirm whether health-based air quality standards would be violated. SCAQMD's LSTs recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance. As such, the cumulative impact of construction projects on local sensitive receptors would be considered less than significant.

Construction of the Project would not produce cumulative considerable emissions of localized nonattainment pollutants NO_2, CO, PM_{10} and $PM_{2.5}$, as the anticipated emissions would not exceed LSTs set by SCAQMD. This is considered a less than significant impact.

While no mitigation measures are required, the regulatory compliance would require good housekeeping measures that substantially reduce PM_{10} and $PM_{2.5}$ emissions during on-site construction activities and use of lower-VOC content coatings. Construction of the Project would not have any considerable contribution to cumulative impacts on pollutant concentrations at nearby receptors with implementation of regulatory compliance.

Operation Phase Air Quality Impacts

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the Project's air quality impacts would not exceed SCAQMD's operational thresholds of significance as noted in *Table 3.3-7*, the Project's impacts on cumulative emissions of non-attainment pollutants is considered less than significant. SCAQMD's thresholds for ozone precursors ensure that a project's impact will not produce cumulatively considerable emissions that would contribute to regional ozone violations. The Project is a mixed-use project that does not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM_{10} and $PM_{2.5}$ would be minimal. Similarly, existing land uses in the area include commercial land uses that do not produce substantial emissions of localized nonattainment pollutants. A less-than significant project impact does not make a cumulatively considerable contribution to a cumulative impact. Long-term operation of the Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant.

Original Baseline

Under the Original Baseline, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, and the impacts will be less than significant.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Construction of the Project could produce air emissions that impact existing and reasonably foreseeable sensitive receptors near the Project Site.

Sensitive Receptors

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

Some receptor sites are the Cosmo Lofts, a multi-story residential complex approximately 350 feet east of the Project Site and residential uses on Schrader Boulevard, approximately 300 feet west of the Project Site. Additional receptors include: Selma Avenue Elementary School (6611 Selma Avenue), approximately 700 feet west of the Site and Selma Park (6567 Selma Avenue), approximately 475 feet west of the Site. As such, these distances are further than the nearby residential uses that are referenced above.

As noted earlier, there are several related projects in the vicinity of the Project Site, including a hotel at 6417 Selma Avenue, adjacent to the Project Site. However, none of these related projects would include potential sensitive receptors associated with long-term exposure (residential).

As illustrated in *Table 3.3-6*, these nearby receptors would not be exposed to substantial concentrations of localized pollutants NO_2, CO, PM_{10} and $PM_{2.5}$ from construction of the Project. Specifically, construction activities would not exceed SCAQMD LSTs and would result in a less than significant impact. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable ambient air quality standard. Regulatory compliance would require the use of off-road construction equipment and good housekeeping measures that substantially reduce PM_{10} and $PM_{2.5}$ emissions during on-site construction activities.

Operation Phase Air Quality Impacts on Sensitive Receptors

Because the Project would not generate long-term on-site emissions that exceed SCAQMD's LSTs, it would not result in pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at sensitive receptors and would be considered less than significant. Further, off-site emissions from mobile sources would not result in exceedances of CO air quality standards at roadways in the area. This is due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project Site. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.

Screening analysis guidelines for localized CO hotspot analyses from California Department of Transportation (Caltrans) recommend that projects in CO attainment areas focus on emissions from traffic intersections where air quality may get worse.[23] Specifically, projects that significantly increase the percentage of vehicles operating in cold start mode, significantly increase traffic volumes, or worsen traffic flow should be considered for more rigorous CO modeling. Traffic levels of service at the eight intersections studied in the vicinity of the Project would not be significantly impacted by traffic volumes from the development under existing or 2020 horizon scenarios.[24] In addition, the Project would not significantly increase the percentage of vehicles operating in cold start mode or substantially worsen traffic flow.

Finally, TAC emissions are not expected to be significant, as the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. In addition, SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[25] The Project is not anticipated to generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities, and any minimal TAC impacts are expected to be less than significant. Long-term operation of the Project would not have any significant impacts on pollutant concentrations at nearby receptors.

Original Baseline

Under the Original Baseline, the Project would not expose sensitive receptors to substantial pollutant concentrations, and the impacts will be less than significant.

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[23] *Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.*

[24] *Traffic Impact Study, Overland Traffic, May 2017.*

[25] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.*

Current Baseline

Under the Current Baseline, the Project would not expose sensitive receptors to substantial pollutant concentrations, and the impacts will be less than significant.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Odors are usually associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The Project would introduce hotel and commercial uses to the area but would not result in activities that create objectionable odors. It would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances would regulate any occasional odors associated with on-site uses such as SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations) and Rule 402 (Nuisances).

Original Baseline

Under the Original Baseline, any odor impacts from the Project would be considered less than significant.

Current Baseline

Under the Current Baseline, any odor impacts from the Project would be considered less than significant.

4. BIOLOGICAL RESOURCES

The section is based in part on the following items, included as Appendix D of this IS/MND:

D Trees, L. Newman Design Group, Inc., July 21, 2016.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife[26] (CDFW) or the U.S. Fish and Wildlife Service (USFWS). The Project Site is located in an urbanized area of the City. The Project Site is zoned C4-2D (Commercial Zone, Height District 2, Development Limitation), and the General Plan land use designation is Regional Center Commercial. The Project Site is developed with a building, subterranean structure, and excavated area. There are four street trees on the City sidewalk along Selma Avenue. These are off-site street trees as part of the City's planting program and not native originating (natural to the location) trees. There are no City or County significant ecological areas.[27] The Project will not result in a taking of nesting native bird species.

Original Baseline

Under the Original Baseline, the Project will not have a direct impact on any identified species because none are present on this highly urbanized Project Site and the Project will not modify any habitat that would affect identified species because no habitat exists on this highly urbanized Project Site. Accordingly, no impact will occur.

Current Baseline

Under the Current Baseline, the Project will not have a direct impact on any identified species because none are present on this highly urbanized Project Site and the Project will not modify any habitat that would affect identified species because no habitat exists on this highly urbanized Project Site. Accordingly, no impact will occur.

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[26] *Effective January 1, 2013, the California Department of Fish and Game changed its name to the California Department of Fish and Wildlife: http://www.dfg.ca.gov/about/namechange.html.*

[27] *Navigate LA, Significant Ecological Areas layer: http://navigatela.lacity.org/navigatela/.*

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if riparian habitat or any other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS were to be adversely modified without adequate mitigation. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. The nearest riparian habitat is in the Hollywood Hills, north of Hollywood Boulevard and west of La Brea Avenue, classified as Forested/Shrub Riparian and within Wattles Garden Park and Runyon Canyon Park.[28] These habitat areas are approximately 1.25 miles northwest of the Project Site and will not be affected by Project construction or operations.

Original Baseline

Under the Original Baseline, no impact to riparian habitat or sensitive natural community will occur.

Current Baseline

Under the Current Baseline, no impact to riparian habitat or sensitive natural community will occur.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact would occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed by a project without adequate mitigation. No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site. The nearest wetland is in the Hollywood Hills north of Hollywood Boulevard and west of La Brea Avenue. These are classified as Freshwater Pond. Additionally, there are wetlands in the Hollywood Hills north of Hollywood Boulevard and west of La Brea Avenue. These are classified as Riverine and Freshwater Forested/Shrub Wetlands and are within Wattles Garden Park and Runyon Canyon Park.[29] These habitat areas are approximately 1.25 miles northwest of the Project Site and will not be affected by Project construction or operations.

Original Baseline

[28] *U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html.*

[29] *U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html.*

Under the Original Baseline, the Project will not result in the direct removal, filling, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. No impact to federally protected wetlands will occur.

Current Baseline

Under the Current Baseline, the Project will not result in the direct removal, filling, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. No impact to federally protected wetlands will occur.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. A significant impact would occur if a project would interfere with or remove access to a migratory wildlife corridor or impede the use of wildlife nursery sites. Due to the existing building and excavated area on the Project Site and in the adjacent surroundings, the Project Site does not function as a corridor for the movement of native or migratory animals. No native wildlife nurseries are located on the Project Site or the adjacent properties.

Original Baseline

Under the Original Baseline, no impacts to migratory wildlife corridors or a native wildlife nursery site will occur.

Current Baseline

Under the Current Baseline, no impacts to migratory wildlife corridors or a native wildlife nursery site will occur.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. A project-related significant adverse effect could occur if a project would cause an impact that is inconsistent with local regulations pertaining to biological resources. Local ordinances protecting biological resources are limited to the City of Los Angeles Native Tree Preservation Ordinance. The Project Site is located in an urbanized area of the City. There are no native protected trees in or near the Project Site and no other trees of any kind within the Project Site. There are three magnolia trees located along Selma Avenue parkway whose trunk diameters range from three inches to five inches and therefore are not mature, significant trees. There is one *Washingtonia robusta* (Mexican fan palm) that has an 18-inch trunk diameter but it is located off the Project Site by several feet and will not be impacted by the Project.[30] If the Project were to impact these trees, the Project would comply with the

[30] *Trees, L. Newman Design Group, Inc., July 21, 2016.*

City's regulations regarding tree removal and replacement process: Removal of trees in the public right-of-way requires approval by the Board of Public Works. All trees in the public right-of-way shall be provided or replaced per the current Urban Forestry Division standards.

The Adopted MND included Mitigation Measure 4-1, which would reduce the impact of removing a tree in the right-of-way. The Mitigation Measure would require that removal of the trees receive approval from the Board of Public Works and be consistent with the City's replacement program. With the incorporation of the mitigation measure, impacts of the Approved Project were determined to be less than significant. The Proposed Project does not propose to remove any of the existing trees located within the public right-of-way and would be required to comply with existing regulatory measures as it relates to the removal of the trees located within the public right-of-way. As the removal of trees within the public right-of-way is require to comply with the regulations as enforced by the Urban Forestry Division, the mitigation measure is no longer required to reduce impacts to a less than significant level, and the Project would not conflict with any local policy or ordinance protecting biological resources.

The Project does not propose to remove any of the existing trees located within the public right-of-way and would be required to comply with existing regulatory measures as it relates to the removal of the trees located within the public right-of-way. As the removal of trees within the public right-of-way is require to comply with the regulations as enforced by the Urban Forestry Division, Mitigation Measure 4-1, would no longer be necessary to reduce impacts to a less than significant level. As such the Proposed Project would not conflict with any local policy or ordinance protecting biological resources, and impacts would be less than significant.

Original Baseline

Under the Original Baseline, the Project would not conflict with any local policy or ordinance protecting biological resources. The Approved Project's Mitigation Measure 4-1 is now contained as a standard regulatory process, and would continue to apply to the Project.

Current Baseline

Under the Current Baseline, the Project would not conflict with any local policy or ordinance protecting biological resources. The Approved Project's Mitigation Measure 4-1 is now contained as a standard regulatory process, and would continue to apply to the Project.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if a project conflicts with mapping or policies in any conservation plans of the types cited. The Project Site is located in an urbanized area of the City. Due to the existing urban development on the Project Site and in the adjacent surroundings, there are no known

locally designated natural communities on the Project Site or in the vicinity. There are no City or County significant ecological areas.[31]

Original Baseline

Under the Original Baseline, the Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. No impact will occur.

Current Baseline

Under the Current Baseline, the Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. No impact will occur.

[31] *Navigate LA, Significant Ecological Areas layer: http://navigatela.lacity.org/navigatela/.*

5. CULTURAL RESOURCES

The section is based in part on the following items, included as Appendix E of this IS/MND:

E-1 Archaeology response, South Central Coastal Information Center, May 26, 2016.

E-2 Paleontology response, Los Angeles County Natural History Museum, June 1, 2016.

E-3 Sacred Lands File Search, Native American Heritage Commission, May 19, 2016.

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in *State CEQA Guidelines* § 15064.5?

No Impact. CEQA Guidelines Section 15064.5 defines an historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

Original Baseline

Under the Original Baseline, the Project includes the demolition of three existing buildings (a restaurant, piano bar, and retail/residential building) that were constructed in 1923. The piano bar building and the retail and residential building to be removed were evaluated and determined to have a National Register Historic Places Status Code of 6Z, which, means the resource has been significantly altered and contains little or no integrity.[32] None of the buildings have been identified as requiring Historic Preservation Review.[33] An Intensive Historic Resource Survey in the Hollywood Redevelopment Project Area identified all three buildings on the Project Site as category 6Z[34] (Found ineligible for National Register, California Register or local designation through survey evaluation).[35]

Current Baseline

[32] *http://preservation.lacity.org/files/Hollywood_DPR_Forms_Individual_Resources_6Z_2_of_3.pdf.*

[33] *City of Los Angeles, ZIMAS Parcel profile: http://zimas.lacity.org/.*

[34] *Intensive Historic Resource Survey: http://preservation.lacity.org/files/Hollywood_CRA_Survey_Index_0.pdf.*

[35] *Making SurveyLA Evaluations: http://preservation.lacity.org/files/Making%20SurveyLA%20Evaluations.pdf.*

Under the Current Baseline, the Project would construct a building above the existing restaurant building and excavated area at the Project Site, which was constructed in 2016-2017, and would remain as part of the Project.

Therefore, under both the Original and Current Baseline, the Project does not involve the demolition of any historic resources. Therefore, under the Original Baseline and Current Baseline, no impact will occur.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to *State CEQA Guidelines* § 15064.5?

Less Than Significant Impact. Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories. The Project Site is located in an urbanized area and has been previously disturbed by past development activities.

If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

Original Baseline

Under the Original Baseline, the Project would require excavation for subterranean parking levels, utility and foundation work, and grading. Thus, there is the potential for buried archeological, prehistoric and historic resources within the Project Site. However, the Project shall comply with the regulatory compliance measure identified below and impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would construct a building above the existing building, to remain, and excavated area at the Project Site. The excavation of the western portion of the Project Site was analyzed as part of the Adopted MND and it was determined that the Approved Project would have less than significant impacts due to compliance with existing regulations. The Project would not require additional excavation for subterranean parking levels, utility and foundation work, and grading, which has already occurred on the Project Site. Therefore, impacts will be less than significant.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. A significant adverse effect could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site is located in an urbanized area and has been previously disturbed by past development activities.

If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

Original Baseline

Under the Original Baseline, the Project would require excavation for subterranean parking levels, utility and foundation work, and grading. Thus, there is the potential for buried paleontological within the Project Site. However, the Project shall comply with the regulatory compliance process and impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would construct a building above the existing building, to remain, and excavated area at the Project Site. The excavation of the western portion of the Project Site was analyzed as part of the Adopted MND and it was determined that the Approved Project would have less than significant impacts due to existing regulatory process. The Project would not require additional excavation for subterranean parking levels, utility and foundation work, and grading, which has already occurred on the Project Site. Therefore, impacts will be less than significant.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously interred human remains. The Project Site is located in an urbanized area and has been previously disturbed by past development activities.

If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

1. Stop immediately and contact the County Coroner:

   1104 N. Mission Road
   Los Angeles, CA 90033
   323-343-0512 (8:00 AM. to 5:00 PM. Monday through Friday) or
   323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

2. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

3. The NAHC would immediately notify the person it believes to be the most likely descendent of the deceased Native American.

4. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

5. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Original Baseline

Under the Original Baseline, the Project would require excavation for subterranean parking levels, utility and foundation work, and grading. Thus, there is the potential for the Project to disturb human remains within the Project Site. However, the Project shall comply with the regulatory compliance process and impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would construct a building above the existing building, to remain, and excavated area at the Project Site. The excavation of the western portion of the Project Site was analyzed as part of the Adopted MND and it was determined that the Approved Project would have less than significant impacts due to existing regulatory measures process. The Project would not require additional excavation for subterranean parking levels, utility and foundation work, and grading, which has already occurred on the Project Site. Therefore, impacts will be less than significant.

6. GEOLOGY AND SOILS

The section is based in part on the following items, included as Appendix F of this IS/MND:

F-1 Preliminary Geotechnical Engineering Investigation, GeoConcepts, Inc., November 25, 2014.

F-2 Responsibility Approval Letter, Los Angeles Department of Building and Safety, July 2, 2015 and Soils Report Approval Letter, Los Angeles Department of Building and Safety, December 27, 2014.

In 2015, the California Supreme Court in *Cal. Bldg. Indus. Ass'n v. Bay Area Air Quality Mgmt Dist.* (2015) Cal.4th (*CBIA*), held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. Thus, in accordance with Appendix G of the State CEQA Guidelines and the *CBIA* decision, the Project would have a significant impact related to geology and soils if it would result in any of the following impacts:

a) Exacerbate existing hazardous environmental conditions by bringing people or structures into areas that are susceptible to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City. In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. The Alquist-Priolo Earthquake Fault Zoning Act defines "active" and "potentially-active" faults using the same aging criteria as that used by the California Geological Survey (CGS). However, established state policy has been to zone only those faults, which have direct evidence of movement within the last 11,000 years. It is this recent fault movement that the CGS considers as a characteristic for faults that have a relatively high potential for ground rupture in the future. CGS policy is to delineate a boundary from 200 to 500 feet wide on each side of the known fault trace based on the location precision, complexity, or regional significance of the fault. If a site lies within an Earthquake Fault Zone, a geologic fault rupture investigation must be performed that demonstrates that the proposed building site is not threatened by surface displacement from the fault before development permits may be issued.

Surface rupture is defined as surface displacement, which occurs along the surface trace of the causative fault during an earthquake. The nearest such zone in located to the north for the Hollywood Fault, according to the CGS's final map of the Hollywood Fault released November 6, 2014.[36] The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone.[37] No known active fault is mapped in the Project Site. Based on these considerations, the potential for surface ground rupture at the Project Site is considered low.

Original Baseline

Under the Original Baseline, the Project would not expose people or structures to substantial adverse effects associated with fault rupture, and would not cause or exacerbate seismic conditions on the Project Site. Therefore, impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not expose people or structures to substantial adverse effects associated with fault rupture, and would not cause or exacerbate seismic conditions on the Project Site. Therefore, impacts will be less than significant.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. The Project Site is located within a seismically active region. As with all of Southern California, the primary geologic hazard at the Project Site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults. The proposed building would be constructed in accordance with the provisions of the latest California Building Code and Los Angeles Building Code (implemented at the time of building permits). This will mitigate the potential effects of strong ground shaking. The design and construction of the Project complies with the most current codes regulating seismic risk, including the California Building Code and the LAMC, which incorporates the International Building Code (IBC) and will minimize the potential to expose people or structures to substantial risk or loss or injury.

Original Baseline

Under the Original Baseline, impacts related to seismic ground shaking will be less than significant.

Current Baseline

Under the Current Baseline, impacts related to seismic ground shaking will be less than significant.

(iii) Seismic-related ground failure, including liquefaction?

[36] *gmw.consrv.ca.gov/SHMP/download/quad/HOLLYWOOD/maps/Hollywood_EZRIM/Hollywood_EZRIM.pdf.*

[37] *ZIMAS search: http://zimas.lacity.org/*

No Impact. Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure and cyclic loading conditions such as those induced by an earthquake. Liquefaction related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. The City does not classify the Project Site as located within a liquefaction zone.[38] The Project Site is also not located within a liquefaction hazard zone on the State's Seismic Hazard Zone Map.

Original Baseline

Under the Original Baseline no impacts related to seismic-related ground failure, including liquefaction, will occur.

Current Baseline

Under the Current Baseline no impacts related to seismic-related ground failure, including liquefaction, will occur.

(iv) Landslides?

No Impact. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. A landslide area is land identified by the State of California that is located in the general area of sites that possess the potential for earthquake-induced rock falls, slope failure, and debris flow. The City[39] and the General Plan Safety Element[40] do not classify the Project Site as within a landslide area, or identified as a bedrock or probably bedrock landslide site. Further, according to the State of California Seismic Hazards Map[41], the Project Site is not at risk for landslides.[42]

Original Baseline

Under the Original Baseline, no impact related to landslides will occur.

Current Baseline

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[38] *ZIMAS search: http://zimas.lacity.org/.*

[39] *ZIMAS search: http://zimas.lacity.org/.*

[40] *Los Angeles Safety Element, Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.*

[41] *California, Department of Conservation, Landslide Maps: http://www.quake.ca.gov/gmaps/WH/landslidemaps.htm.*

[42] *Landslide Inventory Map of the Hollywood Quadrangle, California Geological Survey, April 2013: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/lsim/LSIM_Hollywood.pdf.*

Under the Current Baseline, no impact related to landslides will occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time.

The Project will be built on top of a portion of the buildings described in the Approved Project. The structures on the western portion of the Project Site have already been demolished, excavated, and graded, and therefore, no excavation, grading, or building demolition would occur for the Project.

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil. The entire Project Site is covered by the proposed structure; thus, no exposed areas subject to erosion would be created or affected by the Project. Under the Original Baseline, all on-site grading and site preparation would comply with all applicable provisions of LAMC Chapter IX, Division 70, which addresses grading, excavation, and fills. The grading plan will conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division.

Under the Project Site's current condition, the Project will be built on top of a portion of the buildings described in the Approved Project. The structures on the western portion of the Project Site have already been demolished, excavated, and graded, and therefore, no excavation, grading, or building demolition would occur for the Project. The Adopted MND included Mitigation Measure 6-1, which requires compliance with the recommendations of the Geotechnical Report and Los Angeles Department of Building and Safety (LADBS) approval letter. The mitigation measure for the Approved Project has either been implemented or will be implemented as part of the Adopted MND.

The excavation was analyzed in the Adopted MND. Prior to the issuance of permits for the grading of the Project Site, the Project developer would be required to demonstrate compliance with the above referenced mitigation measure to LADBS. As the western portion of the Project Site has been excavated in compliance with the adopted Mitigation Measure 6-1 in the Adopted MND, no additional excavation for the remaining portion of the subterranean parking is required.

The Project would maintain the proposed three levels of subterranean parking and would change the use of the 6,000 square feet of retail. The change of use of the Project's retail portion would not change the building footprint that was previously analyzed. Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil. The entire Project Site would be covered by the Project; thus, no exposed areas subject to the erosion would be created or affected by the Project.

During construction, under both the Original and Current Baselines, the Project will be required to prevent the transport of sediments from the Site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs).

Original Baseline

Under the Original Baseline, a less than significant impact related to substantial soil erosion or loss of topsoil will occur.

Current Baseline

Under the Current Baseline, no impact related to substantial soil erosion or loss of topsoil will occur.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. A significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property. The Project will comply with the City of Los Angeles Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. Additionally, as discussed in the response the Question 6(a)(iii) and 6(a)(iv), the Project Site is not at risk for liquefaction or landslides. The Project shall comply with the recommendations of the preliminary geotechnical engineering investigation and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Project, and as it may be subsequently amended or modified. This was required as part of Mitigation Measure 6-1 of the Adopted MND, and is now considered regulatory compliance.

The Adopted MND determined that impacts would be less than significant with the incorporation of Adopted MND Mitigation Measure 6-1, discussed above under Question 6(b). Additionally, the Project would be constructed partially over an existing building and over an excavated area. The Project Site was graded and excavated in compliance with Mitigation Measure 6-1 incorporated as part of the Adopted MND. The Project would not require any additional grading or excavation beyond what was previously analyzed or already completed

Original Baseline

Under the Original Baseline, the Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, and the impacts will be less than significant.

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings thus posing a hazard to life and property. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (decrease in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. The building will comply with the City of Los Angeles Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. Expansive soils were not encountered on the Project Site.[43]

Original Baseline

Under the Original Baseline, a less than significant impact related to expansive soils creating substantial risks to life and property will occur.

Current Baseline

Under the Current Baseline, a less than significant impact related to expansive soils creating substantial risks to life and property will occur.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located in an urbanized area within the City, which is served by a wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed.

Original Baseline

Under the Original Baseline, no impacts related to alternative wastewater disposal systems will occur.

Current Baseline

Under the Current Baseline, no impacts related to alternative wastewater disposal systems will occur.

[43] *Page 18, Preliminary Geotechnical Engineering Investigation, GeoConcepts, Inc., November 25, 2014.*

7. GREENHOUSE GAS EMISSIONS

The section is based in part on the following items, included as Appendix C of this IS/MND:

C-1 Air Quality and Greenhouse Gases Appendices, DKA Planning, May 2017.

C-2 Original Baseline Air Quality, Greenhouse Gases, and Noise Appendices, DKA Planning, September 2015. (Note: Analyzed the Original Baseline for the Adopted MND).

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The global nature of climate change creates unique challenges for assessing the Project's climate change impact under CEQA, which focuses on cause and effect. When compared to the cumulative inventory of GHG across the globe, a single project's impact will be negligible. To further complicate this, there is debate about whether a project's emissions are adding to the GHG emissions worldwide, or simply redistributing emissions that would have occurred anyway somewhere in the world.

Climate change analyses are also unique because emitting CO_2 into the atmosphere is not itself an adverse environmental effect. It is the increased concentration of CO_2 in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to estimate a project's incremental contribution of CO_2 into the atmosphere, it is typically not possible to determine whether or how an individual Project's relatively small incremental contribution might translate into physical effects on the environment. Nevertheless, both short-term impacts occurring during construction and long-term effects related to the ongoing operation of the Project are discussed in this section.

Pollutant and Effects

Various gases in the Earth's atmosphere, classified as atmospheric GHG, play a critical role in determining the Earth's surface temperature. Solar radiation entering Earth's atmosphere is absorbed by the Earth's surface. When the Earth emits this radiation back toward space, the radiation changes from high-frequency solar radiation to lower-frequency infrared radiation. GHG is transparent to solar radiation and absorb infrared radiation. As a result, radiation that otherwise would escape back into space is retained, warming the atmosphere. This phenomenon is known as the greenhouse effect. GHGs that contribute to the greenhouse effect include:

- CO_2 is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. CO_2 emissions from motor vehicles occur during operation of vehicles

and operation of air conditioning systems. CO_2 comprises over 80 percent of GHG emissions in California.[44]

- Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills, raising livestock, natural gas and petroleum systems, stationary and mobile combustion, and wastewater treatment. Mobile sources represent 0.5 percent of overall methane emissions.[45]

- Nitrous Oxide (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. Mobile sources represent about 14 percent of N_2O emissions.[46] N_2O emissions from motor vehicles generally occur directly from operation of vehicles.

- Hydrofluorocarbons (HFCs) are one of several high global warning potential (GWP) gases that are not naturally occurring and are generated from industrial processes. HFC (refrigerant) emissions from vehicle air conditioning systems occur due to leakage, losses during recharging, or release from scrapping vehicles at end of their useful life.

- Perfluorocarbons (PFCs) are another high GWP gas that are not naturally occurring and are generated in a variety of industrial processes. Emissions of PFCs are generally negligible from motor vehicles.

- Sulfur Hexafluoride (SF_6) is another high GWP gas that is not naturally occurring and are generated in a variety of industrial processes. Emissions of SF_6 are generally negligible from motor vehicles.

For most non-industrial development projects, motor vehicles make up the bulk of GHG emissions, particularly CO_2, CH_4, N_2O, and HFCs.[47] As shown in *Table 3.7-1*, the other GHGs are less abundant but have higher GWP than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as carbon dioxide equivalents (CO_2e). Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. High GWP gases such as HFCs, PFCs, and SF_6 are the most heat-absorbent.

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[44] *California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.*

[45] *USEPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2003, April 2005 (EPA 430-R-05-003).*

[46] *USEPA, U.S. Adipic Acid and Nitric Acid N2O Emissions 1990-2020: Inventories, Projections and Opportunities for Reductions, December 2001.*

[47] *CARB, Climate Change Emission Control Regulations, 2004.*

Table 3.7-1
Global Warming Potential For Greenhouse Gases

Greenhouse Gas	Global Warming Potential Factor (100-Year)
Carbon Dioxide (CO_2)	1
Methane (CH_4)	28
Nitrous Oxide (N_2O)	265
Perfluorocarbons (PFCs)	7,000-11,000
Hydrofluorocarbons (HFCs)	100-12,000
Sulfur Hexafluoride (SF_6)	23,500

Source: California Air Resources Board, First Update to the Climate Change Scoping Plan. May 2014.
Note: Global warming potential measures how much heat a GHG traps in the atmosphere, in this case, over a 100-year period.

The effects of increasing global temperature are far-reaching and difficult to quantify. If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of water supply for the state. According to a California Energy Commission (CEC) report, the snowpack portion of the water supply could potentially decline by 70 to 90 percent by the end of the 21st century. This phenomenon could lead to significant challenges securing an adequate water supply for California's growing population. Further, the increased ocean temperature could result in increased moisture flux into the State; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system. Sea level has risen approximately seven inches during the last century and, according to the CEC report, it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels. If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or worse, failure of species to migrate in time to adapt to the perturbations in climate, could also result.

While efforts to reduce the rate of GHG emissions continue, the State has developed a strategy to adapt the State's infrastructure to the impacts of climate change. The 2009 California Climate Adaptation Strategy (Strategy) analyzes risks and vulnerabilities and proposes strategies to reduce risks. The Strategy begins what will be an ongoing process of adaptation, as directed by Governor Schwarzenegger's Executive Order S-13-08. The Strategy analyzes two components of climate change: (1) projecting the amount of climate change that may occur using computer-based global climate models and (2) assessing the natural or human systems' abilities to cope with and adapt to change by examining past experience

with climate variability and extrapolating from this to understand how the systems may respond to the additional impact of climate change.

Regulatory Setting

International

Kyoto Protocol. In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling greenhouse gas emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG emissions in the United States . The plan currently consists of more than 50 voluntary programs for member nations to adopt. The Kyoto Protocol (the Protocol) is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. Some have estimated that if the commitments outlined in the Protocol are met, global GHG emissions could be reduced an estimated five percent from 1990 levels during the first commitment period of 2008-2012. Notably, while the United States is a signatory to the Protocol, Congress has not ratified the Protocol and the United States is not bound by the Protocol's commitments. In December 2009, international leaders from 192 nations met in Copenhagen to address the future of international climate change commitments post-Protocol.

The major feature of the Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions. The targets amount to an average of five percent reduction levels against 1990 levels over the five-year period 2008-2012. The major distinction between the Protocol and the UNFCCC is that while the UNFCCC encouraged industrialized countries to stabilize GHG emissions, the Protocol commits them to do so. Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities." On December 12, 2015, a Conference of the Parties to the UNFCCC and the 11th session of the Protocol negotiated an agreement in Paris that would keep the rise of temperature below 2 degrees Celsius. While 186 countries published their action plans detailing how they plan to reduce their GHG emissions, these reductions would still result in up to 3 degrees Celsius of global warming. The Paris agreement asks all countries to review their plans every five years from 2020, acknowledges that $100,000,000,000.00 is needed each year to enable countries to adapt to climate change. The agreement would be signed into law on April 22, 2016 and would require ratification by 55 countries representing 55 percent of emissions.

The Western Regional Climate Action Initiative (WCI). The WCI is a partnership among seven states, including California, and four Canadian provinces to implement a regional, economy-wide cap-and-trade system to reduce global warming pollution. The WCI will cap GHG emissions from the region's electricity, industrial, and transportation sectors with the goal to reduce the heat trapping emissions that cause global warming to 15 percent below 2005 levels by 2020. When the WCI adopted this goal in 2007,

it estimated that this would require 2007 levels to be reduced worldwide between 50 percent and 85 percent by 2050. California is working closely with the other states and provinces to design a regional GHG reduction program that includes a cap-and-trade approach. The CARB's planned cap and-trade program, discussed below, is also intended to link California and the other member states and provinces.

Federal

The USEPA has historically not regulated GHG emissions because it determined the CAA did not authorize it to regulate emissions that addressed climate change. In 2007, the United States Supreme Court found that GHG emissions could be considered within the CAA's definition of a pollutant.[48] In December 2009, USEPA issued an endangerment finding for GHG emissions under the CAA, setting the stage for future regulation. In September 2009, the National Highway Traffic Safety Administration (NHTSA) and USEPA announced a joint rule that would tie fuel economy to GHG emission reduction requirements. By 2016, this could equate to an overall light-duty vehicle fleet average fuel economy of 35.5 miles per gallon. In June 2013, President Obama announced a Climate Action Plan that calls for a number of initiatives, including funding $8,000,000,000.00 in advanced fossil energy efficiency projects, calls for federal agencies to develop new emission standards for power plants, invests in renewable energy sources, calling for adaptation programs, and leading international efforts to address climate change.

USEPA also has adopted standards that set a national limit on GHG emissions produced from new, modified, and reconstructed power plants, and has issued the Clean Power Plan, which is targeted toward the reduction of carbon emissions from existing power plants. Under the Clean Power Plan, the USEPA set state-specific interim and final performance rates for two subcategories of fossil fuel-fired electric generation units: fossil fuel-fired electric steam generating units and natural gas-fueled combined cycle generating units. The Clean Power Plan requires states to develop and implement plans that ensure that the power plants in their state – individually, together or in combination with other measures – achieve the interim performance rates over the period of 2022 to 2029 and the final performance rates, rate-based goals or mass-based goals by 2030. In February 2016, the United States Supreme Court stayed implementation of the Clean Power Plan pending judicial review.

Vehicle Standards. Other regulations have been adopted to address vehicle standards including the USEPA and NHTSA joint rulemaking for vehicle standards.

Energy Independence and Security Act (EISA). Among other key measures, the EISA would do the following, which would aid in the reduction of national GHG emissions, both mobile and non-mobile:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

[48] *Massachusetts v. Environmental Protection Agency et al. (2007) 127 S. Ct. 1438.*

- Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

- While superseded by NHTSA and USEPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

State

Assembly Bill 1493. California has adopted a series of laws and programs to reduce emissions of GHG into the atmosphere. Assembly Bill (AB) 1493 by then-Assemblymember Fran Pavley was enacted in September 2003 and requires regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by vehicles used for personal transportation.

Executive Order S-3-05. On June 1, 2005, Governor Schwarzenegger issued Executive Order S-3-05, which set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The California Environmental Protection Agency formed a Climate Action Team (CAT) that recommended strategies that can be implemented by state agencies to meet GHG emissions targets. The CAT reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in Executive Order S-3-05.[49] Furthermore, the report provided to Governor Schwarzenegger in 2006 indicated that smart land use and increased transit availability should be a priority in the State of California.[50] According to the CAT, smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

Assembly Bill 32. In September 2006, AB 32 was signed into law by Governor Arnold Schwarzenegger, focusing on achieving GHG emissions equivalent to statewide levels in 1990 by 2020. It mandates that

[49] *California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.*

[50] *California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 57.*

CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions. On June 1, 2007, CARB adopted three early action measures: setting a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills.[51] On October 25, 2007, CARB approved measures improving truck efficiency (i.e., reducing aerodynamic drag), electrifying port equipment, reducing PFCs from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing SF_6 emissions from the non-electricity sector. CARB also developed a mandatory reporting program on January 1, 2008 for large stationary combustion sources that emit more than 25,000 metric tons (MT) of CO_2 per year and make up 94 percent of the point source CO_2 emissions in California.

CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. This Scoping Plan, which was developed by CARB in coordination with the CAT, was first published in October 2008 (the 2008 Scoping Plan). The 2008 Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. It accommodated the State's projected population growth. Moreover, it expressly encouraged called for coordinated planning of growth, including the location of dense residential projects near transportation infrastructure, including public transit.

An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the 2008 Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards and increasing the amount of clean and renewable energy used to power the state. Furthermore, the 2008 Scoping Plan proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports.

In order to assess the scope of reductions needed to return to 1990 emissions levels, CARB first estimated the 2020 "business-as-usual" (BAU) GHG emissions in the 2008 Scoping Plan. These are the GHG emissions that would be expected to result if there were no GHG emissions reduction measures, and as if the state were to proceed on its pre-AB 32 GHG emissions track. After estimating that statewide 2020 BAU GHG emissions would be 596 MT, the 2008 Scoping Plan then identified recommended GHG emissions reduction measures that would reduce BAU GHG emissions by approximately 174 MT (an approximately 28.4 percent reduction) by 2020.

On August 19, 2011, following legal action in opposition to the 2008 Scoping Plan, CARB approved a Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED or 2011 Scoping

[51] *California Air Resources Board, Proposed Early Action Measures to Mitigate Climate Change in California, April 20, 2007.*

Plan).[52] CARB updated their 2020 BAU emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions achieved through implementation of regulations recently adopted for motor vehicles, building energy efficiency standards, and renewable energy.[53] Under that scenario, the State would have had to reduce its BAU GHG emissions by approximately 21.7 percent by 2020 (down from 28.4 percent) to achieve 1990 levels.

On May 22, 2014, CARB approved its firsts update to the AB 32 Scoping Plan (First Update), recalculating 1990 GHG emissions using IPCC Fourth Assessment Report (AR4) released in 2007. It states that based on the AR4 global warming potentials, the 427 million metric tons (MMT) CO_2e 1990 emissions level would be slightly higher than identified in the original Scoping Plan, at 431 $MMTCO_2e$. Based on the revised estimates of expected 2020 emissions identified in the 2011 supplement to the FED and updated 1990 emissions levels identified in the First Update to the Scoping Plan, achieving the 1990 emission level would require a reduction of 76 $MMTCO_2e$ or a reduction by approximately 15.3 percent (down from 28.4 percent) to achieve in 2020 emissions levels in the BAU condition. CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the Project's post-2020 emissions level to the extent applicable by law by focusing on reductions from several sectors. [54, 55]

As shown in *Table 3.7-2*, these reductions are to come from a variety of sectors, including energy, transportation, high-global warming potential sources, waste, and the State's cap-and-trade emissions program. Nearly all reductions are to come from sources that are controlled at the statewide level by State agencies, including CARB, Public Utilities Commission (PUC), High Speed Rail Authority, and CEC. The few actions that are directly or indirectly associated with local government control are in the Transportation sector, which is charged with reducing 4.5 percent of baseline 2020 emissions. Of these actions, only one (GHG reductions through coordinated planning) specifically identifies local governments as the responsible agency.

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[52] *California Air Resources Board, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, August 19, 2011.*

[53] *California Air Resources Board, Greenhouse Gas Inventory – 2020 Emissions Forecast, http://www.arb.ca.gov/cc/inventory/data/forecast.htm. Accessed June 2014.*

[54] *CARB, First Update, p. 4, May 2014. See also id. at pp. 32–33 (recent studies show that achieving the 2050 goal will require that the "electricity sector will have to be essentially zero carbon; and that electricity or hydrogen will have to power much of the transportation sector, including almost all passenger vehicles").*

[55] *CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94-99, May 2014.*

Table 3.7-2
Emission Reductions Needed To Meet AB 32 Objectives In 2020

Sector	Million Metric Tons of CO_2e Reduction	Percent of Statewide CO_2e Inventory	Summary of Recommended Actions
Energy	-25	-4.9%	Reduce State's electric and energy utility emissions, reduce emissions from large industrial facilities, control fugitive emissions from oil and gas production, reduce leaks from industrial facilities
Transportation	-23	-4.5%	Phase 2 heavy-duty truck GHG standards, zero emissions vehicles (ZEV) action plan for trucks, construct High Speed rail system from San Francisco to Los Angeles, coordinated land use planning, Sustainable Freight Strategy
High Global Warming Potential	-5	-1.0%	Reduce use of high-GWP compounds from refrigeration, air conditioning, aerosols
Waste	-2	-0.4%	Eliminate disposal of organic materials at landfills, in-State infrastructure development, address challenges with composting and anaerobic digestion, additional methane control and landfills
Cap and Trade Reductions	-23	-4.5%	Statewide program that reduces emissions from regulated entities through performance-based targets
Total	**-78**	**-15.3%**	

Source: California Environmental Protection Agency, "First Update to the Climate Change Scoping Plan." May 2014.

Executive Order B-30-15. On April 29, 2015, Governor Brown issued an executive order setting a Statewide GHG reduction target of 40 percent below 1990 levels by 2030. This action aligns the State's GHG targets with those set in October 2014 by the European Union and is intended to help the State meets its target of reducing GHG emissions 80 percent below 1990 levels by 2050. The measure calls on State agencies to implement measures accordingly and directs the CARB to update the Climate Change Scoping Plan. A recent study shows that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030 (consistent with Executive Order B-30-15), and to 60 percent below 1990 levels by 2050. Even though this study did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, it demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the study could allow the State to meet the 2030 and 2050 targets.[56]

Cap And Trade. CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed

[56] *Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158-172).*

"covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program's duration. Under the Cap-and-Trade Program, covered entities that emit more than 25,000 $MTCO_2e$ per year must comply with the Cap-and-Trade Program. Triggering of the 25,000 $MTCO_2e$ per year "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Rule or MRR). CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures. As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program.

While the 2020 cap would remain in effect post-2020,[57] the Cap-and-Trade Program is not currently scheduled to extend beyond 2020 in terms of additional GHG emissions reductions.[58] However, CARB has expressed its intention to extend the Cap-and-Trade Program beyond 2020 in conjunction with setting a mid-term target. The "recommended action" in the First Update for the Cap-and-Trade Program is: "Develop a plan for a post-2020 Cap-and-Trade Program, including cost containment, to provide market certainty and address a mid-term emissions target."[59] The "expected completion date" for this

[57] *California Health & Safety Code § 38551(a) ("The statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed.").*

[58] *See AB 1288 (Atkins, introduced 2015) that would eliminate the December 31, 2020, limit on the Cap-and-Trade Program.*

[59] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, at 98 (May 2014).*

recommended action is 2017.[60] It is therefore reasonable to assume that the Cap-and-Trade Program will extend beyond 2020.

SB 1368. SB 1368, requires the PUC and the CEC to establish GHG emissions performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the state.

SB 97 & CEQA Guidelines. In August 2007, the California State Legislature adopted SB 97 SB 97) requiring the Governor's Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. In response to SB 97, the OPR adopted CEQA guidelines that became effective on March 18, 2010. The amendments provide guidance to public agencies on analysis and mitigation of the effects of GHG emissions in CEQA documents, including the following:

- Lead agencies should quantify all relevant GHG emissions and consider the full range of project features that may increase or decrease GHG emissions as compared to the existing setting;
- Consistency with the CARB Scoping Plan is not a sufficient basis to determine that a project's GHG emissions would not be cumulatively considerable;
- A lead agency may appropriately look to thresholds developed by other public agencies, including the CARB's recommended CEQA thresholds;
- To qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project. General compliance with a plan, by itself, is not mitigation;
- The effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis; and
- Given that impacts resulting from GHG emissions are cumulative, significant advantages may result from analyzing such impacts on a programmatic level. If analyzed properly, later projects may tier, incorporate by reference, or otherwise rely on the programmatic analysis.

SB 375. On September 30, 2008, SB 375 was instituted to help achieve AB 32 goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations (MPOs) to prepare a SCS within the RTP that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375

[60] *Id.*

uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. While SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.[61]

On October 24, 2008, CARB published draft guidance for setting interim GHG emissions significance thresholds. This was the first step toward developing the recommended statewide interim thresholds of significance for GHG emissions that may be adopted by local agencies for their own use. The guidance does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that are responsible for substantial GHG emissions (i.e., industrial, residential, and commercial projects). CARB's preliminary proposal consisted of a quantitative threshold of 7,000 $MTCO_2e$ per year for operational emissions (excluding transportation), and performance standards for construction and transportation emissions. Further, CARB's proposal sets forth draft thresholds for industrial projects that have high operational stationary GHG emissions, such as manufacturing plants, or uses that utilize combustion engines.[62] There is currently no timetable for finalized thresholds.

On September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035.[63] For the area under the SCAG's jurisdiction—including the Project Site — CARB adopted Regional Targets for reduction of GHG emissions by eight percent for 2020 and by 13 percent for 2035. On February 15, 2011, the CARB's Executive Officer approved the final targets.[64]

Title 24 Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as Title 24, were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

California Green Building Standards. The California Green Building Standards Code, which is Part 11 of the California Code of Regulations , is commonly referred to as the CALGreen Code. CALGreen was added to Title 24 to represent base standards for reducing water use, recycling construction waste, and reducing polluting materials in new buildings. In contrast, Title 24 focuses on promoting more energy-efficient buildings and considers the building envelope, heating and cooling, water heating, and lighting restrictions. The first edition of the CALGreen Code in 2008 contained only voluntary standards. The 2010 edition included mandatory requirements for state-regulated buildings and structures throughout

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[61] *American Planning Association, California Chapter, Analysis of SB 375, http://www.calapa.org/-en/cms/?2841.*

[62] *California Air Resources Board. http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf.*

[63] *California Air Resources Board. Notice of Decision: Regional Greenhouse Gas Emissions Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375. http://www.arb.ca.gov/cc/sb375/notice%20of%20decision.pdf.*

[64] *CARB. 2011. Executive Order No. G-11-024: Relating to Adoption of Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.*

California, including requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency. The updated 2016 CALGreen Code became effective January 1, 2017.

Regional

SCAQMD. SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members included government agencies implementing CEQA and representatives from stakeholder groups that will provide input to the SCAQMD staff on developing GHG CEQA significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted interim GHG significance threshold for projects where SCAQMD is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 $MTCO_2e$ as a screening numerical threshold for stationary sources. SCAQMD has not adopted guidance for CEQA projects under other lead agencies. In September 2010, the Working Group released additional revisions that recommended a screening threshold of 3,500 $MTCO_2e$ for residential projects, 1,400 $MTCO_2e$ for commercial projects, and 3,000 $MTCO_2e$ for mixed use projects. Additionally, the Working Group identified project-level efficiency target of 4.8 $MTCO_2e$ per service population as a 2020 target and 3.0 $MTCO_2e$ per service population as a 2035 target. The recommended area wide or plan-level target for 2020 was 6.6 $MTCO_2e$ and the plan-level target for 2035 was 4.1 $MTCO_2e$. SCAQMD has not established a timeline for formal consideration of these thresholds.[65] In the meantime, the project level thresholds are used as a non-binding guide. SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG emissions reductions. However, these rules address boilers and process heaters, forestry, and manure management projects, none of which are proposed or required by the Project.

SCAG RTP/SCS. On April 7, 2016, SCAG adopted its 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (the RTP/SCS update, calling for a continuation of integrated planning for land use and transportation that will help achieve the State's goal of reducing per capita GHG emissions by eight percent by 2020 compared to 2005 levels, by 18 percent by 2035, and 21 percent by 2040. The RTP/SCS calls for public transportation improvements that will reduce GHG emissions per household by up to 30 percent, one percent reduction in GHG from having ZEVs, neighborhood vehicles, and carsharing/ridesourcing make up two percent of the vehicle fleet by 2040. The RTP/SCS also includes a number of measures designed to reduce the potential of development to conflict with AB 32 or any

[65] *SCAG, Final PEIR for the 2016-2040 RTP/SCS, Appendix G. Accessible at http://rtpscs,scag.ca.gov/Documents/peir/2012fPEIR_AppendixG_ExampleMeasures.pdf.*

other plan designed to reduce GHG.[66] These measures are particularly important where streamlining mechanisms under SB 375 are utilized.

Local (City of Los Angeles)

Green LA Plan. In May 2007, the City released its Green LA Plan that sets a goal to reduce the generation of GHG emissions 35 percent below 1990 levels by 2030. Key strategies include increasing the generation of renewable energy, improving energy conservation and efficiency, and changing land use patterns to reduce dependence on autos. This Plan included goals for energy, water, transportation, land use, waste, port, airport, and related sources.

ClimateLA Implementation Plan. To implement the Green LA Plan, the City published "ClimateLA", which included a baseline GHG emissions inventory for the City, identified enforceable strategies, and provided a means to monitor and report on progress toward the 2030 goal of reducing GHG emissions by 35 percent from 1990 levels. To achieve these goals, the City developed goals, including the following:

- Green Building: The program includes a goal calling for the City to be a worldwide leader in green buildings. Action E6 calls for a comprehensive set of green building policies to guide and support private sector development.

- Energy: Increase the amount of renewable energy provided by the Los Angeles Department of Water and Power (LADWP), present a comprehensive set of green building policies to guide and support private sector development, reduce energy consumed by City facilities, utilize solar heating where applicable, and help citizens to use less energy.

- Waste: Reduce or recycle 70 percent of trash by 2015.

- Open Space and Greening: Create 35 new parks, revitalize the Los Angeles River to create open space opportunities, plant 1,000,000 trees, and identify opportunities to "daylight" streams, identifying promising locations for stormwater infiltration to recharge groundwater aquifers, and collaborate with schools to create more neighborhood parks.

Mobility 2035 Plan. On January 20, 2016, the City adopted its Mobility 2035 Plan (Mobility Plan), the Circulation Element of its General Plan. The Mobility Plan focuses on developing a multi-modal transportation system that can address the City's mobility needs through 2035. The Mobility Plan calls for strategies that advance five goals: 1) Safety First, 2) World Class Infrastructure, 3) Access for All Angelinos, 4) Collaboration, Communication, and Informed Choices, and 5) Clean Environments and Healthy Communities. While the Mobility Plan focuses on developing a multi-modal transportation system, its key policy initiatives include considering the strong link between land use and transportation and targeting GHG through a more sustainable transportation system. It includes a key strategy, Program No. D7, which calls for the development of GHG tracking program that would quantify reductions in

[66] *Southern California Association of Governments, Final PEIR, 2016-2040 RTP/SCS, Chapter 3.8*

GHG from reductions in vehicle miles traveled. As such, the Mobility Plan's call for integrated land use planning, clean fuel vehicles are consistent with State and regional plans calling for more compact growth in areas with transportation infrastructure.

Green Building Ordinance. The City adopted a Green Building Ordinance in April 2008 that calls for reduction of the use of natural resources for new development.[67] Larger projects must meet the equivalent of the certification at the Leadership in Energy and Environmental Design (LEED) certified level. LEED certification generally ensures that projects exceed Title 24 standards by at least 10 percent.[68] The City's ordinance affects the following types of development:[69]

1. New non-residential building or structure of 50,000 gross square feet or more of floor area;

2. New mixed-use or residential building of 50,000 gross square feet or more in excess of six stores;

3. New mixed-use or residential building of six or fewer stories consisting of at least 50 dwelling units in a building, which has at least 50,000 gross square feet of floor area, and in which at least 80 percent of the building's floor area is dedicated to residential units;

4. The alternation or rehabilitation of 50,000 gross square feet or more of floor area in an existing non-residential building for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building;

5. The alteration of at least 50 dwelling units in an existing mixed-use or residential building, which has at least 50,000 gross square feet of floor area, for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building; and

6. The City's Green Building Ordinance has several requirements that call for reductions in GHG emissions from reducing in energy use, water use, and solid waste generation from new non-residential and high-rise residential buildings, including:

Section 99.04.304.1. Irrigation Controllers. When automatic irrigation system controllers for landscaping are provided and installed at the time of final inspection, the controllers shall comply with the following:

1. Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change; and

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[67] *City of Los Angeles, Ordinance No. 179820, added to LAMC as Section 16.10 (Green Building Program).*

[68] *U.S. Green Building Council. "Interpretation 10396" accessed at http://www.usgbc.org/leed-interpretations?keys=10396 February 26, 2015.*

[69] *Projects that voluntarily commit to LEED certification at the Silver level or higher received expedited processing from the City.*

2. Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor that connects or communicates with the controller(s). Soil moisture-based controllers are not required to have rain sensor input. Buildings on sites with over 2,500 square feet of cumulative irrigated landscaped areas shall have irrigation controllers that meet the criteria in Section 99.04.304.1.

Section 99.04.303.4. Wastewater Reduction. Each building shall reduce by 20 percent wastewater by one of the following methods:

1. The installation of water conserving fixtures (water closets, urinals); or

2. Utilizing non-potable water systems (captured rainwater, graywater, and municipally treated wastewater) complying with the current edition of the Los Angeles Plumbing Code or other methods.

Section 99.04.304.2. Outdoor Potable Water. Building on sites with 1,000 square feet or more of cumulative landscaped areas shall have separate meters or submeters for indoor and outdoor potable water use.

Section 99.04.304.3. Irrigation Design. Buildings on sites with 1,000 square feet or more of cumulative irrigated landscaped areas shall have irrigation controllers and sensors which include the following criteria and the manufacturer's recommendations.

Section 99.05.407.1. Weather Protection. Provide a weather-resistant exterior wall and foundation envelope as required by the Los Angeles Building Code section 1403.2 (Weather Protection) and California Energy Code Section 150, manufacturer's installation instructions, or local ordinance, whichever is more stringent.

Section 99.05.408. Construction Waste Reduction, Disposal And Recycling. Construction Waste Reduction of at Least 50 Percent. Comply with Section 66.32 et seq. of the LAMC.

Section 99.05.408.4. Excavated Soil and Land Clearing Debris. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project and when approved by the LADWP, such material may be stockpiled on site until the storage site is developed.

Section 99.05.410.1. Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

Section 99.05.504.3. Covering of Duct Openings and Protection of Mechanical Equipment During Construction. At the time of rough installation, or during storage of the construction site and until final startup of the heating and cooling equipment, all duct and other related air distribution component openings shall be covered with tape, plastic, sheetmetal or other methods acceptable to the LADWP to reduce the amount of dust or debris which may collect in the system.

Section 99.05.504.4.6. Resilient Flooring Systems. For 50 percent of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools criteria and listed on its Low-emitting Materials List or certified under the Resilient Floor Covering Institute FloorScore program.

Existing Emissions

The Project Site contains commercial/restaurant space under the Current Baseline. As shown in *Table 3.7-3*, the existing development at the Project Site generates about 3,759 $MTCO_2e$ annually, with the majority of emissions generated by mobile sources traveling to and from the Project Site.

The emission impacts due to the Original Baseline were analyzed in the Adopted MND (ENV-2015-2672-MND) for the CUB Approval. The results of the analysis are incorporated by reference.

Table 3.7-3
Existing Annual CO2e Greenhouse Gas Emissions

Scenario and Source	CO_2e
Area Sources	<1
Energy Sources	849
Mobile Sources	2,837
Waste Sources	11
Water Sources	61
Total Emissions	3,759
Metric tons per year	

Methodology

The methodology utilized for this analysis is based on a Technical Advisory released by the OPR on June 19, 2008 titled *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*. Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Project. One-time emissions from construction and vegetation removal were amortized over a 30-year period because no significance threshold has been adopted for such emissions. The Project emission reductions are results of Project's commitments and regulatory changes, which include the implementation of the RPS of 33 percent, the AB 1493 regulation and Advanced Clean Cars program mandating higher fuel efficiency standards for light-duty vehicles, and the Low Carbon Fuel Standard (LCFS).

The California Climate Action Registry (Climate Registry) General Reporting Protocol provides basic procedures and guidelines for calculating and reporting GHG emissions from a number of general and

industry-specific activities.[70] The Climate Registry General Reporting Protocol is based on the "Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard" developed by the World Business Council for Sustainable Development and the World Resources Institute through "a multi-stakeholder effort to develop a standardized approach to the voluntary reporting of GHG emissions."[71] Although no numerical thresholds of significance have been developed, and no specific protocols are available for land use projects, the Climate Registry General Reporting Protocol provides a basic framework for calculating and reporting GHG emissions from the project. The information provided in this analysis is consistent with the Climate Registry General Reporting Protocol's reporting requirements. The Climate Registry General Reporting Protocol recommends the separation of GHG emissions into three categories that reflect different aspects of ownership or control over emissions. They include the following:

Scope 1: Direct, on-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).

Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.

Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy (e.g., energy used to convey, treat, and distribute water and wastewater).[72]

The Climate Registry General Reporting Protocol provides a range of basic calculations methods. However, the Climate Registry General Reporting Protocol calculations are typically designed for existing buildings or facilities. These retrospective calculation methods are not directly applicable to planning and development situations where buildings do not yet exist.

CARB recommends consideration of indirect emissions to provide a more complete picture of the GHG footprint of a facility. Annually reported indirect energy usage aids the conservation awareness of a facility and provides information to ARB to be considered for future strategies.[73] For example, CARB has proposed requiring the calculation of direct and indirect GHG emissions as part of the AB 32 reporting requirements. Additionally, the OPR has noted that lead agencies "should make a good-faith effort, based on available information, to calculate, model, or estimate… GHG emissions from a project, including the

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[70] *California Climate Action Registry, General Reporting Protocol Version 3.1, January 2009, www.sfenvironment.org/sites/default/files/fliers/files/ccar_grp_3-1_january2009_sfe-web.pdf, accessed March 2, 2015.*

[71] *Ibid.*

[72] *Embodied energy is a scientific term that refers to the quantity of energy required to manufacture and supply to the point of use a product, material, or service.*

[73] *California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Regulation for Mandatory Reporting of Greenhouse Gas Emissions Pursuant to the California Global Warming Solutions Act of 2006 (AB 32), Planning and Technical Support Division Emission Inventory Branch, October 19, 2007, www.arb.ca.gov/regact/2007/ghg2007/isor.pdf, accessed March 2, 2015.*

emissions associated with vehicular traffic, energy consumption, water usage and construction activities."[74] Therefore, direct and indirect emissions have been calculated for the Project.

GHG emissions were quantified from construction and operation of the Project using SCAQMD's CalEEMod. Operational emissions include both direct and indirect sources including mobile sources, water use, solid waste, area sources, natural gas, and electricity use emissions. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.[75]

Significance Criteria

CARB, SCAQMD and the City have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project.[76] As a result, this analysis relies on primary direction from the CEQA Guidelines. OPR's amendments to the CEQA Guidelines for GHG were adopted by the Resources Agency on December 30, 2009, indicating that a project could have a significant impact if it would:

a. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHG. It urges the quantification of GHG emissions where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. It also recommends considering other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which a project complies with regulations or requirements adopted to implement a reduction of GHG). Further, it states that:

- A lead agency should consider the following factors, among others, when assessing the significance of GHG emissions on the environment:

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[74] *OPR Technical Advisory, p. 5.*

[75] *See www.caleemod.com.*

[76] *The South Coast Air Quality Management District formed a GHG Significance Threshold Working Group. Information on this Working Group is available at*

- The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

- Whether a project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

- The extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The current CEQA Guidelines do not establish a threshold of significance. Lead agencies are to establish thresholds in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative. The CEQA Guidelines were amended in response to SB 97 to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.[77] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."[78] Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with the California Cap-and-Trade Program and/or other regulatory schemes to reduce GHG emissions.[79]

Although GHG emissions can be quantified, as stated previously, CARB, SCAQMD and the City, have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project.[80]

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[77] *See www.caleemod.com.*

[78] *See www.caleemod.com.*

[80] *The South Coast Air Quality Management District formed a GHG Significance Threshold Working Group. Information on this Working Group is available at*

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[81]

Thus, in the absence of any adopted, quantitative threshold, the Project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions:

- Executive Orders S-3-05 and B-30-15;
- AB 32 Scoping Plan
- SCAG's SCS; and
- Appropriate transportation and air quality plans from the City, including the Green Building Ordinance, ClimateLA Implementation Plan, and Mobility Plan.

Project Impacts

Construction

Construction of the Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the Project Site. These impacts would vary day to day over the 15-month duration of construction activities. As illustrated in *Table 3.7-4*, construction emissions of CO_2 would peak in 2018, when up to 480 $MTCO_2e$ per day are anticipated following implementation regulatory compliance. These emissions are further incorporated in the assessment of long-term operational impacts by amortizing them over a 30-year period, pursuant to guidance from the State and SCAQMD.

Table 3.7-4
Estimated Construction Emissions - Unmitigated

Construction Year	CO_2	CH_4	N_2O	CO_2e
2018	479	<1	0	480
2019	152	<1	0	152

Pounds per day
Source: DKA Planning, 2017 based on CalEEMod 2016.3.1. Data in Appendix to this IS/MND.

[81] *CEQA Guidelines § 15064(h)(3).*

Operation

GHG emissions were calculated for long-term operations. Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Project. One-time emissions from construction and vegetation removal were amortized over a 30-year period, as discussed above. The Project emission reductions are results of Project's commitments and regulatory changes, which include the implementation of the RPS of 33 percent, the AB 1493 regulation and Advanced Clean Cars program mandating higher fuel efficiency standards for light-duty vehicles, and the LCFS.

This analysis compares the Project's GHG emissions to the emissions that would be generated by the Project in the absence of any GHG reduction measures (i.e., the No Action Taken [NAT] Scenario). This approach mirrors the concepts used in the CARB's Scoping Plan for the implementation of AB 32. This methodology is used to analyze whether a project would impede compliance with California's GHG reduction plans and policies.

The analysis in this section includes potential emissions under NAT Scenarios and from the Project at build-out based on actions and mandates expected to be in force in 2020. Early-action measures identified in the Scoping Plan that have not been approved were not credited in this analysis. By not speculating on potential regulatory conditions, the analysis takes a conservative approach that likely overestimates the Project's GHG emissions at build-out.

The NAT Scenario is used to establish a comparison with Project-generated GHG emissions. The NAT Scenario does not consider site-specific conditions, Project design features, or prescribed mitigation measures. As an example, a NAT Scenario would apply a base Institution of Transportation Engineers (ITE) trip-generation rate for the Project and would not consider site-specific benefits resulting from the proposed mix of uses or close proximity to public transportation. The analysis below establishes NAT Scenario as complying with the minimum performance level required under Title 24. The NAT Scenario also considers state mandates that were already in place when CARB prepared the Supplemental FED (e.g., Pavley I Standards, full implementation of California's Statewide RPS beyond current levels of renewable energy, and the California LCFS).

Emissions calculations for the Project include credits or reductions for the regulatory compliance such as reductions in energy or water demand. In addition, as mobile source GHG emissions are directly dependent on the number of vehicle trips, a decrease in the number of Project generated trips as a result of project features will provide a proportional reduction in mobile source GHG emissions. This scenario conservatively did not include actions and mandates that are not already in place but are expected to be in force in 2020 (e.g., Pavley II), which could further reduce GHG emissions from use of light-duty vehicles by 2.5 percent.

As shown in *Table 3.7-5*, the emissions for the Project and its associated CARB 2020 NAT Scenario are estimated to be 1,979 and 2,980 MT CO_2e per year, respectively, which shows the Project will reduce emissions by 34 percent from the CARB 2020 NAT Scenario. The proposed emissions would represent a net 3,277 MT increase in annual emissions when accounting for existing emissions from current

development. Based on these results, the Project is consistent with the reduction target as a numeric threshold (15.3 percent) set forth in the 2014 Revised AB 32 Scoping Plan.

Table 3.7-5
Estimated Annual CO_2e Greenhouse Gas Emissions

Scenario and Source	NAT Scenario*	As Proposed Scenario	Reduction from NAT Scenario	Change from NAT Scenario
Area Sources	<1	<1	-	0%
Energy Sources	1,201	696	-504	-42%
Mobile Sources	1,668	1,171	-497	-30%
Waste Sources	45	45	-	0%
Water Sources	46	46	-	0%
Construction	21	21	-	0%
Total Emissions	2,980	1,979	-1,001	-34%

Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.
** NAT Scenario does not assume 30% reduction in in mobile source emissions from Pavley emission standards (19.8%), LCFS (7.2%), vehicle efficiency measures 2.8%); does not assume 42% reduction in energy production emissions from the State's RPS (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).*
Source: DKA Planning, 2017.

The analysis in this MND uses the 2014 Revised AB 32 Scoping Plan's statewide goals as one approach to evaluate the Project's impact (i.e., 15.3 percent reduction from NAT Scenario). The report's methodology is to compare the Project's emissions as proposed to the Project's emissions if the Project were built using a NAT Scenario approach in terms of design, methodology, and technology. This means the Project's emissions were calculated as if it was constructed with project design features to reduce GHG and with several regulatory measures adopted in furtherance of AB 32.

While the AB 32 Scoping Plan's cumulative statewide objectives were not intended to serve as the basis for project-level assessments, this analysis finds that its NAT Scenario comparison based on the Scoping Plan is appropriate because the Project would contribute to statewide GHG reduction goals. Specifically, the Project's mixed-use nature and location in an existing urban setting provide opportunities to reduce transportation-related emissions. First, it would capture vehicle travel on-site that would have normally been destined for off-site locations. This produces substantial reductions in the amount of vehicle trips and vehicle miles traveled that no longer are made. Second, it would eliminate many vehicle trips because travel to and from the Project Site could be captured by public transit and pedestrian travel instead. Finally, it would attract existing trips on the street network that would divert to the proposed uses.

As illustrated in *Table 3.7-6*, the Project's profile as an urban infill project with proximity to substantial public transit will produce substantial reductions over land uses that are located in a more typical

community that has not coordinated its land use and transportation planning. The projected reductions in vehicle trips and vehicle miles traveled (VMT) would range from 0-50 percent in reductions from the internal capture of hotel visitors and up to 20 percent reductions from pass-by trips. These would result in concomitant reductions in CO_2e emissions that far exceed the State's AB 32 Scoping Plan goal of a 4.5 percent reduction from the overall transportation sector by 2020. As such, this analysis concludes that the Proposed Project would meet and exceed its contribution to statewide climate change obligations that are under the control of local governments in their decisionmaking.

Table 3.7-6
Daily Vehicle Travel Reductions Associated with Project

Land Use	Reduction from Internal Capture	Reduction from Pass-By Trips	Reduction from Transit/Walk-In Trips
Sit-Down Restaurant	50%	20%	0%
Quality Restaurant	50%	10%	0%
Source: Table 2, Traffic Impact Analysis, Overland Traffic Consultants, Inc., May 2017.			

It should be noted that each source category of GHG emissions from the Project is subject to a number of regulations that directly or indirectly reduce climate change-related emissions:

- *Stationary and area sources*. Emissions from small on-site sources are subject to specific emission reduction mandates and/or are included in the State's Cap-and-Trade Program.

- *Transportation*. Both construction and operational activities from the Project Site would generate transportation-related emissions from combustion of fossil fuels that are covered in the State's Cap-and-Trade Program.

- *Energy Use*. Both construction and operational activities from the Project Site would generate energy-related emissions that are covered by the State's renewable portfolio mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers from renewable energy sources by December 31, 2030.

- *Building structures*. Operational efficiencies will be built into the project that reduce energy use and waste, as mandated by the LAGBC.

- *Water and wastewater use*. The Project would be subject to drought-related water conservation emergency orders and related State Water Resources Control Board (SWRCB) restrictions.

- *Major appliances*. The Project would include major appliances that are regulated by CEC requirements for energy efficiency.

- *Solid waste management.* The Project would be subject to solid waste diversion policies administered by CalRecycle that reduce GHG emissions.

In addition to the GHG emission reductions described above, it is important to note that the CO_2 estimates from mobile sources (particularly CO_2, CH_4, and N_2O emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in effect new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHG are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the Basin and increase emissions in the San Joaquin Valley Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (e.g., commuting, shopping) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then it could be argued that the new development would result in a potential net reduction in global GHG emissions.

As described throughout this analysis, the Project would comply with regulatory measures that would reduce the Project's GHG emissions profile and would represent improvements vis-à-vis the NAT Scenario. Thus, the Project's emissions reductions as compared to the NAT Scenario demonstrate consistency with GHG Reduction Plans, Executive Orders S-3-05 and B-30-15, SCAG's SCS, and the City's Green Building Ordinance. As a result of this and the analysis of net emissions, the Project's contribution to global climate change is not "cumulatively considerable" and is considered less than significant.

The Adopted MND analyzed the potential impacts of the Approved Project and determined that Project-specific impacts related to the indirect or direct emission of GHG would be less than significant. The results of the analysis are incorporated by reference. The Project would not affect the continued operation of the existing restaurant that was previously analyzed in the Adopted MND. As indicated in Table 3.7-4 and 3.7-5, impacts of the Project would be less than significant.

Original Baseline

Under the Original Baseline, Project-specific impacts related to the indirect or direct emission of GHG will be less than significant. The emission impacts due to the Original Baseline were analyzed in the Adopted MND for the Approved Project. Impacts would be less than significant. The results of the analysis are incorporated by reference.

Current Baseline

Under the Current Baseline, Project-specific impacts related to the indirect or direct emission of GHG will be less than significant.

b) Would the project conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The Project will contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. As noted earlier, the Project would be consistent with a number of relevant plans and policies that govern climate change.

Consistency with Executive Orders S-03-05 and B-30-15

The Project is consistent with the State's Executive Orders S-3-05 and B-30-15, which are orders from the state's Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The Project includes elements of smart land use as it is a mixed-used development located in an urban infill area well-served by transportation infrastructure that includes robust public transit provided by Metro and other transit providers.

Although the Project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the state's achievement of that goal and it is reasonable to expect the Project's emissions profile to decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. Stated differently, the Project's emissions total at build-out presented in this analysis represents the maximum emissions inventory for the Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the state's environmental policy objectives. As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project is consistent with EO S-03-05 horizon-year goal.

Many of the emission reduction strategies recommended by CARB would serve to reduce the Project's post-2020 emissions level to the extent applicable by law and help lay the foundation "…for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," as called for in CARB's First Update to the AB 32 Scoping Plan.[82, 83] As such, the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Orders S-3-05 and B-30-15.

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[82] *CARB, First Update, p. 4, May 2014. See also id. at pp. 32–33 (recent studies show that achieving the 2050 goal will require that the "electricity sector will have to be essentially zero carbon; and that electricity or hydrogen will have to power much of the transportation sector, including almost all passenger vehicles").*

[83] *CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94-99, May 2014.*

Consistency with the AB 32 Scoping Plan

The AB 32 Scoping Plan provides the basis for policies that will reduce cumulative GHG emissions within California to 1990 levels by 2020. *Table 3.7-7* evaluates the Project's consistency with the AB 32 Scoping Plan to determine whether it will result in adverse cumulative impacts to global climate change. Based on this evaluation, this analysis finds the Project would be consistent with all feasible and applicable strategies recommended in the AB 32 Scoping Plan. The Project is consistent with the AB 32 Scoping Plan's focus on emission reductions from several key sectors:

- **Energy Sector:** Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the state's zero net energy building goals, would serve to reduce the Project's emissions level.[84] Additionally, further additions to California's renewable resource portfolio would favorably influence the Project's emissions level.[85]

- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the Project's emissions level.[86]

- **Water Sector:** The Project's emissions level will be reduced as a result of further desired enhancements to water conservation technologies.[87]

- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the Project's emissions level.[88]

Table 3.7-7
Project Consistency with AB 32 Scoping Plan
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Cap-and-Trade Program. Implement a broad-based California cap-and-trade program to provide a firm limit on emissions.	**Not Applicable.** The statewide program is not relevant to the Project.
California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted Pavley standards and planned second phase of the system. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with	**Not Applicable.** The development of standards is not relevant to the Project.

[84] *CARB, First Update, pp. 37-39, 85, May 2014.*

[85] *CARB, First Update, pp. 40-41, May 2014.*

[86] *CARB, First Update, pp. 55-56, May 2014.*

[87] *CARB, First Update, p. 65, May 2014.*

[88] *CARB, First Update, p. 69, May 2014.*

Table 3.7-7
Project Consistency with AB 32 Scoping Plan
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
long-term climate change goals.	
Energy Efficiency. Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent**. The Project will be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. In addition, with compliance with the City's Green Building Ordinance, the Project will exceed Title 24 standards.
Renewables Portfolio Standard. Achieve 33 percent renewable energy mix statewide.	**Consistent.** The Project will utilize energy from the LADWP, which is subject to the RPS has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
Low-Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**Not Applicable.** The statewide program is not relevant to the Project.
Regional Transportation-Related Greenhouse Gases. Develop regional greenhouse gas emissions reduction targets for passenger vehicles.	**Not Applicable.** The development of regional planning goals is not relevant to the Project.
Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**Not Applicable.** State agencies are responsible for implementing efficiency measures.
Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not Applicable.** State agencies are responsible for implementing regulations and promoting efficiency in goods movement.
Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Neutral.** The Project may or may not include solar roofs.
Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**Not Applicable.** State agencies are responsible for implementing efficiency measures.
Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission.	**Not Applicable.** This measure addresses industrial facilities. The Project is not an industrial facility.
High Speed Rail. Support implementation of a high speed rail system.	**Not Applicable.** This calls for the California High Speed Rail Authority and stakeholders to develop a statewide rail transportation system.
Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The Project will be compliant with the City's Green Building Ordinance, and would incorporate water saving features and energy efficient features into its design.
High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**Not Applicable.** State agencies are responsible for implementing these measures.

Table 3.7-7
Project Consistency with AB 32 Scoping Plan
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	**Consistent.** Under City's requirements, the Project would divert/recycle at least 50 percent of construction debris, re-use existing materials in new construction, use recycled content materials; and recycle during operation.
Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Not Applicable.** Resource Agency departments are responsible for implementing this measure.
Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent**. The Project will be compliant with the City's Green Building Ordinance, would incorporate water saving features and energy efficient fixtures into its design.
Agriculture. In the near-term, encourage investment in manure digester and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	**Not Applicable.** The Project does not include agricultural facilities.
Source: CAJA Environmental Services, 2017.	

Consistency with SCAG's 2016-2040 RTP/SCS

At the regional level, the 2016 RTP/ SCS represent the region's Climate Action Plan that defines strategies for reducing GHG emissions. In order to assess the Project's potential to conflict with the 2016 RTP/SCS, this section analyzes the Project's land use profile for consistency with those in the SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

The Project is an infill development that is also consistent with the 2016 RTP/SCS and its focus on integrated land use planning. Specifically, the Project Site's location near substantial local transit bus services places it in a HQTA. Metro lines 212/312, 217, 222 and DASH Hollywood at the intersection of Cahuenga and Hollywood, are approximately 650 feet north of the Project Site. The 2016 RTP/SCS projects that these areas, while comprising only three percent of land area in the region make up 46 percent of future household growth and 55 percent of future job growth. Further, the vertical integration of land uses on the Project Site will produce substantial reductions in auto mode share to and from the Project Site that will help the region accommodate growth and promote public transit ridership that minimizes GHG emission increases and reduces per capita emissions consistent with the RTP/SCS. Further, the inclusion of electric vehicle charging infrastructure will support the penetration of electric ZEVs into the vehicle fleet.

Table 3.7-8 demonstrates the Project's consistency with the Actions and Strategies set forth in the 2016 RTP/SCS. The Project would also be consistent with the applicable goals and principles set forth in the 2016 RTP/SCS and the Compass Growth Vision Report. Therefore, the Project would be consistent with the GHG reduction related actions and strategies contained in the 2016 RTP/SCS.

Table 3.7-8
Project Consistency With SCAG 2016 RTP/SCS

Actions and Strategies	Responsible Party(ies)	Consistency Analysis [a]
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local jurisdictions	**Consistent.** The Project Site under the Current Baseline does not contain housing that would be displaced. The Original Baseline includes four units, which is a negligible amount that would not displace a substantial number of people.
Focus new growth around transit.	Local Jurisdictions	**Consistent.** The Project is an infill development that would be consistent with the 2016 RTP/SCS focus on growing near transit facilities.
Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	**Consistent.** The Project is an infill development that would be consistent with the 2016 RTP/SCS focus on growing along the 2,980 miles of Livable Corridors in the region.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG, Local Jurisdictions	**Consistent.** The Project would help further jobs/housing balance objectives that can improve the use of Neighborhood Electric Vehicles for short trips. The project is also generally consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	**Not Applicable.** While this strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities, the Project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farm lands, including developing conservation strategies.	SCAG Local Jurisdictions	**Consistent.** The Project is an infill development that would help reduce demand for growth in urbanizing areas that threaten greenfields and open spaces.
Transportation Strategies		
Preserve our existing transportation system.	SCAG County Transportation Commissions Local Jurisdictions	**Not Applicable.** While this strategy calls on investing in the maintenance of our existing transportation system, the Project would not interfere with such policymaking.
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation	County Transportation Commissions Local Jurisdictions	**Consistent.** The Project is an infill development that will minimize congestion impacts on the region because of its proximity to public transit, Complete Communities, and general density of population and jobs.

Table 3.7-8
Project Consistency With SCAG 2016 RTP/SCS

Actions and Strategies	Responsible Party(ies)	Consistency Analysis [a]
Systems Management strategies.		
Promote safety and security in the transportation system.	SCAG County Transportation Commissions Local Jurisdictions	**Not Applicable.** While this strategy aims to improve the safety of the transportation system and protect users from security threats, the Project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes, goods movement, and airport ground transportation systems.	SCAG County Transportation Commissions Local Jurisdictions	**Not Applicable.** This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The Project would not interfere with this larger goal of investing in the transportation system.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG Local Jurisdictions	**Consistent.** While this action/strategy is not necessarily applicable on a project-specific basis, the Project would include pre-wiring for electric vehicle charging infrastructure.
Promote neighborhood electric vehicles.	SCAG Local Jurisdictions	**Consistent.** While this action/strategy is not necessarily applicable on a project-specific basis, the Project would include pre-wiring for electric vehicle charging infrastructure.
Implement shared mobility programs.	SCAG Local Jurisdictions	**Not Applicable.** While this strategy is designed to integrate new technologies for last-mile and alternative transportation programs, the Project would not interfere with these emerging programs.
Source: Southern California Association of Governments; 2016–2040 RTP/SCS, Chapter 5: The Road to Greater Mobility and Sustainable Growth; April 2016.		

Consistency with the City of Los Angeles ClimateLA Implementation Plan

Construction of the Project would generally be consistent with the ClimateLA Implementation Plan, including its goal of making the City a worldwide leader in green buildings. Specifically, compliance with the City's LEED-based requirements will produce energy savings for construction projects that is envisioned in the implementation of Action E6 (present a comprehensive set of green building policies to guide and support private sector development). Therefore, the Project would result in a less-than-significant impact related to construction GHG emissions.

Construction of the Project is consistent with the ClimateLA's goal of reducing or recycling 70 percent of trash (including construction waste) by 2015. The Project would promote this goal by complying with

waste reduction measures mandated by CALGreen Code and LAGBC, as well as solid waste diversion policies administered by CalRecycle that in turn reduce GHG emissions.

Long-term operations of the Project is also consistent with the ClimateLA focus on transportation, energy, water use, land use, waste, open space and greening, and economic factors to achieve emissions reductions.

With regard to transportation, the Project is consistent with the 2016 AQMP focus on reducing emissions from private vehicle use. Specifically, the Project Site's infill location with immediate access to significant public transit, pedestrian, and bicycle facilities results in a transit-oriented development that will reduce auto dependence. Further, the mixed-use nature of the Project is consistent with the 2016 AQMP land use policies that promote high density near transportation, TOD, and making underutilized land available for housing and mixed-use development, especially when near transit.

To reduce emissions from energy usage, the Project would be consistent with ClimateLA and its focus on increasing the amount of renewable energy provided by the LADWP; presenting a comprehensive set of green building policies to guide and support private sector development; and helping citizens to use less energy. Both construction and operational activities from the Project Site would generate energy-related emissions that are reduced by the state's renewable portfolio mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers come from renewable energy sources by December 31, 2030.

With regard to water, the Project would be consistent with reducing water from growth through water conservation and recycling; reducing per capita water consumption by 20 percent; and implementing the City's water and wastewater integrated resources plan that will increase conservation, and maximize the capture and reuse of storm water. Specifically, the Project would be subject to drought-related water conservation emergency orders and related SWRCB restrictions, as well as CALGreen and LAGBC that call for water-conserving fixtures and processes. These elements of the Project would be consistent with goals set forth in the ClimateLA Implementation Plan.

With regard to waste, the Project would be consistent with the ClimateLA goal of reducing or recycling 70 percent of trash by 2015. Operational efficiencies will be built into the Project that reduce energy use and waste, as mandated by the LAGBC and CALGreen Code. With regard to ongoing operations, the Project would be subject to solid waste diversion policies administered by CalRecycle that reduce GHG emissions.

With regard to open space and greening, the Project would not interfere with ClimateLA and its focus on creating 35 new parks; revitalizing the Los Angeles River to create open space opportunities; planting 1,000,000 throughout the City; identifying opportunities to "daylight" streams; identifying promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborating with schools to create more parks in neighborhoods.

Consistency with the City of Los Angeles Green Building Ordinance

The Los Angeles Green Building Ordinance requires that all projects filed on or after January 1, 2017 comply with the LAGBC as amended to comply with the 2016 CALGreen Code. Mandatory measures under the City's Green Building Ordinance that would help reduce GHG emissions include short- and long-term bicycle parking measures; designated parking measure; and electric vehicle supply wiring. The Project would comply with these mandatory measures, as the Project would provide on-site bicycle parking spaces. Furthermore, the City's Green Building Ordinance includes measures that would increase energy efficiency on the Project Site, including installing Energy Star rated appliances and installation of water-conserving fixtures. Therefore, the Project is consistent with the City's Green Building Ordinance.

The Project will comply with the City's Green Building Ordinance standards that compel LEED certification, reduce emissions beyond a BAU scenario, and are consistent with the AB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the State's codes. Under the LAGBC, the Project must incorporate several measures and design elements that reduce the carbon footprint of the development.

Consistency with the City of Los Angeles Mobility 2035 Plan

While the Mobility Plan focuses on developing a multi-modal transportation system, its key policy initiatives include considering the strong link between land use and transportation and targeting GHG through a more sustainable transportation system. The Project is fully consistent with these general objectives as it is an infill project, near public transit that would be a low VMT project. Taken together, these strategies encourage providing recreational, cultural, and a range of shopping, entertainment and services all within a relatively short distance; providing employment near current and planned transit stations and neighborhood commercial centers; and supporting alternative fueled and electric vehicles.

Cumulative Impacts

The emission of GHGs by a single project into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. At a minimum, most project-related emissions, such as energy, mobile, and construction, are source categories targeted for emission reductions by the Cap-and-Trade Program.

Currently, there are no quantitative CARB, SCAQMD, or City significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative levels. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced

emissions. Therefore, consistent with CEQA Guidelines Section 15064h(3), the City as Lead Agency has determined that the Project's contribution to cumulative GHG emissions and global climate change will be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions; Executive Orders S-3-05 and B-30-15; the RTP/SCS; and the City's policies (e.g., Green Building Ordinance, Mobility Plan, ClimateLA).

Compliance regulatory measures, including state mandates, would contribute to GHG reductions. These reductions represent a reduction from NAT Scenario and support state goals for GHG emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in the CARB's Scoping Plan for the implementation of AB 32. The Project is consistent with the approach outlined in CARB's Scoping Plan, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. In addition, as recommended by CARB's Scoping Plan, the Project would use "green building" features as a framework for achieving cross-cutting emissions reductions as new buildings and infrastructure would be designed to achieve the standards of CALGreen Code.

As part of SCAG's 2016RTP/SCSRTP, a reduction in VMT within the region is a key component to achieve the 2020 and 2035 GHG emission reduction targets established by CARB. The Project results in significant VMT reduction in comparison to NAT Scenario and would be consistent with the 2016 RTP/SCS. The Project also would comply with the LAGBC, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. Regulatory compliance would advance these objectives. Further, the related projects would also be anticipated to comply with many of these same emissions reduction goals and objectives (e.g., LAGBC). Additionally, the Project has incorporated sustainability design features in accordance with regulatory requirements to reduce VMT and to reduce the Project's potential impact with respect to GHG emissions. With implementation of these features, the Project results in a 22 percent reduction in GHG emissions from NAT Scenario. The Project's GHG reduction measures make the Project consistent with AB 32.

The Project would also be consistent with applicable land use policies of the City and SCAG's 2016 RTP/SCS pertaining to air quality, including reducing GHG emissions. As discussed above, the Project is consistent with the applicable GHG reduction plans and policies. The NAT Scenario comparison demonstrates the efficacy of the measures contained in these policies. Moreover, while the Project is not directly subject to the Cap-and-Trade Program, that Program will indirectly reduce the Project's GHG emissions by regulating "covered entities" that affect the Project's GHG emissions, including energy, mobile, and construction emissions. More importantly, the Cap-and-Trade Program will backstop the GHG reduction plans and policies applicable to the Project in that the Cap-and-Trade Program will be responsible for relatively more emissions reductions should California's direct regulatory measures reduce GHG emissions less than expected. This will ensure that the GHG reduction targets of AB 32 are met.

Thus, given the Project's consistency with state, SCAG, and City GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's impacts are not cumulatively considerable.

Original Baseline

Under the Original Baseline, the Project would not conflict with applicable plans, policies and/or regulations adopted for the purpose of reducing the emissions of GHGs, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not conflict with applicable plans, policies and/or regulations adopted for the purpose of reducing the emissions of GHGs, and the impacts will be less than significant.

8. HAZARDS AND HAZARDOUS MATERIALS

This section is based on the following items, included as Appendix G of this IS/MND:

G-1 Phase I Environmental Site Assessment, Partner Inc., September 26, 2014.

G-2 Phase II Subsurface Investigation Report, Partner Inc., November 4, 2014.

In 2015, the California Supreme Court in *CBIA*, *surpa*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. Thus, in accordance with Appendix G of the State CEQA Guidelines and the *CBIA* decision, the Project would have a significant impact related to hazards and hazardous materials if it would result in any of the following impacts:

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Construction of the Project would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials include paints, adhesives, surface coatings, cleaning agents, fuels, and oils that are typically associated with development of any urban mixed-use project. All of these materials would be used temporarily during construction. Thus, construction of the Project does not involve the routine transport, use, or disposal of hazardous materials.

Additionally, all potentially hazardous materials associated with construction activities would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which further minimizes the potential risk associated with construction-related hazardous materials. Finally, the construction activities are contained on the Project Site and, thus, any emissions from the use of such materials would be minimal and localized to the Project Site. Therefore, construction of the Project would not expose persons or the environment to a substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards. Potential impacts associated with the potential release of hazardous substances during construction of the Project will be less than significant.

Similarly, from an operational perspective, the Project does not involve the routine use, transport, or disposal of hazardous materials. The Project includes the development of hotel and commercial uses. These typical urban uses do not involve the routine use of hazardous materials. Instead, the operation of

the Project has limited hazardous materials similar to any other urban development. For example, the proposed uses would involve the use and storage of small quantities of potentially hazardous materials such as cleaning solvents, paints, and pesticides for landscaping. Other uses could include commercial-grade cleaning solvents, waxes, dyes, toners, paints, bleach, grease, and petroleum products that are typically associated with commercial land uses. The Project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste beyond those materials typically used in an urban development. Thus, none of the Project's operational features, or the type of hazardous materials used on the Project Site, creates a significant hazard to the environment or public.

Moreover, the Project would adhere to regulatory requirements for source hazardous waste reduction measures (e.g., recycling of used batteries, recycling of elemental mercury, etc.) that would further minimize the generation of hazardous waste. In addition, the Project will comply with the applicable City ordinances regarding implementation of hazardous waste reduction efforts on-site (i.e., the City's Green Building Ordinance). The applicable regulatory requirements further ensure that the minimal amount of hazardous materials associated with the Project are properly treated and disposed of at licensed resource recovery facilities or hazardous waste landfills. Therefore, potential impacts associated with operation of the Project would also be less than significant.

The transport of hazardous materials and wastes (i.e., paints, adhesives, surface coatings, cleaning agents, fuels, and oils), if they occur at all in connection with either Project construction or operations, would occur in accordance with federal and state regulations, including the Federal Resource Conservation and Recovery Act (RCRA), Title 49 of the Code of Federal Regulations (CFR), the California Vehicle Code, and the California Health and Safety Code. In accordance with such regulations, the transport of hazardous materials and wastes would only occur with transporters who have received training and appropriate licensing. Therefore, the potential impacts associated with the minimal transport of any hazardous material will be less than significant.

Original Baseline

Under the Original Baseline, the Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials, and the impacts will be less than significant.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. A significant impact may occur if a project utilizes hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions.

Recognized Environmental Condition

A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The following was identified during the course of the assessment:

- According to the regulatory database report, historical resources and building department records, the property identified as 1600 and 1604 Wilcox Avenue was historically developed with a gasoline station and automobile muffler installation facility from 1926 to 1966. According to building records, a permit for a service station on a vacant lot was issued in 1926 and a permit for a garage for automobile greasing was issued in 1927 to William Ellenbeck. A permit for a pump and canopy was issued to The Texas Co. in 1941. No information pertaining to the exact location, installation or removal dates, tank capacity or construction was available during the course of this assessment. No records were on file with the Los Angeles County Public Health Investigation (LACPHI), the Los Angeles Fire Department (LAFD) Underground Storage Tank (UST) Division and the LAFD Hazardous Materials (HazMat) Division for information pertaining to hazardous substances, USTs, releases, inspection records, etc. for the subject property; and no information regarding this facility was provided by subject property management. Based on the lack of information regarding the former gasoline station, the historical use of the property as a gasoline service station represents a REC.

- Additionally, the property identified as 6421 Selma Avenue has been occupied by various automobile body and repair tenants including Barlow Auto Parts and Barlow Motor Supply Co (at least 1960); Academy Auto Body Inc. (at least 1970); All Auto Body Co (from at least 1975 to at least 1988); Hollywood Auto Body (from at least 1993 to at least 2004; and Network Auto Body (from at least 2006 to 2014). According to a building permit dated 1953, the subject property was used a repair garage for 27 years prior (since original construction in 1926). These types of operations generally involve the storage, use and generation of significant quantities of petroleum products and other hazardous materials. According to records reviewed from the AQMD, the subject property was granted several permits to operate (PTOs) spray booth equipment, including the use of unspecified solvents. All Auto Body, Facility ID No. 15161, was permitted to operate one spray booth in 1980. Hollywood Auto Body, Facility ID No. 86124 and 134210, was permitted to operate two spray booths in 1992 and 2002. Network Auto Body, Facility ID No. 147020, was permitted to operate one spray booth in 2006. All permits are listed as inactive. No evidence of the former spray booths was observed during on-site reconnaissance. No other information regarding the historical operations and hazardous materials generated, stored and used on-site were found during Partner's assessment.

- According to records reviewed from the Hazardous Waste Tracking System (HWTS) online database, the former tenant identified as Hollywood Auto Body Center is listed in the Hazardous Waste

Tracking System (HWTS) under EPA ID No. CAL000049169. This facility generated 1.43 tons of unspecified solvent mixture in 2005. This facility was listed inactive on June 30, 2006. The former tenant identified as Network Auto Body is listed under EPA ID No. CAL000307733. This facility generated 2.08 tons of aqueous solution with organic residues less than 10 percent between the years 2008 and 2013. No other pertinent information is provided. In addition, during the on-site reconnaissance, a drain was observed in the center of the building. No significant stains were observed in the areas of the drains; and no evidence of the improper discharge of hazardous materials or petroleum products was apparent. No storage of hazardous materials or petroleum products appeared present near the drains.

- Although no specific areas of concern (such as USTs or other subsurface features at 6421 Selma Avenue) have been identified; the potential for the subject property to have been adversely impacted by long-term use for environmentally sensitive purposes cannot be ruled out without further investigation; therefore, this former use represents a REC.

Controlled Recognized Environmental Conditions

A controlled recognized environmental condition (CREC) refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. The following was identified during the course of the Phase I Environmental Site Assessment (Phase 1):

- No CRECs were identified during the course of the Phase I.

Historical Recognized Environmental Condition

A historical recognized environmental condition (HREC) refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The following was identified during the course of the Phase I:

- No HRECs were identified during the course of the Phase I.

Existing Setting

The Original Baseline contains an excavated area, an existing 3,174 square foot restaurant, an existing 1,650 square foot piano bar, and an existing 4,893 square foot building with vacant retail space on the ground floor and four residential units on the second floor.

Under the Current Baseline, the Project would construct a building above the existing building, to remain, on the eastern portion of the Project Site and excavated area on the western portion of the Project Site.

Conclusions, Opinions and Recommendations

The Phase I has revealed evidence of recognized environmental conditions and environmental issues in connection with the subject property. Based on the conclusions of this assessment, the following was recommended:

1. A limited subsurface investigation should be conducted in order to determine the presence or absence of soil and/or groundwater contamination due to the historical use of the subject property.

2. An Operations and Maintenance (O&M) Program should be implemented in order to safely manage the suspect asbestos containing materials (ACMs) located at the subject property.

3. The identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants.

4. The sources of water intrusion should be repaired and water damaged building materials (e.g., ceiling tiles, and possibly other building components that could not be observed during the course of Phase I) should be removed and replaced as part of routine maintenance to prevent the potential for microbial proliferation.

Subsurface Investigation

A Phase II Subsurface Investigation (Phase II) was conducted at the Project Site to investigate the potential impact of petroleum hydrocarbons (PHCs) and/or VOCs to soil and/or groundwater as a consequence of a release or releases from the former gasoline service station and former automotive repair businesses. The scope of the Phase II included a geophysical survey and six borings. Six soil samples were analyzed for Total Petroleum Hydrocarbons – Carbon Chain (TPH-cc) and VOCs. None of the samples exhibited discoloration or an odor and none of the photoionization detector (PID) readings suggested the presence of elevated volatile organics concentrations. Groundwater was not encountered to a maximum depth of 37 feet below ground surface (bgs) during this investigation and was, therefore, not sampled.

The geophysical survey identified one anomaly within the former automobile repair building. It was inconclusive whether this anomaly contained metal due to rebar reinforced concrete in the vicinity. There were no USTs, piping, metallic features and/or backfilled areas identified during the geophysical survey. The soil samples did not contain detectable concentrations of TPH-cc, including total petroleum hydrocarbons as gasoline (TPH-g), total petroleum hydrocarbons as diesel (TPH-d) and total petroleum hydrocarbons as motor oil (TPH-o) above the laboratory Practical Quantitation Limits (PQLs). None of the analyzed soil samples contained detectable concentrations of VOCs above the laboratory PQLs. Therefore, a release of hazardous materials was not identified during the investigation. Partner recommends no further investigation with respect to the former gasoline service station and former automotive repair businesses at this time.

The Phase I had four recommendations. Recommendation 1 was satisfied with the Subsurface Investigation. Recommendations 2, 3, and 4 are no longer applicable because the buildings on the western portion of the Project Site at the time of the assessment were demolished and excavated to a depth of approximately 33 feet. A new building was constructed in 2016-2017 on the eastern portion of the Project Site, which will remain. Thus, an O&M Program, an ACM survey, or repairing water damaged building materials would not be appropriate. Per Phase II, none of the analyzed soil samples contained detectable concentrations of TPH-cc or VOCs above the laboratory PQLs.

Original Baseline

Under the Original Baseline, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and the impacts will be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. A project-related significant adverse effect may occur if the Project Site is located within 0.25-mile (1,325 feet) of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The Project Site is not within a 500-foot school zone as listed by the Los Angeles Unified School District (LAUSD).[89] The nearest is Selma Elementary School, approximately 700 feet to the west. This school would be generally shielded from the Project Site by intervening residential and commercial buildings on Selma Avenue. These intervening structures and street network ensure that construction activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. In addition, the Project will have no impact during construction and will not emit any hazardous substances during operations.

Original Baseline

Under the Original Baseline, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school, and the impacts of hazardous materials within one-quarter mile of a school will be less than significant.

[89] *ZIMAS search: http://zimas.lacity.org/.*

Current Baseline

Under the Current Baseline, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school, and the impacts of hazardous materials within one-quarter mile of a school will be less than significant.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from USTs, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. This question would apply only if the Project Site is included on any of the above referenced lists and would therefore pose an environmental hazard to the public or the environment. In meeting the provisions in Government Code Section 65962.5, commonly referred to as the "Cortese List," database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists as noted below:

According to EnviroStor, there are no cleanup sites, permitted sites, Leaking Underground Fuel Tanks (LUFTs), or Spills, Leaks, Investigation, and Cleanup (SLICs) on, in or under the Project Site.[90]

According to GeoTracker, there are no other cleanup sites, land disposal sites, permitted UST facilities, monitoring wells, or California Department of Toxic Substance Control cleanup sites or hazardous materials permits on, in or under the Project Site.[91]

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.[92] There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.[93] The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not

[90] *California Department of Toxic Substances Control: http://www.envirostor.dtsc.ca.gov/public/.*

[91] *California State Water Resources Control Board: http://geotracker.waterboards.ca.gov/map.*

[92] *California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf.*

[93] *California Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: http://www.calepa.ca.gov/sitecleanup/corteselist/, February 6, 2017.*

been identified as a hazardous waste facility.[94] The Project Site is identified as a HazNet, EDR US Historic Auto Station and an Emissions Inventory Data (EMI) site in the regulatory database report. According to records reviewed, the subject property identified as Hollywood Auto Body Center at 6421 Selma Avenue is listed in the HWTS under EPA ID No. CAL000049169. This facility generated 1.43 tons of unspecified solvent mixture in 2005. This facility was listed inactive on June 30, 2006. Additionally, the subject property identified as Network Auto Body Inc. at 6421 Selma Avenue is listed under EPA ID No. CAL000307733. This facility generated 2.08 tons of aqueous solution with organic residues less than 10% between the years 2008 and 2013. The use at 6421 Selma Avenue was removed and a new building has been constructed. Per the Subsurface Investigation, none of the analyzed soil samples contained detectable concentrations of TPH-cc or VOCs above the laboratory PQLs.

Original Baseline

Under the Original Baseline, the Project will not be located on a site which is included on a list of hazardous materials sites that would in a significant hazard to the public or the environment, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project will not be located on a site which is included on a list of hazardous materials sites that would in a significant hazard to the public or the environment, and the impacts will be less than significant.

e) For a project located within 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 result in a safety hazard for people residing or working in the project area?

No Impact. The Project is not within an airport hazard area.[95] The Project Site is not located within two miles of a public airport. The nearest airports are Los Angeles International Airport (LAX) located 11.5 miles southwest, Santa Monica Airport located 8.5 miles southwest, Bob Hope-Burbank Airport located 6.5 miles north.

Original Baseline

Under the Original Baseline, no impacts related to safety hazards in an airport land use plan or within two miles of a public airport will occur.

Current Baseline

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[94] *California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities, July 2, 2015.*

[95] *City of Los Angeles, ZIMAS parcel search: http://zimas.lacity.org/.*

Under the Current Baseline, no impacts related to safety hazards in an airport land use plan or within two miles of a public airport will occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no nearby private airstrips.

Original Baseline

Under the Original Baseline, no impacts related to safety hazards within the vicinity of a private airport will occur.

Current Baseline

Under the Current Baseline, no impacts related to safety hazards within the vicinity of a private airport will occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan, or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan. As part of the building permit, the Project would be cleared with Hydrant and Access approval and Fire Marshall Fire Life Safety. The Project will not impede public access or travel on public rights-of-way such as Selma Avenue or Wilcox Avenue, and would not interfere with any adopted emergency response plan or emergency evacuation plan. The City's Critical Facilities and Lifeline Systems show selected disaster routes, emergency facilities, dependent care facilities and other important infrastructure.[96] No facilities are located nearby the Project Site. Therefore, impacts would be less-than-significant.

Original Baseline

Under the Original Baseline, the Project's impacts related to impairment of or physical interference with adopted emergency response plan or emergency evacuation plans will be less than significant.

Current Baseline

Under the Current Baseline, the Project's impacts related to impairment of or physical interference with adopted emergency response plan or emergency evacuation plans will be less than significant.

[96] *Los Angeles Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.*

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is not located in a Very High Fire Hazard Severity Zone,[97] nor does the Project Site contain any wildlands fire hazard terrain.[98]

Original Baseline

Under the Original Baseline, no impacts related to exposure of people or structures to significant risk of loss, injury or death involving wildland fires will occur.

Current Baseline

Under the Current Baseline, no impacts related to exposure of people or structures to significant risk of loss, injury or death involving wildland fires will occur.

[97] *City of Los Angeles, ZIMAS parcel search: http://zimas.lacity.org/.*

[98] *Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.*

9. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. The National Pollutant Discharge Elimination System (NPDES) program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. Pursuant to the NPDES, the Project is subject to the requirements set forth in the County's Standard Urban Stormwater Mitigation Plan (SUSMP). The goals and objectives of the SUSMP are achieved through the use of Best Management Practices (BMPs) to help manage runoff water quality. The City has adopted the regulatory requirements set forth in the SUSMP of the Los Angeles Regional Water Quality Control Board (LARWQCB) under the City Ordinance No. 173,494. BMPs typically include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets; cleaning parking lots on a regular basis; incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping; and implementing education programs. The SUSMP identifies the types and sizes of private development projects that are subject to its requirements.[99] Requirements of the SUSMP are enforced through the City's plan approval and permit process.

Low Impact Development (LID) is a stormwater management strategy that seeks to prevent impacts of runoff and stormwater pollution as close to its source as possible. It is an ordinance passed in 2011 amending LAMC Section 64.70 (the City's stormwater code) and expanding on the City's existing SUSMP requirements. LID is different from the previous SUSMP because it requires a larger scope of development and redevelopment projects to comply with stormwater measures, and incorporating new LID practices and measures. All development and redevelopment projects that create, add, or replace 500 square feet or more of impervious area need to comply with the LID Ordinance. A project must comply with the LID BMPs (determined on a case by case basis by the Department of Public Works), and if that is not feasible only then do SUSMP BMPs apply.

Construction

Construction activities associated with the Project are subject to City inspection and implementation of stormwater BMPs. Since the construction of the Project will not disturb greater than one acre of land (the total site area is 0.496 acres)[100], the Project applicant will not be required to obtain coverage under the

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[99] *Project applicants are required to prepare and implement a SUSMP when their projects fall into any of these categories: Single-family hillside residential developments; Housing developments of 10 or more dwelling units (including single family tract developments); Industrial /Commercial developments with one acre or more of impervious surface area; Automotive service facilities; Retail gasoline outlets"; Restaurants, Parking lots of 5,000 square feet or more of surface area or with 25 or more parking spaces; Projects with 2,500 square feet or more of impervious area that are located in, adjacent to, or draining directly to designated Environmentally Sensitive Areas (ESA). http://www.lastormwater.org/green-la/standard-urban-stormwater-mitigation-plan/.*

[100] *See Section 2, Project Description.*

General Construction Activity Storm Water Permit (GCASP), which requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).[101] Construction projects that include grading activities during the rainy season must also develop a Wet Weather Erosion Control Plan (WWECP). The Project will comply with LID requirements.

Original Baseline

Under the Original Baseline, the Project includes the demolition of three existing buildings and excavation. The Project will comply with LAMC Chapter IX, Division 70, which addresses grading, excavations, and fills. Compliance with the LAMC would ensure that construction would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Moreover, the Project shall comply with the regulatory measures. Therefore, the Project would not violate any water quality standards or waste discharge requirements, and the construction- related impacts to water quality will be less than significant.

Current Baseline

Under the Current Baseline, a portion of the Project would be constructed over the 20,624 square-foot existing building and a partial three level subterranean structure, which will remain on the site. The remaining portion of the Project would be constructed over the western portion of the Project Site, which is currently an excavated area. The excavation was completed with the issuance of a permit and no additional excavation, grading, or demolition is required. The Adopted MND analyzed the excavation of the area and found that impacts would be less than significant with the implementation of the regulatory compliance standards.

Prior to issuance of a grading permit, the applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Project. The applicant shall provide the Waste Discharge Identification Number to the City to demonstrate proof of coverage under the Construction General Permit. The Permit shall identify construction BMPs to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Prior to issuance of grading permits, the Applicant shall submit a LID Plan and/or SUSMP to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The LID Plan and/or SUSMP shall be prepared consistent with the requirements of the *Development Best Management Practices Handbook*.

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[101] *California Environmental Protection Agency, State Water Resources Control Board, Storm Water Program, Construction Storm Water Program, website: http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml.*

The BMPs shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the *Development Best Management Practices Handbook, Part B Planning Activities*. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet this numerical threshold standard shall be provided.

While the Project has been revised, the lot area of the Project Site, proposed building footprint, and area of excavation remains the same as the Approved Project, which was analyzed as part of the Adopted MND. Therefore, the Project would not violate any water quality standards or waste discharge requirements, and the construction-related impacts to water quality will be less than significant.

Operation

The Project would not include industrial discharge to any public water system. Under existing conditions, runoff at the Project Site may contain typical urban pollutants such as automotive fluids (including oil and grease), commercial cleaning and landscaping pollutants discharged into the storm drainage system. Because there would be no substantial increase in runoff as a result of the Project (which would continue to have automobiles, and typical cleaning elements), urban contaminants that may be present in urban runoff from the Project Site would not differ substantially in type than that which currently exists. The Project would be required to submit site drainage plans to the City Engineer and other responsible agencies demonstrating compliance with water quality standards and wastewater discharge BMPs set forth by the City and the SWRCB for review and approval prior to development of any drainage improvements. In addition, design criteria as established in the SUSMP would be incorporated into the Project to minimize the off-site conveyance of pollutants.

Original Baseline

Under the Original Baseline, the Project would not violate any water quality standards or waste discharge requirements, and the operation-related impacts to water quality will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not violate any water quality standards or waste discharge requirements, and the operation-related impacts related to water quality will be less than significant.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or includes withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. The nearest surface water in the vicinity is the Hollywood Reservoir, approximately 1.25 miles north of the Project Site. No settling ponds,

lagoons, surface impoundments, wetlands or natural catch basins are on the Project Site or nearby. A public water system operated by the LADWP serves the Project Site. The sources of public water for the City are surface water from California Water Project and Colorado River purchased through the Metropolitan Water District (MWD) and groundwater.[102] The Project Site is located in an urbanized area of the City.

Original Baseline

Under the Original Baseline, demolition will occur in conjunction with the construction of new buildings. Thus, the Project would not be altering the amount of impervious surface that affects groundwater recharge. The Project will not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table. Therefore, no impact will occur.

Current Baseline

Under the Current Baseline, the Project is to be built on top of an existing building. Thus, the Project would not be altering the amount of impervious surface that affects groundwater recharge. The Project will not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table. Therefore, no impact will occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project. The Project Site is also not near, nor would it be altering, a stream or river. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions.

Original Baseline

Under the Original Baseline, demolition would occur on the western side of the Project Site for the construction of the Project. The eastern portion of the site was previously excavated. Thus, the Project would not be altering the amount of impervious surface that affects drainage. Since the Project Site is almost entirely impervious, impermeable surfaces resulting from the development of the Project would

[102] *LADWP, Water, Sources of Water: https://www.ladwp.com/.*

not substantially alter the existing drainage pattern of the Project Site, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. Therefore, impacts would be less than significant.

Current Baseline

Under the Current Baseline, a portion of the Project would be constructed over the 20,624 square-foot existing building and a partial three level subterranean structure, which would remain on the site. The remaining portion of the Project would be constructed over the western portion of the Project Site, which is currently an excavated area. The proposed building footprint as it relates to the Project Site was previously analyzed as part of the Adopted MND (ENV-2015-2672-MND). The MND found that since development of the proposed 20,624 square-foot restaurant and 6,000 square feet of retail would not be altering the amount of impervious surfaces, it would not substantially alter the existing drainage pattern of the Project Site, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. The Project proposes to construct additional stories over the ground floor, but does not propose a change to the building footprint, which was previously analyzed and determined to have less than significant impacts. Therefore, impacts would be less than significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the Project Site or nearby properties. No flooding is expected to occur on- or off-site due to the relatively flat grades of the Project Site and the vicinity. The Project Site is also not near, nor would be altering, a stream or river.

Original Baseline

Under the Original Baseline, demolition will occur in conjunction with the construction of new buildings. Thus, the Project would not be altering the amount of impervious surface that affects runoff. Part of the Site was excavated for the subterranean parking and incorporated construction-related BMPs and/or Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. Impermeable surfaces resulting from the development of the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off site. . Therefore, no impact will occur.

Current Baseline

Under the Current Baseline, the Project is to be built on top of an existing building. Thus, the Project would not be altering the amount of impervious surface that affects runoff and development of the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site. Therefore, no impact will occur.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. A significant impact may occur if a project would increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving a Project Site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach storm drains. No natural watercourses exist on or in the vicinity of the Project Site. Urban runoff discharged from municipal storm drains is one of the principal causes of water quality problems in most urban areas. Oil and grease from parking lots, pesticides, cleaning solvents, and other toxic chemicals can contaminate stormwater, which can then contaminate receiving waters downstream and, eventually, the Pacific Ocean. As discussed in the response to Question 9(a), the Project (under the Original Baseline and Current Baseline) is required to comply with the NPDES program, LID BMPs, as well as the LAMC. These regulations control water pollution by regulating point sources that discharge pollutants.

Construction

Generally, routine safety precautions for handling and storing construction materials can effectively mitigate the potential pollution of stormwater by these materials. The same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids onto the construction site are also common sources of stormwater pollution and soil contamination. Earth-moving activities that can greatly increase erosion processes are another source of stormwater pollution contamination. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants. The SWPPP shall identify construction BMPs to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. When properly designed and implemented, these "good-housekeeping" practices would reduce short-term construction-related impacts to a less than significant level by controlling dust and erosion that may occur onsite and leaks from any construction equipment. The Project is required to comply with the City's LID BMPs, which are determined on a case by case basis by the Department of Public Works. Approval for the Project and building/grading permits will not be granted or issued until appropriate and applicable stormwater BMPs are incorporate into the Project design plans.

Operation

The Project will not result in a substantial change in the amount of impervious surface area at the Project Site, and would therefore not be anticipated to result in an increase in stormwater runoff from the Project Site. Activities associated with Project operation will not generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by cars in the parking area could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, there is already surface parking on the Project Site so no different type of potential pollutants would occur. In addition, impacts to water quality would be reduced since the Project must comply with water quality standards and wastewater discharge BMPs set forth by the County of Los Angeles and the SWRCB. Furthermore, required design criteria, as established in the SUSMP for Los Angeles County and cities in Los Angeles County, would be incorporated to minimize off-site conveyance of pollutants. Compliance with existing regulations would reduce the potential for operational water quality impacts to a less than significant level.

Original Baseline

Under the Original Baseline, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and the construction and operation related impacts to water quality will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and the construction and operation related impacts to water quality will be less than significant.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Other than the sources described in the response to Question 9(e), the Project does not include other sources of contaminants that could substantially degrade water quality.

Original Baseline

Under the Original Baseline, the Project would not otherwise substantially degrade water quality, and the impacts to water quality will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not otherwise substantially degrade water quality, and the

impacts to water quality will be less than significant.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. This question would apply to the Project only if it were placing housing in a 100-year flood zone. The Project does not include residential dwelling units; and, it would not be located in a 100-year flood hazard area according to the Los Angeles Safety Element map.[103] According to the Federal Emergency Management Agency (FEMA), the Flood Insurance Rate Map (FIRM) indicates that the Project Site is located within Flood Zone X, which is an area determined to be outside the 0.2 percent annual chance floodplain.[104] A 0.2 percent annual chance is equivalent to a 500-year flood (the general range is 10 years to 500 years).

Original Baseline

Under the Original Baseline, the Project will not place housing within a 100-year flood hazard area and no impact related to this issue will occur.

Current Baseline

Under the Current Baseline, the Project will not place housing within a 100-year flood hazard area and no impact related to this issue will occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if a project were located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not located within a City-designated 100- or 500-year floodplain.[105]

Original Baseline

Under the Original Baseline, the Project will not be at risk of flooding, nor would place structures in a 100-year flood plain, which would impede or redirect flood flows. No impacts to flood flows will occur.

Current Baseline

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[103] *Los Angeles Safety Element, Exhibit F, 100-Year and 500-year Flood Plains in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.*

[104] *FEMA, Flood Insurance Rate Maps, DFIRM 06037C1605F: https://msc.fema.gov/portal.*

[105] *Los Angeles Safety Element, Exhibit F, 100-Year and 500-year Flood Plains in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.*

Under the Current Baseline, the Project will not be at risk of flooding, nor would place structures in a 100-year flood plain, which would impede or redirect flood flows. No impacts to flood flows will occur.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. A significant impact may occur if a project were located in an area where a dam or levee could fail, exposing people or structures to a significant risk of loss, injury, or death. The nearest surface water in the vicinity is the Hollywood Reservoir created by the Mulholland Dam, approximately 1.25 north of the Project Site. The Project Site, and much of the HCP area, is located within a potential inundation area.[106] However, the result of the Baldwin Hills dam failure in 1963 and the near collapse of the Van Norman Dam during the 1971 San Fernando Earthquake resulted in strengthening of the federal, state, and local design standards and retrofitting of existing facilities. None of the 13 dams in the greater Los Angeles area was severely damaged during the 1994 Northridge Earthquake. This low damage level was due in part to completion of the retrofitting of dams and reservoirs pursuant to the 1972 State Dam Safety Act following the San Fernando earthquake. [107]

The LADWP maintains a Water System Reservoir Surveillance Program. Most of LADWP's dams and reservoirs are under the jurisdiction of the California Department of Water Resources, Division of Safety of Dams (DSOD).[108] DSOD issues operating licenses for dams and reservoirs under its jurisdiction, and the owner must comply with certain operation, maintenance, and inspection procedures in order to retain the license to operate the facility. LADWP maintains an assertive dam safety program, consisting of a six-person Reservoir Surveillance Group dedicated to inspecting each in-City reservoir monthly and each of its Owens Valley reservoirs annually or semi-annually. Reservoir inspections include reading groundwater monitoring wells in and around the dams, reading flows at seepage drains, and performing a thorough visual inspection. Many LADWP reservoirs have Movement and Settlement (M&S) survey points installed on, and near, the dams. These points are periodically measured using precision survey equipment. The M&S survey, groundwater, and seepage data are plotted on long-term charts to determine if there has been any significant change over time. At least once per year, DSOD inspectors accompany LADWP Reservoir Surveillance personnel into the field to inspect each dam and reservoir. The Water System's Geotechnical Engineering Group maintains a program for periodically analyzing its dams and reservoirs for earthquake safety.[109]

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[106] *Los Angeles Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas Map: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.*

[107] *Page II-16, Los Angeles Safety Element, http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.*

[108] *http://www.water.ca.gov/damsafety/.*

[109] *LADWP, Water System Reservoir Surveillance Program: http://eng.lacity.org/projects/fmp/pdf/handout4_042009.pdf.*

Therefore, the Hollywood Reservoir and Mulholland Dam, as with other dams in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety and Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum credible earthquake for the Project Site. Flooding from other sources is not expected; thus the minimal risk of flooding from potential dam or levee failure will not be exacerbated by the development of the Project.

Original Baseline

Under the Original Baseline, the Project would not expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam, and the impacts related to flooding will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam, and the impacts related to flooding will be less than significant.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. A significant impact may occur if a Project Site is sufficiently close to the ocean or other water body to be potentially at risk for the effects of seismically-induced tidal phenomena (seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. Seiches are oscillations generated in enclosed bodies of water that can be caused by ground shaking associated with an earthquake. The nearest surface water in the vicinity is the Hollywood Reservoir created by the Mulholland Dam, approximately 1.25 miles north of the Project Site. Mitigation of potential seiche action has been implemented by the LADWP through regulation of the level of water in its storage facilities and providing walls of extra height to contain seiches and prevent overflows. Dams and reservoirs are monitored during storms and measures are instituted in the event of potential overflow.[110]

The Project Site is not located within an area potentially impacted by a tsunami, which is typically located along the coast of the Pacific Ocean.[111] The Project Site is not within a Hillside Area.[112] In addition, the

[110] *Page II-16, Los Angeles Safety Element, http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.*

[111] *Los Angeles Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas Map: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, February 6, 2017.*

[112] *City of Los Angeles, ZIMAS parcel search: http://zimas.lacity.org/.*

City of Los Angeles ZIMAS mapping system [113] and the Safety Element of the City of Los Angeles [114] do not classify the Project Site as within a landslide area, or identified as a bedrock or probably bedrock landslide site. The hillside area generally includes the Hollywood Hills, north of Franklin Avenue. Small areas (5-100 acres) of bedrock landslide sites are located in central Griffith Park. Further, according to the State of California Seismic Hazards Map[115], the Project Site is not at risk for landslides.[116] Thus, there is no potential for mudflow. Therefore, the Project will not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

Original Baseline

Under the Original Baseline, the Project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow, and the impacts related to tsunamis, seiches, and mudflow will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow, and the impacts related to tsunamis, seiches, and mudflow will be less than significant.

[113] *City of Los Angeles, ZIMAS parcel search: http://zimas.lacity.org/.*

[114] *Los Angeles Safety Element, Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed February 6, 2017.*

[115] *California, Department of Conservation, Landslide Maps: http://www.quake.ca.gov/gmaps/WH/landslidemaps.htm, accessed February 6, 2017.*

[116] *Landslide Inventory Map of the Hollywood Quadrangle, California Geological Survey, April 2013: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/lsim/LSIM_Hollywood.pdf, accessed February 6, 2017.*

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. Pursuant to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of a project.

A typical example would be a project that involved a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community.

The Project Site is surrounded by existing urban uses within a high-density area of Hollywood, including a mix of residential, commercial, entertainment, and public facility land uses. The land uses immediately adjacent the Project Site include a surface parking lot and three-story multi-family apartment building to the north of the site, a U.S. Post Office station to the west across Wilcox Avenue, a mix of single-story commercial buildings and surface parking lots to the south across Selma Avenue, and a 10-story 179 guest room hotel to the east.

The Project would construct a 114 guest room hotel and approximately 1,939 square foot ground floor restaurant on a lot with an existing single-story restaurant structure. The Project Site is not of a scale or nature that could physically divide an established community. The Project would not cause any permanent street closures, block access to any surrounding land uses, or cause any change in the existing street grid system. The Project would not create a conflict of scale, intensity, or use that would serve as a physical division. The Project would be complementary to the existing urban land uses in the area

Original Baseline

Under the Original Baseline, the Project would not physically divide an established community and no impacts will occur.

Current Baseline

Under the Current Baseline, the Project would not physically divide an established community and no impacts will occur.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations and would cause adverse environmental effects, which these regulations are designed to avoid or mitigate. The legal standard that governs consistency determinations is that a project must only be in "harmony" with the applicable land use plan to be consistent with that plan. [117] Further, pursuant to the *L.A. CEQA Thresholds Guide*, determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

The Project Site is located in the Hollywood neighborhood of the City. Thus, the Project is subject to the following list of applicable plans:

Regional Level

SCAG Regional Comprehensive Plan Guide (RCPG)

SCAG Regional Comprehensive Plan (RCP)

SCAG Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)

SCAQMD's 2016 Air Quality Management Plan (AQMP)

Los Angeles Metro's Congestion Management Plan (CMP) for Los Angeles County

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[117] *See Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 717-18 [upholding a city's determination that a subdivision project was consistent with the applicable general plan]). As the Court explained in Sequoyah, "state law does not require an exact match between a proposed subdivision and the applicable general plan." To be "consistent" with the general plan, a project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning, the project must be "in agreement or harmony with the applicable plan." (See also Greenebaum v. City of Los Angeles (1984) 153 Cal.App.3d 391, 406; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002)102 Cal.App.4th 656, 678.) Further, "[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (Friends of Lagoon Valley v. City of Vacaville (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans "ordinarily do not state specific mandates or prohibitions," but instead provide "policies and set forth goals." (Id.)*

Local (City of Los Angeles)

- *Los Angeles City General Plan*
- *Hollywood Community Plan (HCP)*[118][119]
- *Hollywood Redevelopment Plan*
- *City of Los Angeles Municipal Code (LAMC)*
- *Los Angeles Green Building Code*

Consistency with Regional Plans

SCAG RCPG

The Project would be consistent, or not interfere, with the implementation of the goals in the RCPG. The RCPG was adopted in 1996 by the member agencies of SCAG to set broad goals for the Southern California region, with the exception of the County of San Diego, and to identify strategies for agencies at all levels of government to use in guiding their decision-making. The RCPG identifies significant issues and changes that can be anticipated by the year 2015 and beyond. Adopted policies related to land use are contained primarily in the Growth Management chapter of the RCPG. The primary goal of the Growth Management chapter is to address issues related to growth and land use by encouraging local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, save natural resources, and enhance the quality of life in the region. SCAG uses the criteria in CEQA Guidelines Section 15206 to define what a regionally significant project is:

1. A proposed local general plan, element, or amendment thereof for which an EIR was prepared.

2. A proposed residential development of more than 500 dwelling units.

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[118] *Until recently, the Project Site was subject to the HCP Update, which was adopted by City Council on June 19, 2012. On December 10, 2013, the Superior Court of California issued a tentative ruling that the HCP Update and accompanying EIR were not legally adequate and should be invalidated. On February 11, 2014 the court ordered a preemptory writ of mandate that the City take the necessary steps to rescind, vacate, and set aside all actions approving the HCP Update, the certified EIR and any and all actions that derive from the HCP Update. The court also enjoined the City from granting any authority, permits or entitlements that derive from the HCP Update or the EIR. On April 2, 2014, the City Council adopted Ordinance No. 182960 to comply with the court's order. Therefore, the HCP Update has been rescinded and invalidated. By operation of law, the 1988 HCP, in conjunction with the applicable provisions of the LAMC guide the land use and zoning on the Project Site, respectively.*

[119] *ZI-2433 became effective on February 18, 2014 in response to the Los Angeles County Superior Court's injunction prohibiting the City from granting any authority, permits, or entitlements which derive from the HCP Update or its EIR. http://zimas.lacity.org/documents/zoneinfo/ZI2433.pdf.*

3. A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.

4. A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.

5. A proposed hotel/motel of more than 500 rooms.

6. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.

7. A project that would result in the cancellation of a Williamson Act Contract for any parcel of 100 or more acres.

8. A project for which an EIR was prepared and which is located in and substantially impacting an area of critical environmental sensitivity. This includes the California Coastal Zone.

9. A project that would substantially affect sensitive wildlife habitats such as riparian lands, wetlands, bays, estuaries, marshes, and habitats for rare and endangered species.

10. A project that would interfere with the attainment of regional water quality standards as stated in the approved area wide wastewater management plan.

11. A project that would provide housing, jobs, or occupancy for 500 or more people within 10 miles of a nuclear power plant.

12. A project that has the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located.

The Growth Management chapters overall goals are to:[120]

- Re-invigorate the region's economy,
- Avoid social and economic inequities and the geographical dislocation of communities, and
- Maintain the region's quality of life.

While the Project is not of the scale to be considered regionally significant based on the criteria above, the Project will nevertheless be consistent with, or not interfere with implementation of, the goals of the Growth Management Chapter of the RCPG. The Project would include a hotel and restaurant uses to provide additional jobs, revenue, and economic activity in the area. The Project would not dislocate a

[120] *SCAG, RCPG Growth Management Chapter, page 3-1: http://www.scag.ca.gov/rcp/pdf/pastprojects/1996RCPGGrowthManagementChapter.pdf.*

community or increase social or economic inequalities. The Project would include a hotel use near similar compatible uses, such as offices and entertainment options in the HCP area.

SCAG RCP

SCAG's 2008 RCP is a guidance document that was developed in response to the Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's inter-related housing, traffic, water, and air quality challenges. The RCP incorporates input from the RCP Task Force, SCAG's policy committees and subregions, local governments, and other key stakeholders. RCP defines a vision for the SCAG region that includes balancing resource conservation, economic vitality, and quality of life. It also provides a long-term planning framework that describes comprehensive responses to growth and infrastructure challenges and recommends an Action Plan targeted for the year 2035. The RCP does not mandate integrated resources planning; however, SCAG does request that local governments consider the recommendations set forth on the RCP in their General Plan updates, municipal code amendments, design guidelines, incentive programs, and other actions. The RCP is an advisory document that contains policies that apply to public and/or private sectors. Public sector includes SCAG, local and state governments, transportation commissions, and resource agencies and conservation groups. Many of the policies apply to SCAG and the public sector, and are intended to inform how SCAG and governments should work to integrate growth and land use planning. The RCP policies are organized in the following categories: Land Use and Housing, Open Space and Habitats, Water, Energy, Air Quality, Solid Waste, Transportation, Security and Emergency Preparedness, and Economy. *Table 3.10-1 – SCAG Regional Comprehensive Pl*an lists the policies that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable (developer-controlled or focused) policies of the RCP.

RTP/SCS

On April 7, 2016, SCAG adopted the 2016-2040 RTP. The SCS is a required element of the RTP/SCS. The RTP/SCS is a blueprint for policies related to transportation and land use projects that improve overall mobility, reduce GHGs, and enhance the overall quality of life for the regions 22 million residents by 2040. The RTP/SCS is intended to facilitate a greater diversity of travel choices as well as safe, secure, and efficient transportation systems that provide improved access to opportunities, such as jobs, education, and healthcare for our residents. Furthermore, the RTP/SCS is intended to promote the creation jobs, ensure the region's economic competitiveness through strategic investments in the goods movement system, and improve environmental and health outcomes. The consistency of the Project with the RTP/SCS is address in *Table 3.10-2.* As shown, the Project would be consistent with the applicable goals in the RTP/SCS.

Applicability of SCAG Plans

The goals and policies of the RCPG, Sustainability Program, RCP, and RTP address projects considered to be regionally significant. To monitor regional development, CEQA requires regional agencies, such as SCAG, to review projects and plans throughout its jurisdiction. In the Southern California region, with

exception of the County of San Diego, SCAG acts as the region's "Clearinghouse," and collects information on projects of varying size and scope to provide a central point to monitor regional activity.

The Project is not considered to be a regionally significant project pursuant to CEQA Guidelines section 15206.[121] The consideration for a commercial development is employing more than 1,000 persons or more than 250,000 square feet. The Project would maintain an existing 20,624 square-foot restaurant and proposes a 1,939 square-foot restaurant and a 114 guestroom hotel. As such, the Project will not be required to demonstrate consistency with SCAG policies contained in the RCPG, RCP, or RTP.

SCAQMD's 2016 AQMP

The 2016 AQMP was prepared to accommodate growth, to reduce high levels of pollutants within the areas under the jurisdiction of the SCAQMD, to return clean air to the region, and to minimize the impact of pollution control on the economy. In the Basin, cumulative impacts on regional ozone air quality are judged by a project's consistency with the SCAQMD's 2016 AQMP.[122] The AQMP works with the SCAG to forecast population growth for the region and develops a long-term attainment plan to accommodate the air pollution impacts of such growth. Because population growth drives the demand for jobs and housing that contribute to regional air pollution, projects that are consistent with regional population forecasts built into the AQMP are considered to have less-than-significant impacts on regional air quality. Consistency with jobs and housing projections are also considered as secondary barometers for growth.

The Project would comply with the SCAQMD rules and regulations that are in effect at the time of the development. The Project will not directly increase population because the Project will not introduce permanent housing (the Project is a hotel and commercial development). Thus, its impact on regional air quality is accommodated by the overall growth assumptions in the 2016 AQMP. Additionally, the Project is infill development that generally produces a smaller impact on regional emissions because it accommodates growth in an urban area with commercial density and transportation infrastructure that ultimately reduces vehicle travel demand and activity. Operation of the Project would generate a net increase of approximately 94 employees (see Table 3.13-2 of this MND). It is anticipated that most of the expected employees would be drawn from the existing labor force in the region and would not require the need to relocate or place a demand for housing in the area. There is a possibility that some of the future employees would be permanent residents to the area; however it is unlikely that this growth would be substantial in the context of the already-forecasted growth for the Hollywood community studied under the Hollywood Community Plan.

Therefore, the Project is consistent with the SCAQMD's 2016 AQMP and is considered to have a less-than-significant cumulative effect on regional air pollution. The SCAG 2016 RTP/SCS include

[121] *CEQA, Section 15206, Projects of Statewide, Regional, or Areawide Significance: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/Handout_CCR_15206_Statewide,Regional,Areawide_052007.pdf, accessed February 20, 2014.*

[122] *SCAQMD, AQMP: http://www.aqmd.gov/aqmp/aqmpintro.htm.*

transportation programs, measures, and strategies generally designed to reduce VMT, which are contained within baseline emissions inventory in the 2012 AQMP (previous AQMP).

LA Metro CMP for Los Angeles County.

The Los Angeles Metropolitan Transportation Authority (Metro) is designated as the congestion management agency responsible for coordinating regional transportation policies. The CMP for Los Angeles County was developed pursuant to Section 65089 of the California Government Code and is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. The CMP also seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for state gas tax funds. The Project's traffic analysis, which is discussed in greater detail under Question 16(b), *ante*, in this IS/MND. The traffic study provided the following conclusion: No CMP intersection (Santa Monica and Highland Avenue) or freeway (Hollywood Freeway) impacts are anticipated.[123]

Consistency with Local Plans

City General Plan

State law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals.[124] The City's General Plan is a dynamic document consisting of 11 elements, including 10 citywide elements – Framework Element, Plan for Healthy LA, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Services Systems/Public Recreation Plan, Safety Element, and Mobility Element. The Land Use Element of the General Plan is comprised of 35 community plans, which provides individual land use consistency plans for each of the City's 35 Community Plan Areas. The Project Site is located in the Hollywood Community Plan Area, which is addressed in more detail below.

General Plan Framework Element

The Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plans and citywide elements. The Land Use Chapter of the Framework Element discusses goals, objectives, and polices as it relates to the distribution of land uses. Additionally, it identifies key areas where certain land uses should be located, as well as identifying the objectives and characteristics of the land uses. The areas identified by the Framework Element are intended to guide the Community Plan in further defining the boundaries, land use categories, intensities, and heights for each

[123] *Traffic Impact Analysis, Overland Traffic Consultants, Inc., May 2017.*

[124] *California Government Code Section 65300.*

of the land uses. The Framework Element identifies segments of Hollywood and Sunset Boulevard, including the Project Site, as a Regional Center.[125]

Regional centers are intended to serve as the focal points of regional commerce, identity, and activity. They cater to many neighborhoods and communities and serve a population of 250,000 to 500,000 residents. They contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Region-serving retail commercial malls and retail services should be integrated where they complement and support the other uses in the regional center. The development of sites and structures integrating housing with commercial uses is encouraged in concert with supporting services, recreational uses, open spaces, and amenities. Regional centers, typically, provide a significant number of jobs and many non-work destinations that generate and attract a high number of vehicular trips. Consequently, each center shall function as a hub of regional bus or rail transit both day and night. Good quality street, area, and pedestrian lighting is essential to generating feelings of safety, comfort, and wellbeing necessary for ensuring public nighttime use of transit facilities. They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from a floor area ratio (FAR) of 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services. Physically, the regional centers are generally characterized by three forms of development:

1. Areas containing mid- and high-rise structures concentrated along arterial or secondary highway street frontages (e.g., Wilshire and Hollywood Boulevards). The intensity of activity and incorporation of retail uses in the ground floor of these structures should induce considerable pedestrian activity.

2. Areas containing mid- and high-rise structures sited on large independent lots, set back from the property frontages (e.g., Warner Center and most of Century City). Though inhibited by the separation of structures, it is encouraged that buildings and sites be designed to improve pedestrian activity within the center.

3. Areas containing retail commercial "malls," characterized by low- and mid-rise buildings clustered around common pedestrian areas. It is encouraged that these buildings be sited and designed to improve their relationships to their principal street frontages, enhancing pedestrian activity.

Table 3.10-3 – General Plan Land Use lists the goals, objectives, and policies of the Framework Element for land use that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable (developer-controlled or focused) policies of the General Plan for regional center commercial. Therefore, no significant impacts due to consistency with land use designations in the General Plan Framework are anticipated.

[125] https://planning.lacity.org/cwd/framwk/chapters/03/F31MtoMp.pdf

Plan inconsistencies in and of themselves are not a significant impact on the environment cognizable under CEQA, which recognizes only direct physical changes in the environment or reasonably foreseeable indirect physical changes in the environment.[126] Moreover, the City's threshold of significance considers only inconsistencies with policies "adopted for the purpose of avoiding or mitigating an environmental effect." To the extent the Framework's provisions arguably reflect environmental considerations, they address whether industrial uses would affect nearby land uses. The Project does not affect these policies because CEQA considers only the Project's impacts on its environment, not the environment's impacts on the Project.

Hollywood Community Plan

The Project Site is located within the HCP, which was adopted in December 1988.[127] Until recently, the Project Site was subject to the HCP Update, which was adopted by City Council on June 19, 2012 (and its associated zoning ordinance as Ordinance No. 182,173). On December 10, 2013, the Superior Court of California issued a tentative ruling that the HCP Update and accompanying EIR were not legally adequate and should be invalidated.[128] On February 11, 2014, the court ordered a preemptory writ of mandate that the City take the necessary steps to rescind, vacate, and set aside all actions approving the HCP Update, the certified EIR and any and all actions that derive from the HCP Update. The court also enjoined the City from granting any authority, permits or entitlements that derive from the HCP Update or the EIR. On April 2, 2014 the City Council adopted a resolution to rescind the HCP Update and adopted Ordinance No. 182,960 to repeal the associated zoning ordinance all to comply with the court's order. Therefore, the HCP Update and the associated zoning ordinance have been repealed, rescinded and invalidated. By operation of law, the 1988 HCP (See City Council action CF 12-0303 S4), in conjunction with the applicable provisions of the LAMC guide the land use and zoning on the Project Site, respectively.

The HCP contains objectives to guide development and uses planned within the City. Not every goal, policy, or objective is applicable to the Project or the Project Site. The HCP is 26-years-old and provided projections through the year 2010. As such, objectives do not reflect recent developments in the area, including the addition of the Metro Red Line subway and Metro Rapid bus routes. The HCP is intended to promote an arrangement of land use, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits; land development and other trends; and protect investment to the extent reasonable and feasible.

The Project Site is designated by the HCP with the Regional Center Commercial land use designation. The Project Site is zoned C4-2D, which allows for a variety of commercial uses, including hotel and

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[126] *See Guidelines Section 15064(d)-(e).*

[127] *1988 Hollywood Community Plan: http://cityplanning.lacity.org/complan/pdf/HwdCpTxt.pdf.*

[128] *Superior Court Judge Allan J. Goodman, December 10, 2013. Case Nos. BS138580, BS138169, and BS138370.*

retail. The Project Site is subject to a Development "D" Limitation, which limits the maximum permitted FAR in Height District 2 to 2:1, unless additional FAR is approved by the City Planning Commission, subject to an agreement with the Community Redevelopment Agency (CRA). A Vesting Zone and Height District change from C4-2D to [Q]C2-2D has been requested to permit a maximum FAR of 3.7:1 in lieu of the permitted 2:1 FAR. Based on the Project Site's lot area of 21,610.7 square feet, the maximum allowable building area for a 3.7:1 FAR would be 79,957 square feet, which is consistent with the Project design.

The HCP includes seven objectives that are directed to the City and other various departments and agencies within, to coordinate and encourage certain types of development, while preserving open space. None of the objectives apply to private development. In addition, the Project does not affect the circulation system (Objective 6). The provisions of public services and utilities are coordinated by the various agencies (LAFD, Los Angeles Police Department [LAPD], Los Angeles Department of Recreation and Parks [LADRP], and Los Angeles Public Library [LAPL]). The Project would not conflict with any of the objectives. The HCP also contains policies and standards for circulation (directed to Los Angeles Department of Transportation [LADOT] and Metro), recreation and parks (directed to LADRP), fire protection (directed to LAFD), public schools (directed to LAUSD), library (directed to the LAPL), and other public facilities (directed to energy provider LADWP), and social services (directed to social services providers). As such, these, policies and standards do not apply to private developments, and are not applicable to this Project. The Project would be consistent with all applicable policies related to the buildings siting, location, uses, and design features.

Table 3.10-4 – Hollywood Community Plan sets forth the HCP's seven objectives discusses the Project's consistency and applicability with each of them. As shown, the Project would be consistent with the applicable objectives and policies of the Hollywood Community Plan.

Additionally, development of the Project would require the following discretionary actions:

1) A **Vesting Tentative Tract Map** pursuant to LAMC Section 17.15, to permit the airspace subdivision of the property into four lots containing one master lot and three (3) airspace lots containing 114 hotel guest rooms, parking, storage, and commercial/restaurant uses.

2) Pursuant to LAMC Section 12.32 F, a Vesting Zone Change and Height District Change from C4-2D to (T)(Q) C2-2D to permit an FAR of up to 3.7:1;

3) A **Conditional Use Permit,** pursuant to LAMC Section 12.24 W.1, for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 114-guestroom hotel and restaurant with 100 seats (60 indoor seats and 40 outdoor seats).

4) A **Site Plan Review**, pursuant to LAMC Section 16.05 to permit the construction, use, and maintenance of a hotel with greater than 50 guest rooms.

5) Any additional actions as may be deemed necessary or desirable, including but not limited to, demolition, grading, excavation, haul route, and building permits.

With approval of the discretionary actions from the City, the Project would be consistent with applicable land use classifications at the time of project buildout.

Transit Priority Area in the City of Los Angeles (ZI-2452)

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

1. The project is a residential, mixed-use residential, or employment center project, and

2. The project is located on an infill site within a transit priority area.[129]

The Project contains multiple uses, include hotel and commercial uses. A hotel is classified as a residential building designed or used for or containing six or more guest rooms or suites of rooms, which may also contain no more than one dwelling unit, but not including any institution in which human beings are housed or detained under legal restraint.[130] The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.[131] The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.[132] The Project Site is within one-half mile of two Metro Red Line subway stations nearby (approximately 1,500 feet southwest of Metro's Hollywood/Vine Station and approximately 2,700 feet southeast of Metro's Hollywood/Highland Station). The Project is also proximately located by numerous local and rapid bus services, include Metro lines 212/312, 217, 222 and DASH Hollywood at the intersection of Cahuenga and Hollywood, approximately 650 feet north of the Project Site.

Los Angeles State Enterprise Zone (ZI-2374)

The Project Site is within the Los Angeles State Enterprise Zone.[133] The federal, state, and local governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. The Enterprise Zone (EZ) special provisions applicable to plan check relate to parking standards and height.

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[129] *http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf.*

[130] *LAMC Section 12.03.*

[131] *California Public Resources Code Section 21099(a)(4).*

[132] *California Public Resources Code Section 21099(a)(7).*

[133] *ZIMAS search: http://zimas.lacity.org/.*

> Parking Standards - Section 12.21-A,4(x)(3):
>
> Except for the Downtown Business District parking area described in Section 12.21-A,4(i), projects within EZs may utilize a lower parking ratio for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings thus increasing the buildable area of the parcel which is critical in older areas of the City where parcels are small.
>
> Height - Section 12.21.4:
>
> Special height districts "EZ1", "EZ1-L", "EZ1-VL", "EZ1-XL", "EZ2", "EZ3" and "EZ4 were established for Enterprise Zones. Height district "EZ1" increases the total floor area contained in all the buildings on a lot to three times the buildable area. Note that the "EZ..." height district suffix must be accomplished by a Zone Change.[134]

The Project proposes to provide the minimum LAMC requirement for parking, including a bike parking reduction. The maximum height would be 84' 4" and the Project Site is in Height District 2, which is not one of the listed height districts as part of the EZ.

Hollywood Redevelopment Project Area

The Project Site is located within the Hollywood Redevelopment Project Area.[135] Development within the Regional Center Commercial designation is restricted to an average FAR of 4.5:1. The intent for development within the Regional Center Commercial designation is to provide for economic development and guidance of high quality commercial, recreational, and residential urban environment with an emphasis on entertainment-oriented uses. To exceed an FAR of 4.5:1, the Hollywood Redevelopment Plan requires the CRA/LA, a Designated Local Authority (successor agency to the former CRA of Los Angeles) to make certain findings and enter into an agreement with applicant to ensure that the proposed project will conform to the Redevelopment Plan.

All applications within the Hollywood Redevelopment Project Area requesting a permit for construction, remodeling, improvements, alterations including seismic compliance, demolition and/or signs must be referred to the CRA for both CEQA clearance and permit approval.[136]

On December 29, 2011, the California Supreme Court issued its decision in *California Redevelopment Association v. Matosantos* (2013) 212 Cal.4th 1457. The decision upheld recently enacted state law dissolving all California redevelopment agencies including the Community Redevelopment Agency of Los Angeles (CRA/LA) and made the dissolution of the agencies effective February 1, 2012. For

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[134] *Enterprise Zone (ZI-2374): http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf*

[135] *ZIMAS search: http://zimas.lacity.org/.*

[136] *Hollywood Redevelopment Project Area (ZI-1352): http://zimas.lacity.org/documents/zoneinfo/ZI1352.pdf.*

purposes of this analysis, any references to the former CRA/LA are intended to mean the Designated Local Authority pursuant to changes in state law as discussed above. CRA is statutorily prohibited from entering any new agreements and is currently only allowed to wind down CRA affairs, including honoring existing obligations and addressing land use issues consistent with CRA's land use powers under the Redevelopment Plan. To date, the CRA has not transferred its land use powers to the City's Department of City Planning.

The proposed FAR is 3.7:1 and thus does not trigger the CRA/LA findings and agreement requirements as the Project does not exceed the 4.5:1 threshold.

The Project is undergoing the CEQA process, which provides public review and input on the analysis of the Project. The Project provides a net increase in employment opportunities on-site. The Project is a development of a proposed restaurant and hotel, as well as the continued use of an existing restaurant, to serve the diverse needs in the Hollywood Redevelopment Plan area. The consistency of the Project with the applicable goals of the Hollywood Redevelopment Project is presented in *Table 3.10-5*. As shown, the Project would be consistent with the applicable goals in the Hollywood Redevelopment Project.

Los Angeles Municipal Code

All development activity is subject to Article 2 of the LAMC, otherwise known as the Planning and Zoning Code. The Planning and Zoning Code includes development standards for property and zoning districts in the City. The Project Site's Regional Center Commercial land use designation lists the following corresponding zones: C4, C2, P, PB, RAS3, and RAS4 zones. The Project Site has zoning designation of C4-2D (Commercial Zone – Height District 2 with a "D" Development Limitation). The Project is requesting a zone change from C4-2D to [Q]C2-2D. The C commercial zone permits a variety of commercial uses including, but not necessarily limited to:

- Offices
- Hotels
- Hospitals
- Churches
- General Retail
- Theaters
- Multi-family residential

The Project will maintain the existing 20,624 square-foot restaurant and proposes a 1,939 square-foot ground floor restaurant, a 114 guest room hotel with rooftop amenity deck with pool, lounge, and bar area. The existing and proposed uses are permitted uses within the requested C2 Zone.

Height District 2 permits a FAR of up to 6:1. The D development limitation in Ordinance 165,660, however, restricts the Project Site's FAR to 2:1. The 2:1 FAR may be exceeded subject to City Planning Commission approval and an agreement with the CRA.

The proposed FAR for the Project Site is 3.7:1, inclusive of the existing ground floor commercial/restaurant building. In order to construct the Project, the Project is requesting a Height District Change to maintain the existing Height District 2 designation and to amend the D Limitation to permit an FAR of 3.7:1.

The allowable height of structures in the C2 zone in Height District 2 is unlimited with no story limit. The proposed height is 84'4" and eight stories.

The allowable density for development in the existing C4 and requested C2 zone is the same as those in the R4 Zone, which permits a guest room density of 1 guest room per 200 square feet of lot area. Pursuant to LAMC Section 12.22-A,(18)(a), R5 uses may be permitted in specified commercial zones, including the existing C4 and requested C2 Zones, for mixed-use projects which are located on project sites located within a designated "Regional Center" or "Regional Commercial" area, as adopted by the Community Plan. The R5 Zone, pursuant to LAMC Section 12.12-C,4, permits one dwelling unit per 200 square feet of lot area and does not have a limitation on the minimum lot area per guest room. The Project proposes a mixed-use building which would maintain the existing restaurant, and to construct a second restaurant and a 114 guestroom hotel.

Table 2-2 (in Section 2 of this MND) provides a summary of the LAMC-required parking for the Project. Valet services will be provided along the north side of Selma Avenue and east side of Wilcox Avenue along the Project frontages. The main drop-off vehicle valet service will be provided along Selma Avenue. Due to the shared usage of the valet service area on Selma Avenue between the existing restaurant and proposed hotel, some of the patrons will make use of or be direct to the valet service area on Wilcox Avenue. Vehicles that approach the site from the east will need to circulate along Hollywood Boulevard, Sunset Boulevard and Cahuenga Avenue to approach the Selma Avenue valet zone in the westbound direction. The parking structure is accessed from a driveway on Wilcox Avenue. There will be a minimum of 50 total underground on-site parking spaces to serve the Project and 36 off-site spaces. The remaining 36 spaces will be accommodated by parking structure as part of the permitted and under construction Thompson Hotel Project at 1541 Wilcox Avenue. There may be a possibility of expanding the number of parking spaces within the garage through a more efficient parking-attendant stacked-parking system. This greater efficiency will be studied once a parking operator is identified for the Project.

Additionally, the Project will provide 88 bicycle parking spaces in accordance with LAMC 12.21-A. It is not anticipated that hotel guests will arrive via bicycle. However, it is anticipated that employees of the hotel may arrive via bicycle, and the hotel will offer free bicycles to its guests to experience the Hollywood neighborhood.

Los Angeles Green Building Code

On December 13, 2013, the City approved Ordinance No. 182,849, as the most recent update to the Los Angeles Green Building Code ("LA Green Building Code"). The current 2014 LA Green Building Code is based on the 2013 California Green Building Standards Code (commonly known as CALGreen), which was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the LA Green Building Code:

- All new buildings (residential and non-residential);
- Every building alteration with a building permit valuation of $200,000 or more (residential and non-residential);
- Residential alterations that increase the building's conditioned volume; and
- Every building addition (residential and non-residential)

The Project would meet the requirements in the LA Green Building Code. The building would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star®-rated appliances, water saving/low-flow fixtures, non-volatile organic compound paints/adhesives, drought-tolerant planting, and high performance building envelopment. The proposed building would accommodate solar photovoltaic panels and on-site electric vehicle chargers.

Original Baseline

Under the Original Baseline, the Project would not conflict with applicable land use plans, policies, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not conflict with applicable land use plans, policies, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, and the impacts will be less than significant

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A significant adverse effect could occur if a Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. The Project Site is located in an urbanized and fully developed portion of the City. No such habitat conservation plan or community conservation plan exists which would govern any portion of the Project Site. Thus, the Project would not have the potential to cause adverse effect and there would be no impact.

Original Baseline

Under the Original Baseline, the Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact will occur.

Current Baseline

Under the Current Baseline, the Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact will occur.

Table 3.10-1

SCAG Regional Comprehensive Plan

Policies	Discussion
Land Use and Housing [1]	
LU-6.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Programs.	**Consistent.** The Project would comply with CALGreen requirements of the California Building Code and incorporates green and conservation features, through mitigation measures. The Project would also be consistent with the City Building Code, including the LAGBC for all new buildings (residential and non-residential). The LAGBC is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
Open Space and Habitat [2]	
OSN-14 Developers and local governments should implement mitigation for open space impacts through the following activities: • Individual projects should either avoid significant impacts to regionally significant open space resources or mitigate the significant impacts through measures consistent with regional open space policies for conserving natural lands, community open space and farmlands. All projects should demonstrate consideration of alternatives that would avoid or reduce impacts to open space. • Individual projects should include into project design, to the maximum extent practicable, mitigation measures and recommended best practices aimed at minimizing or avoiding impacts to natural lands, including, but not limited to FHWA's Critter Crossings, and Ventura County Mitigation Guidelines. • Project level mitigation for RTP's significant cumulative and growth-inducing impacts on open space resources will include but not be limited to the conservation of natural lands, community open space and important farmland through existing programs in the region or through multi-party conservation compacts facilitated by SCAG. • Project sponsors should ensure that transportation systems proposed in the RTP avoid or mitigate significant impacts to natural lands, community open space and important farmland, including cumulative impacts and open space impacts from the growth associated with transportation projects and improvements. • Project sponsors should fully mitigate direct and indirect impacts to open space	**Consistent.** The Project would be an urban infill development that avoids significant impacts to regionally significant open space resources. The Project is located in a developed area of the HCP surrounded by other urban uses. There are no rural, agricultural, recreational, or environmentally sensitive areas on the Project Site. There are three magnolia trees located along Selma Avenue parkway whose trunk diameters range from three inches to five inches and therefore are not mature, significant trees. There is one *Washingtonia robusta* (Mexican fan palm) that has an 18-inch trunk diameter but it off the Project Site by several feet and will not be impacted by the Project. Therefore, the Project would not conflict with any local policy or ordinance protecting biological resources. If the Project were to impact these trees, the Project would comply with the City's regulations regarding tree removal and replacement.

Policies	Discussion
resulting from implementation of regionally significant projects.	
OSC-9 Developers and local governments should increase the accessibility to natural areas lands for outdoor recreation.	**Not Applicable.** OSC-9 does not apply to this Project as it is not next to natural areas for outdoor recreation. The Project Site would not impede access to natural lands.
OSC-10 Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	**Consistent.** The Project is an infill development in an existing community.
OSC-11 Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	**Consistent.** The Project would comply with CALGreen requirements of the California Building Code and incorporates green and conservation features, such as air quality (pollution) and solid waste recycling and reduction mitigation measures. The Project would also be consistent with the City Building Code, including the LAGBC for all new buildings (residential and non-residential). The LAGBC is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
OSC-12 Developers and local governments should promote water-efficient land use and development.	**Consistent.** The Project would comply with CALGreen requirements of the California Building Code and incorporates green and conservation features, such as water-efficient features, through regulatory compliance. The Project would also be consistent with the City Building Code, including the LAGBC for all new buildings (residential and non-residential). The LAGBC is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
OSC-13 Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	**Consistent.** The Project would contain multiple uses (hotel and commercial) and be a redevelopment of an urban area.
Water [3]	
WA-9 Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	**Consistent.** The Project includes conservation features (regulatory compliance) to reduce operational water use, per LADWP and LAMC requirements.
WA-10 Developers and local governments should include conjunctive use as a water management strategy when feasible.	**Consistent.** Conjunctive use is the coordinated management of surface water and groundwater supplies to maximize the yield of the overall water resource. An active form of conjunctive use utilizes artificial recharge, where surface water is intentionally percolated or injected into aquifers for later use. The Project would not conflict or preclude the City from exploring conjunctive use as a water management strategy.
WA-11 Developers and local governments should encourage urban development and	**Consistent**. The Project would confirm with the City that the capacity of the existing

Policies	Discussion
land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	water infrastructure can supply the domestic needs of the Project during the operation phases. The Project shall implement any upgrade to the water infrastructure serving the Project Site that is needed to accommodate the Project's water consumption needs.
WA-12 Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	**Not Applicable.** Upon completion, the Project will cover the entire Project Site. There is no open space for landscaping. The Project may include landscaping/vegetation on the roof.
WA-13 Developers and local governments should protect and preserve vital land resources—wetlands, groundwater recharge areas, woodlands, riparian corridors, and production lands. The federal government's 'no net loss' wetlands policy should be applied to all of these land resources.	**Not Applicable.** The Project would not impact wetlands.
WA-27 Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	**Consistent.** The Project covers the entire site with a building. Though the building is an impervious surface covering the entire lot, the Project would comply with LID requirements and other regulations to ensure that water quality and stormwater flow are in compliance.
WA-32 Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	**Consistent.** The Project would comply with CALGreen requirements of the California Building Code, for water and energy conservation. The Project would also be consistent with the LAGBC for all new buildings (residential and non-residential). The LAGBC is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
Energy [4]	
EN-8 Developers should incorporate and local governments should include the following land use principles that use resources e□ciently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase biking and walking trips.	**Consistent.** The Project is in proximity to local transit lines, including Metro buses. The Project would encourage biking and walking trips due to bicycle parking and within a pedestrian-oriented area along Cahuenga Boulevard. The Project is also located to numerous local and rapid bus services, include Metro lines 212/312, 217, 222 and DASH Hollywood at the intersection of Cahuenga and Hollywood, approximately 650 feet north of the Site.
EN-10 Developers and local governments should integrate green building measures	**Consistent.** The Project would be in compliance with the City's Green Building

Policies	Discussion
into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: • Using energy e□cient materials in building design, construction, rehabilitation, and retrofit • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing e□cient commercial/residential space and water heaters: this could include the advertisement of existing and/or development of additional incentives for energy e□cient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c=Products.pr_tax_credits. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy.	Ordinance, which contains energy efficient practices such as requirements for heating and cooling and reduced water usage (water conveyance uses energy).
EN-11 Developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.	**Consistent.** Electrical service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service. Southern California Gas Company (SCG) will conduct system analysis and determine the best method to provide gas to the customer, when the total requested load for the Project is received.

Policies	Discussion
EN-12 Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.	**Not Applicable.** The Project may incorporate solar panels, although this is not a requirement.
EN-14 Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	**Consistent.** The hotel uses would comply with the LAMC requirements for all mandatory (Code-required) transportation measures to reduce single-occupancy vehicle trips. The Project includes bicycle parking, ride share options, and proximity to transit.
Solid Waste [5]	
SW-14 Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g. stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. • Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.	**Consistent.** The Project would include an operational recycling program as required by LAMC and AB 341 (Mandatory Commercial Recycling). During operation, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
SW-17 Developers and local governments should develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and	**Not Applicable.** The Project would not be a composting, or composting, recycling, or conversion technology facility.

Policies	Discussion
have minimum environmental and health impacts.	
SW-18 Developers and local governments should coordinate regional approaches and strategic siting of waste management facilities.	**Not Applicable.** The Project would not be a waste management facility.
SW-19 Developers and local governments should facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.	**Not Applicable.** The Project would not be an eco-industrial park.
SW-20 Developers and local governments should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities near existing waste management or material recovery facilities.	**Not Applicable.** The Project would not be a solid waste management facility.

SCAG Regional Comprehensive Plan: http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP_Complete.pdf
[1] Page 21; [2] Pages 34 and 39; [3] Pages 59-61; [4] Pages 75-76; [5] Pages 105-106
Table: CAJA Environmental Services, March 2017.

Table 3.10-2

SCAG Regional Transportation Plan

Goals and Policies	Discussion
Goals	
Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness.	**Consistent.** The Project is consistent because it would redevelop an underutilized infill parcel with services and jobs near public transit. The Project would be accessible for all people. The Project would not impede safe travel and use of a transportation system. The Project would be built to the latest energy efficiency requirements.
Goal 2 Maximize mobility and accessibility for all people and goods in the region.	
Goal 3 Ensure travel safety and reliability for all people and goods in the region.	
Goal 4 Preserve and ensure a sustainable regional transportation system.	
Goal 5 Maximize the productivity of our transportation system.	
Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	
Goal 7 Actively encourage and create incentives for energy efficiency, where possible.	
Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.	
Goal 9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies,	
Guiding Policies	
Policy 1. Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	**Not Applicable.** The Project is not a transportation project. The Project does not make policy decisions on transportation investments. However, the Project would address the spirit of this policy as it is near transit and would be pedestrian friendly.
Policy 2. Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/ SCS priorities for any incremental funding in the region.	**Not Applicable.** The Project is not responsible for ensuring safety and maintenance of the transportation system. However, the Project would address the spirit of this policy as it is near transit and would be pedestrian friendly.
Policy 3. RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	**Consistent**. The Project is consistent because it would redevelop an underutilized infill parcel with services and jobs near public transit.
Policy 4. Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	**Not Applicable.** The Project does not make policy decisions. However, the Project would address the spirit of this policy as it is near transit and would be pedestrian friendly.
Policy 5. HOV gap closures that significantly increase transit and rideshare usage will	**Not Applicable.** The Project does not make policy decisions. However, the Project would

Goals and Policies	Discussion
be supported and encouraged, subject to Policy 1.	address the spirit of this policy as it is near transit and would be pedestrian friendly.
Policy 6. The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	**Not Applicable.** The Project does not make policy decisions. However, the Project would address the spirit of this policy as it is near transit and would be pedestrian friendly.
Policy 7. The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	**Not Applicable.** The Project does not make policy decisions. However, the Project would address the spirit of this policy as it is near transit and would be pedestrian friendly.
Policy 8. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	**Not Applicable.** The Project is not responsible for monitoring progress on the RTP. However, the Project would address the spirit of this policy as it is near transit and would be pedestrian friendly.
SCAG Regional Transportation Plan: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_04_CreatingAPlanForOurFuture.pdf *Table: CAJA Environmental Services, December 2017.*	

Table 3.10-3
General Plan Land Use (Framework Element)

Goal, Objective, Policies	Discussion
Distribution of Land Use	
Objective 3.1 Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses and visitors.	**Consistent.** The Project is consistent with this Objective by providing hotel uses in close proximity to jobs and transit infrastructure, thereby supporting the needs of existing and future residents and businesses seeking compact, walkable and mixed-use environments. The Project will provide upscale hotel accommodations that support Hollywood's status as an international entertainment destination through providing guest rooms for people in the entertainment industry and visitors. In addition to guest rooms, the hotel provides a view shed amenity with a roof deck area where patrons can enjoy the views of Hollywood and greater Los Angeles.
Policy 3.1.5: Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.	**Not Applicable**. The Project is not seeking an amendment to any local community plans or General Plan.
Objective 3.2 Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	**Consistent.** The Project Site is located approximately less than a mile away from the I-101 and within a mile of both the Hollywood/Vine and Hollywood/Highland Metro Rail Stations. The proximity of these transportation opportunities will provide convenient vehicular and transit access to and from the Project. Located within walking distance of cafes and restaurants, guests can easily and conveniently access nearby dining establishments without driving or hiring a car service. The Project includes bicycle parking and vehicle parking reductions due to bike parking replacement. The Site is in proximity to transit lines.
Policy 3.2.4 Provide for the siting and design of new development that maintains the	**Consistent.** The Project is consistent with the existing land use pattern along Selma

Goal, Objective, Policies	Discussion
prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	Avenue and of similar height and density. The blocks surrounding the Property have several buildings that are existing, under construction, approved, and proposed that exceed a 2:1 FAR. The Project is consistent with uses permitted in the Regional Center Commercial land use designation that are typically developed at a greater intensity. The Project furthers the goal of Hollywood as an international center for the entertainment business and continues the land use pattern of denser development.
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 advances this Objective by accommodating new hotel use in a neighborhood that is already highly urbanized and proximate to the intersection of existing (Cahuenga Boulevard) transit corridors. With proximity to the Metro Red Line Hollywood/Vine Station, the Project offers connection for its guests to the rest of the City via alternative transportation. Additionally, the Project is located away from residential areas to preserve existing neighborhood and instead direct activity into the regional commercial district.
Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram (Figure 3-1 and 3-2).	**Consistent.** The Project is not located within a stable residential neighborhood or low-intensity commercial district. Rather, it is adjacent to a major corridor in rapid transition and characterized by new dense mixed-use residential, retail and office developments.
Policy 3.4.7 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards.	**Consistent.** The Project as proposed supports the objectives of the General Plan Framework Element's Land Use chapter to support the viability of the City's commercial districts. Specifically, the Project supports sustainable growth in a higher-intensity commercial and mixed-use Regional Center. The Framework Element generally recognizes Regional Centers as having FARs between 1.5:1 to 6.0:1 and characterized by six- to 20-story buildings. The Project proposes an FAR of 3.7:1 and eight floors which is within the Framework Element's characterization of Regional Centers. Additionally, the Project fulfills the goals of the General Plan by replacing an underutilized site with a more suitable use that is compatible with surrounding uses. The Project also supports the objectives of the HCP by "furthering the development of

Goal, Objective, Policies	Discussion
	Hollywood as a major center of employment."
Region Characteristics/Uses (Table 3-1 of Framework)	
• Corporate and professional offices, retail commercial (including malls), offices, personal services, eating and drinking establishments, telecommunications centers, entertainment, major cultural facilities (libraries, museums, etc.), commercial overnight accommodations, and similar uses. • Mixed-use structures integrating housing with commercial uses • Multi-family housing (independent of commercial) • Major transit hub • Inclusion of small parks and other community-oriented activity facilities • A focal point of regional commerce, identity and activity, Regional Centers generally will fall within the range of floor area ratios from 1.5:1 to 6.0:1, characterized by six- to 20-stories (or higher) buildings. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. • Gasoline/automotive services which may also provide accessory uses such as retail, food stores, restaurants and/or take-out.	**Consistent**. The Project includes a hotel use (commercial overnight accommodations) and restaurant uses. The Project includes 114 hotel rooms, ground floor restaurant, and other hotel amenities.
Regional Centers	
GOAL 3F Mixed-use centers that provide jobs, entertainment, culture, and serve the region.	**Consistent.** The Project would include a hotel use that provides jobs.
Objective 3.10 Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.	**Consistent.** The Project would include a hotel use that provides jobs.
Policy 3.10.1 Accommodate land uses that serve a regional market in areas designated as "Regional Center" in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community	**Consistent.** According to Table 3-1, regional centers include hotels. According to Table 3-6, the Regional Center designation corresponds to the existing C4 and proposed C2 zone for the Project Site.

Goal, Objective, Policies	Discussion
plans.	
Policy 3.10.2 Accommodate and encourage the development of multi-modal transportation centers, where appropriate.	**Not Applicable.** The Project is not of a size or scale to be a multi-modal transportation center.
Policy 3.10.3 Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.	**Consistent.** The hotel and commercial uses would activate the Selma Avenue corridor adjacent to Cahuenga Boulevard's pedestrian-oriented uses.
Policy 3.10.4 Provide for the development of public streetscape improvements, where appropriate.	**Not Applicable.** The Project is not required to develop the public streetscape.
Policy 3.10.5 Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.	**Not Applicable.** The Project does not have any open space that could be used for the development of a small park.
Policy 3.10.6 Require that Regional Centers be lighted to standards appropriate for nighttime access and use.	**Consistent.** The hotel and restaurant uses would include lighting typical for nighttime use and access.
General Plan, Chapter 3-Land Use, Regional Center: http://cityplanning.lacity.org/cwd/framwk/chapters/03/03205.htm *Table: CAJA Environmental Services, February 2017.*	

Table 3.10-4
Hollywood Community Plan

Objective and Policies	Discussion
Objectives of the Plan	
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 coordinates development of the HCP area with that of the City through the Department of City Planning review and approval process. This applies consistent standards and compliance measures for development. The Project provides employment, and retail services in the HCP area and furthers the development of Hollywood as a major center of population, employment retail services and entertainment.
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 Project provides hotel and commercial uses that would accommodate the surrounding area beyond the Plan's projected year of 2010. The Project's FAR is more consistent with the area's existing urban character and more appropriate to accommodate existing activities and uses beyond the Plan's projected year of 2010.
Objective 3 To make provisions for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the community, and to protect lower density housing from the scattered intrusion of apartments. In hillside residential areas to: a. Minimize grading so as to retain the natural terrain and ecological balance. b. Provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities, and topography and in coordination with development in the remainder of the City.	**Not Applicable**. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities. While the hotel does not provide permanent housing, it provides short-term lodging for visitors and expands the opportunities for choice among visitors to the Hollywood area and region.
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. b. Designating lands for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of	**Consistent**. The Project provides hotel and restaurant uses. The proposed FAR is consistent with smart growth principles. It provides ground-floor restaurant uses near a transit corridor (Cahuenga Boulevard) and appropriately locates density near transit, thereby assisting with efforts to reduce VMT and to increase pedestrian walkability and other modes of

Objective and Policies	Discussion
industrial uses as are necessary for this purpose. c. Encouraging the revitalization of the motion picture industry. d. Recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles.	transit. The Project does not include industrial uses and would not conflict with the motion picture industry (existing uses are not related to the industry). The Project will not affect the concentration of medical facilities in East Hollywood.
Objective 5 To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space and parks in both local neighborhoods and in high density areas.	**Consistent**. As part of the building permit process, various City departments are consulted to provide clearance. The encouragement of open space and parks is not applicable to the Project.
Objective 6 To make provisions for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage expansion and improvement of public transportation service.	**Consistent**. The IS/MND includes a traffic analysis that analyzes the potential impacts to the area's circulation system. This analysis is based on the Traffic Study, which was reviewed and approved by the LADOT. The Traffic Study found that with a TDM program, all impacts would be reduced to less than significance.
Objective 7 To encourage the preservation of open space consistent with property rights when privately owned and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.	**Not Applicable**. The Project is an infill development surrounded by existing developments. There is no public open space on the Project Site. The Project Site does not block views or alter the natural character and topography of the mountainous parts of the area.
Land Use – Commerce – Standards and Criteria	
The commercial lands (including associated parking) designated by this Plan to serve residential areas are adequate to meet the needs of the projected population to the year 2010, as computed by the following standards: 1. 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience-type commercial areas; 2. 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses.	**Not Applicable**. The standard was designed to meet the needs of the population through 2010. The Project would be operational after 2010. However, the Project would provide commercial uses and services (hotel use) in an active area of Hollywood.
Parking areas should be located between commercial and residential uses on the commercially-zoned properties where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid masonry wall and landscaped setbacks.	**Consistent**. Parking would be contained within the building in subterranean parking levels as well as utilizing valet parking services to an off-site location (accommodated by parking structure as part of the permitted and

Objective and Policies	Discussion
	under construction Thompson Hotel Project at 1541 Wilcox Avenue).

Source: 1988 Hollywood Community Plan, pages HO-1 to HO-3: http://cityplanning.lacity.org/complan/pdf/HwdCpTxt.pdf
Table: CAJA Environmental Services, December 2017.

Table 3.10-5
Hollywood Redevelopment Plan

Goals	Discussion
1) Encourage the involvement and participation of residents, business persons, property owners, and community organizations in the redevelopment of the community.	**Consistent**. The Project would redevelop an underutilized parcel with a hotel and restaurant development.
2) Preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for minorities and women.	**Consistent**. The Project would increase employment and business opportunities to all by providing a commercial development that provides jobs. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities.
3) Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	**Consistent**. The Project would provide services and lodging. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities.
4) Support and encourage the development of social services with special consideration given to participating in projects involving community based organizations that serve runaways, the homeless, senior citizens and provide child care services and other social services.	**Not Applicable**. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities. The Project is a private development and not for social services.
5) Improve the quality of the environment, promote a positive image for Hollywood and provide a safe environment through mechanisms such as: a) adopting land use standards; b) promoting architectural and urban design standards including: standards for height, building setback, continuity of street facade, building materials, and compatibility of new construction with existing structures and concealment of mechanical appurtenances; c) promoting landscape criteria and planting programs to ensure additional green space; d) encouraging maintenance of the built environment; e) promoting sign and billboard standards; f) coordinating the provision of high quality public improvements; g) promoting rehabilitation and restoration guidelines; h) integrate public safety concerns into planning efforts.	**Consistent**. The Project would redevelop an underutilized parcel and promote a positive image of Hollywood and the environment with thoughtful design that fits into the character of the area. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities.

Goals	Discussion
6) Support and promote Hollywood as the center of the entertainment industry and a tourist destination through the retention, development and expansion of all sectors of the entertainment industry and the preservation of landmarks related to the entertainment industry.	**Not Applicable**. The Project does not affect any sector of the entertainment industry or landmark. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities.
7) Promote the development of Hollywood Boulevard within the Hollywood commercial core as a unique place which: a) reflects Hollywood's position as the entertainment center; b) provides facilities for tourists; c) contains active retail and entertainment uses at the street level; d) provides for residential uses; e) is pedestrian oriented; f) is a focus for the arts, particularly the performing arts; and g) recognizes and reinforces its history and architecture.	**Not Applicable**. The Project is located on Selma Avenue, approximately 650 feet south of Hollywood Boulevard.
8) Promote and encourage the retention and expansion of all segments of the arts community and the support facilities necessary to foster the arts and attract the arts through land use and development policies such as the creation of a theater district.	**Not Applicable**. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities. The Project would not be an arts or theater project.
9) Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.	**Not Applicable**. The Project proposes short-term lodging as guest rooms in a hotel. The Project would be removing four units, which is a negligible amount that would not displace a substantial number of people.
10) Promote the development of sound residential neighborhoods through mechanisms such as land use, density and design standards, public improvements, property rehabilitation, sensitive in-fill housing, traffic and circulation programming, development of open spaces and other support services necessary to enable residents to live and work in Hollywood.	**Not Applicable**. The Project proposes short-term lodging as guest rooms in a hotel. The Project does not propose permanent housing.
11) Recognize, promote and support the retention, restoration and appropriate reuse of existing buildings, groupings of buildings and other physical features especially those having significant historic and/or architectural value and ensure that new development is sensitive to these features through land use and development criteria.	**Not Applicable**. The Project is not retaining an existing building.

Goals	Discussion
12) Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	**Consistent**. This MND studied the traffic generated by the Project and found no significant impacts.
13) Promote and encourage the development of health, education, child and youth care, and senior citizen facilities and programs to enable the development of a community with a variety of lifestyles.	**Not Applicable**. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities. The Project does not include those uses.
14) Promote and encourage development of recreational and cultural facilities and open spaces necessary to support attractive residential neighborhoods and commercial centers.	**Not Applicable**. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities. The Project does not include those uses.
15) Promote the development of the varied ethnic communities in Hollywood.	**Not Applicable**. The Project proposes a 114 guest room hotel with ground floor restaurant, and other hotel amenities. The uses would be open to all persons.
16) To the maximum extent feasible, seek to build replacement housing within the Project Area prior to the destruction or removal of dwelling units which house low and moderate income people. The Agency shall make a good faith effort to relocate displacees within the Project Area unless they choose to relocate elsewhere. Project displacees shall be provided a priority for occupancy in housing which the Agency has facilitated.	**Not Applicable**. The Project provides short-term lodging as part of the hotel. It does not provide permanent housing. The Project would be removing four units, which is a negligible amount that would not displace a substantial number of people. The Project complied with all applicable relocation requirements under LMAC and State law.
Source: Hollywood Redevelopment Plan: http://www.crala.org/internet-site/Projects/Hollywood/upload/HollywoodRedevelopmentPlan.pdf *Table: CAJA Environmental Services, December 2017.*	

11. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the Project would convert an existing or future regionally-important mineral extraction use to another use, or if the Project would affect access to a site used or potentially available for regionally-important mineral resource extraction. Mineral Resources Zone-2 (MRZ-2) sites contain potentially significant sand and gravel deposits, which are to be conserved. Any proposed development plan must consider access to the deposits for purposes of extraction. Much of the area within the MRZ-2 sites in the City was developed with structures prior to the MRZ-2 classification and, therefore, these sites are unavailable for extraction.[137]

MRZ-2 sites are identified in two community plan elements of the City's General Plan, the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plans.[138] Neither the Project Site nor the surrounding area is identified as an area containing mineral deposits of regional or statewide significance. Therefore, no impact to known mineral deposits will occur.

The Project Site is not located within any Major Oil Drilling Areas, which are 25 City-designated major oil drilling areas. The nearest one is #16 Salt Lake Oil Field, a broad swath of land generally south of Melrose Avenue, north of Wilshire Boulevard, east of Beverly Hills Drive, and west of Vine Street.[139] The California Department of Conservation has online mapping of wells. No oil wells exist on the Project Site.[140]

Original Baseline

Under the Original Baseline, the Project will not result in the loss of availability of a known mineral resource that would be of value to the region. Therefore, no impacts to mineral resources of regional or statewide significance will occur.

Current Baseline

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[137] *City of Los Angeles Department of City Planning, Conservation Element, adopted September 2001, page II-58: http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf.*

[138] *City of Los Angeles Department of City Planning, Conservation Element, adopted September 2001, page II-59: http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf.*

[139] *City of Los Angeles Department of City Planning, Safety Element Exhibit E, Oil Field and Oil Drilling Areas: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf.*

[140] *State of California Department of Conservation, Division of Oil, Gas & Geothermal Resources, Online Mapping System, District 1, website: http://maps.conservation.ca.gov/doggr/#.*

Under the Current Baseline, the Project will not result in the loss of availability of a known mineral resource that would be of value to the region. Therefore, no impacts to mineral resources of regional or statewide significance will occur.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if a project is located in an area used or available for extraction of a locally-important mineral resource and the Project converted an existing or potential future locally-important mineral extraction use to another use or if the Project affected access to a site in use or potentially available for locally-important mineral resource extraction. The Project Site is not delineated as a locally important mineral resource recovery site on any City plans. Additionally, as stated in the response to Question 11(a), no oil wells exist on the Project Site. Furthermore, the Project Site is surrounded by dense urban uses and residential uses. Thus, the Project Site would not be an adequate candidate for mineral extraction.

Original Baseline

Under the Original Baseline, the Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts to loss of availability of a locally important mineral resource will occur.

Current Baseline

Under the Current Baseline, the Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts to loss of availability of a locally important mineral resource will occur.

12. NOISE

The section is based in part on the following items, included as Appendix H of this IS/MND:

H Noise Appendices, DKA Planning, October 2017.

C-2 Original Baseline Air Quality, Greenhouse Gases, and Noise Appendices, DKA Planning, September 2015. (Note: Analyzed the Original Baseline for the Adopted MND).

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. *Table 3.12-1* provides examples of A-weighted noise levels from common sources.

Table 3.12-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA, L_{eq})
Threshold of Pain	140
Jet Takeoff at 100 Meters	125
Jackhammer at 15 Meters	95
Heavy Diesel Truck at 15 Meters	85
Conversation at 1 Meter	60
Soft Whisper at 2 Meters	35
Source: United States Occupational Safety & Health Administration, Noise and Hearing Conservation Technical Manual, 1999.	

Noise Definitions

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}).

- Community Noise Equivalent Level. CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 PM and 10:00 PM is as if the sound were actually 5 dBA higher than if it occurred from 7:00 AM to 7:00 PM when background ambient noise levels are higher. From 10:00 PM to 7:00 AM, humans perceive

sound as if it were 10 dBA higher due to an even lower background noise level. Accordingly, the CNEL is obtained by adding an additional 5 dBA to measured or projected sound levels in the evening from 7:00 PM to 10:00 PM and 10 dBA to sound levels in the night from 10:00 PM to 7:00 AM. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour measured or projected average.

- Equivalent Noise Level. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Effects of Noise

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

According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 75 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.[141] The World Health Organization (WHO) reports that adults should not be exposed to sudden "impulse" noise events of 140 dB or greater. For children, this limit is 120 dB.[142]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA L_{eq}, and that individual noise events of 45 dBA or higher be limited.[143] Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq}. Individual exterior events of 60 dBA or higher should also be limited.

Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65-70 dBA L_{eq} and cardiovascular effects including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

Audible Noise Changes

[141] *National Institute on Deafness and Other Communication Disorders, www.nidcd.nih.gov/health/noise-induced-hearing-loss.*

[142] *World Health Organization, Guidelines for Community Noise, 1999.*

[143] *Ibid.*

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness.[144]

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of distance. For example, if a noise source produces a noise level over a hard surface of 89 dBA at a reference distance of 50 feet, the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance.

Noise is most audible when traveling by direct line-of-sight, an unobstructed visual path between noise source and receptor. Barriers such as walls or buildings that break line-of-sight between sources and receivers can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can reduce source noise levels by up to 20 dBA or more.[145] However, the effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

Regulatory Setting

Federal

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

State

The State of California's 2003 General Plan Guidelines establish county and city guidelines for acceptable exterior noise levels based on land use. These standards and criteria are incorporated into the land-use planning process to reduce future noise and land-use incompatibilities. *Table 3.12-2* illustrates state guidelines on considering the compatibilities between various land uses and outdoor noise levels.

[144] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.*

[145] *California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.*

Table 3.12-2
Land Use Compatibility for Community Noise Environments

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

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
CU = Clearly Unacceptable - New construction or development should generally not be undertaken.
Source: California Office of Noise Control, Department of Health Services.

City of Los Angeles

Construction Noise Standards

LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations. For example, LAMC Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 PM and 7:00 AM, Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 AM or after 6:00 PM on any Saturday, or on any Sunday or national holiday.

> *LAMC SEC. 41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
>
> *(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...*

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

> *LAMC SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS*
>
> *Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*
>
> *(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
>
> *(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
>
> *(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*
>
> *Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.*

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

> *LAMC SEC. 112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES*
>
> *(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*
>
> *(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

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

LAMC SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property ... to exceed the ambient noise level by more than five decibels.

L.A. CEQA Thresholds Guide

In 2006, the City released the *L.A. CEQA Thresholds Guide* to provide further guidance for the determination of significant construction and operational noise impacts. According to the *L.A. CEQA Thresholds Guide*, a project would, under normal circumstances, have a significant impact if:

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

For a project's operational impacts:

- *The ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category...*
- *Any 5 dBA or greater noise increase.*

Existing Conditions

On April 25, 2017, DKA Planning took short-term noise readings at locations surrounding the Project Site to determine these receptors' ambient noise conditions.[146] For all noise monitoring locations, ambient

[146] *Noise measurements were taken using a Quest Technologies SoundPro DL Sound Level Meter. The SoundPro meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.*

noise was primarily attributable to vehicle traffic along Wilcox Avenue, Selma Avenue, and Cahuenga Boulevard. Ambient noise levels for all monitoring locations are shown in *Table 3.12-3* for reference.

Table 3.12-3
Existing Ambient Noise Levels

Noise Monitoring Location	Existing Ambient Noise Level (dBA Leq)
1. Intersection of Wilcox Avenue and Selma Avenue	69.3
2. Selma Avenue	67.1
3. Cahuenga Boulevard	70.5
Source: DKA Planning, 2017.	

These ambient conditions are largely similar to those recorded in 2015 as a part of the Approved Project's environmental analysis. That analysis determined the ambient noise level near the intersection of Wilcox Avenue and Selma Avenue to be 66.9 dBA L_{eq}. A noise measurement along Selma Avenue yielded an ambient noise level of 64.3 dBA L_{eq}. Along Cahuenga Boulevard near Cosmo Lofts, an ambient noise level of 70.3 dBA L_{eq} was recorded. When compared with the ambient noise levels of their corresponding locations that were recorded in April 2017, these noise levels differ by less than 3 dBA. The Project would not have a significant construction noise impact at any nearby receptor, no matter which baseline ambient noise measurements are considered.

Establishing the existing noise environment was complicated by two factors. First, the proposed Project would add to approved development on a site that is actively under construction. The Project Site is entirely excavated to the depth of the planned three-level subterranean parking garage. As a result, noise monitoring equipment could not be safely positioned on-site and at-grade. Second, ongoing construction activities at the site would distort ambient noise conditions.

Because of these complications, DKA Planning established an ambient 24-hour CNEL noise profile through a two-step process. First, it took periodic noise measurements throughout the day at an off-site location immediately adjacent to the Project Site, near the intersection of Selma Avenue and Wilcox Avenue. These measurements were not taken at times when construction equipment was in operation. The results of these noise measurements are shown in Table 3.12-4. Because of the area's increased noise levels associated with nightlife (e.g., bars, late-operating restaurants, clubs), late evening noise levels were measured on a Friday night (August 4, 2017 at 10:42 PM) and extending into early Saturday morning (August 5, 2017 12:31 AM) to establish a conservative noise profile. This nightlife generates noise from increased pedestrian activity and increased traffic (especially from taxi, Uber, and Lyft drop-offs and pick-ups).

Noise from amplified bar, restaurant, and club music was generally not audible over the din of transportation noise sources, which, being mostly low-frequency in nature themselves, tended to mask any muffled or distant amplified club noise from indoor or rooftop sources. Amplified noises from indoor

sources were typically only intermittently audible when doors to clubs or restaurants were opened. Amplified noises from rooftop sources were only somewhat audible over street-level pedestrian and vehicle noises, particularly when traffic at the intersection of Wilcox Avenue and Selma Avenue was at a standstill due to gridlocking. Second, it used this data to represent ambient noise levels in five time bins to construct a 24-hour CNEL noise level. Table 3.12-5 shows how these measurements were utilized to construct a projected CNEL value.

The greatest contributing factors to the area's 73.1 CNEL are elevated late-evening (10:00 P.M. – 2:00 A.M.) noise levels that are further penalized by a +10 dBA CNEL adjustment. As discussed earlier, this adjustment accounts for people's increased sensitivities to noise during evening and early morning hours and penalizes noise that could compromise healthy sleeping environments.

Table 3.12-4
Existing Community Noise Levels

Time Period	Existing Ambient Noise Level (dBA L_{eq})
Early Morning (5:17 A.M. – 6:50 A.M.)	60.8
Daytime (1:48 P.M. – 1:58 P.M.)	69.3
Early Evening (8:11 P.M. – 8:21 P.M.)	66.9
Late Evening (10:42 P.M. – 12:31 A.M.)	68.4
Source: DKA Planning, 2017.	

Table 3.12-5
CNEL Noise Levels

Time Period	Noise Level (dBA L_{eq})	CNEL Adjustment	CNEL Noise Level
12:00 A.M. – 2:00 A.M.	68.4	+10	78.4
2:00 A.M. – 7: 00 A.M.	60.8	+10	70.8
7:00 A.M. – 7:00 P.M.	69.3	+0	69.3
7:00 P.M. – 10:00 P.M.	66.9	+5	71.9
10:00 P.M. – 12:00 A.M.	68.4	+10	78.4
24 Hour CNEL Value	N/A	N/A	**73.1**
Source: DKA Planning, 2017.			

The existing noise environment for development in the vicinity of the Project varies by land use. As summarized in Table 3.12-6, existing CNEL noise levels range from being conditionally acceptable to normally unacceptable under the City's General Plan, which has adopted the State's land use compatibility matrix (shown in Table 12-2). Uses falling under the "Office Buildings, Business and Professional Commercial" category currently experience a "conditionally acceptable" noise environment.

According to State and General Plan guidance, a noise environment up to 77 CNEL would be considered acceptable for these uses. As noted earlier, the CNEL community noise levels in the area are largely a product of elevated late evening noise levels that are heavily penalized by adjustments that account for humans' nighttime and early morning sensitivities to noise.

Hotels in the Project's vicinity currently experience a "normally unacceptable" noise environment. However, the elevated late evening noise levels that contribute to this environment are, to a large degree, a product of the nightlife that these hotels generate and benefit from themselves. The environmental conditions at the Project Site are not "normally unacceptable" for these hotels as the City's General Plan would suggest, but conducive for boutique hotels with a focus on nightlife and high-quality dining.

As shown in Table 3.12-6, Avenue and the Hollywood Walk-In Clinic are not easily categorized by State and City land use descriptions. However, it is unlikely that these uses are negatively impacted by the area's existing noise conditions. Avenue is a bar/lounge that operates Tuesdays, Fridays, and Saturdays from 10:30 PM to 2:00 AM the following day. It hosts parties and events with loud amplified music and is unlikely to be affected by elevated community noise conditions. Hollywood Walk-In Clinic is open daily from 8:00 AM to 8:00 PM on weekdays and from 9:00 AM to 5:00 PM on weekends. As a result, it also would not be affected by the area's elevated nighttime noise levels. It does not house overnight patients, as hospitals and nursing homes do.

Table 3.12-6
Existing Noise/Land-Use Compatibility

Receiver	Land Use Description	Acceptable?†	Existing CNEL Range
U.S. Post Office, Hollywood Station	Office Buildings, Business and Professional Commercial	CA	67 - 77
Mama Shelter Hotel	Transient Lodging – Motels, Hotels	NU	70 – 80
Gilbert Hotel	Transient Lodging – Motels, Hotels	NU	70 – 80
Hollywood Walk-In Clinic	N/A	N/A	N/A
Concept Arts Studio	Office Buildings, Business and Professional Commercial	CA	67-77
The Record Parlour	Office Buildings, Business and Professional Commercial	CA	67-77
Floyd's 99 Barbershop	Office Buildings, Business and Professional Commercial	CA	67-77
Avenue (Bar/Lounge)	N/A	N/A	N/A
Dream Hotel	Transient Lodging – Motels, Hotels	NU	70-80
Mark Twain Hotel	Transient Lodging – Motels, Hotels	NU	70-80

Table 3.12-6
Existing Noise/Land-Use Compatibility

Receiver	Land Use Description	Acceptable?†	Existing CNEL Range
† NA = Normally Acceptable CA = Conditionally Acceptable NU = Normally Unacceptable CU = Clearly Unacceptable			
Source: DKA Planning, 2017.			

Construction Noise Impacts

Though the Project Site is located in a dense urban environment with high ambient noise levels, there are a number of noise-sensitive receptors in the vicinity of the Project Site. According to the *L.A. CEQA Thresholds Guide*, land uses sensitive to noise include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The following receptors were chosen specifically for detailed construction noise impact analysis given their potential sensitivities to noise and their proximity to the Project Site:

- Hollywood Walk-In Clinic - This medical receptor is located at 6430 Selma Avenue, approximately 60 feet south of the Project Site.

- Jay Silverman Productions - This media receptor consists of studios that may be sensitive to the Project's construction noises. Jay Silverman Productions is located at 1541 Cahuenga Boulevard, and its closest studio is approximately 110 feet south of the Project Site.

- Cosmo Lofts - This multi-family residence is located at 1617 Cosmo Street, approximately 350 feet east of the Project Site.

During all construction phases, noise-generating activities could occur at the Project Site between the hours of 7:00 AM and 9:00 PM Monday through Friday, in accordance with LAMC Section 41.40(a). Noise from demolition and grading activities are typically the foremost concern when evaluating a project's construction noise impacts, as these activities often require the use of heavy-duty, diesel-powered earthmoving equipment. However, because the Project would be constructed on top a portion of a previously constructed and built structure, its buildout would not require any demolition, grading, or excavation activities. Instead, the bulk of the Project's construction noises would result from the operation use of welders and other various electric and pneumatic handheld tools. Welding activities can produce average noise levels of 70.0 dBA L_{eq} at a reference distance of 50 feet.[147] Tools such as radial saws and handheld drills can produce peak noise levels of up to 80 dBA at a reference distance of three

[147] *Reference noise level obtained from the Federal Highway Administration's Roadway Construction Noise Model.*

feet.[148] Noise from truck-mounted cranes and forklifts would be intermittent and not capable of substantially raising ambient noise levels at nearby receptors.

For this Project, noise impacts were modeled using the noise reference levels of welding equipment, as welding activities would have the greatest potential to cause sustained and significant noise impacts at nearby receptors. The impacts of other construction tools and equipment would be neither as loud nor as extensive over the duration of the Project's buildout. Therefore, this analysis examines a worst-case-scenario; the noise impacts of all other construction activities would not exceed the impacts analyzed here. The projected noise impacts from welding activities are shown in *Table 3.12-7* and summarized below.

Table 3.12-7
Construction Noise Levels - Unmitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
Hollywood Walk-In Clinic	60	68.4	69.3	71.9	2.6
Jay Silverman Productions	110	63.2	67.1	68.6	1.5
Cosmo Lofts	350	48.1	70.5	70.5	< 0.1
Source: DKA Planning, 2017.					

- Hollywood Walk-In Clinic - This receptor is projected to experience exterior noise levels of up to 71.9 dBA L_{eq} as a result of the Project's welding activities, an increase of 2.6 dBA over existing ambient noise conditions. This would not exceed the 5 dBA noise increase threshold considered to be a significant impact by the *L.A. CEQA Thresholds Guide* for construction activities lasting more than ten days in a three-month period.

- Jay Silverman Productions - This receptor is projected to experience exterior noise levels of up to 68.6 dBA L_{eq} as a result of the Project's welding activities, an increase of 1.5 dBA over existing ambient noise conditions. This also would not exceed the 5 dBA noise increase threshold considered to be a significant impact by the *L.A. CEQA Thresholds Guide* for construction activities lasting more than ten days in a three month period.

- Cosmo Lofts - This receptor is not projected to experience any tangible increase in noise as a result of the Project's welding activities.

[148] *Environmental Protections Agency (EPA); Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances; 1971.*

Earlier, it was noted that the Project would not result in a significant construction impact at any nearby receptor even if older 2015 baseline ambient noise measurements were utilized. Table 3.12-8 shows the projected construction noise impact of the Project with the incorporation of the older baseline figures. As shown, no receptor would experience temporary noise increases in excess of 5 dBA.

Table 3.12-8
Construction Noise Levels – Unmitigated Ambient Noise Levels

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
Hollywood Walk-In Clinic	60	68.4	66.9	70.7	3.8
Jay Silverman Productions	110	63.2	64.3	66.8	2.5
Cosmo Lofts	350	48.1	70.3	70.3	< 0.1

Existing ambient is from May 2015, used in the Approved MND.
New ambient is from April 2017, used for this Project.
Source: DKA Planning, 2017.

As discussed above, no receptor would experience construction-related noise increases in excess of 5 dBA as a result of the Project. The Project's construction equipment source noise levels would also not exceed LAMC Section 112.05's 75 dBA limit for powered construction equipment operating within 500 feet of residential zones. As a result, the Project's construction noise impact would be considered less than significant.

The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

The Project would not require additional demolition or excavation than what was previously analyzed in the Adopted MND. The Adopted MND included Mitigation Measures 12-1 to 12-6 to reduce construction noise impacts related to demolition and excavation equipment. The demolition and excavation of the Project Site was completed in compliance with the above referenced mitigation

measures which were adopted as part of the Adopted MND. The mitigation measure for the Approved Project has either been implemented or will be implemented as part of the Adopted MND.

The Adopted MND analyzed potential impacts for four sensitive receptors: Cosmo Lofts, Hollywood Walk-In Clinic, Jay Silverman Productions, and The Hotel Café. Due to a change in the surrounding environment, The Hotel Café was not analyzed as a sensitive receptor as part of this document. Subsequent to the approval of the Adopted MND, the Dream Hotel located at 6415 – 6419 West Selma Avenue, has completed construction. The Dream Hotel is a 10-story hotel, which is located between the Project Site and The Hotel Café, which is located at 1623 North Cahuenga Boulevard. Additionally, the use was considered a sensitive receptor because of show productions, which occurred on that site. However, in reviewing the event calendar for The Hotel Café, shows would not begin until 7:00 p.m. or later which is generally after construction hours. Due to the physical barrier of the Dream Hotel and the operations of The Hotel Café, it has been determined that the use would no longer be considered a sensitive receptor.

As shown in Table 3.12-7, compliance with existing noise regulations for the remaining construction phase of the Project under the Current Baseline is not anticipated to increase the ambient noise of the sensitive receptors beyond 5 dBA. As such, the previously adopted mitigation measures are not required to reduce the construction noise impacts to a less than significant level.

Original Baseline

Under the Original Baseline, during the construction of the Project, the Project would result in exposure of persons to or generation of noise levels in excess of standards established in the General Plan and/or City Noise Ordinance, resulting in noise impacts that are significant. Compliance with Mitigation Measures 12-1 through 12-6 from the Adopted MND would reduce construction noise to a level less than significant.

Current Baseline

Under the Current Baseline, during the construction of the Project, the Project would not result in exposure of persons to or generation of noise levels in excess of standards established in the General Plan and/or City Noise Ordinance, resulting in noise impacts that are less than significant. No mitigation measures are required.

Operational Phase Noise Impacts

During Project operations, the development would produce both direct noise impacts on the Project Site from hotel- and commercial-related activities, as well as indirect noise impacts from vehicles traveling on local roads to access the Project Site. The direct impacts would include:

Mechanical Equipment - The use of mechanical equipment to operate the on-site facilities include HVAC equipment, pool pumps, and filtration systems. As discussed earlier, regulatory compliance with LAMC Section 112.02 would ensure that noises from sources do not increase ambient noise levels at neighboring

occupied properties by more than 5 dBA. When measuring noise levels near the Project Site, HVAC noises were only audible during early morning hours (before 7:00 A.M.) with limited traffic noises. The source of these noises was attributable to rooftop systems on lower-rise buildings, specifically Gilbert Hotel and the Hollywood Walk-In Clinic. HVAC noises from the nearby Dream Hotel and Mama Shelter Hotel were not audible. It is unlikely that noises from the Project's HVAC systems would contribute to noticeable off-site increases in noise levels, even during early morning hours. Their effect on 24-hour noise levels would be nominal at most, as HVAC-related noises would be inaudible for the majority of any 24-hour cycle due to elevated existing ambient noise levels in the Project's vicinity.

LAMC Section 112.02 would also apply to rooftop pool pumping and filtration systems. When measuring noise levels near the Project Site, pool-related noises from the nearby Dream Hotel were not audible at any time. Though the pool deck of the Project would be located at a lower height than the Dream Hotel's rooftop pool deck, it is also unlikely that noises from the Project's pool systems would contribute to noticeable off-site increases in noise levels, even during early morning hours. As with HVAC systems, the effect of pool equipment noises on 24-hour noise levels would be nominal at most, as related noises would be inaudible for the majority of any 24-hour cycle due to elevated existing ambient noise levels in the vicinity.

Hotel Land Uses - Most noise generated by the proposed uses would be internal, and audibility would be mostly confined to within the Project itself. As discussed above, any ambient music for the Project's rooftop amenity deck and bar areas would comply with LAMC Section 112.01, subdivision (b), which regulates amplified noises within residential zones, or within 500 feet thereof. Compliance would prevent amplified music from being audible to the human ear at a distance "in excess of 150 feet from the property line of the noise source." However, given the high ambient noise levels of the Project area, it is unlikely that ambient music from the Project would be audible at any off-site receptors.

Rooftop Deck - The Project would include a 5,807 square feet rooftop uses, including a pool, roof deck and bar area with related seating totaling 73 that could generate intermittent and/or seasonal noise . This rooftop area could host events including DJ performances with amplified music. As discussed earlier, when measuring noise levels on a Friday evening, noise from simultaneous rooftop events at the nearby Mama Shelter Hotel and Dream Hotel were not substantially audible at street level over pedestrian and transportation noises. Though the Dream Hotel's rooftop deck is approximately 20 feet higher than that proposed by the Project, while the Mama Shelter Hotel's rooftop deck is approximately 25 feet lower in height. The Project's rooftop deck would also include a glass or heavy plastic safety wall around its perimeter, which would be capable of attenuating rooftop noises and re-directing the transmission of these noises back inward and away from adjacent land uses. This is included as **Project Design Feature PDF-Noise-1**.

These factors strongly suggest that any similar rooftop events hosted on the Project's roof-top deck would not contribute to substantially audible, let alone significant, noise increases at adjacent land uses. Instead, the greatest noise impacts from the rooftop and other Project events would likely result from secondary noises such as increased pedestrian activity around the Project, as well as increased patron and valet traffic to and from the Project. Off-site noise impacts from Project traffic are analyzed separately below.

Restaurant Uses - Noises from indoor areas would be internally contained, and audibility would be confined to within the Project itself. Regarding the ground-floor restaurant's outdoor seats, it is unlikely that conversation from patrons would be capable of substantially increasing noise levels at any nearby uses, especially as these seats would be located at the corner of Selma Avenue and Wilcox Avenue, a relatively busy intersection with elevated existing ambient noise levels. Voice noise levels in face-to-face conversation generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of 1 meter.[149] As nearby land uses are located greater than 50 feet away, it is unlikely that off-site noise levels from the restaurant's outdoor seating area would be capable of increasing the area's existing ambient noise conditions.

The Adopted MND included Mitigation Measure 12-7, which applies to the existing restaurant. The mitigation measure for the Approved Project has either been implemented or will be implemented as part of the Adopted MND. The measure is not required for the Project.

Auto-Related Activities - Operational noises related to the proposed on-site parking would include intermittent noise events such as door slamming and vehicle engine start-ups. However, the Project's parking consists of three underground levels. In addition, the off-site parking would be contained in an under construction parking structure as part of the Thompson Hotel. Related noises would therefore be internally contained and substantially attenuated at nearby receptors. The noise related to valet operation at the street level would be minimal and represent the typical noises for on-site street and meter parking. Vehicles would be dropped off and efficiently routed to the on-site or off-site parking areas.

These direct sources of on-site noise would generate impacts on a seasonal, irregular, or infrequent basis and would not individually or collectively elevate ambient noise levels substantially at nearby sensitive receptors. The potential noise impact from these on-site operational sources would be considered less than significant.

The majority of the Project's operational noise impacts would be from off-site mobile sources associated with its net new daily trips. On a typical weekday, the Project is forecast to generate an estimated 1,227 net new daily trips, including 70 net new AM peak hour trips and 100 net new PM peak hour trips.[150] This includes additional trips that would be generated by the Project's valet services, which would transport patron vehicles to and from an off-site parking facility located on Wilcox Avenue.

The noise impact of these vehicle trips was modeled using the Federal Highway Administration's (FHWA) Traffic Noise Model 2.5 (TNM 2.5). This noise prediction software uses traffic volumes, vehicle mix, average speeds, roadway geometry, and other inputs to calculate average noise levels along inputted roadway segments. For this analysis, an existing year (2017) no project scenario was compared to an existing year with project scenario. The baseline for these existing year scenarios includes traffic data that represents the approved and constructed restaurant, as well as the retail use, which is currently

[149] *Environmental Protection Agency, Speech Levels in Various Noise Environments, May 1977.*

[150] *Overland Traffic Consultants, Partial Off-Site Parking & Valet Service Evaluation LADOT Letter, October 2017.*

under construction. *Table 3.12-9* show the Project's projected contributions to ambient noise level increases along modeled roadway segments. As shown, Project-related traffic would, individually, have a negligible impact on roadside ambient noise levels in the Project's vicinity. This impact would be considered less than significant.

Table 3.12-9
Existing Peak Hour Mobile Source Noise Levels

Roadway Segment	Peak Hour	Estimated dBA, L_{eq} 1hr			
		No Project (2017)	With Project (2017)	Project Change	Significant Impact?
N/B Wilcox Ave., S of Selma Ave.	AM	68.2	68.2	<0.1	No
	PM	70.3	70.4	0.1	No
S/B Wilcox Ave., S of Selma Ave.	AM	68.2	68.2	< 0.1	No
	PM	68.5	68.6	0.1	No
E/B Selma Ave., W of Wilcox Ave.	AM	71.0	71.1	0.1	No
	PM	73.8	74.0	0.2	No
W/B Selma Ave., W of Wilcox Ave.	AM	73.1	73.2	0.1	No
	PM	73.5	73.6	0.1	No
Source: DKA Planning, 2017.					

Project Design Feature

PDF-Noise-1 The rooftop deck would include a glass or heavy plastic safety wall (minimum 6 feet in height) around its perimeter.

Original Baseline

Under the Original Baseline, during the operation of the Project, the Project would not result in exposure of persons to or generation of noise levels in excess of standards established in the General Plan and/or City Noise Ordinance, resulting in noise impacts that are less than significant. No mitigation measures are required. **PDF-Noise-1** would be implemented to attenuate rooftop noises and re-direct the transmission of these noises back inward and away from adjacent land uses.

Current Baseline

Under the Current Baseline, during the operation of the Project, the Project would not result in exposure of persons to or generation of noise levels in excess of standards established in the General Plan and/or City Noise Ordinance, resulting in noise impacts that are less than significant. No mitigation measures are

required. **PDF-Noise-1** would be implemented to attenuate rooftop noises and re-direct the transmission of these noises back inward and away from adjacent land uses.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

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

Vibration Definitions

Peak particle velocity (PPV) is defined as the maximum instantaneous peak of a vibration signal; it is usually measured in inches per second. PPV can be used to describe vibration impacts to buildings and humans.[151]

Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of ground-borne vibration may damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration.

Perceptible Vibration Changes

Unlike noise, ground-borne vibration is not an environmental issue that most people experience every day. The background vibration velocity level in residential areas is usually 50 root-mean-square (RMS) or lower, well below the threshold of perception for humans, which is around 65 RMS.[152] Most perceptible indoor vibration is caused by sources within buildings, such as movement of people or slamming of doors. Typical outdoor sources of ground-borne vibration are construction equipment, trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is typically not perceptible.

Applicable Regulations

To counter the effects of ground-borne vibration, Caltrans has published guidance relating to structural vibration impacts. According to Caltrans, modern industrial/commercial buildings and new residential structures can be exposed to continuous ground-borne vibration levels of 0.5 inches per second without

[151] *Caltrans. Transportation and Construction Vibration Guidance Manual, September 2013.*

[152] *Caltrans. Transportation and Construction Vibration Guidance Manual, September 2013.*

experiencing structural damage.[153] In terms of construction-related impacts on buildings, the City has not adopted policies or guidelines relative to ground-borne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to ground-borne vibrations from long-term operational activities, not construction. Consequently, as both the City and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, Caltrans's adopted vibration standards for buildings are used to evaluate potentially damaging structural impacts related to Project construction. *Table 3.12-10* identifies Caltrans's building damage significance thresholds. The City has not adopted any thresholds associated with land-use disruption caused by ground-borne vibration.

Table 3.12-10
Building Damage Vibration Thresholds

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

Construction Vibration Impacts

As construction for the Project would not require equipment such as heavy diesel-powered earthmoving vehicles or pile drivers, it would not generate excessive or potentially damaging levels of groundborne vibration.[154] Vibration from construction vehicles such as delivery vehicles and flatbeds would be intermittent and not capable of damaging any nearby structures. As a result, the Project's vibration impact would be considered less than significant.

A portion of the Approved Project consisted of the demolition of existing structures and the excavation of approximately 18,000 cubic yards of dirt on the western portion of the Project Site. In analyzing the potential impacts of the Approved Project as it related to ground-borne vibration or ground-borne noise levels, it was determined that the only construction activity that may have an impact was the hauling of

[153] *Caltrans. Transportation and Construction Vibration Guidance Manual, September 2013.*

[154] *The Adopted MND previously analyzed the effects of demolition, excavation, and construction for the Original Baseline. See Section 2, Project Description, of this MND, for additional details.*

demolition-related materials. The impacts were determined to be less than significant with the implementation of Mitigation Measure 12-6. This mitigation measure for the Approved Project has either been implemented or will be implemented as part of the Adopted MND.

The demolition and excavation, which was analyzed as part of the Adopted MND was related to the western portion of the Project Site. Structures on the western portion of the site have since been demolished and the site has been excavated to a depth of approximately 33 feet. As such, no further demolition or excavation is anticipated as part of the Project and impacts as it relates to ground-borne vibration or ground-borne noise levels would be less than significant.

Original Baseline

Under the Original Baseline, construction of the Project would not result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, resulting in impacts that are less than significant.

Current Baseline

Under the Current Baseline, construction of the Project would not result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, resulting in impacts that are less than significant.

Operation Vibration Impacts

During Project operations, there would be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Operational ground-borne vibration in the Project's vicinity would be generated by its related vehicle travel on local roadways. However as previously discussed, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. Project-related traffic would expose nearby land uses and other sensitive receptors to vibrations far below levels associated with human annoyance or land-use disruption. As a result, the Project's long-term vibration impacts would be considered less than significant.

Original Baseline

Under the Original Baseline, operation of the Project would not result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, resulting in impacts that are less than significant.

Current Baseline

Under the Current Baseline, operation of the Project would not result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, resulting in impacts that are less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact.

The majority of the Project's long-term noise impacts would come from traffic traveling to and from the Project. This, the addition of future traffic from any new developments in the Project area, and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. As shown in *Table 3.12-11*, this could increase noise levels along Selma Avenue, west of Wilcox Avenue, by 3.3 dBA during the AM peak hour. The 3.0 dBA increase along this same roadway segment during the P.M. peak hour would also be potentially noticeable.

However, the Project's individual contribution to this offsite ambient noise level increase would be minimal; ambient noise levels along this segment are projected to raise by this degree with or without the buildout of the Proposed Project. Given the state of development in the Project area, traffic from approved projects alone would raise peak hour ambient noise levels by 3.2 dBA (AM peak) and 2.9 dBA (PM peak) along this segment.

Additionally, these peak hour ambient noise level increases are not likely to correspond with more than a 3 dBA increase in 24 hour CNEL because project and related project traffic impacts during non-peak hours of travel, such as during mid-day or early morning hours, would not increase ambient noise levels along this segment by such a degree. Therefore, this roadway segment would not be expected to experience a daily ambient noise increase greater than 3 dBA CNEL. Other road segments would experience lesser ambient noise increases. As a result, the Project's cumulative operational noise impact would be considered less than significant.

Original Baseline

Under the Original Baseline, the Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project. Therefore, the cumulative operation impacts would be less than significant.

Current Baseline

Under the Current Baseline, the Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project. Therefore, the cumulative operation impacts would be less than significant.

Table 3.12-11
Future Peak Hour Mobile Source Noise Levels

Roadway Segment	Peak Hour	Estimated dBA, L_{eq} 1hr				
		Existing (2017)	No Project (2020)	With Project (2020)	Total Change	Significant Impact?
N/B Wilcox Ave., S of Selma Ave.	AM	68.2	70.0	70.0	1.8	No
	PM	70.3	71.9	71.9	1.6	No
S/B Wilcox Ave., S of Selma Ave.	AM	68.2	69.4	69.5	1.3	No
	PM	68.5	69.9	69.9	1.4	No
E/B Selma Ave., W of Wilcox Ave.	AM	71.0	74.2	74.3	3.3	No
	PM	73.8	76.6	76.7	2.9	No
W/B Selma Ave., W of Wilcox Ave.	AM	73.1	75.0	75.0	1.9	No
	PM	73.5	76.4	76.5	3.0	No
Source: DKA Planning, 2017.						

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. As discussed earlier, construction activities would temporarily increase ambient noise levels at nearby receptors. Any other future developments that are built concurrently with the Project could further contribute to these temporary increases in ambient noise levels. However the nearest such project, a hotel located adjacent to the Project site at 6417 Selma Avenue, is finished construction and in operation as of summer 2017, prior to Project-related construction activities. Given the high ambient noise levels in the Project's vicinity, it is unlikely that construction noises from other concurrent developments would be capable of contributing to cumulatively considerable noise increases at nearby receptors. Persistent traffic noise would mask any distant construction sounds in a manner largely similar to the effects of white noise, and the presence of numerous multi-story structures would further obstruct these sounds' line of sight travel. The Project's construction activities would not be expected to contribute substantially to any cumulative construction noise impacts, especially because the Project would not require the use of heavy diesel-powered grading vehicles such as scrapers or

excavators.[155] Given these considerations, the Project's potential to produce significant cumulative construction noise impacts at nearby sensitive receptors would be considered less than significant.

Original Baseline

Under the Original Baseline, the Project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project. Therefore, the impact would be less than significant.

Current Baseline

Under the Current Baseline, the Project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project. Therefore, the impact would be less than significant.

e) For a project located within 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?

No Impact. The Project is not within an airport hazard area.[156] The Project Site is not located within two miles of a public airport. The nearest airports are LAX located 11.5 miles southwest, Santa Monica Airport located 8.5 miles southwest, Bob Hope-Burbank Airport located 6.5 miles north.

Original Baseline

Under the Original Baseline, the Project would not expose future residents or employees to excessive airport-related noise levels. Therefore, no impact will occur.

Current Baseline

Under the Current Baseline, the Project would not expose future residents or employees to excessive airport-related noise levels. Therefore, no impact will occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not in the vicinity of a private airstrip.

Original Baseline

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[155] *The Adopted MND previously analyzed the effects of demolition, excavation, and construction for the Original Baseline. See Section 2, Project Description, of this MND, for additional details. The Approved Project was required to comply with Mitigation Measures 12-1 through 12-6.*

[156] *City of Los Angeles, ZIMAS parcel search: http://zimas.lacity.org/.*

Under the Original Baseline, the Project would not expose future residents or employees to excessive noise levels from any private airstrip. Therefore, no impact will occur.

Current Baseline

Under the Current Baseline, the Project would not expose future residents or employees to excessive noise levels from any private airstrip. Therefore, no impact will occur.

13. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A significant impact would occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude.

Construction Impacts

Construction job opportunities created as a result of the Project are not expected to result in any substantial population growth in the area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Additionally, the construction workers would likely be supplied from the region's labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the Project, and as such, significant housing or population impacts will not result from construction of the Project. Therefore, construction-related population growth impacts will be less than significant.

Original Baseline

Under the Original Baseline, the Project would not induce substantial population growth in an area, directly or indirectly, and the construction-related population growth impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not induce substantial population growth in an area, directly or indirectly, and the construction-related population growth impacts will be less than significant.

Operational Impacts

Population generation is shown in *Table 3.13-1* and employee generation is shown in *Table 3.13-2*. It is estimated that the Project would generate approximately zero residents and approximately 94 employees, at most.

Considering the Original Baseline, there would be a net removal of four residential units and approximately 12 residents, and net increase of approximately 82 employees.

Considering the Current Baseline, there would be no removal of residential units and net increase of approximately 94 employees. For purposes of analysis in this MND that is based on the employee

generation, we will use the worse-case number and not take credit of any existing uses or change in uses to present a more conservative analysis.[157]

Table 3.13-1
Project Estimated Population Generation

Land Use	Quantity	Population Generation Rates	Total Population
Existing (to be removed) under Original Baseline			
Residential (removed)	4 units	2.81 person / DU	(12)
Existing Uses under Current Baseline			
Residential (removed)	0 DU	2.81 person / DU	0
Project			
Residential	0 DU	2.81 person / DU	0
Total Increase in Population (from Original Baseline)			**(12)**
Total Increase in Population (from Current Baseline)			**0**

Note: DU = dwelling unit
Source: The 2010 Census also shows that the average household size in Los Angeles is 2.81 persons. Page 1-11 in City of Los Angeles, Housing Element, 2013-2021: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/Text/Ch1.pdf.
Table: CAJA Environmental Services, February 2017.

Table 3.13-2
Project Estimated Employment Generation

Land Use	Size	Employee Generation Rates	Total Employees
Existing (to be removed) under Original Baseline			
Restaurant (removed)	3,174 sf	1 employee / 388 sf	(8)
Bar (removed)	1,650 sf	1 employee / 388 sf	(4)
Retail (removed)	Vacant	-	0
Existing (to be removed) under Current Baseline			
None	-	-	-
Project			
Hotel	55,000 sf	1.13 employees / 1,000 sf	73
Restaurant (first floor)	1,939 sf	388 sf / employee	4
Bar (first floor)	819 sf	388 sf / employee	2
Bar (rooftop)	5,807 sf	388 sf / employee	15
Total Increase in Employees (from Original Baseline)			**82**
Total Increase in Employees (from Current Baseline)			**94**

Note: sf = square feet
Source: LAUSD 2012 Developer Fee Justification Study, February 9, 2012. Table 11: Hotel is Lodging rate.
The Justification Study does not provide restaurant rates. Restaurant is based on Employee Density Study Summary Report, October 2001, Prepared for SCAG.
Table: CAJA Environmental Services, December 2017.

[157] *Tao restaurant employees were calculated in the Adopted MND and are not included as part of this Project.*

The December 2016 unemployment rate is Los Angeles-Long Beach-Glendale area is approximately 4.7 percent.[158] Thus, there is still potential for employment capacity (jobs) to increase to fulfill demand. The Project is not a unique use to compel substantial new residents to the area to fulfill the jobs, rather the jobs could be filled by workers already counted within the Los Angeles area. The Project would not conflict with SCAG's projections, the City's projections, or represent any population or housing increase as compared to existing levels. The Project is consistent with SCAG's growth projections which are based on macroeconomic data and socioeconomic variables independent of parcel-level land use designation and zoning. Thus, it does not represent a substantial or significant growth as compared to the existing characteristics. The Project would result in no direct impact to population and housing and a less than significant impact to employee growth.

Localized Growth Forecasts

The following tables provide different geographic scales of population and housing, from the HCP and Citywide. This acknowledges that growth does not occur in a vacuum but in a larger context.

*Table 3.13-3 – Population and Households in the City of Los An*geles lists the 2010 and 2016 population, households, and subsequent persons/housing ratio, the SCAG forecast for 2040.

Table 3.13-4 shows the SCAG's planned growth of the City in population, housing, and employment from 2014 to 2040.[159]

Table 3.13-5 – Population and Households in the Community Plan Area provides data from HCP, adopted in 1988, the more recent 2014 Growth and Infrastructure Report, and the draft HCP Update.

Table 3.13-3
Population and Households in the City of Los Angeles

Year	Population	Households	Persons/Household
2010	3,792,621	1,412,006	2.69
2016	4,030,904	1,453,271	2.77
2040	4,609,400	1,690,300	2.73
Change 2010 to 2016			
Number Changed	+238,283	+41,265	+0.08
Change 2016 to 2040			
Number Changed	+578,496	+237,029	-0.04
2010: Census data, reported 4/1/2010. *2016: As of January 1, 2016, Department of Finance:*			

[158] *Bureau of Labor Statistics: http://www.bls.gov/eag/eag.ca_losangeles_md.htm.*

[159] *The 2014 data was from a May 2015 report and profile. The 2040 projection was from the 2016 RTP adopted April 2016.*

Table 3.13-3
Population and Households in the City of Los Angeles

http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.
2040: Based on the adopted 2016-2040 Regional Transportation Plan by SCAG: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf.
Table: CAJA Environmental Services, February 2017.

Table 3.13-4
SCAG Population, Housing and Employment of the City of Los Angeles

	Population	Housing (units)	Employment (jobs)
2014	3,904,657	1,432,553	1,753,559
2040	4,609,400	1,690,300	2,169,100
Change (2014-2040)	+704,743	+257,747	+415,541
2014: SCAG Local Profile for City of Los Angeles, dated May 2015: http://www.scag.ca.gov/Documents/LosAngeles.pdf			
2040: Based on the adopted 2016-2040 Regional Transportation Plan by SCAG: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf.			
Table: CAJA Environmental Services, February 2017.			

Table 3.13-5
Population and Housing Units in the Hollywood Community Plan Area

Year	Population	Households	Person/Households
2010 Projection	219,000	n/a	n/a
2010 Census	198,228	103,187	1.82
2014 Estimate	207,644	105,212	1.97
2016 Existing	206,000	104,000	1.98
2040 SCAG Forecast	226,000	113,000	2
2040 Proposed Plan	233,000	115,000	2.03
Change 2010 to 2014			
Number Changed	+ 9,416	+ 2,025	+ 0.15
Change 2016 to 2040			
Number Changed	+ 27,000	+ 11,000	+ 0.5

Table 3.13-5
Population and Housing Units in the Hollywood Community Plan Area

Year	Population	Households	Person/Households
2010 Projection from 1988: Hollywood Community Plan, page HO-3: http://cityplanning.lacity.org/complan/pdf/Hwdcptxt.pdf. This has been superseded by 2010 Census data. *2010 Census: Census data, reported 4/1/2010.* *2014: Department of City Planning, Demographics Research Unit, Population/Housing Estimate, July 1, 2014.* *2016, 2040: Based on SCAG estimates and forecast (RTP/SCS 2016-2040). All numbers rounded to the nearest thousand.* *http://planning.lacity.org/cpu/hollywood/text/HwdScopingMtgPacket.pdf* *Table: CAJA Environmental Services, February 2017.*			

The Project would not conflict with SCAG's projections, the City's projections, or represent any population or housing increase. As discussed in the Air Quality and Utilities and Service Systems sections of this IS/MND, the Project is consistent with SCAG's growth projections which are based on macroeconomic data and socioeconomic variables independent of parcel-level land use designation and zoning. The Project would not add housing. The Project is not of the size and scope that it would induce substantial population growth and is not a project of statewide, regional, or area wide significance, according to CEQA Guidelines Section 15206(b). The Project will be less than significant impact to population and housing growth.

Housing Element

The City updated its Housing Element portion of the General Plan for the period of 2013-2021. On December 3, 2013, the City Council adopted the update to the Housing Element of the General Plan.[160] The Housing Element provides the number of housing units each community must plan and accommodate during the 8-year period is called the Regional Housing Needs Assessment (RHNA) allocation. The Housing Element does not alter the development potential of any site in the City, nor modify land use of the Zoning Code. It also does not undermine, in any way, neighborhood planning efforts such as Community Plans, Specific Plans or Historic Preservation Overlay Zones. While the State requires the City to evaluate and plan for the existing capacity to accommodate future projected growth, the Housing Element does not have any material effect on development patterns, nor specify areas for increased height or density.[161] The Housing Element has identified 2,024 sites (662.1 acres) in the HCP area as having the housing capacity for 24,185 net additional units.[162] The Project Site does not contain housing. The Project

[160] *City of Los Angeles, Housing Element, 2013-2021: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/TOCHousingElement.htm.*

[161] *City of Los Angeles, Housing Element, 2013-2021: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/TOCHousingElement.htm.*

[162] *City of Los Angeles, Housing Element, 2013-2021, adopted December 3, 2013, Table 3.1, page 3-4.*

would not add housing units and not conflict with the Housing Element, which requires that the City must show it has adequate land zoned to accommodate the RHNA allocation of 82,002 housing units for 2013-2021.[163]

Infrastructure Impacts

The Project Site is currently developed with buildings and is located within an urbanized area in the City. Thus, the construction of potential growth-inducing roadway or other infrastructure extensions would not be required. The Project would not induce substantial population growth and would be supported by the existing infrastructure such as roadways. Impacts will be less than significant.

Original Baseline

Under the Original Baseline, the Project-induced substantial population growth in an area, directly or indirectly, and the operation-related population growth impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project-induced substantial population growth in an area, directly or indirectly, and the operation-related population growth impacts will be less than significant.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The City's threshold is whether a project results in a net loss of housing equal to or greater than one-half block equivalent of habitable housing units through demolition, conversion, or other means. One half block is generally equivalent to 15 single family homes or 25 multi-family dwelling units.

Original Baseline

Under the Original Baseline, the Project would remove four housing units and would not displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere. Therefore, no impacts will occur

Current Baseline

Under the Current Baseline, the Project would not remove any housing units and would not displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere. Therefore, no impact will occur.

[163] *City of Los Angeles, Housing Element, 2013-2021, adopted December 3, 2013, page 3-3.*

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing occupied housing units, necessitating the construction of replacement housing elsewhere. The Project Site does not contain any housing. The City's threshold is whether a project results in a net loss of housing equal to or greater than one-half block equivalent of habitable housing units through demolition, conversion, or other means. One half block is generally equivalent to 15 single family homes or 25 multi-family dwelling units.

Original Baseline

Under the Original Baseline, the Project would remove four housing units and does not represent a displacement of substantial number of people, necessitating the construction of replacement housing elsewhere. Therefore, no impact will occur.

Under the Current Baseline, the Project would not remove any housing units and does not represent a displacement of substantial number of people, necessitating the construction of replacement housing elsewhere. Therefore, no impact will occur.

14. PUBLIC SERVICES

The section is based in part on the following items, included as Appendix I of this IS/MND:

I-1 School Response, Los Angeles Unified School District, October 11, 2016.

I-2 Parks Response, Los Angeles Department of Recreation and Parks, May 20, 2016.

I-3 Library Response, Los Angeles Public Library, June 29, 2016.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

i) Fire protection?

Less Than Significant Impact. A significant impact may occur if the LAFD could not adequately serve a project, and a new or physically altered fire station would be necessary. LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. A total of 1,104 uniformed firefighters (included 242 serving as Firefighters/Paramedics), are always on duty at 106 neighborhood fire stations located in the LAFD's 471-square-mile jurisdiction.[164] Pursuant to Table 507.3.3 of the 2014 Fire Code, the maximum response distance between high density residential and commercial land use and a LAFD station that houses an engine company[165] is 1.5 mile and truck company[166] is 2 miles, response distances that if exceeded require the installation of an automatic fire sprinkler system.[167] The Project Site is served by several fire stations, as shown in *Table 3.14-1 – Fire Stations*.

Response Distance

The Project Site is located within the distance identified by the Fire Code. Station No. 27 is within 1.5 miles away and contains Task Forces (truck company and engine company).[168] The Project will be

[164] *http://www.ecodes.biz/ecodes_support/free_resources/2014LACityFire/PDFs/Chapter%205%20-%20Fire%20Service%20Features.pdf.*

[165] *LAFD: All LAFD Engines are Triple Combination apparatus, meaning they can pump water, carry hose, and have a water tank: http://lafd.org/about/apparatus.*

[166] *LAFD: Aerial Ladder Fire Engines: http://lafd.org/about/apparatus.*

[167] *http://www.ecodes.biz/ecodes_support/free_resources/2014LACityFire/PDFs/Chapter%205%20-%20Fire%20Service%20Features.pdf.*

[168] *LAFD Task Force: http://lafd.org/apparatus/111-fire-a-rescue-resources/295-lafd-task-force.*

constructed with fire protection as required by the LAFD Chief, unless other building and safety codes supersede this. The Project is within the maximum response distance of a fire station with adequate equipment. There are additional fire stations located nearby (within 1.5 miles). Impacts related to response distance will be less than significant.

Table 3.14-1
Fire Stations

No.	Address	Distance	Equipment	Staff	Ave. Time (Turnout + Travel)	Incident Counts
27	1327 Cole	1,900 feet	Task Force Ambulance BLS Ambulance Urban Search	14	Non-EMS: 1:02 + 3:24 minutes EMS: 1:09 + 4:07 minutes	Non-EMS: 1,359 EMS: 6,546
41	1439 Gardner	1.5 miles	Engine Ambulance Brush Patrol	6	Non-EMS: 1:07 + 5:24 minutes EMS: 1:05 + 4:39 minutes	Non-EMS: 1,003 EMS: 3,991
82	5769 Hollywood	5,100 feet	Engine Ambulance	6	Non-EMS: 1:08 + 4:25 minutes EMS: 1:09 + 4:01 minutes	Non-EMS: 867 EMS: 3,659

http://lafd.org/fire_stations/find_your_station and http://lafd.org/fsla/stations-map

Incident counts: year 2016 (January to December). Non-EMS is fire emergency. EMS is emergency medical service.

Response Time: year 2016 (January to December) average time (turnout time + travel time) in the station area.

Response time listed above does not include call processing, which averages 1:03 minutes citywide in 2016. Call processing is done at a central location and does not differ by fire stations.

Fire Department Call Processing Time: The time interval that starts when the call is created in CAD by a Fire Dispatcher until the initial Fire or EMS unit is dispatched. Turnout Time: The time interval between the activation of station alerting devices to when first responders put on their personal protective equipment and are aboard apparatus and en-route (wheels rolling). Both station alarm and en-route times are required to measure this for each unit that responds.

Travel Time: The time interval that begins when the first unit is en route to the incident and ends upon arrival of any of the units first on scene. This requires one valid en-route time and one valid on-scene time for the incident. Travel time can differ considerably amongst stations. Many factors, such as traffic, topography, road width, public events and unspecified incident locations, may impact travel time.

Incident Count: The number of incidents that result in one or more LAFD units being dispatched, regardless of record qualification.

http://lafd.org/sites/default/files/pdf_files/10-15-2014_AllStations.pdf

http://www.lafd.org/about/apparatus: Typically, a Truck Company runs with a single Engine in a configuration called a "Light Force." Or, when running with two engines, the term "Task Force" is used.

Fire Station Directory, April 2016.

Table: CAJA Environmental Services, February 2017.

Emergency Access

Emergency vehicle access to the Project Site will continue to be provided from local and major roadways near the Project Site (i.e. Sunset Boulevard, Ivar Avenue, Hollywood Boulevard). All circulation would be in compliance with the Fire Code, including any access requirements of the LAFD. Additionally, emergency access to the Project Site will be maintained at all times. Therefore, impacts related to emergency access will be less than significant.

Fire Flow

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The quantity of water necessary for fire protection varies with the zoning of the area, type of development, occupancy rates, life hazard, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any case, a minimum residual water pressure of 20 pounds per square inch is to remain in the water system while the required gpm is flowing. The fire hydrant locations will be analyzed at the plan check phase.

The fire main and hydrant locations will be analyzed at the plan check phase. The following are regulatory requirements.

The applicant shall consult with the Los Angeles Department of Building and Safety and LAFD to determine fire flow requirements for the Project, and will contact a Water Service Representative at the LADWP to order a Service Advisory Request (SAR/Fire Flow Report). This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the applicant would pay for such upgrades, which would be constructed by either the applicant or LADWP.

The Project shall comply with the required regulations and feasible recommendations of the LAFD relative to fire safety and emergency access, and shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the LAFD prior to the approval of a building permit.

These would ensure that fire protection services are adequate within the proposed buildings and around the Project Site. These measures allow the LAFD to ensure that the Project will not increase demand on the fire department to the extent that a new or expanded facility is needed, the construction of which may cause a significant impact on the environment.[169]

Analysis of the Approved Project determined that the Project would potentially have an impact if it were not mitigated. The Adopted MND incorporated Mitigation Measures 14-1 and 14-2, requiring verification of water pressure, and make the necessary upgrades, to existing infrastructure as it relates to fire safety.

[169] *The Approved Project was required to comply with Mitigation Measures 14-1 and 14-2. The mitigation measures which were adopted as part of the Adopted MND are consistent with existing regulations, which projects would be required to comply with at the time of permitting. As the measures are consistent with existing regulations, the mitigation measures would no longer be required as impacts would be less than significant through regulatory compliance.*

Original Baseline

Under the Original Baseline, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and the impacts related to fire protection will be less than significant based on compliance with existing regulations.

Current Baseline

Under the Current Baseline, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and the impacts related to fire protection will be less than significant based on compliance with existing regulations.

ii) Police protection?

Less Than Significant with Mitigation Incorporated. A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. The Project Site is served by the LAPD's West Bureau, which oversees LAPD operations in the Hollywood, Olympic, Pacific, West LA, and Wilshire communities.[170] The Hollywood Community Police Station, located at 1358 Wilcox Avenue, is approximately 1,700 feet driving distance from the Project Site. The boundaries of the Hollywood Area are as follows: Mulholland Drive, Griffith Park boundary to the north; Los Angeles City boundary, Melrose Avenue to the south; Normandie Avenue, Griffith Park boundary to the east; and Los Angeles City boundary to the west.[171] Each police station area is divided into smaller Reporting Districts (RD). The Project Site is within RD 646, which has the following boundaries: Hollywood Boulevard to the north; Sunset Boulevard to the south; Highland Avenue to the west; and Vine Street to the east.

Deployment

Deployment of police officers to existing area stations in the City is based on a number of factors and is not calculated solely based on police-need-per-population standards. The LAPD presently uses a quantitative workload model, known as Patrol Plan, to determine the deployment level in each of the area stations. Patrol Plan, which was developed by a private consultant, is a computer program which mathematically formulates 25 data variables (factors) to provide patrol officer deployment recommendations for the 18 geographic areas in the City to meet predetermined constraints (response time and available time). These factors include patrol speed, number of units fielded, forecast call rate, percent of calls with 1-6+ units dispatched, average service time, dispatching policy, percent of calls dispatched by priority, square miles of an area, average travel time and street miles (length of streets, alleys and other routes in an area). Police units are in a mobile state; hence the actual distance between the

[170] *LAPD, West Bureau: http://www.lapdonline.org/west_bureau*

[171] *LAPD: http://assets.lapdonline.org/assets/pdf/Hollywood_RD_Mar14.pdf.*

station and the Project Site is often of little relevance to service performance. Instead the realized response time is more directly related to the number of officers deployed. Police assistance is prioritized based on the nature of a call. The average response time to emergency calls for service in the Hollywood Area during 2014 was 5.3 minutes. This response time is below the Citywide average that was 6.2 minutes during 2014 and below the seven minute response time that is a set standard of the LAPD. There are approximately 365 sworn officers and 17 civilian support staff in the Hollywood Area.[172]

Crime Rate

Crime statistics for Part 1 (violent and property) are shown in *Table 3.14-2 – Crimes*. The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD to some extent.

Table 3.14-2
Crimes

Type of Crime	Hollywood Area	Citywide
Homicide	0	25
Rape	11	102
Robbery	31	755
Aggravated Assault	36	992
Burglary	30	1,171
Motor Vehicle Theft	55	1,562
Burglary Theft from Vehicle	118	2,449
Person/Other Theft	105	2,082
Total Part 1	**386**	**9,138**

Year to date crime rate for week ending January 28, 2017:
http://assets.lapdonline.org/assets/pdf/cityprof.pdf
http://assets.lapdonline.org/assets/pdf/hwdprof.pdf
Table: CAJA Environmental Services, February 2017.

Construction Impacts

Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. Consequently, developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction site to keep out the curious. The sides along the streets and alley need to be secured during construction. The Project Applicant will employ construction security features, such as fencing, which would serve to minimize the need for LAPD services (see **Mitigation**

[172] *LAPD, Community Relations Section.*

Measure MM-Public-1). These security measures would ensure that valuable materials (e.g., building supplies, metals such as copper wiring) and construction equipment are not easily stolen or abused. This measure would reduce potential construction impacts on police protection services to a less than significant level.

Operational Impacts

The Project is seeking a Conditional Use Beverage (CUB) for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 114-guestroom hotel and restaurant. Some CUBs require Standardized Training for Alcohol Retailers (STAR Training). If the Project's CUB requires such training, then all employees involved with the sale of alcoholic beverages shall enroll in the LAPD STAR Training.

The Project Site would have an increase in visitors and patrons, especially over the evening hours due to the hotel uses. As such, the Project could potentially increase in the number of police service calls due to an increase in onsite persons. The potential for crime can be reduced with site specific designs and feature (see **Mitigation Measure MM-Public-2)**. The Project would create a security plan and include standard security measures such as adequate security lighting, secure key access to hotel rooms, secured onsite parking, and valet parking, and front desk that offers a visual deterrent and human surveillance feature. The Project would provide the LAPD commanding officer of the Hollywood Area a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response (see **Mitigation Measure MM-Public-3**).

The Project (under the Original Baseline and Current Baseline) would not require the construction of a new or expanded police station. There is a large police station one block away. **Mitigation Measures MM-Public-2** and **MM-Public-3** would reduce the impacts associated with police services to a less than significant level.

Mitigation Measures

MM-Public-1 **Public Services (Police – Demolition/Construction Sites)**

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

MM-Public-2 **Public Services (Police)**

The plans shall incorporate a design that references the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the LAPD. These measures shall be approved by the LAPD prior to the issuance of building permits.

MM-Public-3 Upon completion of the Project, the LAPD Hollywood Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.

Original Baseline

Under the Original Baseline, mitigation measures would reduce the Project's adverse impacts related to police protection to be less than significant.

Current Baseline

Under the Current Baseline, mitigation measures would reduce the Project's adverse impacts related to police protection to be less than significant

iii) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for additional school facilities. The Project Site is served by the following LAUSD schools: [173]

- Selma Elementary School (K-5), located at 6611 Selma Avenue. Los Angeles, CA 90028;
- Bancroft Middle School (6-8), located at 929 N. Las Palmas Avenue, Los Angeles, CA 90038; and
- Hollywood High School (9-12), located at 1521 North Highland Avenue, Los Angeles, CA 90028.

Each of the schools' enrollments and capacities are shown in *Table 3.14-3*. There are no anticipated new schools planned for the area.

Table 3.14-3
LAUSD Schools Enrollments and Capacities

Name	Current Capacity [1]	Resident Enrollment [2]	Actual Enrollment [3]	Current Overage/ (Shortage) [4]	Overcrowded Now? [5]	Projected Capacity [6]	Projected Enrollment [7]	Future Overage/ (Shortage) [8]	Overcrowding Future? [9]
Selma Elementary	198	153	156	45	No	178	130	48	No
Bancroft Middle	1,222	729	724	493	No	1,136	737	399	No
Hollywood High	1,432	1,029	1,460	403	No	1,346	905	441	No

[173] *LAUSD: http://rsi.lausd.net/ResidentSchoolIdentifier/.*

Table 3.14-3
LAUSD Schools Enrollments and Capacities

Name	Current Capacity [1]	Resident Enrollment [2]	Actual Enrollment [3]	Current Overage/ (Shortage) [4]	Overcrowded Now? [5]	Projected Capacity [6]	Projected Enrollment [7]	Future Overage/ (Shortage) [8]	Overcrowding Future? [9]

Note: Current and projected enrollments/capacities reflect data from School Year (SY) 2015-2016. Current and projected data are updated annually and become available after February 1st of each calendar.

[1] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

[2] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.

-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[3] The number of students actually attending the school now, including magnet students.

[4] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[5] Current overcrowding status of school or service area. The school or area is currently overcrowded if any of these conditions exist:

-A school is currently on a multi-track calendar.

-There is currently a seating shortage.

-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.

[6] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

[7] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[8] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[9] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:

-A school remains on a multi-track calendar.

-There is a seating shortage in the future.

-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

Source: School Response, Los Angeles Unified School District, October 11, 2016.

Table by CAJA Environmental Services, February 2017.

As shown on *Table 3.14-4*, the Project (indirectly through its employees) would generate an increase of approximately 14 elementary, 4 middle, and 7 high school students, for a total increase of approximately 25 students. To be conservative, this analysis assumed that all students generated by the Project will be new to LAUSD. Selma Elementary School, Bancroft Middle School, and Hollywood High School all have adequate capacity now and in the future to accommodate the Project. Therefore, impacts related to enrollment will be less than significant.

Table 3.14-4
Project Estimated Student Generation

Project		Students Generated			
Source	**Quantity**	**Elementary**	**Middle**	**High**	**Total**
Residential units	0	0	0	0	0
Employees	94	14	4	7	25

Residential land uses: Elementary:0.4 students per household; Middle: 0.1 students per household; High: 0.2 students per household
Commercial and Industrial land uses: 0.2691 students per employee. Note that there is no breakdown by elementary, middle, or high. Therefore the same ratio as residential, 4:1:2, is used.
Source (rates): LAUSD 2012 Developer Fee Justification Study, February 9, 2012.
Table: CAJA Environmental Services, April 2017.

Proximity to Schools

The Project Site is not in close proximity to any schools. The nearest is Selma Elementary School, approximately 700 feet to the west. The school would be generally shielded from the Project Site by intervening residential and commercial buildings on Selma Avenue. These intervening structures and redundant street network ensure that construction activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. Therefore, no impact will occur.

School Fees

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other state or local law (Government Code Section 65996). Furthermore, per Government Code Section 65995.5-7, LAUSD has imposed developer fees for commercial/industrial and residential space. Overall, the payment of school fees in compliance with SB 50 would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA.

Original Baseline

Under the Original Baseline, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and the impacts related to schools will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and the impacts related to schools will be less than significant.

iv) Parks?

No Impact. A significant impact to parks would occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts. The LADRP manages all municipally owned and operated recreation and park facilities within the City.

The Adopted MND found no impact due to its strictly commercial uses.

Table 3.14-5 – Parks and Recreation Centers lists the LADRP parks and recreation centers that are located nearby the Project Site. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons). The Project would generate zero residents (directly and indirectly, since as stated above, the types of jobs created would not be unique to induce new population or movement to the area) and approximately 94 employees. However, employees of commercial developments 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. In addition, the hotel patrons and visitors are also unlikely to frequent parks. The Project would feature the following facilities for hotel patrons: fitness center and pool. Since the Project would not be including any housing or any permanent residents, there would be no required open space elements and no expected use of existing park facilities.

Table 3.14-5
Parks and Recreation Centers

Name	Address	Acres	Features
Pocket Parks (Less than 1 acre and within 0.5 mile of Site)			
Selma Park	6567 Selma Ave.	0.22	Playground, Open Space
Neighborhood Parks (Between 1 and 10 acres and within 1 mile of Site)			
De Longpre Park	1350 Cherokee Ave.	1.37	Playground, Open Space
Hollywood Recreation Center	1122 Cole Ave.	3.12	Auditorium, basketball, children's play area, community room.
Las Palmas Senior Center	1820 Las Palmas Ave.	1.14	Community Center
Las Palmas Senior Citizen Center	1820 Las Palmas	1.14	Baseball, basketball, children's play area, handball, indoor gym), tennis courts.

Poinsettia Recreation Center	7341 Willoughby Ave.	6.29	Baseball, basketball, children's play area, handball, indoor gym), tennis courts.
Yucca Community Center	6671 Yucca St.	0.97	Basketball, children's play area, picnic table, soccer
Pan Pacific Park	7600 Beverly Blvd.	32.18	Auditorium, barbecue, baseball, basketball children's play area, indoor gym, picnic tables
Community Parks (Between 10 and 50 acres and within 2 miles of Site)			
Barnsdall Park	4800 Hollywood Blvd	14.59	Basketball, children's play area, picnic table, soccer
Wattles Garden Park	1850 Curson Ave.	47.58	Community garden, hiking trails, Japanese garden, mansion, stream/brook, tea house
Regional Parks (greater than 50 acre and within 2 miles of Site)			
Griffith Park	4730 Crystal Springs Drive	4,281.73	Children's play area, hiking trail, off-leash dog area
Runyon Canyon Park	2000 Fuller Ave.	136.76	Children's play area, hiking trail, off-leash dog area

NavigateLA with Recreation and Parks Department layer: http://navigatela.lacity.org/index01.cfm
Source: Parks Response, Los Angeles Department of Recreation and Parks, May 20, 2016
Table: CAJA Environmental Services, February 2017.

Original Baseline

Under the Original Baseline, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and no impacts related to parks will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and no impacts related to parks will be less than significant.

v) Other public facilities?

No Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities, such as libraries, which would exceed the capacity to service the Project Site. The LAPL provides library services throughout the City through its Central Library eight regional branches, and 64 community branches. The LAPL collection has 6.4 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.[174] On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for community with less than 45,000 population, 14,500 square feet for community with more than 45,000

[174] *LAPL website: http://www.lapl.org/about-lapl/press/2012-library-facts*

population, and up to 20,000 square feet for a Regional Branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

Table 3.14-6 describes the libraries that would serve the Project. There are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The Project would generate zero residents (directly and indirectly, since as state above, the types of jobs created would not be unique to induce new population or movement to the area) and approximately 94 employees. However, employees of commercial developments do not typically frequent libraries during work hours, but are more likely to use facilities near their homes during non-work hours. In addition, the hotel patrons and visitors are also unlikely to frequent the library. Since the Project would not be including any housing or any permanent residents, they would not be expected use to existing library facilities.

Table 3.14-6
Los Angeles Public Libraries

Name	Address	Size (sf)	Volumes/Circulation	Current Service	Staff
Goldwyn Hollywood Branch	1623 Ivar Ave.	19,000	87,182 / 123,539	78,944	10
Durant Branch	7140 Sunset Blvd.	12,500	47,727 / 138,968	25,657	8
Fremont Branch	6121 Melrose Ave.	7,361	40,452 / 99,181	30,896	6.5
Wilshire Branch	149 N. St Andrews	6,258	33,988 / 107,838	50,715	6.5
Cahuenga Branch	4591 Santa Monica	10,942	40,733 / 116,099	48,435	6.5
Los Feliz Branch	1874 Hillhurst Ave.	10,449	50,220 / 185,658	44,639	7.5
Fairfax Branch	161 S. Gardner St.	12,500	52,262 / 209,707	48,435	8

Staffing is full-time equivalent. Current Service – 2010 Census.
The LAPL does not make targeted projections but rather uses the most recent Census figures to determine if a branch should be constructed in a given area, according to the new Branch Facilities Plan.
Table: CAJA Environmental Services, April 2017.

Original Baseline

Under the Original Baseline, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and the impacts related to other public facilities will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and the impacts related to other public facilities will be less than significant.

15. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities. The Project would generate zero residents and approximately 94 employees. However, employees of commercial developments 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. In addition, the hotel patrons and visitors are also unlikely to frequent parks. The Project would feature the following facilities for hotel patrons: fitness center and pool. There would be no increased residents, which could lead to physical deterioration of facilities or accelerate deterioration.

The Adopted MND found no impact due to its strictly commercial uses.

Original Baseline

Under the Original Baseline, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and no impact will occur.

Current Baseline

Under the Current Baseline, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and no impact will occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Project would generate zero residents and approximately 94 employees. However, employees of commercial developments 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. In addition, the hotel patrons and visitors are also unlikely to frequent parks. The Project would feature the following facilities for hotel patrons: fitness center and pool. There would be no increased residents, which could require the construction or expansion of recreation facilities.

The Adopted MND found no impact due to its strictly commercial uses.

Original Baseline

Under the Original Baseline, the Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and no impacts will occur.

Current Baseline

Under the Current Baseline, the Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and no impact will occur.

16. TRANSPORTATION AND TRAFFIC

This section is based on the following items, included as Appendix J of this IS/MND:

J-1 Traffic Impact Analysis, Overland Traffic Consultants, Inc., May 2017.

J-2 LADOT Approval Letter, June 11, 2017.

J-3 Partial Off-Site Parking and Valet Service Evaluation, Overland Traffic Consultants, Inc., November 2017.

J-4 LADOT Approval Letter, December 6, 2017.

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant with Mitigation Incorporated. A significant impact may occur if roadways and intersections that would carry project-generated traffic would exceed adopted LADOT thresholds of significance.

Study Scope

The Traffic Impact Analysis has been conducted using the procedures adopted by LADOT to analyze the potential traffic impacts of new development projects. The intersections were evaluated using the LADOT Critical Movement Analysis (CMA) methodology. The CMA methodology calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's capacity. Any change to the intersection's peak hour operating condition caused by an increase/decrease in traffic volume can be quantified (i.e., traffic impact) using this analysis methodology. Potential traffic impacts caused by a project that exceeds limits established by the City, as specified by LADOT, are identified. Any potentially significantly impacted intersections are then evaluated for possible traffic mitigation measures. Pursuant to the City traffic impact guidelines, the following steps have been taken to develop the existing and future traffic volume estimate:

(a) Traffic counts were conducted on May 28, 2015 for four intersections and conducted on May 12, 2016 for the remaining 6 study intersections. These counts were increased by one percent per year to account for potential growth in the area to year 2017;

(b) Traffic in (a) + the net Project traffic (existing + Project);

(c) Traffic in (b) + proposed traffic mitigation, if necessary;

(d) Existing + ambient growth to 2020 (added additional one percent per year);

(e) Traffic in (d) + related projects (future "without Project" scenario);

(f) Traffic in (e) with the proposed Project traffic (future "With Project" scenario); and

(g) Traffic in (f) + the proposed traffic mitigation, if necessary.

Two baseline (Existing 2017) traffic conditions are evaluated in this study. The original baseline has been included to represent the site prior to the restaurant and retail space construction. This baseline includes 4 residential units, 4,893 square feet of vacant retail, 3,174 square feet of restaurant and 1,650 square feet of piano bar. The trips produced by these land uses have been added to the existing traffic data to present the Original Baseline. The Current Baseline has been included to represent the approved 20,624 square foot restaurant and 6,000 square feet of retail. The trips produced by these land uses have been added to the existing traffic data to present the Current Baseline.

A CMA analysis of the existing and future traffic conditions has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and evening peak hour conditions have been evaluated at 10 key intersections. The intersections are under the City's jurisdiction. It should be noted that future traffic conditions include the potential construction of 136 other land development projects (related projects) in the general vicinity of the Project Site. (Figure 3, Intersection Characteristic, included in the Traffic Impact Analysis, as Appendix J-1 to this IS/MND, illustrates the study locations, type of intersection traffic control and lane configurations for the Project impact analysis.) The intersections analyzed in this study are:

1. Hollywood Boulevard and Wilcox Avenue,
2. Cahuenga Boulevard and Hollywood Boulevard;
3. Highland Avenue and Selma Avenue;
4. Selma Avenue and Wilcox Avenue;
5. Cahuenga Boulevard and Selma Avenue;
6. Highland Avenue and Sunset Boulevard
7. Sunset Boulevard and Wilcox Avenue;
8. Cahuenga Boulevard and Sunset Boulevard;
9. Vine Street and Hollywood Boulevard; and

10. Vine Street and Sunset Boulevard.

Existing Transportation Facilities Setting

The Mobility 2035 Plan was approved by the City Planning Commission and adopted by City Council during 2015. The Mobility 2035 Plan dictates the street standards and designations within the plan area. The Project will be subject to the Mobility 2035 Plan.

The Project is in the HCP area of the City, which is serviced by the Hollywood Freeway (US-101), a regional north-south freeway to the east of the Project. This freeway links to numerous other freeways in the vicinity providing extensive regional access. The Hollywood Freeway is accessible via Hollywood Boulevard, Sunset Boulevard, Cahuenga Boulevard, Gower Street and Highland Avenue. The freeway is approximately one mile west of the Project Site and approximately ¾ mile north of the Project Site. The Hollywood Freeway carries approximately 213,000 vehicles per day (VPD) with 12,800 vehicles per hour (VPH) during peak periods.

Cahuenga Boulevard is a north-south roadway designated as a Avenue I north of Franklin Avenue, as a Modified Avenue I south of Franklin Avenue, and as a Modified Avenue II south of Yucca Street by the Mobility 2035 Plan. Cahuenga Boulevard provides two lanes in each direction and a bike lane in the Project Site area. Left turns from north and southbound Cahuenga Boulevard to Hollywood Boulevard are prohibited during the evening peak hours.

Highland Avenue is a north-south roadway designated as an Avenue I between Cahuenga Boulevard and Melrose Avenue by the Mobility 2035 Plan. Three lanes in each direction are provided in the Project Site area during peak hours. Left turn lanes are provided at major intersections.

Hollywood Boulevard is an east-west roadway designated as an Avenue I by the Mobility 2035 Plan. Two lanes in each direction are provided in the Project Site area.

Selma Avenue is an east-west roadway designated as a Local Street by the City. One lane in each direction is provided in the Project Site area. Two-hour time limited parking is provided in the Project Site area. Short-term metered parking is provided west of Wilcox Avenue around the existing United States Post Office.

Sunset Boulevard is an east-west roadway designated as an Avenue I in the Mobility 2035 Plan. Sunset Boulevard provides three lanes in each direction at Highland Avenue and Wilcox Avenue but reduces down to two lanes in each direction at Cahuenga Boulevard. One-hour time limited metered parking is provided during off-peak hours in the Highland Avenue and Wilcox Avenue area on Sunset Boulevard.

Vine Street is a north-south roadway designated as an Avenue II in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Modified Project area. The roadway extends from the Hollywood Freeway at Franklin Avenue to Melrose Avenue where it changes name to Rossmore Avenue.

Wilcox Avenue is a north-south roadway designated as a Modified Avenue III in the Project vicinity by the Mobility 2035 Plan. One lane in each direction with left turn lanes at some intersections are provided in the Project Site area. One-hour time limited metered parking is available in the Project Site area.

Project Traffic Generation

Traffic-generating characteristics of many land uses including the existing office and the proposed hotel, has been surveyed by the ITE. The results of the traffic generation studies have been published in a handbook titled *Trip Generation, 9th Edition*. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses. The ITE studies indicate that the use and the size associated with the proposed hotel, restaurant and bar use generally exhibit the trip-making characteristics as shown by the trip rates in *Table 3.16-1 – Traffic Generation Rates*.

Table 3.16-1
Traffic Generation Rates

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
310	Hotel	8.17	0.53	59%	41%	0.60	51%	49%
220	Apartment	6.65	0.51	20%	80%	0.62	65%	35%
820	Retail	42.7	0.96	62%	38%	3.71	48%	52%
931	Quality Restaurant	89.95	0.81	55%	45%	7.49	67%	33%
925	Drinking Place	56.7	N/a			11.34	66%	34%
932	High Turnover Restaurant	127.15	10.81	55%	45%	9.85	60%	40%

Rates are per hotel room or 1,000 sf.
Table 1 in Traffic Impact Study, Overland Traffic Consultants, May 2017.
Table: CAJA Environmental Services, May 2017.

The rooftop area of the hotel provides a hotel pool and congregating areas that are exclusive to the guests of the hotel. There are also rooftop areas that include bar services that are open to the public. The trip generation is higher for a restaurant during the daily and AM Peak Hour but higher for the bar (drinking place) for the PM Peak Hour. In order to present a conservative estimate of potential Project traffic impacts, the higher restaurant rates were used for the daily and AM Peak Hour and the higher bar rates were used during PM Peak Hour.

The ITE rates are estimated without regard for the nature of the Project's vicinity in terms of transit and walking or interaction with the traffic on the surrounding roadways. Considering the multiple transit opportunities, walkability and expanding cycling infrastructure in the city, it is anticipated that employees and guests will make use of these options to single occupant vehicles. However, no reductions for this aspect have been incorporated into the analysis, and therefore this analysis presents a conservative impact analysis.

The hotel will provide a rooftop bar and a separate ground floor restaurant that will be open to the public. It is expected that many of the patrons of both of the venues in the hotel will be used by the hotel guests who are already on the site and will not create a new vehicle trip to patronize them. Based on the anticipated operations of the hotel, 50% internal trip credit was applied and approved by LADOT for the restaurants and bar.

Many land uses are visited on the way to or from another main destination point. The greater the regional draw the lower the pass-by activities. LADOT has established passby credits for several land uses. A 10% pass-by reduction has been incorporated into the analysis for the proposed rooftop restaurant/bar and a 20% pass-by reduction has been incorporated into the analysis for the ground floor restaurant as approved by LADOT. These reductions are not taken at the nearby intersections of Selma Avenue and Wilcox Avenue because patrons may need to make turning movements at these intersections to access the site.

It is estimated that the Project will conservatively generate a potential increase of 1,227 daily trips with 70 trips during the morning peak hour and 100 trips during the evening peak hour after internal and pass-by trips credits. *Table 3.16-2* displays the estimated Project trip generation.

Table 3.16-2
Estimated Project Traffic Generation

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed								
Hotel	114 rooms	931	60	36	24	68	35	33
Restaurant	1,809 sf	230	20	11	9	18	11	7
Internal Trips	50%	(115)	(10)	(5)	(5)	(9)	(5)	(4)
Pass-by	20%	(23)	(2)	(1)	(1)	(2)	(1)	(1)
Subtotal		92	8	5	3	7	5	2
Rooftop Bar	5,041 sf	453	4	3	1	57	37	20
Internal Trips	50%	(227)	(2)	(1)	(1)	(29)	(19)	(10)
Pass-by	10%	(23)	(0)	0	0	(3)	(2)	(1)
Subtotal		204	2	2	0	26	17	9
Net Total		**1,227**	**70**	**43**	**27**	**100**	**56**	**44**

The traffic study restaurant and bar spaces are the spaces that are outside the ancillary space for the hotel and separate trip-generating square footage.
Table 2 in Traffic Impact Study, Overland Traffic Consultants, May 2017.
Table: CAJA Environmental Services, May 2017.

Trip Distribution and Assignment of Project Traffic

A primary factor affecting a Project's trip direction is the locations of the potential origin and destination points that would generate Project trips. This is where the employees and guests of the hotel and restaurants are coming from and going to. The estimated Project directional trip distribution is also based

on the study area roadway network, freeway locations, traffic flow patterns in and out of this area of the City and consistency with previously approved traffic studies for this area of the City.

Figure 4, Overall Project Distribution Percentage, included in the Traffic Impact Analysis, as Appendix J-1 to this MND, illustrates the estimated areawide Project traffic distribution percentages. Figure 5, Project Distribution Percentages, included in the Traffic Impact Analysis, as Appendix J-1 to this MND, shows the estimated Project traffic percentages detailed at each of the selected study intersections. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the *Table 3.16-2*, peak hour traffic volumes at each study location have been calculated and are shown in Figure 6 for the development (included in the Traffic Impact Analysis, as Appendix J-1 to this MND). This estimated assignment of the Project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the Project at the study intersections.

Analysis of Existing Traffic Conditions

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by National Data Systems, an independent traffic data collection company. Traffic counts were conducted on Thursday, May 28, 2015 at four of the study intersections and on Thursday, May 12, 2016 on the remaining six study intersections. These counts were increased by 1% per year to account for potential traffic growth in the area from the day the data was collected to current year 2017.Traffic counts were conducted during the morning peak and evening peak hours. The highest single hour during each of the peak periods was used in this analysis.

In order to evaluate the proposed hotel's potential traffic impact two baseline scenarios have been incorporated. The "Original Baseline" includes the land uses that were in place prior to the construction of the garage, retail and restaurant. This included four residential units, 4,893 square feet of vacant retail, 3,174 square feet of restaurant and a 1,650-square foot piano bar. The second baseline scenario "Current Baseline" incudes the permitted 20,624 square foot TAO Restaurant and 6,000 square feet of retail. The trip generation for both land uses were added to the base 2017 existing conditions. *Table 3.16-3 - Trip Generation Original Baseline* displays the trip generation for the Original Baseline and *Table 3.16-4 - Trip Generation Current Baseline,* displays the trip generation for the Current Baseline.

The vehicle trip distribution for these two baselines was conducted the same as the prior entitlements for the approved restaurant and retail. Figure 7a and 7b, included in the Traffic Impact Analysis, as Appendix J-1 to this MND, provides a display of the trips added to the existing 2017 counts for both scenarios. Figure 8a and 8b, included in the Traffic Impact Analysis, as Appendix J-1 to this MND, provides AM and PM peak hours respectively trips with the Existing 2017 counts with the Original Baseline trip added and Figure 9a and 9b, included in the Traffic Impact Analysis, as Appendix J-1 to this MND, provides the AM and PM peak hours' trips with the Existing 2017 counts with the Current Baseline trips added.

Table 3.16-3
Trip Generation Original Baseline

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Original Baseline								
Residential	4 units	27	2	0	2	2	2	0
Retail (vacant)	4,893 sf	0	0	0	0	0	0	0
Restaurant	3,174 sf	286	3	2	1	24	16	8
Pass-by	10%	(29)	0	0	0	(2)	(1)	(1)
Subtotal		257	3	2	1	22	15	7
Piano Bar	1,650 sf	94	0	0	0	19	12	7
Pass-by	10%	(9)	0	0	0	(2)	(1)	(1)
Subtotal		85	0	0	0	17	11	6
Net Original Baseline		**368**	**5**	**2**	**3**	**41**	**28**	**13**

Table 3a in Traffic Impact Study, Overland Traffic Consultants, May 2017.
Table: CAJA Environmental Services, May 2017.

Table 3.16-4
Trip Generation Current Baseline

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Current Baseline								
Restaurant	20,624 sf	1,855	17	9	8	154	103	52
Pass-by	10%	(186)	(2)	(1)	(1)	(15)	(10)	(5)
Subtotal		1,669	15	8	7	139	93	47
Retail	6,000 sf	256	6	4	2	22	11	11
Net Original Baseline		**1,925**	**21**	**12**	**9**	**161**	**104**	**57**

Table 3b in Traffic Impact Study, Overland Traffic Consultants, May 2017.
Table: CAJA Environmental Services, May 2017.

The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) methodology. The study intersections were evaluated using this methodology pursuant to the criteria established by the City of Los Angeles Department of Transportation for signalized intersections. The existing peak hour traffic counts (Original and Current Baseline) were used along with intersection lane configurations and traffic controls to determine the intersection's current operating condition. The CMA procedure uses a ratio of the intersection's traffic volume to its capacity for rating an intersections congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles

that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming full capacity. V/C ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity. Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in *Table 3.16-3 – Level of Service Definitions*.

Table 3.16-3
Level of Service Definitions

LOS	V/C Ratio	Operating Conditions
A	0.00 - 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	> 0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	> 0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	> 0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	> 0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	> 1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

Source: Table 4, Traffic Impact Study, Overland Traffic, May 2017.
Table by CAJA Environmental Services, May 2017.

Reductions for traffic signal improvements in the area are included in the analysis. The area currently has Automated Traffic Surveillance and Control (ATSAC) systems improvements which increase capacity at the intersection through computer aided signal progression. The City of Los Angeles has determined that this type of improvement increases capacity by approximately 7%. The City has supplemented the signal systems in the Project area of Hollywood with an upgrade to the ATSAC system, which includes advance

loop detection at the intersections and system wide progression computer programming with system wide interaction between the traffic signals. This system is known as the Adaptive Traffic Control System (ATCS) system. An additional 3% capacity increase is estimated with this signal system. The existing and future traffic conditions analysis with and without the Project include ATSAC and ATCS because both signal systems are installed at all the study intersections.

Five of the eight study intersections had high pedestrian volumes during one or both peak periods. These intersections included: Highland Avenue and Sunset Boulevard during the PM Peak Hour, Hollywood Boulevard and Wilcox Avenue during the PM Peak Hour, Sunset Boulevard and Wilcox Avenue during the PM Peak Hour, Cahuenga Boulevard and Hollywood Boulevard during the AM and PM Peak Hour, Cahuenga Boulevard and Sunset Boulevard during the AM and PM Peak Hour, Vine Street and Hollywood Boulevard during the PM Peak Hour, and Vine Street and Sunset Boulevard during the AM and PM Peak Hour. The intersection capacity was reduced by 3% to account for this activity.

By applying the CMA procedures to the intersection data, the V/C values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined at the study intersections. The LOS values are summarized in Table 3.16-5 with the Original Baseline traffic volumes and Table 3.16-6 with the Current Baseline traffic volumes.

Analysis of Existing + Project Conditions

An evaluation has been conducted to evaluate potential Project impacts to the existing conditions. According to the standards adopted by LADOT and described in their August 2014 Traffic Study Policies and Procedures, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in the *Table 3.16-4 - Significant Impact Criteria, City of Los Angeles*. The potential impact for existing plus Project was conducted by adding the Project traffic to the existing traffic. The existing and existing + Project traffic conditions were compared to determine if the thresholds of significance in *Table 3.16-4* were exceeded. As noted in *Table 3.16-5 – CMA Summary (Original Baseline)* and *Table 3.16-6 – CMA Summary (Current Baseline)* (located later in this section), no significant impacts occur when the Project's traffic generation is added to the existing conditions with Original and Current baselines.

Table 3.16-4
Significant Impact Criteria, City of Los Angeles

LOS	Final V/C Value	Increase in V/C Value
C	0.701 – 0.800	+ 0.040
D	0.801 – 0.900	+ 0.020
E and F	> 0.901	+ 0.010 or more

No significant impacts occur at LOS A or B because intersections operations are good and can accommodate additional traffic growth.
Source: Table 6, Traffic Impact Study, Overland Traffic, May 2017.
Table by CAJA Environmental Services, May 2017.

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed Project. Pursuant to the City's traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

(a) Existing 2017 traffic conditions with original Baseline and with Current Baseline volumes;

(b) Traffic in (a) + ambient growth (one percent per year increase) to year 2020;

(c) Traffic in (b) + related Projects (without Project scenario);

(d) Traffic in (c) with the proposed Project traffic (with Project scenario); and

(e) Traffic in (d) + the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other development Projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. As part of this analysis, the related Project information was obtained from the LADOT and City's Department of City Planning[175]. It should be noted that this Project, or any actions taken by the City regarding this Project, does not have a direct bearing on the other proposed related projects. The locations of the related projects are shown in Figure 10 (included in the Traffic Impact Analysis, as Appendix J-1 to this MND) and shown in Table 9 (included in the Traffic Impact Analysis, as Appendix J-1 to this MND). The number of trips added to the area by the related projects alone is displayed in Figure 11 (included in the Traffic Impact Analysis, as Appendix J-1 to this MND).

To evaluate future traffic conditions with the related project, estimates of the peak hour trips generated were developed. The potential traffic growth in the future at the study intersections has been determined by adding the existing traffic volume, ambient traffic growth of one percent per year and traffic from the other related development projects. This is a conservative analysis because CEQA Guidelines Section 15130 requires a list or growth percentage and the analysis is doing both. Future cumulative "without project" using Original Baseline estimates are shown in Figure 12a for the AM Peak Hour and Figure 12b for the PM Peak Hour (figures included in the Traffic Impact Analysis, as Appendix J-1 to this MND). Future cumulative "without project" using Current Baseline estimates are shown in Figure 13a for the AM Peak Hour and Figure 13b for the PM Peak Hour (figures included in the Traffic Impact Analysis, as Appendix J-1 to this MND).

The traffic conditions created by the ambient traffic growth plus the other related development projects are shown in *Table 3.16-5 – CMA Summary (Original Baseline)* and *Table 3.16-6 – CMA Summary (Current Baseline)* (later in this section). Comparing the changes in the traffic conditions between the future without Project and future with Project provides the necessary information to determine if the

[175] *From LADOT Case Files and Planning Website, Updated March 2016.*

Project's projected traffic increases have the potential to create a significant impact on any of the study intersections.

Project Impacts

Construction

Construction worker vehicles would park in the existing parking lots around the Project Site and on-site. Temporary impacts to pedestrian safety could occur during construction, especially on Selma Avenue. The Project will comply with **Mitigation Measure MM-Traffic-1**. This measure will ensure the safety of pedestrians and other vehicles in general, as the construction area could create hazards of incompatible/slow-moving construction and haul vehicles. Intervening structures and redundant street network ensure that construction activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. Construction activities would be limited to on-site work. Construction activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. Haul trucks and delivery trucks would access the Project Site from Selma Avenue, between Cahuenga and Wilcox. This would not go near Selma Avenue Elementary. The general haul route is described in Section 2, Project Description, of this MND.

Operation

Traffic conditions after completion of the Project have been calculated by adding the Project volume to the future without Project traffic volume with Original Baseline and to the future without Project traffic volume with the Current Baseline.

The traffic impact of the added Project traffic at the study intersections is shown Table 3.16-5 by the comparison of the (Future without Project with Original Baseline) and the (Future using the Original Baseline + Project) traffic conditions at the study intersections. The significant impact criteria were applied to the future traffic conditions. As shown in Table 3.16-5, one significant traffic impacts during the PM Peak Hour. This significant impact occurs at Hollywood Boulevard and Wilcox Avenue. Traffic reduction measures are proposed to mitigate this impact to a level of less than significance.

The traffic impact of the added Project traffic at the study intersections is shown in Table 3.16-6 by the comparison of the (Future without Project with Current Baseline) and the (Future using the Current Baseline + Project) traffic conditions at the study intersections. The significant impact criteria were applied to the future traffic conditions. As shown in Table 3.16-6, two significant traffic impacts during the PM Peak Hour. The significant impacts occur at Hollywood Boulevard and Wilcox Avenue and at Selma Avenue and Wilcox Avenue. Traffic reduction measures are proposed to mitigate this impact to a level of less than significance.

It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future roadway improvements). Future cumulative "With Project using the Original Baseline" peak hour traffic volumes are shown in Figure 14a for the AM Peak Hour and Figure 14b for the PM Peak Hour. Future cumulative "With Project using the Current Baseline" peak hour traffic

volumes are shown in Figure 15a for the AM Peak Hour and Figure 15b for the PM Peak Hour (figures included in the Traffic Impact Analysis, as Appendix J-1 to this MND).

Table 3.16-5
CMA Summary (Original Baseline)

No.	Intersection	Peak Hour	Existing		Existing + Project				Future (2020) No Project			Future (2020) + Project			Significant
			CMA	LOS	CMA	LOS	Impact	Significant	CMA	LOS	Growth	CMA	LOS	Impact	
1	Hollywood and Wilcox	AM	0.477	A	0.485	A	+ 0.008	No	0.760	C	+ 0.283	0.767	C	+ 0.007	No
		PM	0.424	A	0.434	A	+ 0.010	No	0.839	D	+ 0.415	0.849	D	+ 0.010	No
2	Cahuenga and Hollywood	AM	0.880	D	0.881	D	+ 0.001	No	1.014	F	+ 0.134	1.016	F	+ 0.002	No
		PM	0.756	C	0.758	C	+ 0.002	No	0.955	E	+ 0.199	0.957	E	+ 0.002	No
3	Highland and Selma	AM	0.744	C	0.749	C	+ 0.005	No	0.947	E	+ 0.203	0.952	E	+ 0.005	No
		PM	0.565	A	0.574	A	+ 0.009	No	0.903	E	+ 0.338	0.913	E	+ 0.010	**YES**
4	Selma and Wilcox	AM	0.297	A	0.308	A	+ 0.011	No	0.507	A	+ 0.210	0.519	A	+ 0.012	No
		PM	0.382	A	0.413	A	+ 0.031	No	0.729	C	+ 0.347	0.761	C	+ 0.032	No
5	Cahuenga and Selma	AM	0.547	A	0.555	A	+ 0.008	No	0.653	B	+ 0.106	0.661	B	+ 0.008	No
		PM	0.579	A	0.581	A	+ 0.002	No	0.770	C	+ 0.191	0.772	C	+ 0.002	No
6	Highland and Sunset	AM	0.881	D	0.885	D	+ 0.004	No	1.100	F	+ 0.219	1.104	F	+ 0.004	No
		PM	0.661	B	0.665	B	+ 0.004	No	0.877	D	+ 0.216	0.881	D	+ 0.004	No
7	Sunset and Wilcox	AM	0.411	A	0.415	A	+ 0.004	No	0.641	B	+ 0.230	0.645	B	+ 0.004	No
		PM	0.421	A	0.429	A	+ 0.008	No	0.649	B	+ 0.228	0.663	B	+ 0.014	No
8	Cahuenga and Sunset	AM	0.820	D	0.824	D	+ 0.004	No	0.990	E	+ 0.170	0.995	E	+ 0.005	No
		PM	0.730	C	0.735	C	+ 0.005	No	0.930	E	+ 0.200	0.935	E	+ 0.005	No
9	Hollywood and Vine	AM	0.776	C	0.779	C	+ 0.003	No	0.933	E	+ 0.157	0.935	E	+ 0.002	No
		PM	0.743	C	0.745	C	+ 0.002	No	0.943	E	+ 0.200	0.945	E	+ 0.002	No
10	Sunset and Vine	AM	0.827	D	0.829	D	+ 0.002	No	1.003	F	+ 0.176	1.006	F	+ 0.003	No
		PM	0.874	D	0.875	D	+ 0.001	No	1.081	F	+ 0.207	1.082	F	+ 0.001	No

Source: Tables 5a, 7a, 8a, 9a, and 10a, Traffic Impact Study, Overland Traffic, May 2017.
Table by CAJA Environmental Services, May 2017.

Table 3.16-6
CMA Summary (Current Baseline)

No.	Intersection	Peak Hour	Existing		Existing + Project				Future (2020) No Project			Future (2020) + Project			Significant
			CMA	LOS	CMA	LOS	Impact	Significant	CMA	LOS	Growth	CMA	LOS	Impact	
1	Hollywood and Wilcox	AM	0.479	A	0.486	A	+ 0.007	No	0.761	C	+ 0.282	0.768	C	+ 0.007	No
		PM	0.432	A	0.442	A	+ 0.010	No	0.847	D	+ 0.415	0.857	D	+ 0.010	No
2	Cahuenga and Hollywood	AM	0.881	D	0.882	D	+ 0.001	No	1.015	F	+ 0.134	1.016	F	+ 0.001	No
		PM	0.758	C	0.760	C	+ 0.002	No	0.958	E	+ 0.200	0.958	E	+ 0.000	No
3	Highland and Selma	AM	0.745	C	0.750	C	+ 0.005	No	0.949	E	+ 0.204	0.954	E	+ 0.004	No
		PM	0.582	A	0.591	A	+ 0.009	No	0.921	E	+ 0.339	0.931	E	+ 0.010	**YES**
4	Selma and Wilcox	AM	0.299	A	0.031	A	- 0.268	No	0.511	A	+ 0.212	0.522	A	+ 0.011	No
		PM	0.423	A	0.455	A	+ 0.032	No	0.771	C	+ 0.348	0.803	D	+ 0.032	**YES**
5	Cahuenga and Selma	AM	0.549	A	0.557	A	+ 0.008	No	0.655	B	+ 0.106	0.663	B	+ 0.008	No
		PM	0.581	A	0.583	A	+ 0.002	No	0.773	C	+ 0.192	0.775	C	+ 0.002	No
6	Highland and Sunset	AM	0.882	D	0.886	D	+ 0.004	No	1.101	F	+ 0.219	1.105	F	+ 0.004	No
		PM	0.669	B	0.673	B	+ 0.004	No	0.885	D	+ 0.216	0.889	D	+ 0.004	No
7	Sunset and Wilcox	AM	0.413	A	0.417	A	+ 0.004	No	0.643	B	+ 0.230	0.647	B	+ 0.004	No
		PM	0.433	A	0.440	A	+ 0.007	No	0.662	B	+ 0.229	0.676	B	+ 0.014	No
8	Cahuenga and Sunset	AM	0.821	D	0.825	D	+ 0.004	No	0.992	E	+ 0.171	0.995	E	+ 0.003	No
		PM	0.736	C	0.741	C	+ 0.005	No	0.936	E	+ 0.200	0.941	E	+ 0.005	No
9	Hollywood and Vine	AM	0.777	C	0.779	C	+ 0.002	No	0.933	E	+ 0.156	0.935	E	+ 0.002	No
		PM	0.745	C	0.747	C	+ 0.002	No	0.945	E	+ 0.200	0.948	E	+ 0.003	No
10	Sunset and Vine	AM	0.827	D	0.830	D	+ 0.003	No	1.004	F	+ 0.177	1.006	F	+ 0.002	No
		PM	0.875	D	0.877	D	+ 0.002	No	1.083	F	+ 0.208	1.084	F	+ 0.001	No

Source: Tables 5b, 6b, 7b, 9b, and 10b, Traffic Impact Study, Overland Traffic, May 2017.
Table by CAJA Environmental Services, May 2017.

Traffic Impact Study Conclusion

Construction impacts would be reduced to less than significant levels with **Mitigation Measure MM-Traffic-1.** The mitigation measure would require that a Construction Traffic Control/Management Plan be submitted to the Department of Transportation for review and approval prior to the start of construction. The Plan would include information regarding compliance with existing regulations as it pertains to temporary street closures and pedestrian safety measures, as required and approved by the Bureau of Street Services and the Department of Building and Safety.

The Project will significantly impact the traffic flow at one of the study intersections under the Original Baseline during the PM Peak Hour and two intersections under the Current Baseline during the PM Peak Hour. These impacts can be reduced to a level of less than significance with implementation of a TDM plan with a 10% effectiveness of reducing vehicle trips during the peak periods. The goal of the TDM plan would be to encourage guests and employees to use alternatives to single occupant vehicles to reduce overall traffic in the area. See **MM-Traffic-2**.

The Project will also comply with all the applicable regulatory requirements of the LADOT approval letter, and as it may be subsequently amended or modified.

The LADOT concurred with the supplemental traffic assessment on December 6, 2017 (Appendix J-4 of this MND).

Mitigation Measures

MM-Traffic-1 **Construction Traffic Control/Management Plan.** A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction-related traffic shall be restricted to off-peak hours.

MM-Traffic-2 **Transportation Demand Management and Monitoring Program.**

- The Applicant shall prepare and submit a preliminary Transportation Demand Management Plan (TDM) to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the project.

  The TDM shall include strategies, as determined to be appropriate by the Department of Transportation, which would have a minimum ten (10) percent effectiveness in reducing new vehicle trips.

In the event that the Project would provide twenty (20) or more required parking spaces off-site, the TDM shall demonstrate a minimum twenty (20) percent effectiveness in reducing new vehicle trips.

- In the event that the Project would provide twenty (20) or more parking spaces off-site and is required to implement a TDM which has a minimum twenty (20) percent effectiveness in reducing the total net project trips, a Monitoring Program (MP) shall be prepared to provide continued monitoring of the TDP's effectiveness. The MP shall be prepared by a licensed Traffic Engineer and submitted to the Department of Transportation for review. The MP shall continue until such time that the Project has shown, for three consecutive years, at a minimum of 85 percent occupancy, achievement of the peak hour trip volume requirements listed. Should the review show that the peak hour trip cap threshold has been exceeded the Project shall have one year to attain compliance or be subject to a penalty program.

  Implementation of the TDM shall be at the Project's expense.

  Strategies may include, but shall not be limited to, the following:

  1. Provide guest assistance on arrival and departure to find options to personal or rented vehicles to access the site.

  2. If found feasible by LADOT and Metro, improve the existing bus stop on the north side of Hollywood Boulevard east of Wilcox Avenue where there is an existing sign, bench and trash receptacle with a weather protected cover. Improve the bus stop on the south side of Hollywood Boulevard west of Cahuenga Boulevard where a bus sign only with a bench, trash receptacle, weather protected cover and bench. Improve the bus stop on the north side of Sunset Boulevard west of Wilcox Avenue where a bus sign, a bench, and trash receptacle with a weather protected cover;

  3. Provide a visible on-site kiosk with options for ridesharing, bus routes and bike routes in a prominent area(s) in view for hotel guests, employees and patrons of the restaurants;

  4. Provide information for guests of the hotel upon check in that includes the transit, bike routes, and nearby walking opportunities as options to use rather than person vehicles;

  5. Provide an on-site TDM manager to assist hotel guests navigate the alternative modes of transportation options, in matching rideshare partners

for the employees, determining transit routes for employees, and promoting TDM program;

6. Provide access pass and transit pass reductions for employees;

7. Provide bicycle spaces to encourage cycling as an alternative to single occupant vehicles;

8. Provide bicycle sharing service for guests and employees use;

9. Provide amenities to encourage guests of the hotel spend some of their time eating, relaxing and recreating on-site.

Impacts After Mitigation

A full Transportation Management Plan will be developed that will detail project traffic reduction measures for the hotel and restaurant guests and employees of the project. The project amenities are anticipated to reduce the number of vehicles to and from the project site. A minimum of 10% reduction in new Project vehicle trips has been estimated to account for trip reduction measures. Implementation of the TDM plan with 10% effectiveness will reduce the significant impact to a level of less than significance. Table 13.16-7 displays the results of the analysis under the Original Baseline and 3.16-8 under the Current Baseline.

Table 3.16-7
CMA Summary With Mitigation (Original Baseline)

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project				Future (2020) With Project + Mitigation			
			CMA	LOS	CMA	LOS	Impact	Significant	CMA	LOS	Impact	Significant
3	Hollywood and Wilcox	AM	0.947	E	0.952	E	+ 0.005	No	N/A			
		PM	0.903	E	0.913	E	+ 0.010	Yes	0.912	E	+ 0.009	No

Source: Table 15a, Traffic Impact Study, Overland Traffic, May *2017.*
Table by CAJA Environmental Services, May *2017.*

Table 3.16-8
CMA Summary With Mitigation (Current Baseline)

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project				Future (2020) With Project + Mitigation			
			CMA	LOS	CMA	LOS	Impact	Significant	CMA	LOS	Impact	Significant
3	Hollywood and Wilcox	AM	0.949	E	0.953	E	+ 0.004	No	N/A			
		PM	0.921	E	0.931	E	+ 0.010	Yes	0.923	E	+ 0.009	No
4	Selma and Wilcox	AM	0.511	A	0.522	A	+ 0.011	No	N/A			
		PM	0.771	A	0.803	D	+ 0.032	Yes	0.799	C	+ 0.028	No

Source: Table 15b, Traffic Impact Study, Overland Traffic, May *2017.*
Table by CAJA Environmental Services, May *2017.*

Partial Off-site parking and valet operations

The required Project parking will be provided with 50 on-site parking spaces and 36 off-site parking spaces located at 1541 Wilcox Avenue with permitted parking reduction due to onsite bicycle parking (Scenario A). However, if the City, at its own discretion permits an additional 20% parking reduction in connection with the proposed zone change requests, the required Project parking will be 50 on-site parking spaces and 19 off-site parking spaces (Scenario B).

Valet service will be provided for the patrons of the hotel and ground floor restaurant. Valet services will be provided along the north side of Selma Avenue and east side of Wilcox Avenue along the Project frontages. The main drop-off vehicle valet service will be provided along Selma Avenue. Due to the shared usage between the existing restaurant and proposed hotel and restaurant of the valet service area on Selma Avenue. Some of the patrons will make use of or be direct to the valet service area on Wilcox Avenue. Vehicles that approach the site from the west along Hollywood Boulevard or Sunset Boulevard would need to continue on to Cahuenga Avenue to approach the Selma Avenue valet zone in the westbound direction. Vehicles approaching the site from the west on Selma Avenue, may utilize the valet station located on the eastern side of Wilcox Avenue. It has been conservatively estimated that 75% of visitors driving in will drop off their vehicles at the Selma Avenue valet station, 15% at the Wilcox Avenue valet station and 10% being employees self-parking. This would equate to 90% of the patrons using the valet service and 10% self-parking. The drivers who self-parked (estimated as 10%) would also leave without using the valet service. All of the patrons leaving (90% of the trips out) will use pickup vehicle valet services provided along the Wilcox Avenue valet service area.

Figure 1 in Appendix J-3 of this MND displays the valet service routes for drop-off and pick up of vehicles.

The approved traffic analysis routed all vehicles to the on-site parking garage on Wilcox Avenue. The addition of valet services on both Wilcox Avenue and Selma Avenue and the off-site parking lot have necessitated a revision to the distribution of Project trips. A majority of drivers will now approach the site westbound on Selma Avenue. Valets will then drive the vehicles to the on-site or off-site parking lots. These valet services will add additional vehicle trips.

Figure 2 in Appendix J-3 of this MND displays the revised trip distribution on approach and depart to the site and the addition of valet vehicle trips. The distribution is presented for all the study intersections. Intersection 4 (Selma Avenue and Wilcox Avenue) and intersection 5 (Sunset Boulevard and Wilcox Avenue) will have slightly different distribution patterns if the City permits an additional 20% parking reduction at its own discretion. If the additional reduction is permitted, the percentage of all vehicle trips parking off-site will be lower. However, if it is not granted, a greater number of vehicles will be parking off-site and create more circulation around the site at Selma Avenue & Wilcox Avenue and Sunset Boulevard & Wilcox Avenue due to the greater distance of travel and approach for the valets. These two distribution patterns are presented in Figure 2 with Scenario A incorporating the permitted vehicle parking reduction with bicycle parking and Scenario B incorporating the permitted vehicle parking reduction with bicycle parking and discretionary 20% parking reduction.

Note that AM and PM Peak Hour trip distribution varies because no left turns are permitted for northbound and southbound Cahuenga Boulevard at Hollywood Boulevard and at Selma Avenue. Figure 3 in Appendix J-3 of this MND displays the revised project trips through the study intersections.

Critical Movement Analysis (CMA) has been conducted at the ten (10) study intersections in the same manner as the approved May 2017 traffic study. This new analysis uses the trip generation as presented in the Traffic Study with the revised distribution and additional valet trips.

The updated Current Baseline, using modified trip distribution and incorporating valet trips for Scenario A with the permitted vehicle parking reduction with bicycle parking and Scenario B with the permitted vehicle parking reduction with bicycle parking and discretionary 20% reduction, is presented in Table 2 from Appendix J-3. The table is also provided below.

Table 2

CMA Summary – Modified Current Baseline with Valet Trips (A & B)

No.	Intersection	Peak Hour	Existing		Existing +Project			Significant Impact	Future (2020) Without Project			Future (2020) With Project			Significant Impact	Future (2020) With Project + MITIGATION			Significant Impact
			CMA	LOS	CMA	LOS	Impact		CMA	LOS	Growth	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
1	Highland Av &	AM	0.479	A	0.484	A	+ 0.005	NO	0.761	C	+ 0.282	0.766	C	+ 0.005	NO				
	Selma Av	PM	0.432	A	0.439	A	+ 0.007	NO	0.847	D	+ 0.415	0.855	D	+ 0.008	NO				
2	Highland Av &	AM	0.881	D	0.882	D	+ 0.001	NO	1.015	F	+ 0.134	1.016	F	+ 0.001	NO				
	Sunset Bl	PM	0.758	C	0.760	C	+ 0.002	NO	0.958	E	+ 0.200	0.958	E	+ 0.000	NO				
3	Hollywood Bl &	AM	0.745	C	0.751	C	+ 0.006	NO	0.949	E	+ 0.204	0.955	E	+ 0.006	NO	N/A			
	Wilcox Av	PM	0.582	A	0.591	A	+ 0.009	NO	0.921	E	+ 0.339	0.931	E	+ 0.010	**YES**	0.930	E	+ 0.009	NO
4A	Selma Av &	AM	0.299	A	0.327	A	+ 0.028	NO	0.511	A	+ 0.212	0.539	A	+ 0.028	NO	N/A			
	Wilcox Av	PM	0.423	A	0.460	A	+ 0.037	NO	0.771	C	+ 0.348	0.808	D	+ 0.037	**YES**	0.800	C	+ 0.029	NO
																Mitigation:20% TDM Efffectiveness			
4B	Selma Av &	AM	0.299	A	0.321	A	+ 0.022	NO	0.511	A	+ 0.212	0.532	A	+ 0.021	NO				
	Wilcox Av	PM	0.423	A	0.453	A	+ 0.030	NO	0.771	C	+ 0.348	0.801	D	+ 0.030	**YES**	0.797	C	+ 0.026	NO
																Mitigation: 10% TDM Efffectiveness			
5A	Sunset Bl &	AM	0.549	A	0.558	A	+ 0.009	NO	0.655	B	+ 0.106	0.664	B	+ 0.009	NO				
	Wilcox Av	PM	0.581	A	0.586	A	+ 0.005	NO	0.773	C	+ 0.192	0.778	C	+ 0.005	NO				
5B	Sunset Bl &	AM	0.549	A	0.555	A	+ 0.006	NO	0.655	B	+ 0.106	0.661	B	+ 0.006	NO				
	Wilcox Av	PM	0.581	A	0.586	A	+ 0.005	NO	0.773	C	+ 0.192	0.778	C	+ 0.005	NO				
6	Cahuenga Bl &	AM	0.882	D	0.885	D	+ 0.003	NO	1.101	F	+ 0.219	1.104	F	+ 0.003	NO				
	Hollywood Bl	PM	0.669	B	0.675	B	+ 0.006	NO	0.885	D	+ 0.216	0.892	D	+ 0.007	NO				
7	Cahuenga Bl &	AM	0.413	A	0.431	A	+ 0.018	NO	0.643	B	+ 0.230	0.661	B	+ 0.018	NO				
	Selma Av	PM	0.433	A	0.445	A	+ 0.012	NO	0.657	B	+ 0.224	0.669	B	+ 0.012	NO				
8	Cahuenga Bl &	AM	0.821	D	0.827	D	+ 0.006	NO	0.992	E	+ 0.171	0.998	E	+ 0.006	NO				
	Sunset Bl	PM	0.736	C	0.739	C	+ 0.003	NO	0.936	E	+ 0.200	0.939	E	+ 0.003	NO				
9	Hollywood Bl &	AM	0.777	C	0.779	C	+ 0.002	NO	0.933	E	+ 0.156	0.935	E	+ 0.002	NO				
	Vine Street	PM	0.745	C	0.747	C	+ 0.002	NO	0.945	E	+ 0.200	0.948	E	+ 0.003	NO				
10	Sunset Bl &	AM	0.827	D	0.830	D	+ 0.003	NO	1.004	F	+ 0.177	1.006	F	+ 0.002	NO				
	Vine Street	PM	0.875	D	0.878	D	+ 0.003	NO	1.083	F	+ 0.208	1.083	F	+ 0.000	NO				

Traffic Mitigation: # 3 & #4B PM Peak Hour - Transportation Demand Management (TDM) with 10% effectiveness mitigates to a level of insignificance

Traffic Mitigation: #4A PM Peak Hour - Transportation Demand Management (TDM) with 20% effectiveness mitigates to a level of insignificance

As shown in Table 2 above, the conclusions of the May 2017 traffic study have not changed. The intersection of Hollywood Boulevard and Wilcox Avenue is significantly impacted during the PM Peak Hour in the Current Baseline analysis during the Future With Project analysis. The intersection of Selma Avenue and Wilcox Avenue is significantly impacted during the PM Peak Hour in Current Baseline analysis during the Future With Project analysis. These impacts are mitigated below a level of significance with the implementation of a TDM Plan with a 10% effectiveness. However, if the City does not grant an additional discretionally 20% parking reduction, the TDM Plan will need to provide additional elements for a more robust 20% effectiveness to mitigate the additional valet trips through the intersection of Selma Avenue and Wilcox Avenue.

Original Baseline

Under the Original Baseline, the Project would be required to implement **MM-Traffic-1** and **MM-Traffic-2**, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would be required to implement **MM-Traffic-1** and **MM-Traffic-2**, and the impacts will be less than significant.

b) Would the project conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. A significant impact may occur if the adopted Metro thresholds for a significant project impact would be exceeded. The CMP was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network that includes all state highways and some arterials within the County of Los Angeles.

Impacts on Regional Transportation System

The CMP was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County of Los Angeles to be monitored by local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding. For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the AM or PM peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of two percent in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the AM or PM Peak requires further analysis.

The intersection of Santa Monica and Highland Avenue is the nearest CMP intersection. This CMP intersection is approximately three quarters of a mile from the Project Site. It is anticipated that a conservative maximum of 10 percent of Project trips will go through the intersection during the peak periods which would equate to 10 trips during the PM Peak Hour. This is below the CMP significance threshold 50 vehicles or more added during the peak hours.

The Project volumes on the area freeways are anticipated to be dispersed throughout the system. The Project is closest to the Hollywood Freeway. It is anticipated that, conservatively, no more than 20 percent of the Project volumes will be using any one segment of the freeway. The maximum number of freeway trips on any one freeway would then be 20 vehicles during the peak hours. This amount of traffic is below the threshold needed for further evaluation. No CMP intersection or freeway impacts are anticipated. Therefore, the Project would have a less than significant impact.

Supplemental Caltrans Analysis (Screening Criteria)

The City of Los Angeles Department of Transportation (LADOT) and Caltrans District 7 have developed an agreement on the Freeway Impact Procedures, the "Caltrans Agreement", updated December 2015. This multi-agency agreement describes a screening process to determine the level of analysis necessary for land development projects. The screening criterion is based on the traffic volume and capacity of nearby freeway and ramp facilities, and the estimated volume of added project traffic. Four screening criterion have been developed by LADOT and Caltrans. If any of the four criteria described below are satisfied then additional traffic impact analysis is required.

1. The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at a level of service (LOS) E or F (based on a capacity of 2,000 vehicles per hour per lane (vphpl)).

2. The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at a level of service (LOS) D (based on a capacity of 2,000 vphpl).

3. The project's peak hour trips would result in a 1% or more increase to the freeway off ramp operating at a level of service (LOS) E or F (based on an off-ramp capacity of 850 vphpl as measured at the intersection).

4. The project's peak hour trips would result in a 2% or more increase to the freeway off ramp operating at a level of service (LOS) E or F (based on an off-ramp capacity of 850 vphpl as measured at the intersection).

Review Criteria 1 and 2 - The Hollywood Freeway (US 101) mainline has a directional capacity of 8,000 vph (4 lanes x 2,000 vphpl). Evaluating the 101 Freeway north of Cahuenga Boulevard and south of Sunset Boulevard would capture the highest volume of freeway traffic generated by the project. Using the worst-case criteria of a 1% increase, the project would need to add 80 vph per direction to the mainline freeway segment to warrant further review. As indicated below in Table 3.16-9, none of the freeway

segments with the highest volume of project traffic would meet the screening criterion during either peak hour in either direction and, therefore, no additional analysis is necessary.

Table 3.16-9
Freeway Segment Summary

Location	Dir	# of Lanes	Capacity	Project Trips		% Increase	
				AM	PM	AM	PM
Freeway Segment (2,000 vehicles per hour per lane)							
Hollywood Freeway (US-101) at north of Cahuenga Bl	NB	4	8,000	6	9	0.1%	0.1%
Hollywood Freeway (US-101) at north of Cahuenga Bl	SB	4	8,000	9	11	0.1%	0.1%
Hollywood Freeway (US-101) at south of Sunset Bl	NB	4	8,000	9	11	0.1%	0.1%
Hollywood Freeway (US-101) at south of Sunset Bl	SB	4	8,000	6	9	0.1%	0.1%

Source: Table 13, Traffic Impact Study, Overland Traffic, May 2017.
Table by CAJA Environmental Services, May 2017.

Review Criteria 3 and 4 - The Hollywood Freeway ramps serving the highest project traffic volume are the southbound off ramps to Cahuenga Boulevard or Van Ness Street and northbound off ramps to Sunset Boulevard or Wilton Place. The southbound off ramps and Wilton Place northbound ramps are two lanes each and the northbound off ramp to Sunset Boulevard is a single free lane. Pursuant to the screening criteria, the off-ramp capacity would be 850 vphpl. As indicated below in Table 3.16-10, none of the off ramps would meet the screening criterion. Therefore, no further Caltrans analysis is required.

Table 3.16-10
Caltrans Off Ramp Summary

Location	Dir	# of Lanes	Capacity	Project Trips		% Increase	
				AM	PM	AM	PM
Off tramp Segment (1,500 vehicles per hour per lane)							
SB Hollywood Freeway (US-101) to Cahuenga Bl	SB	2	1,700	5	6	0.3%	0.4%
SB Hollywood Freeway (US-101) to Van Ness St	SB	2	1,700	4	5	0.2%	0.3%
NB Hollywood Freeway (US-101) to Sunset Bl (free lane)	NB	1	850	5	6	0.6%	0.7%
NB Hollywood Freeway (US-101) to Wilton Pl	NB	2	1,700	4	5	0.2%	0.3%

Source: Table 14, Traffic Impact Study, Overland Traffic, May 2017.
Table by CAJA Environmental Services, May 2017.

Original Baseline

Under the Original Baseline, the Project would not conflict with the CMP, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not conflict with the CMP, and the impacts will be less than significant.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. This question would apply to the Project only if it were an aviation-related use. The Project Site does not contain any aviation-related uses and the Project does not include development of any aviation-related uses. As such, due to its nature and scope, development of the Project would not have the potential to result in a change in air traffic patterns.

Original Baseline

Under the Original Baseline, the Project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, and no impacts to air traffic patterns will occur.

Current Baseline

Under the Current Baseline, the Project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, and no impacts to air traffic patterns will occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant with Mitigation Incorporated. A significant impact may occur if a project were to include a new roadway design, introduce a new land use or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project access or other features were designed in such a way as to create hazardous conditions.

Pedestrian Safety

Temporary impacts to pedestrian safety could occur along Selma Avenue. The Project will be required to comply with and obtain approvals from the Bureau of Street Services and the Department of Building and Safety, pursuant to LAMC Section 62.45 (Materials or Equipment in Streets, Permits, Regulations, Fees) and 91.3306 (Protection of Pedestrians). This compliance will ensure the safety of pedestrians, as the construction area could create hazards. The Adopted MND contained Mitigation Measure 16-1, for protections to pedestrians due to construction safety hazards. These have now become incorporated as regulatory measures of the LAMC and the mitigation measure is no longer needed. Therefore, impacts will be less than significance.

Proximity to a School

The nearest is Selma Elementary School, approximately 700 feet to the west. The school would be generally shielded from the Project Site by intervening residential and commercial buildings on Selma Avenue. These intervening structures and redundant street network ensure that construction activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. However, the Project would notify the LAUSD Transportation Branch regarding proposed construction to ensure that school buses have unrestricted access to schools. (see Mitigation Measure MM-Traffic-3).

The study intersections (which currently could include bus routes) would operate at less-than-significant levels. There would be no impact. The Project does not include any sharp curves, dangerous intersections, or incompatible uses. No off-site traffic improvements are proposed or warranted in the area surrounding the Project Site.

Original Baseline

Under the Original Baseline, the Project would be required to implement **MM-Traffic-3**, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would be required to implement **MM-Traffic-2**, and the impacts will be less than significant.

Mitigation Measure

MM-Traffic-3 The developer and contractors shall maintain ongoing contact with administrator of Selma Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (213)580-2950 or (213)580-2900 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site.

Access & Circulation

Parking will be provided both on and off-site with valet services provided. The code required Project parking will be provided with 50 on-site parking spaces and 36 off-site parking spaces located at 1541 Wilcox Avenue. Valet service will be provided for the patrons of the hotel and amenities. Valet services will be provided along the north side of Selma Avenue and east side of Wilcox Avenue along the Project frontages. The main drop-off vehicle valet service will be provided along Selma Avenue. It is estimated that 75% of visitors driving in will drop off their vehicles at the Selma Avenue valet station, 15% at the Wilcox Avenue valet station and 10% being employees self-parking. This would equate to 90% of the patrons using the valet service and 10% self-parking. The drivers who self-parked (estimated as 10%) would also leave without using the valet service. All of the patrons leaving (90% of the trips out) will use pick-up vehicle valet services provided along the Wilcox Avenue valet service area.

Table 2-2 – Vehicle Parking, in Section 2 of this IS/MND, provides the amount of required parking by land use type and quantity. If the square footages of the Project are reduced, the parking requirement will be reduced accordingly. The Project will not result in inadequate emergency access to the Project Site or surrounding area because no intersections would be significantly impacted due to the Project. Emergency access to the Project Site would be maintained on Selma Avenue and Wilcox Avenue.

Original Baseline

Under the Original Baseline, the Project does result in inadequate emergency access, and the impacts related to emergency access will be less than significant.

Current Baseline

Under the Current Baseline, the Project does result in inadequate emergency access, and the impacts related to emergency access will be less than significant.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. A significant impact may occur if a project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site.

Public Transit

Public transportation in the Project area is provided by the Metro, the City of Los Angeles Department of Transportation Dash service (DASH), subway Metro Rail, and Metro Express. The Metro Red Line provides rail service to Downtown Los Angeles, Koreatown, Hollywood, and North Hollywood. The Project Site is approximately 1,500 feet southwest of Metro's Hollywood/Vine Station and approximately 2,700 feet southeast of Metro's Hollywood/Highland Station. In addition the following are within 650 feet of the Site:

- Metro Route 217 along Hollywood Boulevard provides service between Westchester and Hollywood along La Cienega Avenue, Fairfax Avenue and Hollywood Boulevard.
- Metro Route 780 along Hollywood Boulevard is a Rapid Service between Pasadena, Eagle Rock, Glendale, Los Feliz and Hollywood.
- Metro Route 156/656 along Highland Avenue operates between Hollywood and East San Fernando Valley including Studio City, Van Nuys and Panorama City.
- Metro Route 2/302 on Sunset Boulevard operates between Pacific Palisades, Westwood, West Hollywood, Hollywood and downtown Los Angeles.
- Metro Route 210 operates between Hollywood and Torrance.
- Local shuttle lines are provided by DASH Hollywood, Hollywood/Wilshire and Beachwood Canyon. Transfer opportunities are available to/from Hollywood from the local and regional lines.

Transit Analysis

As per CMP, person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5 percent. The CMP transit trip generation calculation is displayed in *Table 3.16-11*. This level of transit increase is not expected to adversely affect the current ridership of the transit services in the Project site area. The Project would not create any significant impacts on the transit facilities.

Table 3.16-11
Transit Trips

Trips	Daily	AM Peak Hour	PM Peak Hour
Project Trips	1,227	70	100
Person Trips (x 1.4)	1,718	98	140
Transit Trips (person trips x 3.5%)	**60**	**3**	**5**

Source: Table 12, Traffic Impact Study, Overland Traffic, May 2017.
Table by CAJA Environmental Services, May 2017.

Bicycles

The City adopted a 2010 Bicycle Master Plan (Master Plan) to encourage alternative modes of transportation throughout the City. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

- Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- Bicycle Lane – A bicycle lane is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

The Mobility 2035 Plan has identified a Bicycle Enhanced Network. The Mobility 2035 Plan indicates that Tier 2 bicycle lanes are more likely to be built by 2035 than Tier 3 lanes. This Mobility 2035 Plan entails roadways be improved with bike detectors at actuated signals. Hollywood Boulevard is identified as Tier 1 protected bicycle lane. Cahuenga Boulevard and Selma Avenue are identified as part of the neighborhood bikeway network. Hollywood Boulevard, Sunset Boulevard, Selma Avenue and Cahuenga Boulevard are all identified as study corridors for bikeways.

LAMC Section 12.21-A.16(a)(2) requires new Projects to provide bicycle parking spaces per building floor area. A hotel is required to provide one short-term bicycle space per 20 guest rooms and one long-term bicycle space per 20 guest rooms. A restaurant and retail is required to provide one short-term and one long-term bicycle space per 2,000 square feet. Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather. As shown in *Table 2-3 – Bicycle Parking Required*, in Section 2 of this IS/MND, the Project will provide, at a minimum, 7 short-term and 7 long-term bicycle spaces. The Project will provide 34 bicycle parking spaces in accordance with LAMC Section 12.21-A. The Project would not impede development of bicycle facilities from the Master Plan and would provide adequate bicycle parking. Therefore, under the Original Baseline and Current Baseline, impacts to bicycles will be less than significant.

Pedestrian Facilities

Temporary fencing and scaffolding/walkways (as appropriate) will be provided to protect pedestrians from the construction work. During operation, the Project would not impact any sidewalks. There is a

controlled/lighted crosswalk at the intersections of Selma Avenue/Wilcox Avenue and Selma Avenue/Cahuenga Boulevard. There are no public benches or seating along the sidewalks. The Project will not conflict with public transit, bicycles, or pedestrian facilities. Therefore, under the Original Baseline and Current Baseline, impacts will be less than significant.

Original Baseline

Under the Original Baseline, the Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and the impacts related to these facilities will be less than significant.

Current Baseline

Under the Current Baseline, the Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and the impacts related to these facilities will be less than significant.

17. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact.

Original Baseline

Under the Original Baseline, the Project includes the demolition of three existing buildings (a restaurant, piano bar, and retail/residential building) that were constructed in 1923. The piano bar building and the retail and residential building to be removed were evaluated and determined to have a National Register Historic Places Status Code of 6Z, which means the resource has been significantly altered and contains little or no integrity.[176] None of the buildings have been identified as requiring Historic Preservation Review.[177] An Intensive Historic Resource Survey in the Hollywood Redevelopment Project Area identified all three buildings on the Project Site as category 6Z[178] (Found ineligible for National Register, California Register or local designation through survey evaluation).[179]

Therefore, under the Original Baseline, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, and no impact will occur.

Current Baseline

Under the Current Baseline, the Project would construct a building above the existing building and excavated area at the Project Site, which was constructed in 2016-2017 and would remain. Therefore, under the Current Baseline, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources, and no impact will occur.

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[176] *http://preservation.lacity.org/files/Hollywood_DPR_Forms_Individual_Resources_6Z_2_of_3.pdf.*

[177] *City of Los Angeles, ZIMAS Parcel profile: http://zimas.lacity.org/.*

[178] *Intensive Historic Resource Survey: http://preservation.lacity.org/files/Hollywood_CRA_Survey_Index_0.pdf.*

[179] *Making SurveyLA Evaluations: http://preservation.lacity.org/files/Making%20SurveyLA%20Evaluations.pdf.*

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. Approved by Governor Jerry Brown on September 25, 2014, AB 52 establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation of an MND or EIR on or after July 1, 2015. Public Resources Code Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, Public Resources Code Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings for the administrative record.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. Public Resources Section 21074 provides a definition of a TCR. In brief, in order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

In compliance with AB 52, the City provided notice to tribes soliciting requests for consultation on June 5, 2017, and this 30-day notification period ended July 5, 2017. On June 7, 2017, the Gabrieleno Band of Mission Indians–Kizh Nation (Tribe) submitted a comment stating that the site is located within a sensitive area and may cause a substantial adverse change in significance of our tribal cultural resources, and requested a consultation. The tribe has not submitted or provided substantial evidence indicating that

the Project Site is located within a sensitive area. On June 8, 2017, the City responded to the request for consultation requesting availability for consultation. No response to the request to schedule a consultation was received. On June 15, 2017, the City sent a follow up request to schedule a consultation. As of December 18, 2017, there has been no response from the Tribe to conduct the consultation.

As previously discussed under Question 5(b), the Project Site does not contain any known archaeological sites or archaeological survey areas. The NAHC was contacted for information and to conduct a Sacred Lands File Search (SLFS). The NAHC responded on May 19, 2016 (included as Appendix E of this MND) and provided the Tribal Consultation List. Per their response, "A search of SFL was completed for the USGS quadrangle information provided above with negative results." In addition, the Project would comply with existing regulations, which would protect any potential archaeological resources that are discovered during excavation and would comply with existing regulations regarding the finding of and identification of any human remains, which may be discovered. This would include following existing regulations requiring the notification of the NAHC. As no substantial evidence has been provided from the Tribe to indicate that the Project Site is located within a sensitive area and records search has provided negative results, impacts to tribal artifacts are anticipated to be less than significant.

Original Baseline

Under the Original Baseline, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that a resource determined by the City to be significant, and impacts to tribal cultural resources will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that a resource determined by the City to be significant, and impacts to tribal cultural resources will be less than significant.

18. UTILITIES AND SERVICE SYSTEMS

This section is based on the following letters, included as Appendix K of this IS/MND:

K-1 Wastewater Response, Los Angeles Bureau of Sanitation, June 13, 2016.

K-2 Wastewater Response, Los Angeles Bureau of Sanitation, August 17, 2016.[180]

K-3 Water and Power Response, Los Angeles Bureau of Sanitation, October 4, 2016.

K-4 Natural Gas Response, Southern California Gas Company, May 18, 2016.

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. A significant impact may occur if a project would discharge wastewater whose content exceeds the regulatory limits established by the governing agency. The LARWQCB implements programs to protect all waters in the coastal watersheds for Los Angeles and Ventura counties. LARWQCB's Water Quality Control Plan for the Los Angeles Region (the Basin Plan) establishes guidelines for all municipalities and other entities that use water and/or discharge into the Santa Monica Bay.[181] Wastewater reclamation and treatment in the City is provided by the City of Los Angeles Department of Public Works' Bureau of Sanitation (LABS), which operates two treatment plants (Hyperion and Terminal Island) and two water reclamation plants in accordance with the treatment requirements of the LARWQCB and/or water reclamation requirements of the Basin Plan.

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP)[182], which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment,[183] and currently treats an average daily flow of approximately 362 mgd.[184] Thus, there is a remaining capacity of approximately 88 mgd. Full secondary treatment prevents virtually all particles suspended in effluent

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[180] *The June 13, 2016 response letter was a response to CAJA's initial request for existing information and provided an estimate of wastewater flow based on a hotel and pool uses. The August 17, 2016 was a response to the City Planning Department for a review of the Project. It takes into account more details such as the restaurant and other uses. Both letters indicate that the estimated flow should be accommodated. The estimate flow in this MND is based on a more reasonable assessment of the pool flow and is well within the larger, more conservative flows from the two Wastewater responses.*

[181] *Water Quality Control Plan, Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, California Regional Water Quality Control Board Los Angeles Region (4)(adopted June, 1994, updated July 2006).*

[182] *LA Sewers: http://www.lasewers.org/treatment_plants/about/index.htm.*

[183] *Los Angeles Sanitation: http://www.lacitysan.org/irp/Wastewater.htm.*

[184] *LABS, Wastewater, About Wastewater, Facts and Figures, Treatment Plants, Hyperion Treatment Plant, website: http://www.lacitysan.org/wastewater/factsfigures.htm.*

from being discharged into the Pacific Ocean and is consistent with the LARWQCB's discharge policies for Santa Monica Bay. Additionally, the City's Sewer Allocation Ordinance (Ordinance No. 166,060) limits the annual increase in wastewater flow to HTP to five mgd.[185] This allocation allowance is monitored by the HTP and the Project's contribution would not affect the amount. Further, the HTP is a public facility and is, therefore, subject to the state's wastewater treatment requirements. The Project's discharge is typical of the area and would not require any on-site treatment before flowing to the sewer.

Original Baseline

Under the Original Baseline, the Project would not exceed wastewater treatment requirements of the LARWQCB, and the impacts related to wastewater treatment will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not exceed wastewater treatment requirements of the LARWQCB, and the impacts related to wastewater treatment will be less than significant.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded.

Wastewater Generation, Treatment Facilities, and Existing Infrastructure

As shown on *Table 3.18-1 – Project Estimated Wastewater Generation*, it is estimated the Project will generate a net total of approximately 20,583 gallons per day (gpd) (or 0.021 mgd) of wastewater. This total represents a more conservative result since it does not take any credit for the existing uses that would be removed (under the Original Baseline and Current Baseline). It also does not take any credit for the proposed sustainable and water conservation features of the Project.[186]

[185] *Los Angeles City Clerk, Ordinance 166,060: http://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=87-2121*

[186] *Tao restaurant wastewater generation was calculated in the Adopted MND and are not included as part of the Project.*

Table 3.18-1
Project Estimated Wastewater Generation

Land Use	Size	Wastewater Generation Rates	Total (gpd)
Project			
Hotel	114 rooms	120 gallons / room	13,680
Pool	15 x 40 feet	100 gallons / day	273
Restaurant and Bar*	221 seats	30 gallons / seat	6,630
		Total Increase	**20,583**

Note: sf = square feet; gpd = gallons per day
**Restaurant and bars use their combined total seating to estimate wastewater. The flow per seat (rather than square footages) is a more conservative factor.*
Rates: Sewage Generation Factor, effective date April 6, 2012: http://lacitysan.org/fmd/pdf/sfcfeerates.pdf.
Includes amount to fill the pool twice per year, pro-rated by daily amount. Pool water loss due to evaporation is estimated at 100 gallons per day: http://www.americanleakdetection.com/swimming-pool-water-loss-calculator.php
Table: CAJA Environmental Services, April 2017.

The Project Site will be served by LABS, which provides municipal wastewater services to the City. The sewer infrastructure includes:[187]

- 10-inch line on Selma Avenue that flows west; and
- 8-inch line on Wilcox Avenue that flows south.

The Project Site is adequately served by the existing wastewater conveyance system. As part of the building permit process the lead agency would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the Project's wastewater flows. The standard procedure is that further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Implementation of this mitigation measure would ensure that the Project's impacts to the wastewater conveyance system will be less than significant.

The wastewater generated by the Project will be similar to other hotel and commercial uses in the Project Site area. No industrial discharge into the wastewater or drainage system would occur. Additionally, there is adequate treatment capacity within the HTP system (remaining capacity of approximately 88 mgd or at 80 percent capacity), and thus, the increase in wastewater generation would not have a significant impact

[187] *Wastewater Response, Los Angeles Bureau of Sanitation, August 17, 2016.*

on treatment plant capacity. As the HTP complies with the state's wastewater treatment requirements and the Project's wastewater generation is well within the existing capacity, the Project will not exceed the wastewater treatment requirements of LARWQCB. Therefore, impacts with regard to wastewater treatment requirements will be less than significant.

Additionally, water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures, limitations on hose washing of driveways and parking areas, etc.) would be implemented as part of the Project and will help reduce the amount of project-generated wastewater. Therefore, with the mitigation detailed below, impacts to wastewater treatment facilities and existing infrastructure will be less than significant.

Water Consumption and Treatment Facilities

The LADWP provides municipal water services to the City, and is responsible for providing water to the Project Site. As shown on *Table 3.18-2 – Project Estimated Water Consumption*, it is estimated the Project will consume a net total of approximately 26,275 gpd (or 0.026 mgd or 29.5 acre-feet per year[188]) of water. This total represents a more conservative result since it does not take any credit for the existing uses that would be removed (under the Original Baseline and Current Baseline). It also does not take any credit for the proposed sustainable and water conservation features of the Project.[189]

Table 3.18-2
Project Estimated Water Consumption

Land Use	Size	Water Consumption Rates	Total (gpd)
Project			
Hotel	114 rooms	153.6 gallons / room	17,510
Pool	15 x 40 feet	100 gallons / day	279
Restaurant and Bar*	221 seats	38.4 gallons / seat	8,486
		Total Increase	**26,275**

Note: sf = square feet; gpd = gallons per day
**Restaurant and bars use their combined total seating to estimate wastewater. The flow per seat (rather than square footages) is a more conservative factor.*
Water consumption rates are assumed as 128 percent (nonresidential) and 118 percent (residential) of the wastewater generation rates.
Rates: Sewage Generation Factor, effective date April 6, 2012: http://lacitysan.org/fmd/pdf/sfcfeerates.pdf.
Includes amount to fill the pool twice per year, pro-rated by daily amount. Pool water loss due to evaporation is estimated at 100 gallons per day: http://www.americanleakdetection.com/swimming-pool-water-loss-calculator.php
Table: CAJA Environmental Services, April 2017.

[188] *1 acre foot = 325,851.429 US gallons. 18,554 x 365 / 325,851 = 20.7.*

[189] *Tao restaurant water demand was calculated in the Adopted MND and are not included as part of the Project.*

The LADWP's Water Service Organization (WSO) should be able to provide the domestic needs of the Project from the existing water system. The WSO cannot determine the impact on the existing water system until the fire demands of the Project are known. Once a determination of the fire demands has been made, LADWP will assess the need for additional facilities, if needed.

LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of LAAFP is 600 mgd with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season. The Project's water consumption increase represents approximately 0.05 percent and 0.02 percent of the remaining capacity currently available at LAAFP during the summer and non-summer months, respectively. Therefore, impacts to water treatment facilities and existing infrastructure will be less than significant. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. Regulations will ensure that the Project's impacts (under the Original Baseline and Current Baseline) to the water conveyance system will be less than significant. The Adopted MND included Mitigation Measures 17-1 and 17-2. The mitigation measures are consistent with existing regulations as it pertains to wastewater and water service. Thus compliance with the existing regulations would reduce impacts to a less than significant level without the incorporation of the previously adopted mitigation measures.

Prior to the development of a new building, the capacity of the on-site sanitary sewers that would serve the building shall be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards and replacement or new sanitary sewers shall be installed on-site as necessary to accommodate proposed flows.

As part of the normal construction/building permit process, the applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity. If street closures for construction are required, the applicant shall coordinate with LADOT on a traffic control plan and have flagmen to facilitate traffic flow and safety and minimize interruption to the street and sidewalk.

New on-site water mains and laterals would be installed in accordance with City Plumbing Code requirements, where necessary, to distribute water within the Project Site.

As part of the normal construction/building permit process, the applicant shall confirm with the LADWP WSO that the capacity of the existing water infrastructure can supply the domestic needs of the Project

during the construction and operation phases. If the water infrastructure has insufficient capacity, then the applicant shall be required to build water lines to a point in the system with sufficient capacity. If street closures for construction are required, the applicant shall coordinate with LADOT on a traffic control plan and have flagmen to facilitate traffic flow and safety and minimize interruption to the street and sidewalk.

Original Baseline

Under the Original Baseline, the Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, and the impacts will be less than significant.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if the volume of storm water runoff increases to a level exceeding the capacity of the storm drain system serving the Project Site or if a project would substantially increase the probability that polluted runoff would reach the storm drain system. The Project Site is located in an urbanized area of the City. The Project Site was previously developed. The Project will similarly cover the entire site with a building. Thus, the Project would not be altering the amount of impervious surface that affects runoff. Runoff currently flows toward the existing storm drain system, and the Project will not substantially alter the amount of runoff.

Impacts to water quality would be reduced since the Project must comply with water quality standards and wastewater discharge BMPs set forth by the County of Los Angeles, SWRCB, and LID requirements. The Project is required to implement stormwater control measures during its construction phase. Any construction during the rainy season (between October 1 and April 15) would implement a WWRCP. Furthermore, required design criteria, as established in the SUSMP for Los Angeles County and cities in Los Angeles County, would be incorporated into the project to minimize the off-site conveyance of pollutants. Compliance with existing regulations would reduce the potential for polluted runoff to a less than significant level.

Original Baseline

Under the Original Baseline, the Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, and the impacts will be less than significant.

d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the MWD, which is obtained from the Colorado River Aqueduct. These sources, along with recycled water, are expected to supply the City's water needs in the years to come.

Water Supply Assessment

CEQA Guidelines Section 15083.5 requires a lead agency to identify water systems to provide water supply assessments for projects over specified thresholds. For any residential subdivision project SB 221 requires that the lead agency include a requirement that a sufficient water supply shall be available to serve the residential development. A residential subdivision is a proposed residential development of more than 500 dwelling units. Thus, the Project is not subject to SB 221 as it does not include a residential development of more than 500 dwelling units. SB 610 requires a water supply assessment to evaluate whether total projected water supplies will meet the projected water demand for certain development projects that are otherwise subject to CEQA review. Existing law identified those certain projects as follows:

(a) Residential developments of more than 500 dwelling units;

(b) Shopping centers or businesses employing more than 1,000 persons or having more than 500,000 square feet of floor space;

(c) Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet;

(d) Hotels or motels with more than 500 rooms;

(e) Industrial or manufacturing establishments housing more than 1,000 persons or having more than 650,000 square feet of 40 acres;

(f) Mixed use projects containing any of the foregoing; or

(g) Any other project that would have a water demand at least equal to a 500-dwelling unit project.

The Project is not subject to SB 610 as it does not meet the listed requirements because the Project only includes 8,539 square feet of restaurant and bar spaces and up to 114 hotel rooms.

Drought Conditions

On January 17, 2014, Governor Jerry Brown officially declared California in a drought emergency. LADWP has activated the Water Conservation Response Unit in order to implement the mandatory Emergency Water Conservation Plan Ordinance - Phase 2. This includes an odd/even numbered address watering calendar. In addition, customers cannot: 1) Use water on hard surfaces such as sidewalks, walkways, driveways, or parking areas (with exception of water brooms); 2) Irrigate landscaping between the hours of 9:00 AM. and 4:00 PM.; 3) Allow excess water from sprinklers to flood gutters; 4) Use water to clean, fill, or maintain decorative fountains unless the water is part of a recirculation system; 5) Serve water to customers in eating establishments, unless requested; and 6) Allow irrigation leaks to go unattended.[190] The 2015 Urban Water Management Plan (UWMP) takes into account drought conditions. After adjusting for economy and drought conditions, projected water demands can vary by approximately ± 5 percent in any given year due to average historical weather variability. This means that water demands under cool/wet weather conditions could be as much as five percent lower than normal demands on average; while water demands under hot/dry weather conditions could be as much as five percent higher than normal demands on average.[191]

On April 1, 2015, Governor Jerry Brown signed Executive Order B-29-15, which provides actions that will save water, increase enforcement to prevent wasteful water use, streamline the state's drought response, and invest in new technologies to make California more drought resilient. Executive Order B-29-15 provides water savings by directing the SWRCB to implement mandatory water reductions in cities and towns to reduce water usage by 25 percent or approximately 1.5 million acre-feet. Executive Order B-29-15 calls for local water agencies to implement conservation pricing to discourage water waste.[192] State-mandated conservation and reductions are implemented by LADWP.

On April 7, 2017, Governor Brown signed Executive Order B-40-17, which ended the drought state of emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency

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[190] *LADWP, Drought Information: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation/a-w-c-droughtbusters?_adf.ctrl-state=nviecbhak_4&_afrLoop=932704326968157.*

[191] *2015 Urban Water Management Plan, Los Angeles, pg. ES-12: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmp?_afrLoop=476955298450592&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D476955298450592%26_afrWindowMode%3D0%26_adf.ctrl-state%3Ds82ee5qky_17, February 6, 2017.*

[192] *California Governor: http://gov.ca.gov/news.php?id=18910, February 6, 2017.*

drinking water projects will continue to help address diminished groundwater supplies. It maintains water reporting requirements and prohibitions on wasteful practices.[193]

The Project is estimated to use approximately 29.4 acre-feet per year (AFY). The 2015 UWMP was adopted in June 2016 and projects a demand of 611,800 AFY in 2020 and 644,700,000 AFY in 2025.[194] The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multifamily, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2012 RTP (the 2016 RTP was not finalized during the preparation of the 2015 UWMP).[195] The 2012 RTP models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).[196] Neither the UWMP forecasts, nor the 2012 RTP include parcel-level zoning and land use designation as an input. The Project does not materially alter socioeconomic variables or projected growth by use, and does not propose a General Plan Amendment or Zone Change. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, Los Angeles aqueduct) is offset with MWD purchases to rise to the level of demand. As set forth above, the Project is consistent with the General Plan.

The following regulatory compliance would ensure that impacts related to the project's water demand remain less than significant:

The Project shall implement all applicable mandatory measures of Ordinance No. 180,822 (The Water Efficiency Requirements for New Development), the 2017 Los Angeles Plumbing Code, 2016 California Green Building Code, and 2016 LAGBC that would have the effect of reducing the Project's water use.

The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

The Project shall comply with the City's LID Ordinance (City Ordinance No. 181,899) and implement BMPs that have stormwater recharge or reuse benefits for the Project (as applicable and feasible).

Original Baseline

[193] *http://www.water.ca.gov/waterconditions/declaration.cfm*

[194] *2015 Urban Water Management Plan, Los Angeles, pg. ES-23.*

[195] *2015 Urban Water Management Plan, Los Angeles, pgs. 1-12.*

[196] *SCAG, 2008 Regional Transportation Plan Growth Forecast Report, pgs 2-10.*

Under the Original Baseline, the Project will have sufficient water supplies available to serve the Project from existing entitlements and resources, and the impacts will be less than significant.

Current Baseline

Under the Current Baseline, the Project will have sufficient water supplies available to serve the Project from existing entitlements and resources, and the impacts will be less than significant.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. The Project's generation of 0.015 mgd of wastewater would be sufficiently accommodated as part of the remaining 88 mgd or 80 percent of treatment capacity currently available at the HTP. Also, the HTP has sufficient capacity for the Project's flow.

Original Baseline

Under the Original Baseline, the wastewater treatment provider has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments, and the impacts related to wastewater treatment will be less than significant.

Current Baseline

Under the Current Baseline, the wastewater treatment provider has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments, and the impacts related to wastewater treatment will be less than significant.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Forty-three percent of the waste generated in the City is disposed of at the Sunshine Canyon City/County Landfill, with 20 percent to Chiquita Canyon Landfill, and the remaining amounts sent to over a dozen other landfills, recycling, refuse-to-energy, or resource recovery facilities.[197]

Facilities

[197] *City of Los Angeles, Fact Sheet: Solid Waste Facilities: http://www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPfacilitySystemInfrastructureFactSheet_032009.pdf*

The Sunshine Canyon Landfill has a permitted intake of 12,100 tons per day (tpd) and accepted an average of 7,582 tpd (2014 daily average).[198] It is expected to close in 2037.[199] It has a remaining daily intake availability of 4,993 tpd, and has approximately 96.8 million cubic yards (cy) of remaining capacity out of a total capacity of 140.9 million cy.[200] As of September 30, 2013, Sunshine Canyon Landfill accepted approximately 7,800 tpd during the week and 3,000 tpd on Saturday (due to reduced hours of operation).[201] Space is calculated by volume, with 1.7 cy equaling one ton of trash. Projections of capacity are tied to how tightly the trash is compacted.[202] Therefore, the Sunshine Canyon Landfill has a remaining daily capacity intake of approximately 4,300 tpd during each weekday and 9,100 tpd on Saturday.

There are two solid waste transformation facilities within Los Angeles County. The Commerce Refuse-to-Energy Facility has a permitted intake 1,000 tpd and accepted an average of 337 tpd (2013 daily average). It has a remaining daily intake availability of 663 tpd.[203] The Southeast Resource Recovery Facility, located in the City of Long Beach, has a permitted intake 2,240 tpd and accepted an average of 1,504 tpd (2013 daily average). It has a remaining daily intake availability of 736 tpd.[204] It is expected that these two facilities will continue to operate at their current permitted capacities through the planning period of 2022. The owners and operators of these facilities have indicated that there are no plans to increase the daily capacity. The County of Los Angeles is exploring the use of conversion technologies to reduce future disposal needs as well as address global climate change. These technologies encompass a variety of processes that convert normal household trash into renewable energy, biofuels, and other useful products. The County of Los Angeles has launched the Southern California Conversion Technology Demonstration Project, which seeks to promote, evaluate, and establish a demonstration facility for the conversion of solid waste into clean energy.[205] Additionally, the County of Los Angeles recently completed its final

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[198] *County of Los Angeles Department of Public Works, 2014 Annual Report, December 2015, website: http://dpw.lacounty.gov/epd/swims/, Appendix E-2, Table 1, February 6, 2017.*

[199] *23 years remaining life as of 2014 Annual Report, prepared in December 2015.*

[200] *State of California Department of Resources Recycling and Recovery, Solid Waste Facility Listing/Details Page, Facility/Site Summary Details: Sunshine Canyon City/County Landfill (19-AA-2000), website: http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-2000/Detail, February 6, 2017.*

[201] *Sunshine Canyon Landfill Newsletter, Fall 2013 (latest newsletter), website: http://www.sunshinecanyonlandfill.com/home/newsletter/fall_2013_newsletter.pdf, February 6, 2017.*

[202] *Sunshine Canyon: http://www.sunshinecanyonlandfill.com/home/Future.html, February 6, 2017.*

[203] *County of Los Angeles Department of Public Works, 2014 Annual Report, December 2015, website: http://dpw.lacounty.gov/epd/swims/, Appendix E-2, Table 1, February 6, 2017.*

[204] *County of Los Angeles Department of Public Works, 2014 Annual Report, December 2015, website: http://dpw.lacounty.gov/epd/swims/, Appendix E-2, Table 1, February 6, 2017.*

[205] *Los Angeles County Phase II Conversion Technology Evaluation Report - October 2007, http://www.socalconversion.org/pdfs/LACo_Conversion_PII_Report.pdf, October 8, 2014.*

Phase II Conversion Technology Evaluation Report, which provides a comprehensive study of existing technology suppliers and materials recovery facilities throughout southern California.

The Puente Hills Materials Recovery Facility (MRF) accepts all kinds of waste for recycling and disposal, including commercial, construction/demolition, and residential wastes.[206] The Puente Hills MRF is permitted to accept 4,400 tpd and 24,000 tons per week of municipal solid waste.[207] As of 2014, the Puente Hills Intermodal Facility provide a Materials Recovery Facility/Transfer Station for the Waste to Rails system to the Mesquite Regional Landfill in Imperial County.[208] The Mesquite Landfill can accept 20,000 tpg, with an overall capacity of 600 million tons and a lifespan of 100 years.[209] The Mesquite Landfill would have adequate capacity to accept the Project's demolition and construction waste. Compliance with AB 939 would require a minimum of 50 percent of demolition and construction debris to be recycled.

Construction

Construction of the Project will generate construction and demolition debris that would need to be disposed of at area landfills. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. AB 939, also known as the Integrated Waste Management Act, requires each city and county in the state to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, much of this material would be recycled and salvaged. Materials not recycled would be disposed of at local landfills.

Construction of the 57,774 square feet of new floor area would generate approximately 127 tons of construction waste.[210] Core/shell construction is estimated to take approximately 18 months. Therefore, Project construction would generate approximately 0.35 tpd of construction waste on average throughout the construction phase.[211] It is anticipated that the Project's construction debris would be transported to the Sunshine Canyon Landfill in Sylmar.

Original Baseline

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[206] *County Sanitation Districts, Puente Hills Landfill Closing on October 31, 2013: http://www.lacsd.org/news/displaynews.asp?NewsID=214&TargetID=1.*

[207] *County Sanitation Districts, Puente Hills MRF Fact Sheet: http://www.lacsd.org/news/displaynews.asp?NewsID=214&TargetID=1.*

[208] *Puente Hills Landfill: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3708.*

[209] *Mesquite Regional Landfill: http://www.mrlf.org/index.php?pid=5.*

[210] *Based on 4.02 pounds of nonresidential construction and 4.38 lbs for residential construction per square foot. (Source: U.S. Environmental Protection Agency Report No. EPA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, Table A-2, page A-1).*

[211] *18 months x 20 working days per month = 360 working days. 127 tons / 360 days = 0.35 tons per day.*

Under the Original Baseline, there is a landfill with sufficient permitted capacity to accommodate the Project's construction-related solid waste disposal needs, and the impacts related to wastewater treatment will be less than significant.

Current Baseline

Under the Current Baseline, there is a landfill with sufficient permitted capacity to accommodate the Project's construction-related solid waste disposal needs, and the impacts related to wastewater treatment will be less than significant.

Operation

As shown on *Table 3.18-3 – Project Estimated Solid Waste Generation*, it is estimated the Project would generate a net total of approximately 1,043 pound per day (or 0.52 tons per day) of solid waste. This total represents a more conservative result since it does not take any credit for the existing uses that would be removed (under the Original Baseline and Current Baseline). It also does not take any credit for the proposed sustainable and recycling features of the Project. [212]

Table 3.18-3
Project Estimated Solid Waste

Land Use	Size	Solid Waste Generation Rates	Total (pounds)
Project			
Commercial	94 employees	11.1 pounds / employee	1,043
		Total Increase	**1,043**
Note: sf = square feet *http://www.calrecycle.ca.gov/lgcentral/goalmeasure/DisposalRate/MostRecent/default.htm* *Table: CAJA Environmental Services, April 2017.*			

The Sunshine Canyon Landfill can accept 12,100 tpd (and currently accepts 7,800 tpd on weekdays and 3,000 tpd on Saturday), and could therefore accommodate the additional approximately 0.25 tpd increase in solid waste resulting from the Project. Further, pursuant to AB 939, each city and county in the state must divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. The City had an accelerated goal of 75 percent by 2013. During fiscal 2013-14, the City exceeded the mandated 75 percent diversion rate goal, achieving 76.4 percent,[213] with the goal to achieve

[212] *Tao restaurant solid waste generation was calculated in the Adopted MND and are not included as part of the Project.*

[213] *City of Los Angeles, Department of Public Works, Annual Report, 2013-14: http://bpw.lacity.org/DPW-2013-14-ANNUAL-REPORT.pdf, February 6, 2017.*

a 90 percent diversion by 2025.[214] The regulatory compliance items listed below would ensure that solid waste is separated and disposed/recycled properly during operation further mitigating any potential solid waste impact from Project operations.

In compliance with LAMC, the Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

In order to meet the diversion goals of the California Integrated Waste Management Act and the City, which will total 70 percent by 2013, the applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the LAMC, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an AB 939 Compliance Permit from the LABS.

In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. The applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.

Original Baseline

Under the Original Baseline, there is a landfill with sufficient permitted capacity to accommodate the Project's operation-related solid waste disposal needs, and the impacts related to wastewater treatment will be less than significant.

Current Baseline

Under the Current Baseline, there is a landfill with sufficient permitted capacity to accommodate the Project's operation-related solid waste disposal needs, and the impacts related to wastewater treatment will be less than significant.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the Project will be disposed of in compliance with all applicable federal, state, and local regulations, related

[214] *City of Los Angeles, Department of Public Works, A Five-Year Strategic Plan, Fiscal Years 2013/14-2017/18: http://www.lacitysan.org/general_info/pdfs/Strategic_Plan2013-14.pdf, accessed February 24, 2014.*

to solid waste, such as AB 939. The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Integrated Resources Plan, which is the long-range solid waste management policy plan for the City through 2025, and the Source Reduction and Recycling Element, which is the strategic action policy plan for diverting solid waste from landfills. The Project would also comply with applicable regulatory measures, including the provisions of City Ordinance No. 171,687 regarding recycling for all new construction and other recycling measures; implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction, and the provision of permanent, clearly marked, durable, source-sorted bins to facilitate the separation and deposit of recyclable materials. Waste generated by the Project would not alter the projected timeline for landfills within the region to reach capacity. The Sunshine Canyon Landfill has adequate capacity and is slated to close in 2037. The Waste-By-Rails program to the Mesquite Landfill would have adequate capacity and is slated to operate for 100 years. The Project would comply with federal, state, and local regulations, and as such, impacts will be less than significant.

Original Baseline

Under the Original Baseline, the Project would comply with federal, state and local statutes and regulations related to solid waste, and the impacts related to solid waste will be less than significant.

Current Baseline

Under the Current Baseline, the Project would comply with federal, state and local statutes and regulations related to solid waste, and the impacts related to solid waste will be less than significant

ENERGY ANALYSIS

Regulatory Framework

State Building Energy Efficiency Standards

New buildings in California are required to conform to energy conservation standards specified in Title 24 of the California Code of Regulations. The CALGreen establishes "energy budgets" for different types of residential and nonresidential buildings, with which all new buildings must comply. The energy budget has a space conditioning component and a water-heating component, both expressed in terms of energy (British thermal units, or BTU) consumed per year. The regulations allow for trade-offs within and between the components to meet the overall budget. The building efficiency standards are enforced through the local building or individual agency permit and approval processes.[215]

CALGreen Code

[215] *CALGreen: http://www.documents.dgs.ca.gov/bsc/CALGreen/2010_CA_Green_Bldg.pdf, February 6, 2017.*

Part 11 of the Title 24 California Building Standards Code is referred to as the CALGreen. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." As of January 1, 2017, the CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and non□residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The CALGreen Code was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.

2015 Final Power Integrated Resource Plan[216]

The LADWP released the 2015 Final Power Integrated Resource Plan (IRP) in December 2015, which provides a 20-year framework to ensure LADWP will meet the future energy needs of its ratepayers by forecasting demand for energy and determining how that demand will be met. The IRP is an update of the 2014 IRP, and reflects evolving environmental, regulatory, and economic developments. Major changes from the 2014 IRP include a newly created and redesigned energy efficiency (EE) program to achieve at least 10 percent less customer usage of electricity by 2020; efforts underway to expand upon the existing Power Reliability Program (PRP) by developing a new Power System Reliability Program (PSRP) to incorporate not only distribution, but also generation, transmission, and substations with a new prioritization model to improve system reliability; and plans for an agreement between Intermountain Power Agency and the Intermountain Power Project (IPP) participants to replace IPP coal-fired generation with new highly efficient gas-fired generators by no later than July 1, 2025, two years earlier than recommended in 2012's IRP.

This 2015 IRP incorporates updates to reflect the latest load forecast, fuel price and projected renewable price forecasts, and other modeling assumptions. Major renewable projects approved or implemented include the approval of 460 megawatt (MW) of large scale solar, approval of the 250 MW Beacon Solar Project, implementation of Pine Tree and Adelanto Solar, and implementation of two geothermal projects. An innovative Solar Feed-in-Tariff (FiT) Program was implemented by the Department of Energy, which consists of a FiT 100 – Set Pricing Program and a FiT 50 – Competitive Pricing Program, which bundles Beacon Solar and Local Solar. The Fit 50 - Competitive Pricing Program is an innovative program that combines both a FiT local solar agreement committing to a large block of approximately 10 MW, together with a commitment to a large utility scale project of approximately 50 MW to be built by the same vendor at LADWP's Beacon Solar site.[217] This IRP considers a 20-year planning horizon to guide

[216] *2015 Final Power IRP: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=11j0xz3uxz_4&_afrLoop=399494189004579.*

LADWP as it executes major new and replacement projects and programs. The overriding purpose is to provide a framework to assure the future energy needs of LADWP customers are met in a manner that balances the following key objectives: superior reliability and supply of electric service; competitive electric rates consistent with sound business principles; and responsible environmental stewardship exceeding all regulatory obligations.[218]

Los Angeles Department of Water and Power

Electricity

The LADWP supplies more than 26 million megawatt hours (mw-h) of electricity a year for the City of Los Angeles' 1.4 million customers.[219] The utility was established more than 100 years ago to provide water and electric needs to the City's businesses and residents. LADWP serves a 465-square-mile area and is the largest municipal utility in the nation. In total, LADWP operates 20 receiving stations and 174 distribution stations to provide electricity to LADWP customers, with additional facilities to be acquired as their load increases. The power supply sources include: 39 percent from coal, 22 percent from natural gas, three percent from large hydroelectric, 11 percent from nuclear, five percent from unspecified sources, and 20 percent from renewables which include small hydroelectric, solar, wind, geothermal, biomass, and waste.[220] Under the City Charter, LADWP has an obligation to serve the citizens of the City.[221]

Table 3.18.4 – LADWP Electricity Capacity shows the LADWP electricity system capacity and *Table 3.18-5 – LADWP Energy Usage* shows the LADWP power usage. *Table 3.18-6 – Energy Sales and Peak Demand* provides the estimated sales (consumption) by sector (residential, commercial, industrial, etc.) and peak demand over the next 10 years.

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[218] *LADWP, 2015 IRP, pg ES-1: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=11j0xz3uxz_4&_afrLoop=399494189004579.*

[219] *LADWP, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent?_adf.ctrl-state=na2o8wvza_4&_afrLoop=81976737428000, April 8, 2016.*

[220] *LADWP, Power Facts and Figures website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=scgxlug8o_21&_afrLoop=82063279159000&_afrWindowMode=0&_afrWindowId=na2o8wvza_1#%40%3F_afrWindowId%3Dna2o8wvza_1%26_afrLoop%3D82063279159000%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dna2o8wvza_33, April 8, 2016.*

[221] *LADWP Reliability Study, December 31, 2010, pg. i: http://www.swrcb.ca.gov/water_issues/programs/ocean/cwa316/saccwis/docs/sa_ladwp_2011reliability.pdf.*

Table 3.18-4
LADWP Electricity Capacity

	Amount (megawatts)
Net Maximum Plant Capacity	7,300
Los Angeles Peak Demand	6,177

Source: LADWP: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=15ti2xgei0_4&_afrLoop=1119458526572567
Table: CAJA Environmental Services, February 2017.

Table 3.18-5
LADWP Energy Usage

	Amount (megawatt-hours)
Residential	8.4
Commercial	12.8
Industrial	1.9
Other	0.4
Total	**23.14**

Fiscal Year 2013. Source: LADWP: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=15ti2xgei0_4&_afrLoop=1119458526572567.
Table: CAJA Environmental Services, February 2017.

Table 3.18-6
Energy Sales and Peak Demand

Year	Sector Sales (gw-h)						Peak Demand (mw)
	Residential	Commercial	Industrial	Misc.	PHEV	Total	
2016-17	8,206	12,760	1,985	455	224	26,878	6,721
2017-18	8,215	12,586	1,989	457	270	26,714	5,671
2018-19	8,242	12,413	1,994	458	350	26,638	5,650
2019-20	8,279	12,251	1,997	460	429	26,695	5,634
2024-25	8,710	13,230	1,994	469	834	28,649	5,991

gw-h – gigawatt-hours; mw – megawatts
Misc. includes streetlighting, Owens Valley, and intra-departmental
LADWP, 2015 IRP, Table A-1, page A-5: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=11j0xz3uxz_4&_afrLoop=399494189004579
Table: CAJA Environmental Services February 2017.

Power and Energy

When discussing electricity, the appropriate unit of measurement depends on whether one is referring to power or energy. Power is the rate at which energy is consumed (in watts, kilowatts [kW], or MW). Energy is the amount of power consumed (in watt-hours). Customers are charged based on their energy use (typically kW-hours [kW-h]). The relationship between power and energy:

- Energy (watt-hours) = power (watts) X time (hours)

For example, a 60-watt light bulb refers to the amount of power the light consumes. If the 60-watt light bulb was on for 12 hours, it would consume 720 watt-hours (or 0.72 kW-h) of energy.

Load Factor

Load factor represents how consistent the rate of energy usage throughout a given day. A 100 percent load factor means that the same amount of power is used off peak as on peak, so the system is getting full use of its generating resources. A low load factor results in generators being started more often to serve load for a few hours a day, which is not optimum. From the 1990s through 2005, annual system load factors were trending slowly upward, which is a positive movement. Since 2006, system load factors are trending down. Some of this decline in load factor is due to the fact that much of the historic energy efficiency effort is directed at lighting, which has a higher impact on sales when compared to peak. In the forecast for the future, this downward trend is sustained.[222]

Load factor can be expressed as the ratio of the average load in kW supplied at a designated period compared to the peak or maximum load in kW occurring in the period. Load factor, in percent, is derived by multiplying the kW-h in the period by 100 and dividing by the product of the maximum demand in kilowatts and the number of hours in the period:[223]

- Load Factor (%) = (kW-h / hours / kW) X 100%

- Example: Assume a 30-day billing period or 30 days X 24 hours for a total of 720 hours. Assume a customer used 10,000 kW-h and had a maximum demand of 21 kW. The customer's load factor would be 66 percent [(10,000 kW-h / 720 hours / 21 kW)*100].

Natural Gas Supply and Demand

SCG, a subsidiary of Sempra Energy and the nation's largest natural gas supplier, distributes natural gas to 19.5 million residential, commercial, and industrial customers throughout the southern half of California. SCG owns and operates 95,000 miles of gas distribution mains and service lines, as well as

[222] *LADWP, 2014 IRP, pg 47: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=q463ohn9x_17&_afrLoop=1251830725757441.*

[223] *Madison Gas and Electric, Glossary for Load Factor: http://www.mge.com/about/electric/glossary.htm#f, April 11, 2016.*

nearly 3,000 miles of transmission and storage pipeline. The utility also owns gas transmission compressor stations and underground storage facilities. The total 136.1 billion cubic feet (Bcf) of natural gas storage capacity is divided as follows: 82 Bcf is for core customers, small industrial, and commercial customers; 4 Bcf is for system balancing; and the remaining 49.1 Bcf is available to other customers.[224] Natural gas service is provided in accordance with SCG's policies and extension rules on file with the (PUC) at the time contractual agreements are made.

> The State produces about 15 percent of the natural gas it uses. The remaining 85 percent is obtained from sources outside of the State, 62 percent from the Southwest and Rocky Mountain area, and 23 percent from Canada. In the last 10 years, three new interstate gas pipelines were built to serve California, expanding the over one million miles of existing pipelines. However, the availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility, SCG is under the jurisdiction of the PUC, but can be affected by the actions of federal regulatory agencies. Should these agencies take any action affecting natural gas supply or the conditions under which service is available, natural gas service would be provided in accordance with those revised conditions.

The 2016 California Gas Report includes projections regarding future demand for natural gas in the Southern California region. SCG projects total gas demand to decline at an annual rate of 0.6 percent from 2016 to 2035. The decline in throughput demand is due to modest economic growth, PUC-mandated EE standards and programs, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). From 2016 to 2035, residential demand is expected to decline from 239 Bcf to 218 Bcf. The decline is due to declining use per meter offsetting new meter growth. The core, non-residential markets are expected to grow from 113 Bcf in 2016 to 105 Bcf by 2035. The change reflects an annual growth rate of 0.5 percent over the forecast period. The noncore, non-electric generation (EG) markets are expected to decline from 170 Bcf in 2016 to 153 Bcf by 2035. The annual rate of decline is approximately 0.5 percent due to very aggressive energy efficiency goals and associated programs. On the other hand, utility gas demand for enhanced oil recovery (EOR) steaming operations, which had declined since the Federal Energy Regulatory Commission (FERC)-regulated Kern/Mojave interstate pipeline began offering direct service to California customers in 1992, has shown some growth in recent years because of continuing high oil prices and is expected to show further growth in the early years of the forecast period. EOR demand is expected to remain at about its 2015 level through 2035 as gains are offset by the depletion of older oil fields.[225]

In 2016 gas demand for California is projected to average 6,072 million cubic feet per day (cf/day) and is projected to decrease to 4,626 million cf/day by 2035, a decline of 1.35 percent per year.[226] *Table 3.18-7 – Statewide Total Supplies and Requirements* shows the anticipated statewide total supplies and requirements for natural gas for 2014 to 2030. In 2014 (the latest data available from the 2014 California

[224] *2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, February 6, 2017.*

[225] *2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, February 6, 2017.*

[226] *2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, February 6, 2017.*

Gas Report), SCG's highest winter sendout was 4,881 million cf/day and highest summer sendout was 3,393 million cf/day.[227]

Table 3.18-7
Statewide Total Supplies and Requirements

	2016	2018	2020	2025	2030
Utility Supply Source					
California Sources	165	165	165	165	165
Out-of-State	5,060	4,758	4,668	4,599	4,489
Non-Utility Served Load	1,132	985	813	547	258
Statewide Supply Source Total	**6,358**	**5,909**	**5,645**	**5,312**	**4,912**
Utility Requirements					
Residential	1,181	1,185	1,155	1,114	1,076
Commercial	484	481	473	454	443
Natural Gas Vehicles	46	50	54	66	85
Industrial	964	943	932	930	938
Electric Generation	1,897	1,623	1,566	1,548	1,453
Enhanced Oil Recovery Steaming	46	46	46	46	46
Wholesale/International Exchange	241	246	247	247	256
Company Use and Unaccounted-For	79	74	73	72	71
Non-Utility Served Load	1,132	985	813	547	258
Statewide Requirements Total	**6,072**	**5,623**	**5,360**	**5,026**	**4,626**

All measurements in million cf per day. Numbers in the table may not add up exactly due to rounding. Average temperature and normal hydro year.
2016 California Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, August 31, 2016.
Table: CAJA Environmental Services February 2017.

The SCG demands for 2015 and 2035 are shown in *Table 3.18-8*. Demand is expected to be relatively flat (commercial) or exhibit annual declines (residential, industrial) due to modest economic growth, PUC-mandated demand-side management goals and renewable electricity goals, decline in commercial and industrial demand, and continued increased use of non-utility pipeline systems by EOR customers and savings linked to advanced metering modules.[228]

Table 3.18-8
SCG Natural Gas Demands

[227] *2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, February 6, 2017.*

[228] *2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, February 6, 2017.*

	2015	2035	Difference
Residential	239	218	-21
Core Commercial	81	65	-16
Non-Core Commercial	16.4	14.7	-1.7
Industrial	21.6	15.3	-6.3
All measurements in billion cf *2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf, August 31, 2016.* *Table: CAJA Environmental Services February 2017.*			

ENVIRONMENTAL IMPACTS

Thresholds of Significance

State CEQA Guidelines

Appendix F, Energy Conservation, of the CEQA Guidelines directs an EIR to include the following:

(a) The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed;

(b) The effects of the project on local and regional energy supplies and on requirements for additional capacity;

(c) The effects of the project on peak and base period demands for electricity and other forms of energy;

(d) The degree to which the project complies with existing energy standards;

(e) The effects of the project on energy resources; and

(f) The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

City of Los Angeles CEQA Thresholds Guide

As set forth in the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis, considering the following:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity enhancing alterations to existing facilities;

- Whether and when the needed infrastructure was anticipated by adopted plans; and

- The degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

Based on these factors a project would have a significant impact if:

- The project would result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities; or

- The design of the project fails to incorporate energy conservation measures that go beyond existing requirements.

Methodology

The SCAQMD has electricity[229] and natural gas[230] consumption rates for various land uses based on the square footage of development. Applying the SCAQMD rates to the proposed building square footages and use types, an estimate was made as to the future demand for the Project. Given the existing capacity of the Project Site's electrical and natural gas delivery system and future projected consumption and demand, an assessment was made of the Project's impacts. Appendix F of the CEQA Guidelines further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the Project Description, Environmental Setting and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives. In accordance with Appendix F of the CEQA Guidelines, this includes relevant information and analyses that address the energy implications of the Project. This section represents a summary of the Project's anticipated energy needs, impacts, and conservation measures.

Project Impacts

Construction

Fuel Calculation

Heavy-duty construction equipment associated with construction activities would include diesel-fueled haul trucks, excavators, skid steer loaders, tractors, and water trucks. Heavy-duty construction equipment associated with building construction would include air compressors, concrete pumps, forklifts, lifts, and welders. Heavy-duty construction equipment associated with outdoor hardscape and landscaping would include air compressors, backhoes, dozers, forklifts, lifts, loaders, and rollers. The equipment would be in compliance with the regulations required in the Air Quality and Noise sections of this IS/MND. Construction equipment fuels (diesel, gas, or natural gas) would be provided by local or regional suppliers and vendors. The transportation fuel required by construction workers would depend on the total number

[229] *SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-11-A, Electricity Usage Rate.*

[230] *SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate.*

of worker trips estimated for the duration of construction activity. A study by Caltrans found that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) is projected at 22.711 miles per gallon (mpg) and worse-case diesel trucks is 6.178 mpg in 2015.[231]

During Project construction, energy would be consumed in three general forms: (1) petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities); (2) electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance), and electricity associated with providing temporary power for lighting and electronic equipment inside temporary construction trailers and within the proposed structures; and (3) energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

The petroleum-based fuel use summary represents a conservative estimate of energy that would be consumed throughout the Project construction period based on maximum intensity construction assumptions. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. In addition, construction activities would be subject to compliance with applicable regulatory requirements designed to reduce the consumption of energy resources. Specifically, regulatory requirements would require idling of all diesel-fueled commercial vehicles weighing over 10,000 pounds during construction to be limited to five minutes at any location. Compliance with this measure would reduce the Project's reliance on petroleum-based fuels during construction activities and the Project's consumption of petroleum-based fuels would not have an adverse impact on available supplies. In addition, with regard to trips for hauling demolition materials, the City of Los Angeles has adopted several plans and regulations to promote the reduction, reuse, recycling, and conversion of solid waste going to disposal systems. The project's compliance with these regulations would reduce the number of trips and fuel required to transport construction debris, which would reduce the wasteful, inefficient, and unnecessary consumption of energy, and provide for reduced transportation-related energy usage compared to similar projects in other jurisdictions.

In 2012, California consumed a total of 337,666 thousand barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector.[232] Construction of the Project would represent 0.001 percent of the statewide gasoline consumption and 0.001 percent of the statewide diesel consumption. The expected construction gasoline and diesel fuel gas for the Project would be negligible compared with statewide supplies and would be accommodated by local or regional suppliers and vendors. Therefore, gas impacts during construction would be less than significant.

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231 *Caltrans, 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, Table 7, http://www.energy.ca.gov/2008publications/CALTRANS-1000-2008-036/CALTRANS-1000-2008-036.PDF.*

232 *US EPA, State Energy Data System, Table F-3: http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf.*

Electricity Demand

Electricity would be consumed during the conveyance of the water used during construction activities that require the use of water to control fugitive dust. Furthermore, electricity used to provide temporary power for lighting electronic equipment inside temporary construction trailers and within the proposed structures. This electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site. Similar to the use of petroleum-based fuels, electricity consumed during Project construction would be temporary and would cease upon the completion of construction, as well as vary depending on site-specific operations and the amount of construction occurring at any given time. Overall, construction activities associated with the Project would require limited electricity generation that would not be expected to have an adverse impact on available electricity supplies.

Construction of the Project's electrical infrastructure would occur entirely within the Project Site with the possible need for off-site connections to facilities adjacent to the Project Site. As such, construction of the Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses, utility system capacity, or existing electrical infrastructure. The Project's on-site electrical system would consist of underground electrical lines, conduits, banks, and transformers, as needed. Where feasible, the new service installations and connections would be scheduled and implemented in a manner that would not result in electrical service interruptions to other properties. Compliance with LADWP's guidelines and requirements would ensure that the Project Applicant fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations with LADWP, and limits any impacts associated with grading, construction, and development within LADWP easements.

While it is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. In addition, the Project would feature a sustainable design to comply with CALGreen, which would also result in the use of sustainable materials and recycled content that would reduce energy consumption during Project construction. Thus, as compared to a similar project that utilizes more conventional materials, the Project would result in reduced indirect energy usage related to construction material production.

Therefore, the Project's on-site construction activities would not result in the wasteful, inefficient, or unnecessary use of energy resources, create energy utility system capacity problems, create problems with the provision of energy services, or result in a significant impact associated with the construction of new or expanded energy facilities. Furthermore, Project construction would not violate state or federal energy standards or consume a substantially greater amount of energy than other similar projects. As such, impacts would be less than significant.

Energy Conservation

The Project would utilize construction contractors who demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h))[233] to reduce NOX, PM10, and PM2.5 emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014, and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities, as previously stated.

Operation

Electricity Demand

Electrical conduits, wiring and associated infrastructure would be conveyed to the Project from existing LADWP lines in the surrounding streets to the Project during construction. The Project would likely require transformer vaults, which are common for buildings of its size. However, the construction of these vaults is part of the overall building construction and would not constitute unusual or unplanned infrastructure that would cause a significant impact on the environment. The LADWP forecasts that in 2018-19, the total adjusted electricity sales (load forecast) will be 26,638 gigawatt-hours (gw-h) with residential uses consisting 8.242 gw-h and commercial uses consisting of 12.413 gw-h. The peak demand would be 5,650 megawatts (mw).[234]

As shown in *Table 3.18-9 – Project Estimated Electricity Demand*, the Project would demand approximately 955,178 kW-h/year (0.955 gw-h/year) of electricity. This total represents a more

[233] *California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf.*

[234] *LADWP, 2014 IRP, Table A-1, page A-5: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=9kjcyeafd_4&_afrLoop=1178238919540287.*

conservative result since it does not take any credit for the existing uses that would be removed (under the Original Baseline and Current Baseline). It also does not take any credit for the proposed sustainable and energy conservation features of the Project. [235]

Table 3.18-9
Project Estimated Electricity Demand

Land Use	Size	Electricity Rates	Total (kw-h/yr)
Project			
Hotel	55,000 sf	9.95 kw-h / sf	547,250
Restaurant and Bar	8,597 sf	47.45 kw-h / sf	407,928
		Total	**955,178**

sf =square feet; kw-h = kilowatt-hour; yr = year
Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate
The LADWP does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs.
Table: CAJA Environmental Services, April 2017.

The Project's annual electricity consumption would represent approximately 0.003 percent of the forecasted electricity demand in 2019-20.[236] Thus, the Project is within the anticipated demand of the LADWP system. The LADWP is able to supply 7,300 MW of power with a current peak of 6,177 MW. Thus, there is 1,055 MW of additional power capacity. To put this into perspective, this represents approximately 0.002 percent of the additional power capacity at existing levels. Peak demand is expected to grow to 5,650 MW in 2018-2019 and 5,899 MW in 2023-2024.[237] Despite these growth projections, they would still not exceed the existing capacity of 7,300 MW. Thus, there is adequate supply capacity to serve the Project. Therefore, the LADWP's current and planned electricity supplies would be sufficient to support the Project's electricity consumption. The Project would not require the acquisition of additional electricity supplies beyond those that exist or anticipated by the LADWP. The Project would be in compliance with CALGreen requiring building energy efficiency standards, and would also be in compliance with the LAGBC. Electrical service would be provided in accordance with the LADWP's Rules Governing Water and Electric Service.[238] It should also be noted that the Project's estimated electricity consumption is based on usage rates that do not account for the Project's energy conservation

[235] *Tao restaurant electricity demand was calculated in the Adopted MND and are not included as part of the Project.*

[236] *0.955 / 26,638 x 100% = 0.04%*

[237] *2015 Power Integrated Resource Plan, Table A-1, Forecasted growth in Annual Peak Demand: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=11j0xz3uxz_4&_afrLoop=399494189004579*

[238] *LADWP Rules Governing Water and Electric Service: http://netinfo.ladbs.org/ladbsec.nsf/d3450fd072c7344c882564e5005d0db4/0476e63f972b28e288256b79007c417d/$FILE/Rule%2016-d.pdf.*

features or updates to the Los Angeles Building Code. This represents a conservative (worst-case scenario) approach. Therefore, actual electricity consumption from the Project would likely be lower than that forecasted. Based on the above analysis, no operational impacts associated with the consumption of electricity will occur.

Natural Gas Demand

As shown in *Table 3.18-10 – Project Estimated Natural Gas Demand*, the Project is estimated to demand approximately a net decrease of 288,931 cf/month (or 9,631 cf/mo) of natural gas. The total was reduced by the demand of the existing uses, which would be removed. The natural gas demand is based on natural gas usage rates from the SCAQMD and without taking credit for the Project's energy conservation features, which would reduce natural gas usage. The approximate demand is based on the best available data and is intended to provide an analysis of the estimated demand in comparison to SCG's overall supply. The SCG retail core peak day demand in 2016 is estimated at 2,947 million cf/day and 2022 is estimated at 2,849 million cf/day. The Project's increase (not counting the existing use removal) of 9,631 cf/day represents approximately 0.0003 percent of the 2022 peak demand. Thus, there is adequate supply capacity and no impacts will occur. The following mains exist on streets surrounding the Project Site:[239]

- 3" diameter distribution main on Selma Avenue; and
- 3" diameter distribution main on Wilcox Avenue.

The Project can be served from any of these mains. The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. There would be no disruption of service to other consumers during the installation of these improvements.[240] The Project would not result in the construction of natural gas facilities (i.e., natural gas distribution lines) that would cause significant environmental impacts. As such, no impacts on natural gas infrastructure as a result of the Project will occur. [241]

Table 3.18-10
Project Estimated Natural Gas Demand

Land Use	Size	Natural Gas Rates	Total (cf/mo)
Project			
Hotel	55,000 sf	4.8 cf/mo	264,000

[239] *Correspondence from SCG, May 18, 2016.*

[240] *Correspondence from SCG, May 18, 2016.*

[241] *Tao restaurant natural gas demand was calculated in the Adopted MND and are not included as part of the Project.*

Table 3.18-10
Project Estimated Natural Gas Demand

Land Use	Size	Natural Gas Rates	Total (cf/mo)
Restaurant and Bar	8,597 sf	2.9 cf/mo	24,931
		Total	**288,931**

sf =square feet; cf = cubic feet; mo = month
Source: SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate
The SCG does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs.
Table: CAJA Environmental Services, April 2017.

Regulatory compliance for building efficiency would help alleviate natural gas demand. In 2015, the state anticipated a surplus difference of 179 million cf of gas between the supply and demand requirements. Therefore, it is anticipated that adequate supplies exist to accommodate the Project's demand for natural gas. Even if this were not the case, SCG would make the adequate changes in order to provide the load to the customer, as SCG has an obligation to serve projects in its service area. Overall, the Project would not require the acquisition of additional natural gas resources beyond those that are anticipated by SCG.

LADWP and SCG undertake system expansions and secure the capacity to serve their service areas and take into consideration general growth and development. Project operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The Project would be in compliance with the City's Green Building Ordinance and would thus exceed the standards in Title 24 of the California Code of Regulations requiring building energy efficiency standards. Therefore, because of energy efficient design features, compliance with the Green Building Ordinance, adequate projected supply and the obligation of SCG to service the three sites, Project impacts related to natural gas will be less than significant.

Transportation Energy Consumption

The Project's location takes advantage of existing transportation alternatives in the vicinity that could reduce energy (gasoline, electric, or natural gas, depending on the mode of travel) consumption for transportation needs. A number of Metro bus routes are within reasonable walking distance (less than one-quarter mile) of the Project Site. As such, the Project Site is located in proximity to numerous Metro bus routes, thereby providing access for employees, patrons, and residents of the Project Site. These services provide an alternative to driving individual vehicles both into the Project Site from the surrounding areas as well as for residents, guests, and visitors at the Project Site to travel to surrounding areas. The increases in land use diversity and mix of uses on the Project Sites would reduce vehicle trips and vehicle miles travelled by encouraging walking, bicycling, and other nonautomotive forms of transportation, which would result in corresponding reductions in energy demand. Regarding bicycling, the Project would provide bicycle parking spaces at least to the City's Bicycle Parking Ordinance.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Based on the Project's estimated VMT, this would represent less than 0.0001 percent of the statewide gasoline consumption. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the Project Site would reduce the Project's consumption of gasoline and diesel. With compliance with regulatory measures, the Project operations would not result in wasteful, inefficient, and unnecessary consumption of energy.

Alternative Energy Discussion

The use of energy provided by alternative (i.e., renewable) resources, off-site and on-site, to meet the Project's operational demands is constrained by the energy portfolio mix managed by LADWP, the service provider for the Project Site, and limitations on the availability or feasibility of on-site energy generation. LADWP is required to commit to the use of renewable energy sources for compliance with the California Renewable Energy Resources Act, as defined in its 2013 Renewables Portfolio Standard Policy and Enforcement Program. LADWP has committed to meeting the requirement to procure at least 33 percent of their energy portfolio from renewable sources by 2020 through the procurement of energy from eligible renewable resources, to be implemented as fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints permit. Eligible renewable resources are defined in the 2013 RPS to include biodiesel; biomass; hydroelectric and small hydro (30 MW or less); Los Angeles Aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic; solar thermal electric; wind; and "other renewables that may be defined later".[242]

LADWP's target procurement of energy from renewable resources in 2014 is 20 percent. As of 2011, the most recent year for which data is available, its existing renewable energy resources included small hydro, wind, solar, and biogas, which accounted for 20 percent of its overall energy mix. This represents the available off-site renewable sources of energy that would meet Project demand. With respect to on-site renewable energy sources, because of the Project's location, there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydro, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Geothermal energy, the use of heat naturally present in shallow soil or in groundwater or rock to provide building heating/cooling and to heat water, requires the installation of a heat exchanger consisting of a network of below-ground pipes to convey heated or cooled air to a building. Although methane is a renewable derived biogas, it is not available on the Project Site in commercially viable quantities or form (i.e., a form that could be used without further treatment), and its extraction and treatment for energy purposes would result in secondary impacts; it is currently regulated as a hazardous material by the City through its Methane Code.

[242] *City of Los Angeles, Department of Water and Power, Renewables Portfolio Standard Policy and Enforcement Program, amended December 2013.*

The LAGBC discusses renewable energy (Section 99.04.211):

99.04.211.4. Solar Ready Buildings. Buildings for which plans were submitted to the Department for plan check and the plan check fee was paid after the effective date of the 2013 California Energy Code (Title 24, Part 6) shall comply with the following:

> 1. All one- and two-family dwellings, shall comply with Section 110.10(b)1A, 110.10(b)2, 110.10(b)3, 110.10(b)4, 110.10(c), 110.10(d) and 110.10(e) of the California Energy Code (Title 24, Part 6).
>
> 2. All buildings, other than one- and two-family dwellings, shall comply with Section 110.10(b) through 110.10(d) of the California Energy Code (Title 24, Part 6).

99.04.211.5. Space for Future Electrical Solar System Installation. Buildings for which plans were submitted to the Department for plan check and the plan check fee was paid prior to the effective date of the 2013 California Energy Code (Title 24, Part 6), shall provide a minimum of 250 square feet of contiguous unobstructed roof area for the installation of future solar photovoltaic or other electrical solar panels. The location shall be suitable for installing future solar panels as determined by the designer.

Finally, solar and wind power represent variable-energy, or intermittent, resources that are generally used to augment, but not replace, natural gas-fired energy power generation, since reliability of energy availability and transmission is necessary to meet demand, which is constant. Wind-powered energy is not viable on the Project Sites due to the lack of sufficient wind in the Los Angeles basin. The California Energy Commission (CEC) studied the State's high wind resource potential.[243] Based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential. Wind resource areas with winds above 12 mph within Los Angeles County are located in relatively remote areas in the northwestern portion of the County. Additionally, there are no viable sites within the Project Site for placement and operation of a wind turbine. The CEC has identified areas within the State with high potential for viable solar, wind, and geothermal energy production. The CEC rated California's solar potential by county using insolation values available to typical photovoltaic system configurations, as provided by the National Renewable Energy Laboratory. Although Los Angeles as a County has a relatively high photovoltaic potential of 3,912,346 megawatt-hours (MWh)/day, inland counties such as Inyo (10,047,177 MWh/day), Riverside (7,811,694 MWh/day), and San Bernardino (25,338,276 MWh/day) are more suitable for large-scale solar power generation.[244] In addition, most of the high potential areas of greater than 6 kWh/sqm/day in Los Angeles County are concentrated in the northeastern corner of the county around Lancaster, approximately 45 miles away from the Project Site.

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[243] *California Energy Commission. California Wind Resource Potential, http://www.energy.ca.gov/maps/renewable/Wind_Potential.pdf.*

[244] *California Energy Commission, California Solar Resources, April 2005, http://www.energy.ca.gov/2005publications/CEC-500-2005-072/CEC-500-2005-072-D.PDF.*

The Project shall implement all applicable mandatory measures within the LAGBC that would have the effect of reducing the Project's energy use.

The Project shall comply with City Ordinance No. 179,820 (Green Building Ordinance), which establishes a requirement to incorporate green building practices into projects that meet certain threshold criteria.

The Project shall comply with the lighting power requirements in the California Energy Code, California Code of Regulations, Title 24, Part 6.

19. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. A significant impact may occur only if a project would have an identified potentially significant impact for any of the above issues. The Project Site is located in an urbanized area of the City. There are no street trees on the City sidewalk around the Project Site. There is no ornamental plants or sidewalk grass strips around the Project Site. The Project would have no impact to historic resources. The Project will have a less than significant impact on archeological resources, paleontological resources, and human remains, with implementation of required regulatory compliance. The Project will not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, impacts from the Project will be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if a project, in conjunction with other related projects in the area of the Project Site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. The Project will not combine with related projects to create a cumulatively significant impact in any of the environmental issue areas analyzed in the Draft IS/MND.

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. An adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B).) The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The Traffic Study (Appendix J-1 to this MND) provides a list and map of the Related Projects used for these analyses. All the 136 related projects are in the City, except for Nos. 4, 6, and 117, which are in the City of West Hollywood. The related projects include a variety of land uses, including approximately:

- 9,038 residential units (apartments, condominiums, student and faculty/staff housing, live/work)
- 115,491 square feet of health club
- 4,159,756 square feet of office (various types)
- 350 students facilities
- 1,096,775 square feet of retail
- 1,904 hotel rooms
- 137,211 square feet of restaurant
- 28,483 square feet of bar/lounge, special event and banquet space
- 27,390 square feet of storage, studio sound stage, and stage support space

The nearest related projects to the Project Site are:

- No. 2 – 1600 Schrader, approximately 300 feet from the Project Site, would have 168 hotel rooms and 4,000 square feet of restaurant
- No. 5 – 6516 Selma Avenue, approximately 100 feet from the Project Site, would have 212 hotel rooms, 2,308 square feet, 11,148 square feet restaurant/bar.
- No. 33 – 6417 Selma Avenue, adjacent to the Project Site, would have 180 hotel rooms. This Project finished construction and is expected to open in summer 2017.
- No. 93 – 1525 Cahuenga Boulevard, approximately 350 feet from the Project Site, would have 69 hotel rooms, 1,500 square feet office.

Each of these related projects would be subject to their own CEQA analysis (MND or EIR) to evaluate potential impacts and provide mitigation measures where appropriate. Related Project No. 33 finished and ready for opening. As such, it has already been subject to CEQA analysis with mitigation measures to reduce impacts. Related Project No. 5 would be located across Wilcox Avenue and has existing intervening buildings between it and the Site. Related Project No. 93 is further away from the Site than several analyzed sensitive receptors. The other related projects have several intervening buildings and major roadways/freeway in between, and are at least 2 blocks away or more, which will ensure that any other localized impacts of the related project would not combine with the Project.

Aesthetics

Development of the Project in conjunction with the related projects would result in an incremental intensification of existing prevailing land uses in an already heavily urbanized area of the City. With respect to aesthetics and views, and shade and shadow impacts, none of the related projects are located in proximity to the Project Site such that their development would affect the aesthetic character of the site or its immediate surroundings. There are no scenic or protected views in the area, and the view corridor along Cahuenga Boulevard is not unique or provides a distinct vantage point. Development of related projects is expected to occur in accordance with adopted plans and regulations. Therefore, cumulative aesthetic impacts will be less than significant and the Project would not make a cumulative considerable contribution to this less than significant impact.

Agriculture and Forestry Resources

Development of the Project in combination with the related projects would not result in the conversion of state-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category. The Project Site and the surrounding area are highly urbanized area and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact will occur.

Air Quality

AQMP Consistency

Cumulative development can affect implementation of the 2016 AQMP. The AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the AQMP will not be obstructed by such growth and cumulative impacts will be less than significant. The Project would contain a hotel and retail use. As such, the Project could not conflict with the growth assumptions in the regional air quality attainment plan and will be accommodated in the region's emissions inventory for the RTP/SCS and AQMP.

As discussed in the Air Quality and Utilities and Service Systems sections of this IS/MND, the Project is consistent with SCAG's growth projections which are based on macroeconomic data and socioeconomic variables independent of parcel-level land use designation and zoning. Therefore, the Project would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the AQMP will be less than significant.

Construction and Operational Emissions

Cumulative air quality impacts from construction and operation of the Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. Thus, as discussed in Question 3(c) above, because the construction-related and operational daily emissions associated with Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Project would not be cumulatively considerable. Therefore, cumulative air quality impacts will be less than significant.

Odor Impacts

With respect to odor impacts, potential sources that may emit odors during construction activities at each related project include the use of architectural coatings, solvents, and asphalt paving. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Project and related projects would not combine to create objectionable construction odors. With respect to operations, SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the related projects and the Project's long-term operations phase. Thus, the Project would not make a cumulative considerable contribution to odor impacts and cumulative odor impacts will be less than significant.

Biological Resources

The Project would have no impact upon biological resources. Development of the Project would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. Thus, cumulative impacts to biological resources would be considered less than significant.

Cultural Resources

Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Project's impacts to cultural resources concluded that the Project would have no significant impacts with respect to cultural resources following appropriate mitigation for archaeology, paleontology, and human remains. Therefore, the Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources will be less than significant.

Geology and Soils

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's geology and soils impacts concluded that, through the implementation of the mitigation measures recommended above, Project impacts would be reduced to less than significant levels. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts will be less than significant.

Greenhouse Gas Emissions

The Project emissions represent a reduction in CO_2e emissions from a NAT scenario and are consistent with the State's AB 32 Scoping Plan objectives for reducing community-based emissions. The Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts will be less than significant.

Hazards and Hazardous Materials

Hazards are site-specific and there is little, if any, cumulative hazardous relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to hazards would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's hazards and hazardous materials impact concluded that, through the implementation of the mitigation measures recommended above, Project impacts would be reduced to less than significant levels. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative hazard and hazardous materials impacts will be less than significant.

Hydrology and Water Quality

The Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and the related projects, since this part of the City is already fully developed with impervious surfaces. Under the requirements of the LID Ordinance, each related project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Project would not make a cumulatively considerable contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage

systems will be less than significant. Therefore, cumulative water quality impacts will be less than significant.

Land Use

None of the related projects would physically divide an established community or conflict with a habitat conservation plan because they are all in urban areas. There are no City or County significant ecological areas in the related projects.[245] Therefore, cumulative land use impacts will be less than significant.

Furthermore, the Project would not make a cumulatively considerable contribution to a cumulatively significant land use inconsistency, and cumulative impacts will be less than significant. As reflected in the traffic study, there are 136 related projects in the Project Site vicinity. The related projects are generally located in commercial or residential land use designations and zones, and thus do not implicate industrial policies as articulated in the Framework Element, HCP or Industrial Land Use Policy. Finally, the City's threshold of significance analyzes inconsistency only with respect to policies adopted to mitigate or avoid environmental impacts. The City of West Hollywood related projects would be subject to the land use policies of that jurisdiction. Thus, a cumulative inconsistency cannot result in a finding of significance.

Mineral Resources

Development of the Project in combination with the related projects would not result in the loss of availability of mineral resources. The Project Site and the surrounding area are highly urbanized area and do not include any MRZ zones. Therefore, no cumulative impact will occur.

Noise

The related projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City. Construction-period noise for the Project and each related project (that has not yet been built) would be localized in nature. None of the related projects are in close enough proximity to the Project Site to cause cumulative construction or stationary noise or vibration impacts. Any construction noise from related projects, were it to occur concurrently with the Project, would be attenuated by the distance across Wilcox Avenue and Cahuenga Boulevard. In addition, each of the related projects would be required to comply with the City's Noise Ordinance, as well as implement any mitigation measures that may be prescribed pursuant to CEQA. With respect to cumulative traffic noise impacts, it should be noted that the Project's mobile source vehicular noise impacts are based on the predicted traffic volumes as presented in the Project Traffic Impact Study. Based on the Project's estimated trip generation, the Project plus future cumulative baseline conditions would not have the potential to create a significant cumulative impact. As such, the Project's noise volumes would not be cumulatively considerable. Thus, the cumulative impact associated with construction noise will be less than significant.

[245] *Navigate LA, Significant Ecological Areas layer: http://navigatela.lacity.org/index01.cfm*

Population and Housing

The related projects would introduce additional residential, commercial/retail/restaurant, office, school, and other related uses to the City and City of West Hollywood. Any residential related projects would result in direct population growth. The related projects that involve residential developments would cumulatively contribute approximately 9,308 residential dwelling units to the area, generating approximately 25,397 new residents (a conservative assumption). The Project would not have any residential units or add any population. The net increase of approximately 94 employees (worse-case under Current Baseline) is not cumulatively considerable as there are no thresholds for employee impacts. The Project would not displace any residents. The City is expected to increase its direct population by approximately 578,496 persons from 2016-2040 according to SCAG. This would ensure that the land uses changes (including density increases) will be accommodated in the region's inventory for the RTP/SCS. The Project and related projects would not exceed this projection. The Project would not make a cumulative considerable contribution and cumulative impacts to population and housing will be less than significant.

Public Services

Fire

The related projects in the City of West Hollywood would be served by the LAFD through Station No. 7 and No. 8. The Project, in combination with the related projects, could increase the demand for fire protection services in the Project Site area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and related projects would contribute. Similar to the Project, each of the related projects in the City would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. The LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to fire protection services impacts, and, as such cumulative impacts on fire protection will be less than significant.

Police

The related projects in West Hollywood would be served by the Los Angeles County Sheriff's Department, through the West Hollywood Station. The Project, in combination with the related projects, would increase the demand for police protection services in the Project Site area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. The LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to police protection services impacts, and cumulative impacts on police protection will be less than significant.

Schools

The Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects is projected to generate approximately 9,038 new residential dwelling units to the area, which will generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Project. In addition, three of the related projects involve the development of facilities for 350 students (daycare, kindergarten, tutoring, and school). However, each of the new housing units, commercial, and industrial uses would be responsible for paying mandatory school fees to mitigate the increased demands for school services. The Project would not make a cumulative considerable contribution and cumulative impacts on schools will be less than significant.

Parks and Recreation

Development of the Project in conjunction with the related projects could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects is required to comply with payment of Quimby Act (for condominium units) and other fees, such as the Parks and Recreation Fee (for apartment units). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Project would not make a cumulatively considerable impact to parks and recreational facilities and cumulative impacts will be less than significant.

Library

The related projects in West Hollywood would be served by the Los Angeles County Public Library, through the West Hollywood Branch. Development of the related projects would likely generate additional demands upon library services. However, there are no planned expansions or new libraries by the LAPL (as cited by the LAPL response letter, included in the appendices) that would be considered a significant impact. Therefore, the cumulative impacts related to library facilities will be less than significant.

Traffic

Development of the Project in conjunction with the related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips. The methodology for traffic analysis included both an individual project level analysis (existing "With Project" scenario) and a cumulative impact analysis ("Future baseline with Project" scenario). This cumulative future includes the related projects. The future (2020) with Project analysis shows no significant impact to any of the study intersections (with mitigation) or CMP intersections or freeways. This is directly analyzed in the traffic section above. Therefore, the Project's cumulative impact is considered less than significant.

Tribal Cultural Resources

Impacts to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Project's impacts to tribal cultural resources concluded that the Project would have no significant impacts with respect to cultural resources following appropriate mitigation for archaeology, paleontology, and human remains. Therefore, the Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources will be less than significant.

Utilities and Service Systems

Development of the Project, in conjunction with cumulative growth throughout the City (including the related projects), would further increase the generation of wastewater, demand for potable water within the City, and increase regional demands on landfill capacity.

Wastewater

As shown on *Table 3.19-1 – Cumulative Estimated Wastewater Generation*, it is estimated the related projects will generate a net total of approximately 2,300,185 gpd (or 2.3 mgd) of wastewater. The Project represents one percent of the cumulative total. The HTP has adequate capacity (88 mgd) to accommodate the cumulative total. The Project would not make a cumulative considerable contribution and a less than significant cumulative impact will occur.

Table 3.19-1
Cumulative Estimated Wastewater Generation

Land Use	Size	Wastewater Generation Rates	Total (gpd)
Residential	9,038 units	150 gallons / unit	1,355,700
Health Club	115,491 sf	650 gallons / 1,000 sf	75,069
Office	4,159,756 sf	120 gallons / 1,000 sf	499,171
School	350 students	11 gallons / student	3,850
Retail	1,096,775 sf	50 gallons / 1,000 sf	54,839
Hotel	1,904 rooms	120 gallons / room	228,480
Restaurant	137,211 sf	300 gallons / 1,000 sf	41,163
Bar/Lounge	28,483 sf	720 gallons / 1,000 sf	20,508
Storage	27,390 sf	30 gallons /1,000 sf	822
		Related Projects	**2,279,602**
		Proposed Project	**20,583**
		Cumulative (Related + Project)	**2,300,185**

Note: sf = square feet; gpd = gallons per day
Rates: Sewage Generation Factor, effective date April 6, 2012: http://lacitysan.org/fmd/pdf/sfcfeerates.pdf
Residential units include a variety of types and unknown number of bedrooms. This analysis assumes an average of two-bedroom units, which will balance the studio and 1-bedroom units with larger units.
Since some of the related projects do not contain enough details to determine specific types within a given land use category, the rates selected here include the largest generator to show a most conservative impact.
Retail includes two rates (one for less than 100,000 sf and one for greater than 100,000 sf). This analysis includes the larger rate for a greater generator to show a most conservative impact.
Table: CAJA Environmental Services, April 2017.

Water

As shown on *Table 3.19-2 – Cumulative Estimated Water Demand*, it is estimated the related projects and the Project will demand a net total of approximately 2,808,568 gpd (or 2.8 mgd) of water. The Project represents one percent of the cumulative total. LADWP's 2015 Urban Water Management Plan was adopted in June 2016 and projects a total demand of 611,800 AFY in 2020 and 644,700,000 AFY in 2025.[246] The cumulative total is approximately 3,146 AFY, which is within the supply of the UWMP and accommodated by any project that conforms to the General Plan and zoning. Related projects that do not would be required to demonstrate that there is adequate supply, through a Water Supply Assessment for example. The LAAFP has adequate capacity (between 50 and 150 mgd, during summer and non-summer

[246] *2015 Urban Water Management Plan, Los Angeles, pg. ES-23.*

months, respectively) to accommodate the cumulative total. The Project would not make a cumulative considerable contribution and a less than significant cumulative impact will occur.

Table 3.19-2
Cumulative Estimated Water Demand

Land Use	Size	Water Demand Rates	Total (gpd)
Residential	9,038 units	177 gallons / unit	1,599,726
Health Club	115,491 sf	832 gallons / 1,000 sf	96,089
Office	4,159,756 sf	153.6 gallons / 1,000 sf	638,939
School	350 students	14 gallons / student	4,900
Retail	1,096,775 sf	64 gallons / 1,000 sf	70,194
Hotel	1,904 rooms	153.6 gallons / room	292,454
Restaurant	137,211 sf	384 gallons / 1,000 sf	52,689
Bar/Lounge	28,483 sf	922 gallons / 1,000 sf	26,261
Storage	27,390 sf	38 gallons /1,000 sf	1,041
		Related Projects	**2,782,293**
		Proposed Project	**26,275**
		Cumulative (Related + Project)	**2,808,568**

Note: sf = square feet; gpd = gallons per day
Water consumption rates are assumed as 128 percent (nonresidential) and 118 percent (residential) of the wastewater generation rates.
Rates: Sewage Generation Factor, effective date April 6, 2012: http://lacitysan.org/fmd/pdf/sfcfeerates.pdf
Residential units include a variety of types and unknown number of bedrooms. This analysis assumes an average of two-bedroom units, which will balance the studio and 1-bedroom units with larger units.
Since some of the related projects do not contain enough details to determine specific types within a given land use category, the rates selected here include the largest generator to show a most conservative impact.
Retail includes two rates (one for less than 100,000 sf and one for greater than 100,000 sf). This analysis includes the larger rate for a greater generator to show a most conservative impact.
Table: CAJA Environmental Services, April 2017.

Solid Waste

As shown on *Table 3.19-3 – Cumulative Estimated Solid Waste Generation*, it is estimated the related projects and the Project will generate a net total of approximately 154,380 pounds per day of solid waste (or 77 tons). The Project represents approximately 1 percent of the cumulative total. The Sunshine Canyon landfill has adequate capacity (and currently accepts 9,000 tpd on weekdays and 3,000 tpd on Saturday) to accommodate the cumulative total. The Project would not make a cumulative considerable contribution and a less than significant cumulative impact will occur

Table 3.19-3
Cumulative Estimated Solid Waste Generation

Land Use	Size	Solid Waste Rates	Total (pounds)
Residential	9,038 units	12.23 pounds / unit	110,535
Health Club	115,491 sf	31.2 pounds / 1,000 sf	3,603
Office	4,159,756 sf	6 pounds / 1,000 sf	24,959
School	350 students	0.5 pounds / student	175
Retail	1,096,775 sf	5 pounds / 1,000 sf	5,484
Hotel	1,904 rooms	4 pounds / room	7,616
Restaurant	137,211 sf	5 pounds / 1,000 sf	686
Bar/Lounge	28,483 sf	5 pounds / 1,000 sf	142
Storage	27,390 sf	5 pounds / 1,000 sf	137
		Related Projects	**153,337**
		Proposed Project	**1,043**
		Cumulative (Related + Project)	**154,380**

Note: sf = square feet
Rates: CalRecycle Estimated Solid Waste Generation Rates: http://www.calrecycle.ca.gov/wastechar/wastegenrates/
Table: CAJA Environmental Services, April 2017.

Individual sewer and water infrastructure is location and site-specific and made on a case by case basis. Through the UWMP, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2035. Demands on water consumption, wastewater generation, and solid waste generation resulting from the Project will be less than significant with implementation of provided mitigation measures (where applicable). These mitigation measures identified for the Project are standard mitigation measures from the City that would also apply to the related projects in the City. In addition, several of the related projects would be subject to SB 610, which requires a water supply assessment to evaluate whether total projected water supplies will meet the projected water demand. Ultimately, the wastewater and water facilities (HTP and LAAFP) and the Puente Hills MRF, Sunshine Canyon landfill, and Mesquite landfill have adequate capacity to accommodate the project and related projects. The Project's contribution to cumulative wastewater, water, and solid waste impacts will not be cumulatively considerable and cumulative impacts will be less than significant.

Electricity

The related projects are served by LADWP, same as the Project Site, and thus are counted as part of cumulative analysis. Given that the Project includes 114 rooms and the related projects include 1,904

hotel rooms, the Project's contribution to the cumulative electrical demand would not be cumulatively considerable or significant, representing less than 10 percent of the total amount of increase. As shown in *Table 3.19-4 – Cumulative Estimated Electricity Demand*, the cumulative projects would demand approximately 138 million kW-h/year (138 gw-h/year) of electricity. Peak demand is expected to grow to 5,650 mw in 2018-2019 and 5,899 mw in 2023-2024.[247] Thus, there is adequate supply capacity to serve the cumulative projects. Thus, the cumulative projects are within the anticipated demand of the LADWP system. In other words, there is adequate energy capacity to service the Project and the related projects. Each of the related projects would be evaluated within its own context with consideration of energy conservation features that could alleviate electrical demand. Each related project would be required to be in compliance with CALGreen requiring building energy efficiency standards, and would also be in compliance with the LAGBC. Further, each related project would need to be consistent with how the LADWP serves each location with its existing distribution infrastructure. Therefore cumulative impacts will be less than significant.

Table 3.19-4
Cumulative Estimated Electricity Demand

Land Use	Size	Electricity Rates	Total (kw-h / yr)
Residential	9,038 units	5,626.5 kw-h / unit	50,852,307
Health Club	115,491 sf	12.95 kw-h / sf	1,495,608
Office	4,159,756 sf	12.95 kw-h / sf	53,868,840
School	350 students	10.50 kw-h / sf	349,125
Retail	1,096,775 sf	13.55 kw-h/sf	14,861,301
Hotel	1,904 rooms	9.95 kw-h / sf	7,577,920
Restaurant	137,211 sf	47.45 kw-h / sf	6,510,662
Bar/Lounge	28,483 sf	47.45 kw-h / sf	1,351,518
Storage	27,390 sf	4.35 kw-h/sf	119,147
		Related Projects	**136,986,428**
		Proposed Project	**955,178**
		Cumulative (Related + Project)	**137,941,606**

[247] *2015 Power Integrated Resource Plan, Table A-1, Forecasted growth in Annual Peak Demand: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=11j0xz3uxz_4&_afrLoop=399494189004579*

Table 3.19-4
Cumulative Estimated Electricity Demand

Land Use	Size	Electricity Rates	Total (kw-h / yr)
sf =square feet; kw-h = kilowatt-hour; yr = year *Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate* *The LADWP does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs.* *Hotel Rooms: average budget room is 300 to 400 square feet. http://www.dimensionsinfo.com/hotel-room-size/. This analysis assumes 400 square feet per room.* *School – 95 square feet per student: http://www.cde.ca.gov/ls/fa/sf/completesch.asp* *Table: CAJA Environmental Services, April 2017.*			

Natural Gas

All of the related projects are served by the same natural gas service as the Project (SCG). Given that the Project includes 114 rooms and the related projects include 1,904 hotel rooms, the Project's contribution to the cumulative natural gas demand would not be cumulatively considerable or significant, representing less than 10 percent of the total amount of increase. As such, the Project's contribution to the cumulative natural gas demand would not be substantial. Therefore, Project impacts to natural gas demand would not be cumulatively considerable or significant. These estimates do not account for energy reduction features employed by the Project or related projects. Each of the related projects would be evaluated within its own context with consideration of energy conservation features that could alleviate natural gas demand. Further, each related project would need to be consistent with the building energy efficiency requirements of Title 24 as well as how SCG serves each location with its existing distribution infrastructure.

As shown in *Table 3.19-5 – Cumulative Estimated Natural Gas Demand*, the cumulative projects are estimated to demand approximately a net increase of 56,435,781 cf/month of natural gas (1.9 million cf/day). The natural gas demand is based on natural gas usage rates from the SCAQMD and without taking credit for the cumulative projects' energy conservation features, which would reduce natural gas usage. The approximate demand is based on the best available data and is intended to provide an analysis of the estimated demand in comparison to SCG's overall supply. The SCG retail core peak day demand in 2016 is estimated at 2,947 million cf/day and 2018 is estimated at 2,931 million cf/day.[248]. The increase of 1.0 million cf/day represents approximately 0.064 percent of the 2018 peak demand. Thus, there is adequate supply capacity and no impacts will occur.

LADWP and SCG undertake system expansions and secure the capacity to serve their service areas and take into consideration general growth and development. Operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource.

[248] *2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf*

However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The related projects would be in compliance with the City's Green Building Ordinance and would thus exceed the standards in Title 24 of the California Cod of Regulations requiring building energy efficiency standards.

All forecasted growth would incorporate design features and energy conservation measures, as required by CALGreen requiring building energy efficiency standards, and would also be in compliance with the LAGBC, which would reduce the impact on natural gas demand. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. There would be sufficient statewide supplies to accommodate the statewide requirements from 2018-2030. Thus, there is a plan to secure natural gas supplies to meet demand. Therefore cumulative impacts will be less than significant.

Table 3.19-5
Cumulative Estimated Natural Gas Demand

Land Use	Size	Natural Gas Rates	Total (cf / mo)
Residential	9,038 units	4,011.5 cf / unit	36,255,937
Health Club	115,491 sf	2.9 cf / mo	334,924
Office	4,159,756 sf	2.9 cf / mo	12,063,292
School	350 students	2.9 cf / mo	96,425
Retail	1,096,775 sf	2.9 cf / mo	3,180,648
Hotel	1,904 rooms	4.8 cf / sf	3,655,680
Restaurant	137,211 sf	2.9 cf / mo	397,912
Bar/Lounge	28,483 sf	2.9 cf / mo	82,601
Storage	27,390 sf	2.9 cf / mo	79,431
		Related Projects	**56,146,850**
		Proposed Project	**288,931**
		Cumulative (Related + Project)	**56,435,781**

sf =square feet; cf = cubic feet; mo = month
Source: SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate
The SCG does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs.
Hotel Rooms: average budget room is 300 to 400 square feet. http://www.dimensionsinfo.com/hotel-room-size/. This analysis assumes 400 square feet per room.
School – 95 square feet per student: http://www.cde.ca.gov/ls/fa/sf/completesch.asp
Table: CAJA Environmental Services, April 2017.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this environmental impact analysis, with implementation of the recommended mitigation measures, where applicable, the Project would not result in any unmitigated significant impacts. Thus, the Project would not have the potential to result in substantial adverse effects on human beings and impacts will be less than significant.

4. LIST OF PREPARERS

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MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.
As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

Public Services

MM-Public-1 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

MM-Public-2 and 3 Public Services (Police)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The plans shall incorporate a design that references the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the LAPD. These measures shall be approved by the LAPD prior to the issuance of building permits.

- Upon completion of the Project, the LAPD Hollywood Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction, After Construction

Monitoring Frequency: Once, at plan check, At time of Certificate of Occupancy

Action Indicating Compliance: Issuance of building permits, Issuance of Certificate of Occupancy

Transportation and Traffic

MM-Traffic-1 Transportation

- **Construction Traffic Control/Management Plan.** A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction-related traffic shall be restricted to off-peak hours.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

MM-Traffic-2 Transportation Demand Management and Monitoring Program.

a. The Applicant shall prepare and submit a preliminary Transportation Demand Management Plan (TDM) to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the project.

   The TDM shall include strategies, as determined to be appropriate by the Department of Transportation, which would have a minimum ten (10) percent effectiveness in reducing new vehicle trips.

   In the event that the Project would provide twenty (20) or more required parking spaces off-site, the TDM shall demonstrate a minimum twenty (20) percent effectiveness in reducing new vehicle trips.

b. In the event that the Project would provide twenty (20) or more parking spaces off- site and is required to implement a TDM which has a minimum twenty (20) percent effectiveness in reducing the total net project trips, a Monitoring Program (MP) shall be prepared to provide continued monitoring of the TDP's effectiveness. The MP shall be prepared by a licensed Traffic Engineer and submitted to the Department of Transportation for review. The MP shall continue until such time that the Project has shown, for three consecutive years, at a minimum of 85 percent occupancy, achievement of the peak hour trip volume requirements listed. Should the review show that the peak hour trip cap threshold has been exceeded the Project shall have one year to attain compliance or be subject to a penalty program.

   Implementation of the TDM shall be at the Project's expense.

   Strategies may include, but shall not be limited to, the following:

1. Provide guest assistance on arrival and departure to find options to personal or rented vehicles to access the site.

2. If found feasible by LADOT and Metro, improve the existing bus stop on the north side of Hollywood Boulevard east of Wilcox Avenue where there is an existing sign, bench and trash receptacle with a weather protected cover. Improve the bus stop on the south side of Hollywood Boulevard west of Cahuenga Boulevard where a bus sign only with a bench, trash receptacle, weather protected cover and bench. Improve the bus stop on the north side of Sunset Boulevard west of Wilcox Avenue where a bus sign, a bench, and trash receptacle with a weather protected cover;

3. Provide a visible on-site kiosk with options for ridesharing, bus routes and bike routes in a prominent area(s) in view for hotel guests, employees and patrons of the restaurants;

4. Provide information for guests of the hotel upon check in that includes the transit, bike routes, and nearby walking opportunities as options to use rather than person vehicles;

5. Provide an on-site TDM manager to assist hotel guests navigate the alternative modes of transportation options, in matching rideshare partners for the employees, determining transit routes for employees, and promoting TDM program;

6. Provide access pass and transit pass reductions for employees;

7. Provide bicycle spaces to encourage cycling as an alternative to single occupant vehicles;

8. Provide bicycle sharing service for guests and employees use;

Provide amenities to encourage guests of the hotel spend some of their time eating, relaxing and recreating on-site.

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Monitoring Phase: During Operations

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – Ongoing compliance required

MM-Traffic-3 Pedestrian Safety

- The developer and contractors shall maintain ongoing contact with administrator of Selma Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus

routes to the schools from either the administrators or from the LAUSD's Transportation Branch (213)580-2950 or (213)580-2900 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

Enforcement Agency: Los Angeles Department of Building and Safety, LADOT, BOE

Monitoring Agency: Los Angeles Department of Building and Safety, LADOT

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Issuance of Certificate of Occupancy

Project Design Features

In addition to the required mitigation measures, the project also includes project design features that prevent any significant impacts from occurring through design. These project design features are included below, and are conditions of the project that must be monitored and enforced as if they were mitigation measures. While these project design features are not required by the code, the City of Los Angeles has required them of the project, and they may not be deleted except by public hearing. These project design features are listed below:

Aesthetics

PDF-Aesthetics-1 Light
Outdoor lighting shall be designed and installed with shielding, such that the light sources cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

PDF-Aesthetics-2 Glare
The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Noise
PDF-Noise-1 The rooftop deck would include a glass or heavy plastic safety wall (minimum 6 feet in height) around its perimeter.

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside)**: **Compliance with Baseline Hillside Ordinance**. To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.

- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.

- **Regulatory Compliance Measure RC-AE-3 (Vandalism)**: **Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
    - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
    - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: “POST NO BILLS”.
    - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
    - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
    - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
    - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
    - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
    - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
    - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
    - Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all

applicable rules of the Southern California Air Quality Management District, including the following:

- All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
- Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):**If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
  - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
  - *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
  - *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior's Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:

- Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
- A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
- Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
- Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
  - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
  - Deteriorated historic features shall be repaired rather than replaced. Where the severity if deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
  - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
  - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
  - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
  - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be

treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

    - Stop immediately and contact the County Coroner:
      1104 N. Mission Road
      Los Angeles, CA 90033
      323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
      323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

  If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

  The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

    - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
    - If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:

- ground stabilization
- selection of appropriate foundation type and depths
- selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
  - ground stabilization
  - selection of appropriate foundation type and depths
  - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

  The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained

within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
  - (**Asbestos**) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
  - (**Lead Paint**) Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
  - (**Polychlorinated Biphenyl – Commercial and Industrial Buildings**) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.

- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other

appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.

- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B

Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
  - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
  - *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
  - *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**

- **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
- **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
- **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
  - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
  - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to

order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

- **Regulatory Compliance Measure RC-SW-2** (**Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

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

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6421 Selma Ave
DOT Case No. CEN 16-44348

Date: June 11, 2017

To: Nicholas Hendricks, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE SELMA-WILCOX HOTEL MIXED-USE PROJECT LOCATED AT 6421 SELMA AVENUE (ENV-2016-2602-EAF/ CPC-2016-2601-VZC-MCUP-ZV-SPR)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated May 2017, prepared by Overland Traffic Consultants, Inc., for the Selma-Wilcox Hotel Project located at 6421 Selma Avenue. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria[1], the transportation study included the detailed analysis of 10 signalized intersections and determined that two of these study intersections would be significantly impacted by project-related traffic. This report summarizes the results of the transportation analysis (see **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a mixed-use hotel development with a 114-room hotel, 1,809 square foot ground floor restaurant, and 5,041 square foot rooftop restaurant/bar. The project site has recently been improved with a new subterranean garage, restaurant and retail space. The proposed hotel with amenities will be constructed with the ground floor restaurant replacing a portion of the retail space, and the remaining over the two recently constructed elements.

Project parking is provided on-site with three below grade parking levels, with access from a full access driveway off of Wilcox Avenue. A valet service will be provided to hotel and restaurant guests. The project will also provide on-site short term and long term bicycle parking spaces. The project is expected to be completed by the end of 2020.

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

Exhibit D-1

B. Trip Generation

The project is estimated to generate 1,227 daily trips, a net increase of 70 trips in the a.m. peak hour, and a net increase of 100 trips in the p.m. peak. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

C. Freeway Analysis

The transportation impact analysis included a freeway impact screening analysis that was executed between Caltrans and DOT in December 2015 to determine if additional evaluation of freeway mainline and ramp segments was necessary. According to this analysis, the project would not meet the freeway mainline impact criteria, but would exceed the freeway off-ramp criteria at two locations. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses, and the applicant has prepared the necessary analysis to Caltrans.

D. Traffic Impacts

The transportation impact study presented an analysis for the proposed project and supplemental traffic analyses for two scenarios:

1. Proposed project development assuming **Original Baseline**, representing the original four residential units, 4,893 square feet of vacant retail, 3,174 square feet of restaurant, and 1,650 square feet of piano bar
2. Proposed project development assuming **Current Baseline**, representing the approved and recently constructed 20,624 square foot restaurant and 6,000 square feet retail.

The study determined that the project would result in significant traffic impacts during PM peak hours at the following intersections before mitigation based on a project build-out year of 2020:

1. Hollywood Boulevard & Wilcox Avenue (**Original and Current Baseline)**
2. Selma Avenue & Wilcox Avenue **(Current Baseline)**

In consideration of the City's Vision Zero initiative and the Mobility Plan 2035, the transportation study proposed a transportation mitigation program focused on reducing project-related trips and promotion of other travel modes. The transportation mitigation program fully mitigates the project's significant impacts during the PM peak commute hours at the above intersections (see **Attachment 3)**.

PROJECT REQUIREMENTS

A. Transportation Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

1. **Transportation Demand Management (TDM) Program**

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- An on-site Transportation Information Center;
- Preferential rideshare loading/unloading or parking location;
- Convenient parking and facilities for bicycle riders;
- Guaranteed ride home programs for employees;
- Allowance for flexible and alternative work schedules;
- Administrative support for the formation of carpools/vanpools;
- Promotion of transit, walk, or bike to work events;
- Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;
- Unbundled parking from housing cost;
- Parking cash-out programs for Project and uses as appropriate;
- A Covenant and Agreement to ensure that the TDM program will be maintained.

The following improvements proposed by the project as part its transit and mobility improvement program should be part of the TDM program:

- Provide guest assistance on arrival and departure to find options to personal or rented vehicles to access the site
- If feasible, improve the existing bus stops surrounding the project site
- Provide an on-site kiosk with options for ridesharing, bus routes, and bike routes
- Provide transit options and bike information for hotel guests upon check in
- Provide an on-site TDM manager to assist hotel guests navigate the alternative modes of transportation options
- Provide access pass and transit pass reductions for employees
- Contribute a one-time fixed fee contribution of **$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.
- Provide bicycle spaces and amenities to encourage cycling as an alternative mode of transportation

- Provide bicycle sharing service for guests and employee use
- Provide amenities to encourage guests to spend time on-site

B. Construction Impacts

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

C. Highway Dedication and Street Widening Requirements

On September 7, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Wilcox Avenue** is designated as a Modified Avenue III, which would require a 20-foot half-width roadway within a 35-foot half-width right-of-way. **Selma Avenue** is designated as a Local Street Standard, which would require 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

D. Parking Requirement

The project would provide the minimum code-required parking spaces for vehicles and bicycles. Project parking is provided on-site with three below grade parking levels, with access from a full access driveway off of Wilcox Avenue. A valet service will be provided to hotel and restaurant guests. The project will also provide on-site short term and long term bicycle parking spaces. The developer should check with the Department of Building and Safety on the number of parking spaces needed.

E. Project Access and Circulation

The proposed site plan illustrated in **Attachment 4** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

F. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los

Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Johnathan Yu of my staff at (213)-972-4993.

Attachments

J:\Letters\2017\CEN16-44348_6421 Selma_Tao Hotel.docx

c: Chris Robertson, Council District No. 13
Carl Mills, BOE Development Services
Jeannie Shen, Hollywood Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Liz Fleming, Overland Traffic Consultants, Inc.

ATTACHMENT 1
Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

Table 7a
Traffic Conditions for Existing with Original Baseline + Project

No.	Intersection	Peak Hour	Existing		Existing +Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1	Highland Av &	AM	0.477	A	0.485	A	+ 0.008	NO
	Selma Av	PM	0.424	A	0.434	A	+ 0.010	NO
2	Highland Av &	AM	0.880	D	0.881	D	+ 0.001	NO
	Sunset Bl	PM	0.756	C	0.758	C	+ 0.002	NO
3	Hollywood Bl &	AM	0.744	C	0.749	C	+ 0.005	NO
	Wilcox Av	PM	0.565	A	0.574	A	+ 0.009	NO
4	Selma Av &	AM	0.297	A	0.308	A	+ 0.011	NO
	Wilcox Av	PM	0.382	A	0.413	A	+ 0.031	NO
5	Sunset Bl &	AM	0.547	A	0.555	A	+ 0.008	NO
	Wilcox Av	PM	0.579	A	0.581	A	+ 0.002	NO
6	Cahuenga Bl &	AM	0.881	D	0.885	D	+ 0.004	NO
	Hollywood Bl	PM	0.661	B	0.665	B	+ 0.004	NO
7	Cahuenga Bl &	AM	0.411	A	0.415	A	+ 0.004	NO
	Selma Av	PM	0.421	A	0.429	A	+ 0.008	NO
8	Cahuenga Bl &	AM	0.820	D	0.824	D	+ 0.004	NO
	Sunset Bl	PM	0.730	C	0.735	C	+ 0.005	NO
9	Hollywood Bl &	AM	0.776	C	0.779	C	+ 0.003	NO
	Vine Street	PM	0.743	C	0.745	C	+ 0.002	NO
10	Sunset Bl &	AM	0.827	D	0.829	D	+ 0.002	NO
	Vine Street	PM	0.874	D	0.875	D	+ 0.001	NO

Table 7b
Traffic Conditions for Existing with Current Baseline + Project

No.	Intersection	Peak Hour	Existing		Existing +Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1	Highland Av &	AM	0.479	A	0.486	A	+ 0.007	NO
	Selma Av	PM	0.432	A	0.442	A	+ 0.010	NO
2	Highland Av &	AM	0.881	D	0.882	D	+ 0.001	NO
	Sunset Bl	PM	0.758	C	0.760	C	+ 0.002	NO
3	Hollywood Bl &	AM	0.745	C	0.750	C	+ 0.005	NO
	Wilcox Av	PM	0.582	A	0.591	A	+ 0.009	NO
4	Selma Av &	AM	0.299	A	0.031	A	+ -0.268	NO
	Wilcox Av	PM	0.423	A	0.455	A	+ 0.032	NO
5	Sunset Bl &	AM	0.549	A	0.557	A	+ 0.008	NO
	Wilcox Av	PM	0.581	A	0.583	A	+ 0.002	NO
6	Cahuenga Bl &	AM	0.882	D	0.886	D	+ 0.004	NO
	Hollywood Bl	PM	0.669	B	0.673	B	+ 0.004	NO
7	Cahuenga Bl &	AM	0.413	A	0.417	A	+ 0.004	NO
	Selma Av	PM	0.433	A	0.440	A	+ 0.007	NO
8	Cahuenga Bl &	AM	0.821	D	0.825	D	+ 0.004	NO
	Sunset Bl	PM	0.736	C	0.741	C	+ 0.005	NO
9	Hollywood Bl &	AM	0.777	C	0.779	C	+ 0.002	NO
	Vine Street	PM	0.745	C	0.747	C	+ 0.002	NO
10	Sunset Bl &	AM	0.827	D	0.830	D	+ 0.003	NO
	Vine Street	PM	0.875	D	0.877	D	+ 0.002	NO

Table 9a
Future (2020) Traffic Conditions
Without Project using Original Baseline

No.	Intersection	Peak Hour	Existing		Future (2020) Without Project		
			CMA	LOS	CMA	LOS	Growth
1	Highland Av &	AM	0.477	A	0.760	C	+ 0.283
	Selma Av	PM	0.424	A	0.839	D	+ 0.415
2	Highland Av &	AM	0.880	D	1.014	F	+ 0.134
	Sunset Bl	PM	0.756	C	0.955	E	+ 0.199
3	Hollywood Bl &	AM	0.744	C	0.947	E	+ 0.203
	Wilcox Av	PM	0.565	A	0.903	E	+ 0.338
4	Selma Av &	AM	0.297	A	0.507	A	+ 0.210
	Wilcox Av	PM	0.382	A	0.729	C	+ 0.347
5	Sunset Bl &	AM	0.547	A	0.653	B	+ 0.106
	Wilcox Av	PM	0.579	A	0.770	C	+ 0.191
6	Cahuenga Bl &	AM	0.881	D	1.100	F	+ 0.219
	Hollywood Bl	PM	0.661	B	0.877	D	+ 0.216
7	Cahuenga Bl &	AM	0.411	A	0.641	B	+ 0.230
	Selma Av	PM	0.421	A	0.649	B	+ 0.228
8	Cahuenga Bl &	AM	0.820	D	0.990	E	+ 0.170
	Sunset Bl	PM	0.730	C	0.930	E	+ 0.200
9	Hollywood Bl &	AM	0.776	C	0.933	E	+ 0.157
	Vine Street	PM	0.743	C	0.943	E	+ 0.200
10	Sunset Bl &	AM	0.827	D	1.003	F	+ 0.176
	Vine Street	PM	0.874	D	1.081	F	+ 0.207

Table 9b
Future (2020) Traffic Conditions
Without Project using Current Baseline

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Future (2020) Without Project CMA	Future (2020) Without Project LOS	Growth
1	Highland Av &	AM	0.479	A	0.761	C	+ 0.282
	Selma Av	PM	0.432	A	0.847	D	+ 0.415
2	Highland Av &	AM	0.881	D	1.015	F	+ 0.134
	Sunset Bl	PM	0.758	C	0.958	E	+ 0.200
3	Hollywood Bl &	AM	0.745	C	0.949	E	+ 0.204
	Wilcox Av	PM	0.582	A	0.921	E	+ 0.339
4	Selma Av &	AM	0.299	A	0.511	A	+ 0.212
	Wilcox Av	PM	0.423	A	0.771	C	+ 0.348
5	Sunset Bl &	AM	0.549	A	0.655	B	+ 0.106
	Wilcox Av	PM	0.581	A	0.773	C	+ 0.192
6	Cahuenga Bl &	AM	0.882	D	1.101	F	+ 0.219
	Hollywood Bl	PM	0.669	B	0.885	D	+ 0.216
7	Cahuenga Bl &	AM	0.413	A	0.643	B	+ 0.230
	Selma Av	PM	0.433	A	0.662	B	+ 0.229
8	Cahuenga Bl &	AM	0.821	D	0.992	E	+ 0.171
	Sunset Bl	PM	0.736	C	0.936	E	+ 0.200
9	Hollywood Bl &	AM	0.777	C	0.933	E	+ 0.156
	Vine Street	PM	0.745	C	0.945	E	+ 0.200
10	Sunset Bl &	AM	0.827	D	1.004	F	+ 0.177
	Vine Street	PM	0.875	D	1.083	F	+ 0.208

ATTACHMENT 2
Project Trip Generation Estimates

Table 2
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
	Proposed Project								
310	Hotel	114 Room	931	60	36	24	68	35	33
932	Ground Floor Restaurant	1,809 sf	230	20	11	9	18	11	7
	Internal Trips	50%	(115)	(10)	(5)	(5)	(9)	(5)	(4)
	Pass-By	20%	(23)	(2)	(1)	(1)	(2)	(1)	(1)
	Subtotal Lobby Restaurant/Bar		92	8	5	3	7	5	2
931/925	Roof top Restaurant/Bar	5,041 sf	453	4	3	1	57	37	20
	Internal Trips	50%	(227)	(2)	(1)	(1)	(29)	(19)	(10)
	Pass-By	10%	(23)	(0)	(0)	(0)	(3)	(2)	(1)
	Subtotal Rooftop Restaurant/Bar		204	2	2	0	26	17	9
	NET Proposed Project		**1,227**	**70**	**43**	**27**	**100**	**56**	**44**

ATTACHMENT 3
V/C ratio and LOS Summary with Mitigation

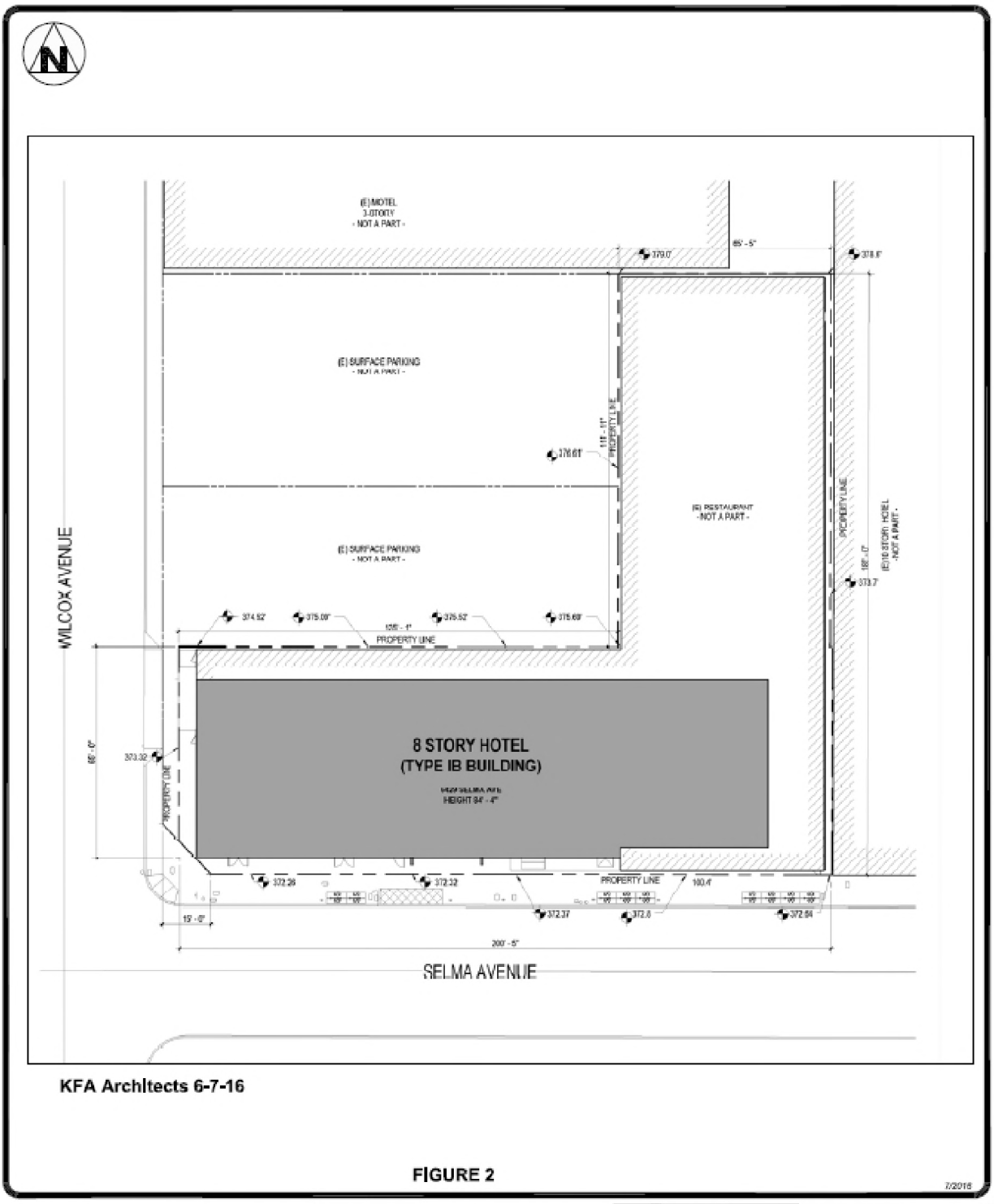
Table 15a
CMA Summary with Mitigation
Original Baseline

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact	Future (2020) With Project + MITIGATION			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
3	Hollywood Bl &	AM	0.947	E	0.952	E	+ 0.005	NO	N/A			
	Wilcox Av	PM	0.903	E	0.913	E	+ 0.010	YES	0.912	E	+ 0.009	NO

Table 15b
CMA Summary with Mitigation
Current Baseline

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact	Future (2020) With Project + MITIGATION			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
3	Hollywood Bl &	AM	0.949	E	0.953	E	+ 0.004	NO	N/A			
	Wilcox Av	PM	0.921	E	0.931	E	+ 0.010	YES	0.930	E	+ 0.009	NO
4	Selma Av &	AM	0.511	A	0.522	A	+ 0.011	NO	N/A			
	Wilcox Av	PM	0.771	C	0.803	D	+ 0.032	YES	0.799	C	+ 0.028	NO

ATTACHMENT 4
Project Site plan



KFA Architects 6-7-16

FIGURE 2

7/2016

PROJECT SITE PLAN (First Level)

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

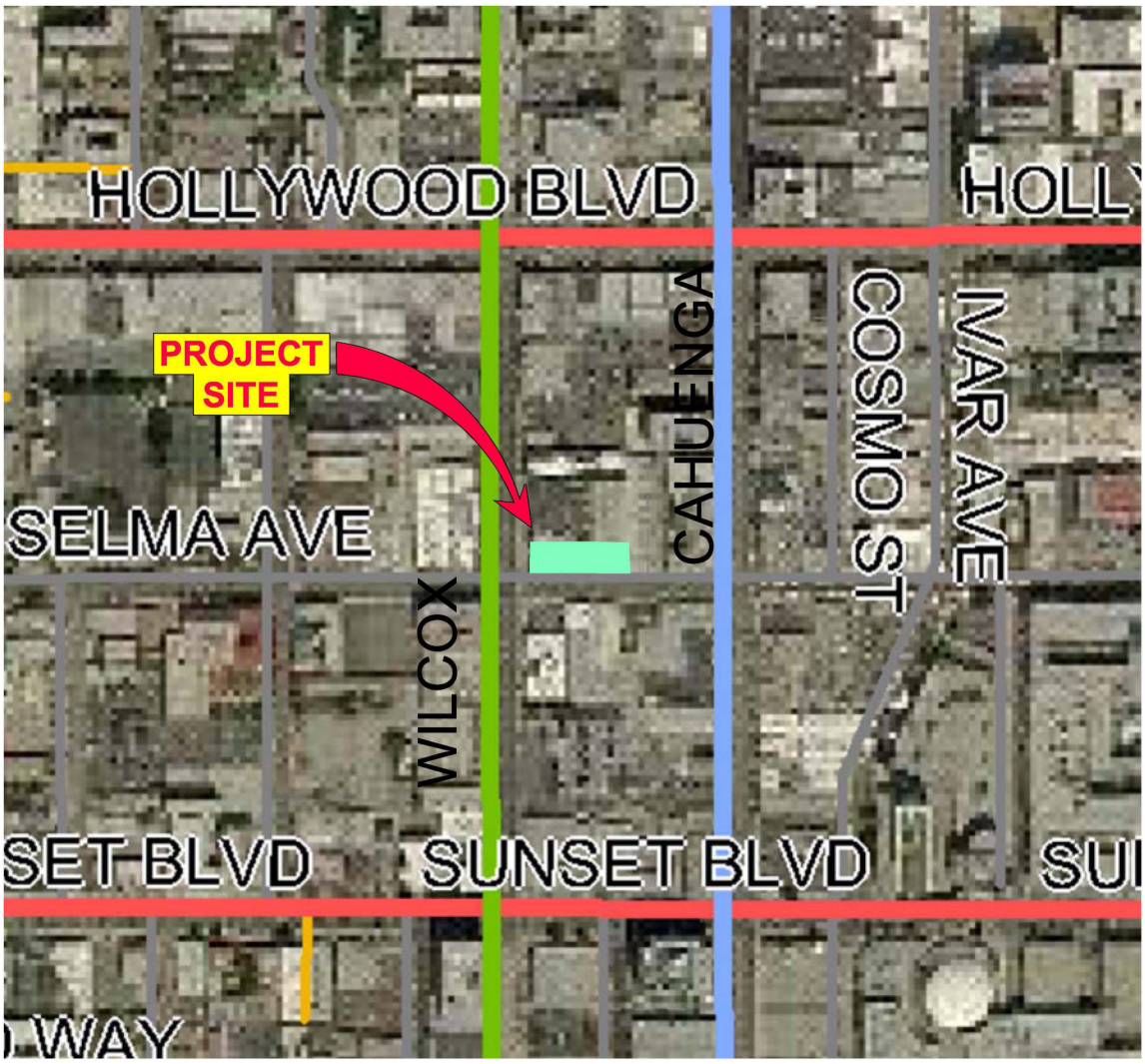
Overland Traffic Consultants, Inc.

TRAFFIC IMPACT ANALYSIS FOR SELMA-WILCOX HOTEL

6421 - 6429 SELMA AVENUE & 1600 - 1604 WILCOX

CEN- 14-42647

Located in the Hollywood area of
of the City of Los Angeles



Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100
Manhattan Beach, California 90266
(310) 545-1235

May 2017

TRAFFIC IMPACT ANALYSIS FOR
SELMA - WILCOX HOTEL

Located at 6421 – 6429 Selma Avenue & 1600 – 1604 Wilcox Avenue
In the
Hollywood Area
of the City of Los Angeles

(CEN 16-44348)

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
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(310) 545 – 1235

May 2017

EXECUTIVE SUMMARY

This report documents the results of a study evaluating the potential traffic impacts created by the construction of a proposed 8-story, 114-room hotel with ground floor and roof top amenities that are provided for the primary use of hotel guests but will be open to the public. The Initial Study/Mitigated Negative Declaration (IS/MND) describes the Project as a 114-guestroom hotel with the following uses: ground floor restaurant of approximately 1,939 square feet (with 60 indoor seats and 40 outdoor seats), lobby bar of approximately 819 square feet (with 48 seats), rooftop pool and amenity deck with rooftop bar of approximately 5,839 square feet (with 73 seats) and three levels of subterranean parking. For the purposes of this traffic study, the use designation and square footages have been modified slightly in order to conservatively capture the trip generating components of the ground floor and rooftop areas separate from the hotel guests' usage. For the purposes of trip generation in this traffic study, the Project is described as a 114-room hotel with 1,809 square foot ground floor restaurant (1,241 square feet of seating area and 568 square foot kitchen), and 5,041 square foot rooftop restaurant/bar (2,214 square foot amenity deck, 2,047 square foot bar seating area, 305 & 169 square foot back of house, and 306 square foot covered bar). The hotel will be located at 6421 – 6429 Selma Avenue and 1600 – 1604 Wilcox Avenue in the Hollywood area of the City of Los Angeles. The site is located on the north side of Selma Avenue and west side of Wilcox Avenue. An aerial view of the Project area is provided on the following page.

The Project site has recently been improved with a new subterranean garage, restaurant and retail space. The proposed hotel with amenities will be constructed with ground floor restaurant replacing a portion of the retail space and remaining over the two recently constructed elements. Two base scenarios have been evaluated for existing conditions. The original baseline has been included to represent the site prior to the recently constructed restaurant and retail space construction. The original baseline includes 4 residential units, 4,893 square feet of vacant retail, 3,174 square feet of restaurant and 1,650 square feet of piano bar. The trips produced by these land

uses have been added to the existing traffic data to present the Original Baseline. The current base line has been included to represent the approved and constructed 20,624 square foot restaurant and 6,000 square feet of retail. The trips produced by these recently constructed land uses have been added to the existing traffic data to present the Current Baseline.

Parking for the Project is proposed on site with access from Wilcox Avenue north of Selma Avenue. Sufficient parking spaces will be provided to meet City of Los Angeles Municipal Code (LAMC) Enterprise Zone requirements for the new hotel and the recently constructed retail and restaurant on the site.

It is estimated that the Original Baseline would add 368 daily trips with 5 trips during the AM Peak Hour and 41 trips during the PM Peak Hour to the 2017 traffic data.

It is estimated that the Current Baseline would add 1,925 daily trips with 21 trips during the AM Peak Hour and 161 trips during the PM Peak Hour to the 2017 traffic data.

It is estimated that the proposed Selma Wilcox Hotel Project would generate a potential increase of up to 1,227 daily trips with 70 trips during the AM Peak Hour and 100 trips during the PM Peak Hour after internal use and pass-by credits. Using the criteria established by the City of Los Angeles, it has been determined that the added traffic volume generated by the Project will significantly impact one of the ten study intersections under the Original Baseline evaluation and two of the ten study intersections under the Current Baseline evaluation. The trip generation and traffic study locations were determined based upon discussions with the Los Angeles Department of Transportation (LADOT) for the study parameters. A formal Memorandum of Understanding was approved by LADOT for the traffic study. A copy of the MOU is provided in Appendix A.

Traffic Mitigation

Hollywood Boulevard and Wilcox Avenue – Future with Project using Original Baseline conditions, PM Peak hour and Future with Project using the Current Baseline Conditions, PM Peak Hour

Selma and Wilcox Avenue – Future with Project using the Current Baseline Conditions, PM Peak Hour

A significant traffic impact occurs at Hollywood and Wilcox during the PM Peak Hour using the Original Baseline and Current Baseline conditions. A significant traffic impact occurs at Selma Avenue and Wilcox Avenue during the PM Peak Hour using the Current Baseline conditions only. These impacts can be mitigated to a level of insignificance through implementation of a Transportation Demand Management Plan (TDM) with a 10% effectiveness. The goal of the TDM plan would be to encourage guests and employees to use alternatives to single occupant vehicles to reduce overall traffic in the area. Some of the elements that would be incorporated into the TDM plan include:

Transit services are provided near the Project that provide access to local and regional facilities. There are existing bus stops on Hollywood Boulevard at Wilcox Avenue for westbound travel approximately 650 feet from the site and at Cahuenga Boulevard for eastbound travel approximately 1,000 feet from the site. Services along Hollywood Boulevard for these stops include LADOT DASH Hollywood (local circulator service), Metro route 212/312 (Hollywood to Miracle Mile to Baldwin Hills to Ingle wood & Hawthorne), Metro Route 217 (Fox Hills to Los Angeles to West Hollywood to Hollywood) and Metro Route 222 (Hollywood to Cahuenga Pass to Burbank to Sun Valley to Sunland). There is an existing bus stop on Sunset Boulevard at Wilcox Avenue for approximately 680 feet from the site with Metro Route 2/302 (Pacific Palisades to Westwood to Beverly Hills to Hollywood to Los Angeles to Echo Park to Downtown Los Angeles) services along Sunset Boulevard.

The Selma Wilcox Hotel Project proposes to provide the following to encourage transit usage and other multi-modal commuter options:

1. Provide guest assistance on arrival and departure to find options to personal or rented vehicles to access the site.

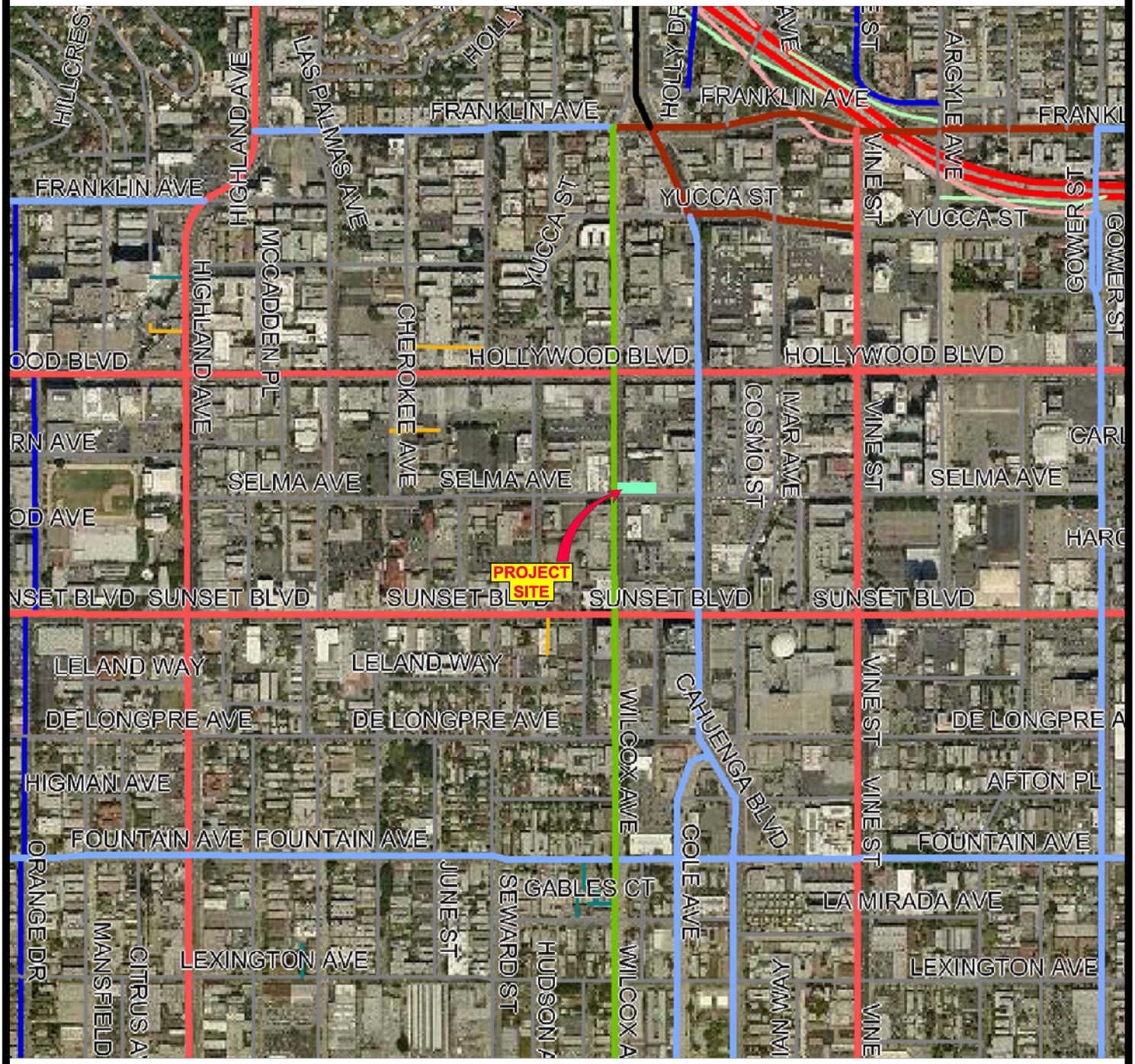
2. If found feasible by LADOT and Metro, improve the existing bus stop on the north side of Hollywood Boulevard east of Wilcox Avenue where there is an existing sign, bench and trash receptacle with a weather protected cover. Improve the bus stop on the south side of Hollywood Boulevard west of Cahuenga Boulevard where a bus sign only with a bench, trash receptacle, weather protected cover and bench. Improve the bus stop on the north side of Sunset Boulevard west of Wilcox Avenue where a bus sign, a bench, and trash receptacle with a weather protected cover;
3. Provide a visible on-site kiosk with options for ridesharing, bus routes and bike routes in a prominent area(s) in view for hotel guests, employees and patrons of the restaurants;
4. Provide information for guests of the hotel upon check in that includes the transit, bike routes, and nearby walking opportunities as options to use rather than person vehicles;
5. Provide an on-site TDM manager to assist hotel guests navigate the alternative modes of transportation options, in matching rideshare partners for the employees, determining transit routes for employees, and promoting TDM program.
6. Provide access pass and transit pass reductions for employees;
7. As required by the City, the Project will provide bicycle spaces to encourage cycling as an alternative to single occupant vehicles. These bicycle spaces will be a highlighted as part of the TDM Plan encouraging cycling as a an alternative to single occupant vehicles ;
8. Provide bicycle sharing service for guests and employees use;
9. Provide amenities to encourage guests of the hotel spend some of their time eating, relaxing and recreating on-site.

A full Transportation Management Plan will be developed that will detail project traffic reduction measures for the hotel and restaurant guests and employees of the project. The project amenities are anticipated to reduce the number of vehicles to and from the project site. A minimum of 10% reduction in new Project vehicle trips has been estimated to account for trip reduction measures. Implementation of the TDM plan with 10% effectiveness will reduce the significant impacts to a level of insignificance.

Selma Avenue creates the southern boundary of the Project site and Wilcox Avenue creates the western boundary of the Project site. Full dedication requirements have been provided as required by the City of Los Angeles during the construction of the parking garage, restaurant and retail project.

Parking - No parking impacts are anticipated with the Project as LAMC vehicle and bicycle parking requirements will be met with permitted replacement of vehicle parking with bicycle parking.

No transit, Congestion Management Program, bikeways or freeway significant impacts are anticipated with the Project.



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PROJECT SETTING

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CHAPTER 1 INTRODUCTION

As part of the Project's environmental review, an evaluation of the Project's potential traffic impact on the surrounding area is required. Therefore, the traffic impact analyses in this traffic study has been conducted using the procedures adopted by the City of Los Angeles Department of Transportation (LADOT) to analyze the Project's potential traffic impacts. The study intersections were evaluated using the LADOT Critical Movement Analysis (CMA) methodology. The CMA methodology calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's capacity. Any change to the intersection's peak hour operating condition caused by an increase/decrease in traffic volume can be quantified (i.e. traffic impact) using this analysis methodology.

Potential traffic impacts caused by a development Project that exceed limits established by the City of Los Angeles as specified in the Department of Transportation's Traffic Impact Study are identified. Any significantly impacted intersections are then evaluated for possible traffic mitigation measures.

Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the existing and future traffic volume estimate:

(a) Traffic counts were conducted on May 28, 2015 for four intersections and conducted on May 12, 2016 for the remaining 6 study intersections. These counts were increased by 1% per year to account for potential growth in the area to year 2017;

(b) Traffic in (a) + the Project traffic (Existing + Project);

(c) Traffic in (b) + proposed traffic mitigation, if necessary

(d) Existing + ambient growth to 2019 (added additional 1% per year);

(e) Traffic in (d) + related Projects (future "Without Project" scenario);

(f) Traffic in (e) with the proposed Project traffic (future "With Project" scenario);

(g) Traffic in (f) + the proposed traffic mitigation, if necessary.

Two baseline (Existing 2017) traffic conditions are evaluated in this study. The original baseline has been included to represent the site prior to the restaurant and retail space construction. This baseline includes 4 residential units, 4,893 square feet of vacant retail, 3,174 square feet of restaurant and 1,650 square feet of piano bar. The trips produced by these land uses have been added to the existing traffic data to present the Original Baseline. The current baseline has been included to represent the approved and constructed 20,624 square foot restaurant and 6,000 square feet of retail which have been recently constructed. The trips produced by these land uses have been added to the existing traffic data to present the Current Baseline.

A CMA analysis of the existing and future traffic conditions analysis has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and evening peak hour conditions have been evaluated at ten (10) key intersections. It should be noted that future traffic conditions include the potential construction of 136 other land development projects (related projects) in the general vicinity of the Project site.

The intersections analyzed in this study are:

1. Hollywood Boulevard and Wilcox Avenue;
2. Cahuenga Boulevard and Hollywood Boulevard;
3. Highland Avenue and Selma Avenue;
4. Selma Avenue and Wilcox Avenue;
5. Cahuenga Boulevard and Selma Avenue;
6. Highland Avenue and Sunset Boulevard;
7. Sunset Boulevard and Wilcox Avenue,
8. Cahuenga Boulevard and Sunset Boulevard,
9. Vine Street and Hollywood Boulevard; and,
10. Vine Street and Sunset Boulevard.

CHAPTER 2 PROJECT DESCRIPTION

The Project will construct an 8-story, 114-room hotel with ground floor and roof top amenities that are provided for the primary use of hotel guests but will be open to the public. The Initial Study/Mitigated Negative Declaration (IS/MND) describes the Project as a 114-guestroom hotel with the following uses: ground floor restaurant of approximately 1,939 square feet (with 60 indoor seats and 40 outdoor seats), lobby bar of approximately 819 square feet (with 48 seats), rooftop pool and amenity deck with rooftop bar of approximately 5,839 square feet (with 73 seats) and three levels of subterranean parking. For the purposes of this traffic study, the use designation and square footages have been modified slightly in order to conservatively capture the trip generating components of the ground floor and rooftop areas separate from the hotel guests' usage. For the purposes of trip generation in this traffic study, the Project is described as a 114-room hotel with 1,809 square foot ground floor restaurant (1,241 square feet of seating area and 568 square foot kitchen), and 5,041 square foot rooftop restaurant/bar (2,214 square foot amenity deck, 2,047 square foot bar seating area, 305 & 169 square foot back of house, and 306 square foot covered bar). The Project is located on the north side of Selma Avenue and east side of Wilcox Avenue. The hotel and amenities will be constructed over an existing parking area and restaurant. The Project has frontage along both Selma Avenue and Wilcox Avenue. The location of the Project is depicted on Figure 1.

Project parking will be provided on-site with three below grade parking levels and a driveway off of Wilcox Avenue only. A valet service will be provided to hotel guests and restaurant patrons. Parking attendants will be available on-site to manage the valet

parking. This parking area will be shared with the adjacent, recently constructed, restaurant and retail area.

The LAMC requires parking for the hotel based on the number of rooms and two spaces per 1,000 square feet of commercial area (including the ground floor restaurant space) in this area of Hollywood. The Project will be required a total of 63 parking spaces for the hotel component and 4 spaces for the ground floor restaurant after credits for replacement of some vehicle parking spaces with bicycle parking spaces at a rate of 1 vehicle space per four bicycle parking spaces. The recently constructed three below grade levels of parking will provide sufficient required parking for this hotel project and the adjacent recently constructed restaurant with retail to meet city requirements. The Project will also provide on-site short term and long term bicycle parking spaces. If the square footages of the Project are reduced, the parking requirement will be reduced accordingly. Figure 2 illustrates the Project site plan.

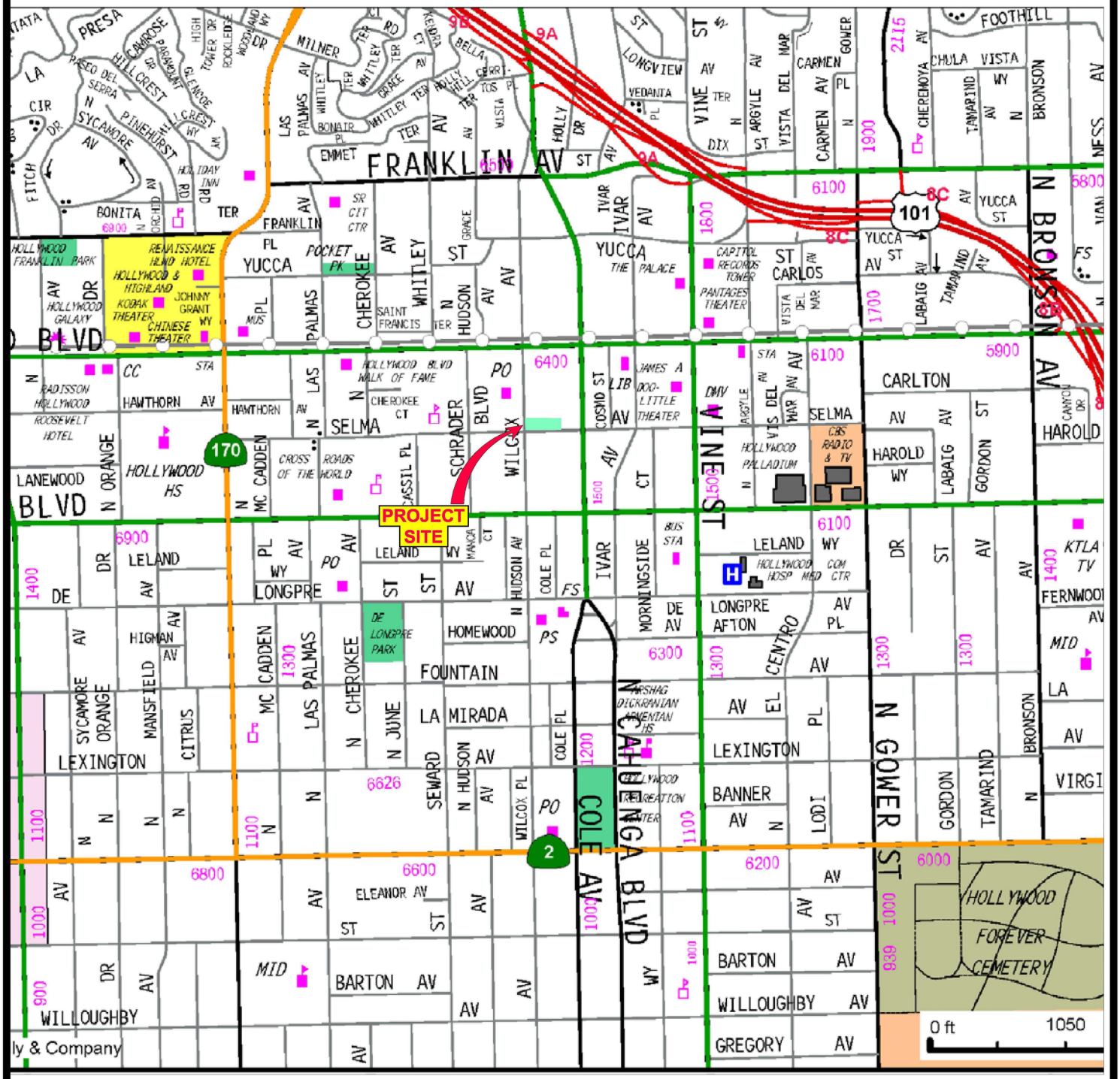

FIGURE 1

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PROJECT LOCATION

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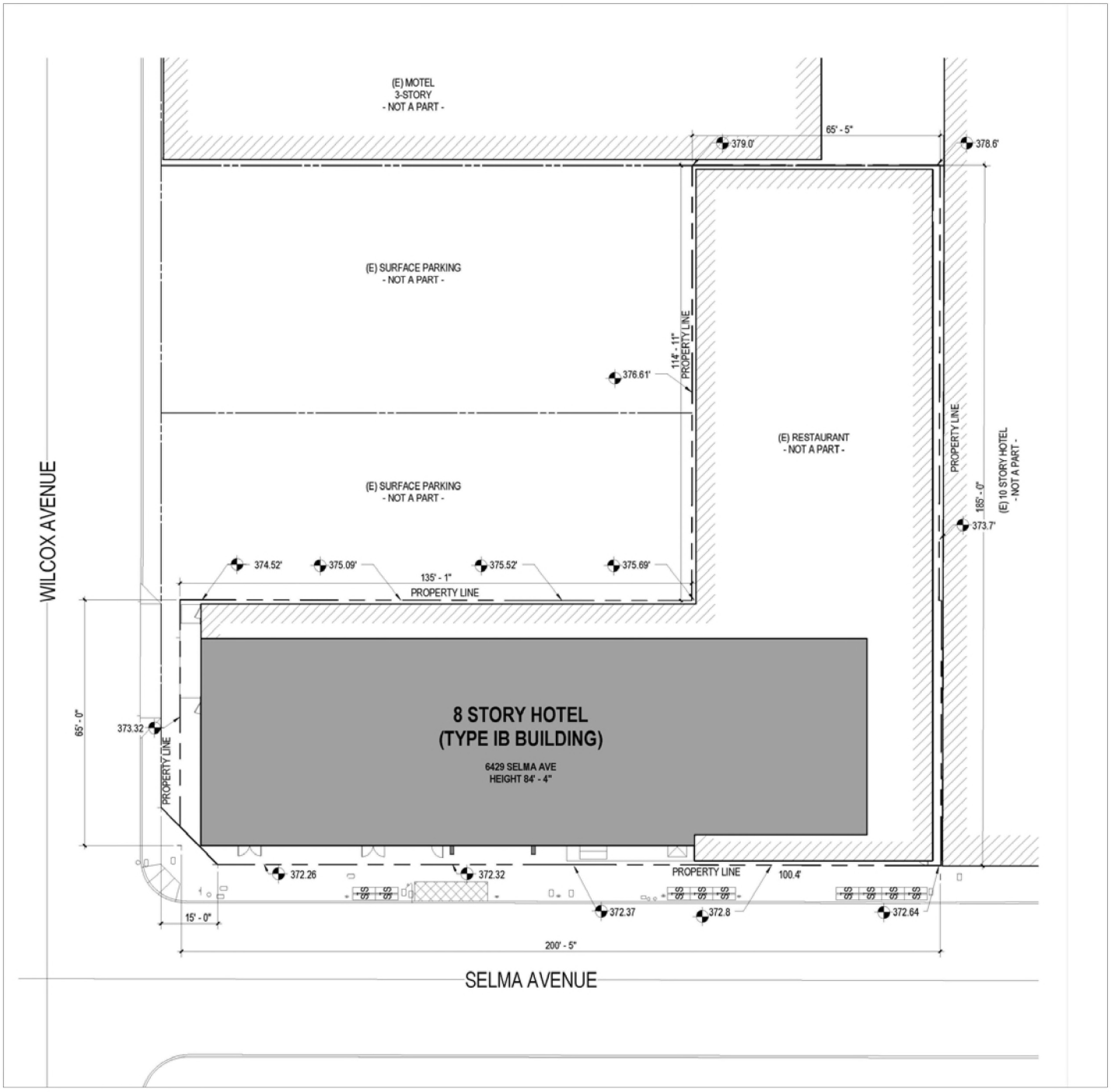

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FIGURE 2

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PROJECT SITE PLAN (First Level)

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CHAPTER 3 ENVIRONMENTAL SETTING

Land Use

The Project is located in the Hollywood Community Plan area. The current active land use map for the study area is provided in Appendix B. The Hollywood Community Plan includes areas for residential uses, commercial uses, industrial uses, open space and public facilities.

The City of Los Angeles Mobility Plan 2035 was adopted by City Council on January 20, 2016. The Mobility Plan dictates the street standards and designations within the plan area. The proposed Project will be subject to the Mobility Plan 2035. These elements are provided in Appendix C.

In addition to collecting traffic volume data for this analysis, field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations for the Project impact analysis. A brief description of the effected roadway facilities is provided below with the aerial views of the roadways, current city street standards and the Mobility Plan Map provided in Appendix C.

Transportation Facilities

The Project is in the Hollywood Los Angeles area which is serviced by the Hollywood Freeway (US-101). This is a regional north-south freeway to the east of the Project. This freeway links to numerous other freeways in the vicinity providing extensive regional access. The Hollywood Freeway is accessible via Hollywood Boulevard, Sunset Boulevard, Cahuenga Boulevard, Gower Street and Highland Avenue. The freeway is approximately one mile west of the Project site and approximately ¾ mile north of the Project Site. The Hollywood Freeway carries approximately 213,000 vehicles per day (VPD) with 12,800 vehicles per hour (VPH) during peak periods.

Cahuenga Boulevard is a north-south roadway designated as a Modified Avenue I north of Franklin Avenue and as a Modified Avenue I south of Franklin Avenue by the City of Los

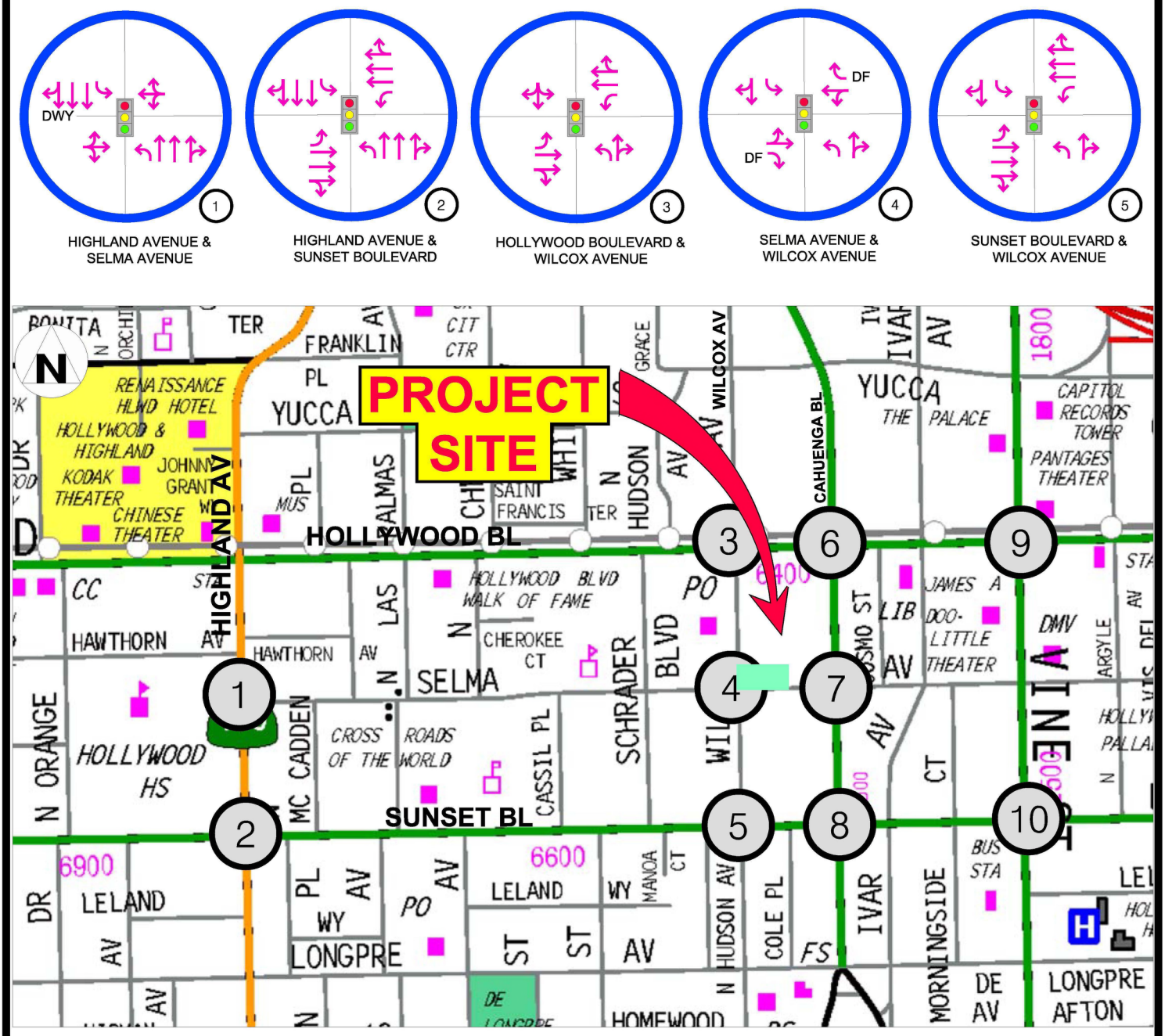

FIGURE 3

4/2017

DF = DE FACTO OPERATIONAL RIGHT TURN LANE

INTERSECTION CHARACTERISTICS

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Angeles Mobility Plan 2035. Cahuenga Boulevard provides two lanes in each direction and a bike lane in the Project area. Left turns from north and southbound Cahuenga Boulevard to Hollywood Boulevard are prohibited during the evening peak hours.

Highland Avenue is a north-south roadway designated as an Avenue I between Franklin Boulevard and Rosewood Avenue by the City of Los Angeles Mobility Plan 2035. Three lanes in each direction are provided in the Project area during peak hours. Left turn lanes are provided at major intersections.

Hollywood Boulevard is an east-west roadway designated as an Avenue I by the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Project area.

Selma Avenue is an east-west roadway designated as a Local Street by the City of Los Angeles. One lane in each direction is provided in the Project area. Two-hour time limited parking is provided in the Project area. Short term metered parking is provided west of Wilcox Avenue around the existing US Post Office.

Sunset Boulevard is an east-west roadway designated as an Avenue I in the Mobility Plan 2035. Sunset Boulevard provides three lanes in each direction at Highland Avenue and Wilcox Avenue but reduces to two lanes in each direction at Cahuenga Boulevard. One-hour time limited metered parking is provided during off-peak hours in the Highland Avenue and Wilcox Avenue area on Sunset Boulevard.

Vine Street is a north-south roadway designated as an Avenue II in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Modified Project area. The roadway extends from the Hollywood Freeway at Franklin Avenue to Melrose Avenue where it changes name to Rossmore Avenue.

Wilcox Avenue is a north-south roadway designated as a Modified Avenue III in the project vicinity by the Mobility Plan 2035. One lane in each direction with left turn lanes at some intersections are provided in the Project area. One-hour time limited metered parking is available in the Project area.

The roadway designations and aerial plans of the Project study intersections are provided in Appendix C.

Transit Service

Multiple public transportation opportunities are provided in the Project vicinity. Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), the City of Los Angeles Department of Transportation Dash service (DASH), subway Metro Rail, and Metro Express. There are Metro Red Line Rail stations located at Hollywood Boulevard and Highland Avenue and at Hollywood Boulevard and Vine Street. The Hollywood and Highland station is approximately three quarters of a mile from the Project site. The Hollywood and Vine station is approximately one half mile from the Project site.

Metro provides Metro Rail, local and rapid bus lines through this area of Hollywood. Metro Transit local lines provide service along Hollywood Boulevard in the Project area which includes:

- Metro Red Line between Downtown Los Angeles, Hollywood, and the San Fernando Valley connecting to the Orange Line and Purple Line directly and other downtown.

-Route 217 between Westchester and Hollywood along La Cienega Avenue, Fairfax Avenue and Hollywood Boulevard.

-Route 780 is a Rapid Service between Pasadena, Eagle Rock, Glendale, Los Feliz and Hollywood. This is a limited stop service for faster travel service.

Metro local lines provide service along the Highland Avenue in the Project area which includes:

-Route 156/656 operates between Hollywood and East San Fernando Valley including Studio City, Van Nuys and Panorama City.

Metro local lines provide service along Sunset Boulevard in the Project area which includes:

-Route 2/302 operates between Pacific Palisades, Westwood, West Hollywood, Hollywood and downtown Los Angeles.

Metro local lines provide service along Vine Street in the Modified Project area which includes:

-Route 210 operates between Hollywood and Torrance.

The Metro Rail and local lines provide connections throughout Hollywood to and from other services.

Local shuttle lines are provided by DASH Hollywood, Hollywood/Wilshire and Beachwood Canyon.

Transfer opportunities are available to/from Hollywood from the local and regional lines. The transit, Metro lines, and associated stops in the Project area are illustrated in Appendix D.

CHAPTER 4 PROJECT TRAFFIC CHARACTERISTICS

Project Traffic Generation

Traffic-generating characteristics of many land uses including the proposed hotel, restaurants, and bar has been surveyed by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 9th Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses.

The ITE studies indicate that the use and the size associated with the proposed Project hotel, restaurants, and bar generally exhibit the trip-making characteristics as shown by the trip rates in Table 1.

Table 1
Traffic Generation Rates

Description	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Hotel	310	8.17	0.53	59%	41%	0.60	51%	49%
Apartment	220	6.65	0.51	20%	80%	0.62	65%	35%
Retail	820	42.7	0.96	62%	38%	3.71	48%	52%
Quality Restaurant	931	89.95	0.81	55%	45%	7.49	67%	33%
Drinking Place	925	56.7	n/a			11.34	66%	34%
High Turnover Restaurant	932	127.15	10.81	55%	45%	9.85	60%	40%

The rooftop area of the hotel provides a hotel pool and congregating areas that are exclusive to the guests of the hotel. There are also rooftop areas that include restaurant/bar services that are open to the public. The trip generation is higher for a bar during the daily and AM Peak Hour but higher for the bar (drinking place) for the PM Peak Hour. In order to present a conservative estimate of potential Project traffic impacts, the higher restaurant rates were used for the daily and AM Peak Hour and the higher bar rates were used during PM Peak Hour.

The ITE rates are estimated without regard for the nature of the Project's vicinity in terms of transit and walking or interaction with the traffic on the surrounding roadways. Considering the multiple transit opportunities, walkability and expanding cycling infrastructure in the city, it is anticipated that employees and guests will make use of these options to single occupant vehicles. However, no reductions for this aspect have been incorporated into the analysis, and therefore this analysis presents a conservative impact analysis.

The hotel will provide a rooftop restaurant/bar and ground floor restaurant for the guests of the hotel and will be open to the public. It is expected that many of the patrons of both of the venues in the hotel will be used by the hotel guests who are already on the site and will not create a new vehicle trip to patronize them. Based on the anticipated operations of the hotel, a 50% internal trip credit was applied and approved by LADOT for the restaurants and bar.

Many land uses are visited on the way to or from another main destination point. The greater the regional draw the lower the pass-by activities. LADOT has established pass-by credits for several land uses. A copy of the LADOT pass-by rate policy from the Traffic Study Guidelines, December 2015, is provided in Appendix A. A 10% pass-by reduction has been incorporated into the analysis for the proposed rooftop restaurant/bar and a 20% pass-by reduction has been incorporated into the analysis for the ground floor restaurant as approved by LADOT. These reductions are not taken at the nearby intersections of Selma Avenue and Wilcox Avenue because patrons may need to make turning movements at these intersections to access the site.

It is estimated that the Project will conservatively generate a potential increase of 1,227 daily trips with 70 trips during the morning peak hour and 100 trips during the evening peak hour after internal and pass-by trips credits. Table 2 displays the estimated Project trip generation.

Table 2
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
	Proposed Project								
310	Hotel	114 Room	931	60	36	24	68	35	33
932	Ground Floor Restaurant	1,809 sf	230	20	11	9	18	11	7
	Internal Trips	50%	(115)	(10)	(5)	(5)	(9)	(5)	(4)
	Pass-By	20%	(23)	(2)	(1)	(1)	(2)	(1)	(1)
	Subtotal Lobby Restaurant/Bar		92	8	5	3	7	5	2
931/925	Roof top Restaurant/Bar	5,041 sf	453	4	3	1	57	37	20
	Internal Trips	50%	(227)	(2)	(1)	(1)	(29)	(19)	(10)
	Pass-By	10%	(23)	(0)	(0)	(0)	(3)	(2)	(1)
	Subtotal Rooftop Restaurant/Bar		204	2	2	0	26	17	9
	NET Proposed Project		**1,227**	**70**	**43**	**27**	**100**	**56**	**44**

Trip Distribution and Assignment of Project Traffic

A primary factor affecting a Project's trip direction is the locations of the potential origin and destination points that would generate Project trips. This is where the employees and guests of the hotel and restaurants are coming from and going to. The estimated Project directional trip distribution is also based on the study area roadway network, freeway locations, traffic flow patterns in and out of this area of the City of Los Angeles and consistency with previously approved traffic studies for this area of Los Angeles.

Figure 4 illustrates the estimated area wide Project traffic distribution percentages. Figure 5 shows the estimated Project traffic percentages detailed at each of the selected study intersections. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the Table 2, peak hour traffic volumes at each study location have been calculated and are shown in Figure 6 for the development. This estimated assignment of the Project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the Project at the study intersections.

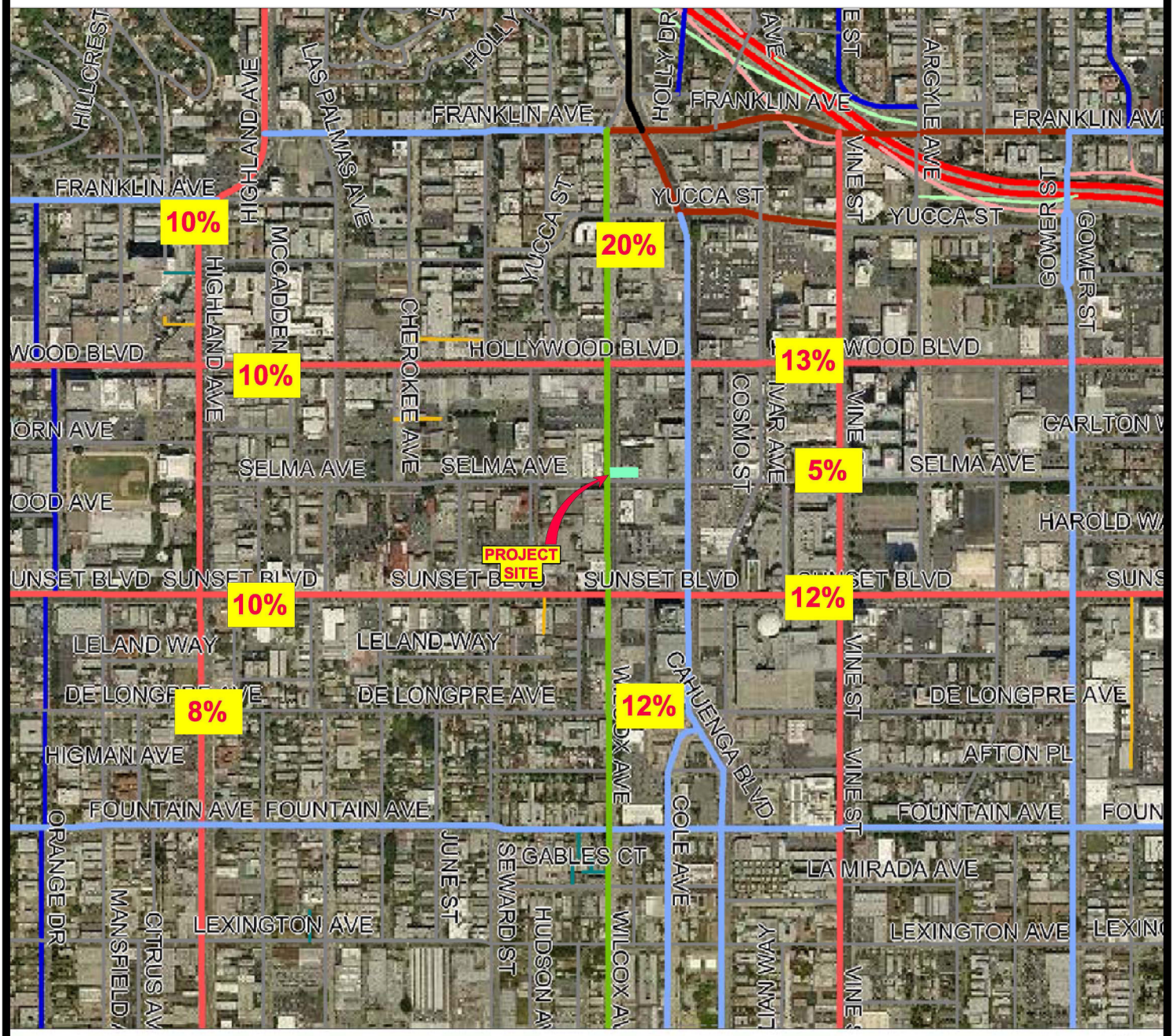

FIGURE 4

1/2017

OVERALL PROJECT DISTRIBUTION PERCENTAGE

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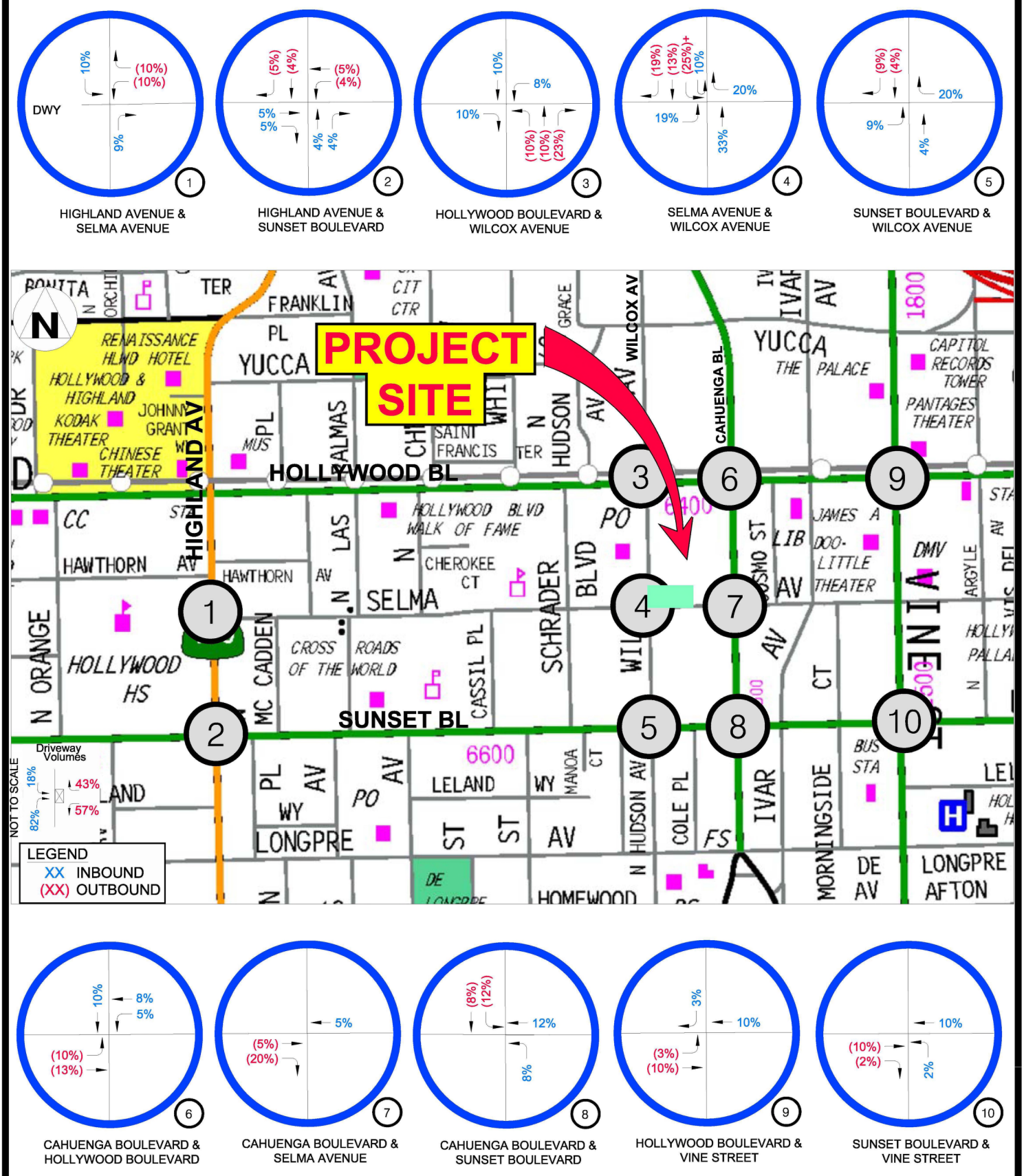

FIGURE 5

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PROJECT TRIP ASSIGNMENT PERCENTAGES

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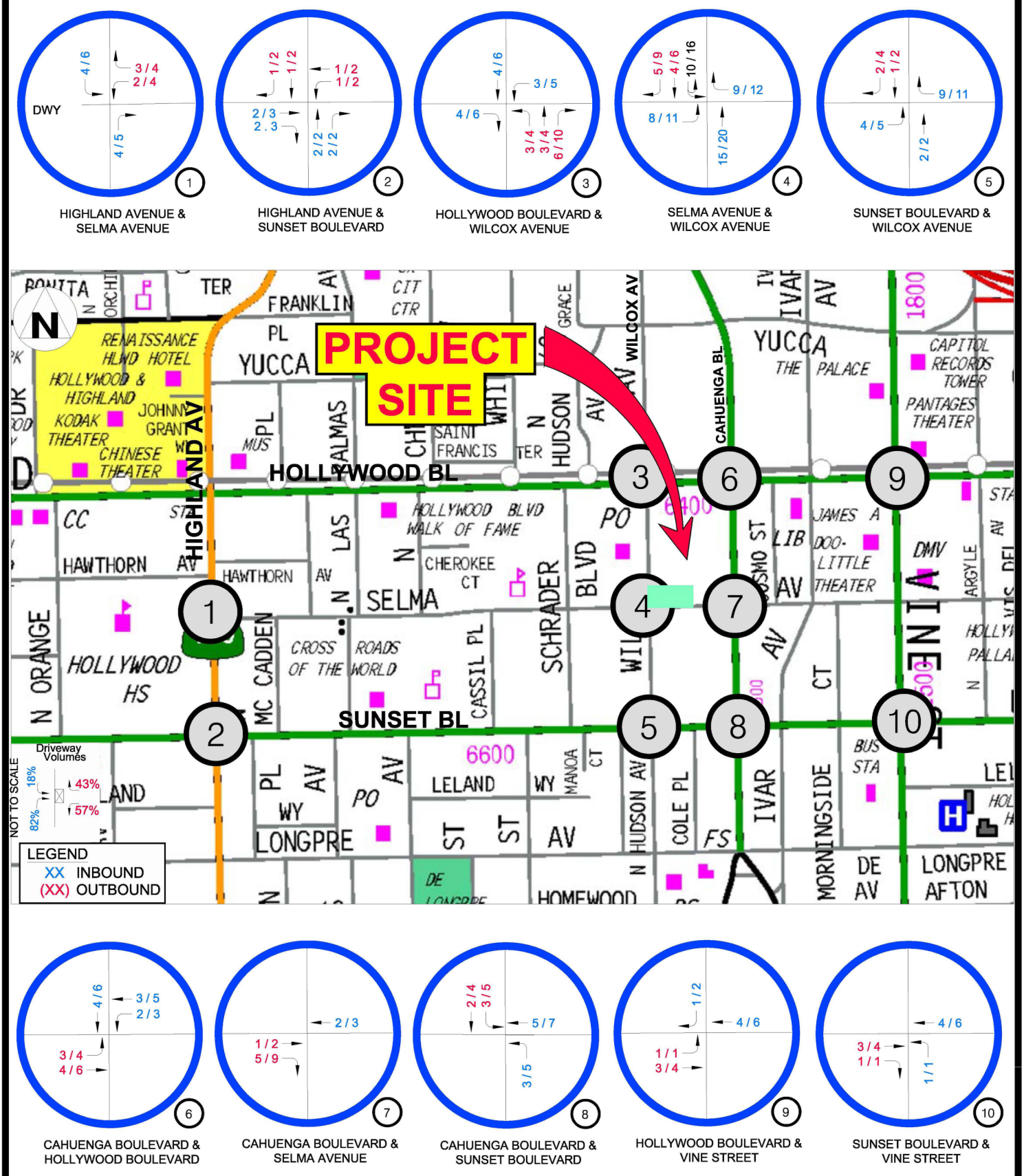

FIGURE 6

4/2017

PROJECT ONLY TRAFFIC VOLUMES
AM PEAK HOUR/PM PEAK HOUR

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Parking, Access & Circulation

The Project developer proposes 114 hotel rooms, 5,041-square foot rooftop restaurant/bar areas and 1,809 square foot ground floor restaurant. The parking will be provided in a three-level subterranean on-site parking garage with access from Wilcox Avenue. Valet service will be provided for hotel guests and restaurant patrons.

The Los Angeles Municipal Code requires one parking space per room for the first 30 hotel rooms, one space for every two rooms for the next 30 hotel rooms and one space for every three rooms for the remaining hotel rooms. Two spaces per 1,000 square feet of commercial development are required in this area of Hollywood.

The recently constructed restaurant project is currently proving 41 parking spaces in the same garage as will be used by the hotel. A total of 102 parking spaces are required for the new hotel and existing restaurant. The subterranean parking will provide 102 vehicle parking spaces to meet City code requirements for the new hotel and the prior restaurant and retail. No parking impacts are anticipated in association with this Project.

Analysis of Existing Traffic Conditions

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by National Data Systems, an independent traffic data collection company. Traffic counts were conducted on Thursday, May 28, 2015 at four of the study intersections and on Thursday, May 12, 2016 on the remaining six study intersections. These counts were increased by 1% per year to account for potential traffic growth in the area from the day the data was collected to current year 2017. The count days were typical weekdays when there were no holidays, no rain and schools were in session. Traffic counts were conducted during the morning peak and evening peak hours. The highest single hour during each of the peak periods was used in this analysis. Data collection worksheets for the peak hour counts are contained in Appendix E.

The hotel and amenities will be constructed over the recently constructed subterranean parking and permitted restaurant and retail. The ground floor hotel restaurant will replace a portion of the permitted retail. In order to evaluate the proposed hotel's potential traffic impact two baseline scenarios have been incorporated. The "Original Baseline" includes the land uses that were in place prior to the construction of the garage, retail and restaurant. This included four residential units, 4,893 square feet of vacant retail, 3,174 square feet of restaurant and a 1,650-square foot piano bar. The second baseline scenario "Current Baseline" incudes the permitted 20,624 square foot TAO Restaurant and 6,000 square feet of retail. The trip generation for both land uses were added to the base 2017 existing conditions. The trip generation was based on ITE trip generation rates provided in Table 1 on page 11. Table 3a displays the trip generation for the Original Baseline and Table 3b displays the trip generation for the Current Baseline.

Table 3a
Trip Generation Original Baseline

ITE Code	Description	Size	Daily	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
	Original Baseline								
220	Residential	4 units	27	2	0	2	2	2	0
820	Retail (vacant)	4,893 sf	0	0	0	0	0	0	0
931	Restaurant	3,174 sf	286	3	2	1	24	16	8
	Pass-By	10%	(29)	(0)	(0)	(0)	(2)	(1)	(1)
	Subtotal Restaurant		257	3	2	1	22	15	7
925	Piano Bar	1,650 sf	94	0	0	0	19	12	7
	Pass-By	10%	(9)	0	0	0	(2)	(1)	(1)
	Subtotal Piano Bar		85	0	0	0	17	11	6
	Net Orignial Baseline		**368**	**5**	**2**	**3**	**41**	**28**	**13**

Table 3b
Trip Generation Current Baseline

ITE Code	Description	Size	Daily	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
	Current Baseline								
931	Restaurant	20,624 sf	1,855	17	9	8	154	103	52
	Pass-By	10%	(186)	(2)	(1)	(1)	(15)	(10)	(5)
	Subtotal Restaurant		1,669	15	8	7	139	93	47
820	Retail	6,000 sf	256	6	4	2	22	11	11
	NET Current Baseline		**1,925**	**21**	**12**	**9**	**161**	**104**	**57**

The vehicle trip distribution for these two baselines was conducted the same as the prior entitlements for the approved restaurant and retail. Figure 7a and 7b provides a display of the trips added to the existing 2017 counts for both scenarios.

Existing traffic counts with the baseline trips added are provided on the following pages. Figure 8a and 8b provides AM and PM peak hours respectively trips with the Existing 2017 counts with the Original Baseline trip added and Figure 9a and 9b provides the AM and PM peak hours' trips with the Existing 2017 counts with the Current Baseline trips added.

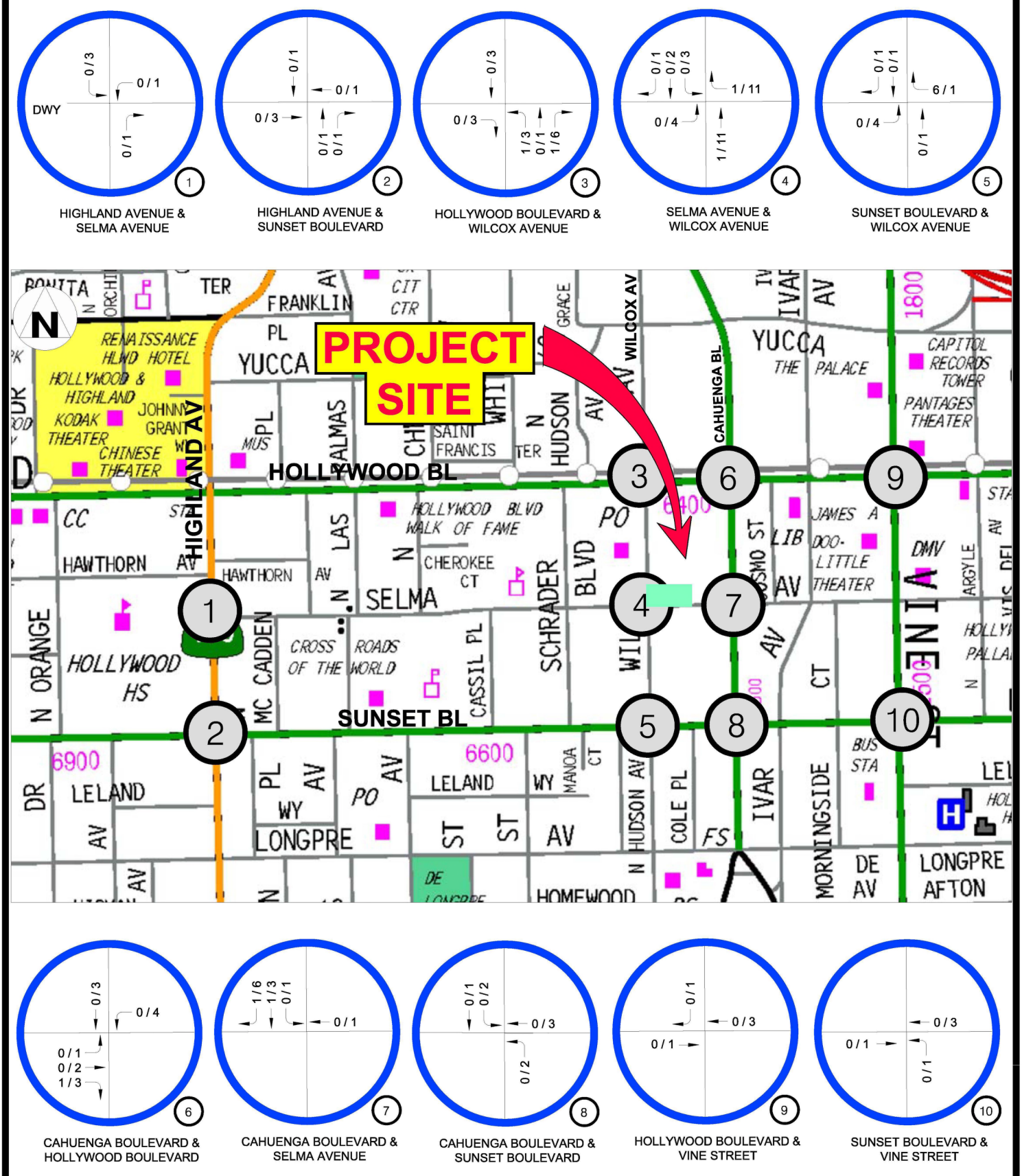

FIGURE 7a

4/2017

ORIGINAL BASELINE TRAFFIC VOLULMES
AM PEAK HOUR/PM PEAK HOUR

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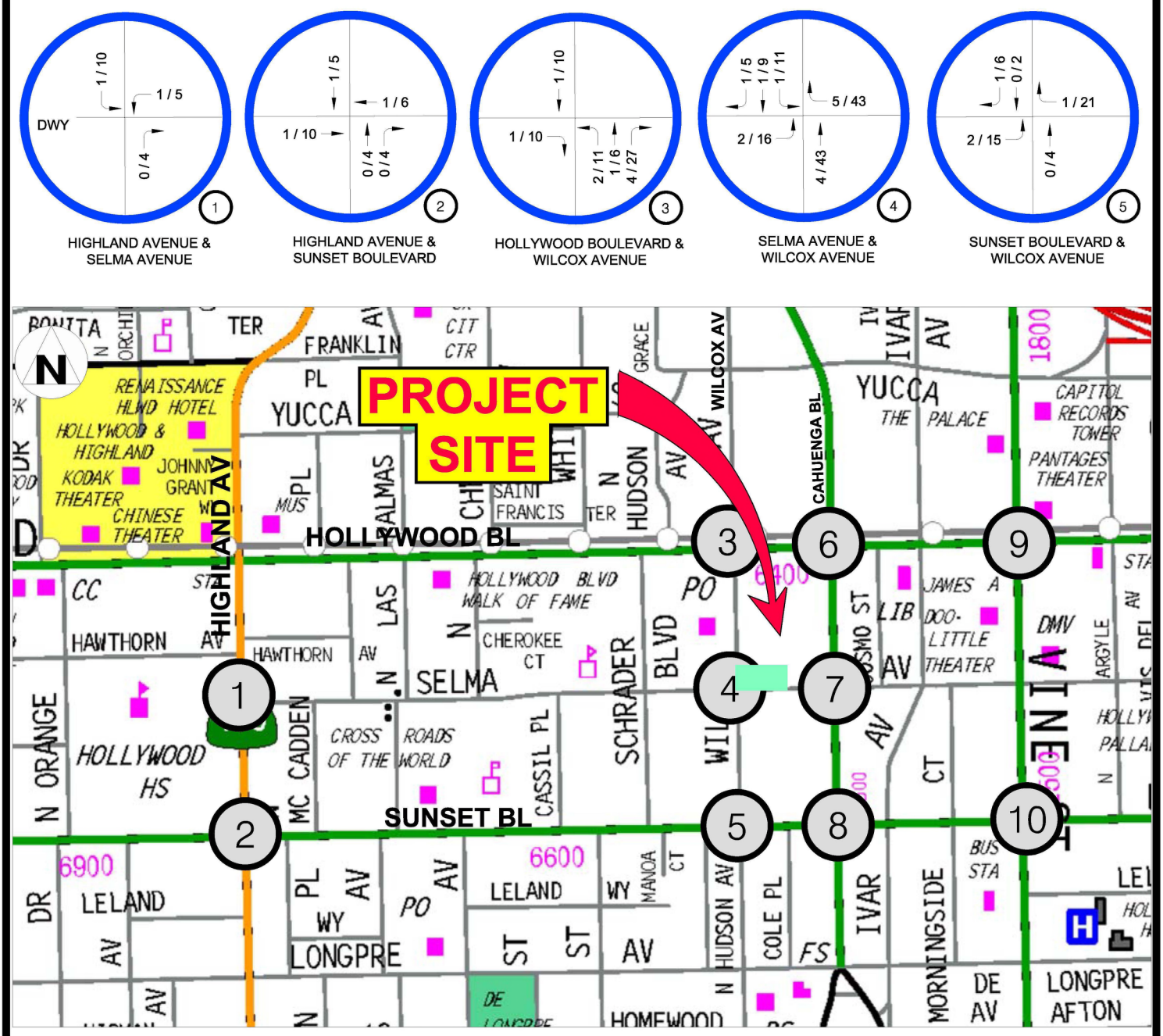

FIGURE 7b

4/2017

CURRENT BASELINE TRAFFIC VOLULMES
AM PEAK HOUR/PM PEAK HOUR

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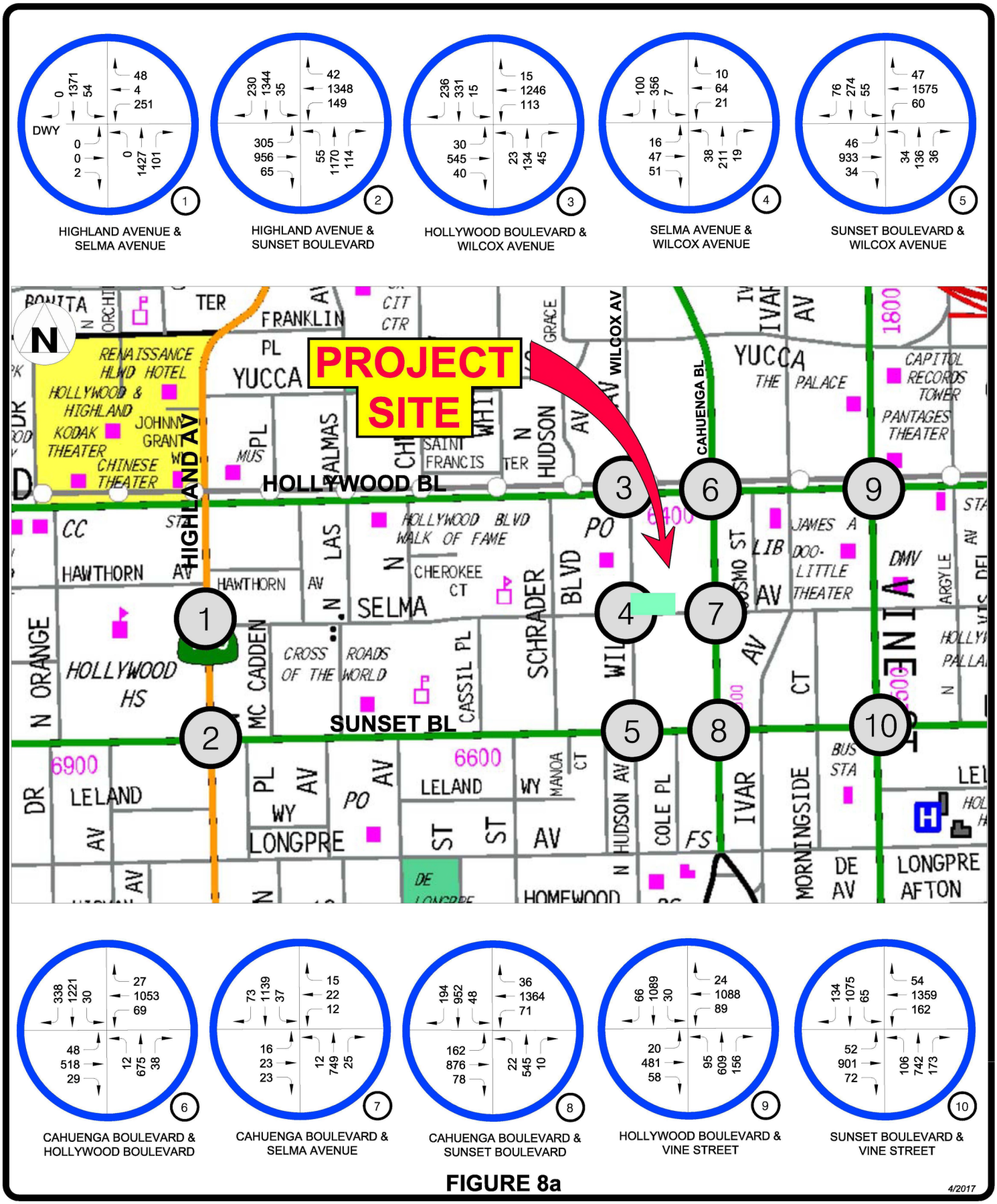

FIGURE 8a

4/2017

EXISTING (2017) + ORIGINAL BASELINE TRAFFIC VOLUMES AM PEAK HOUR

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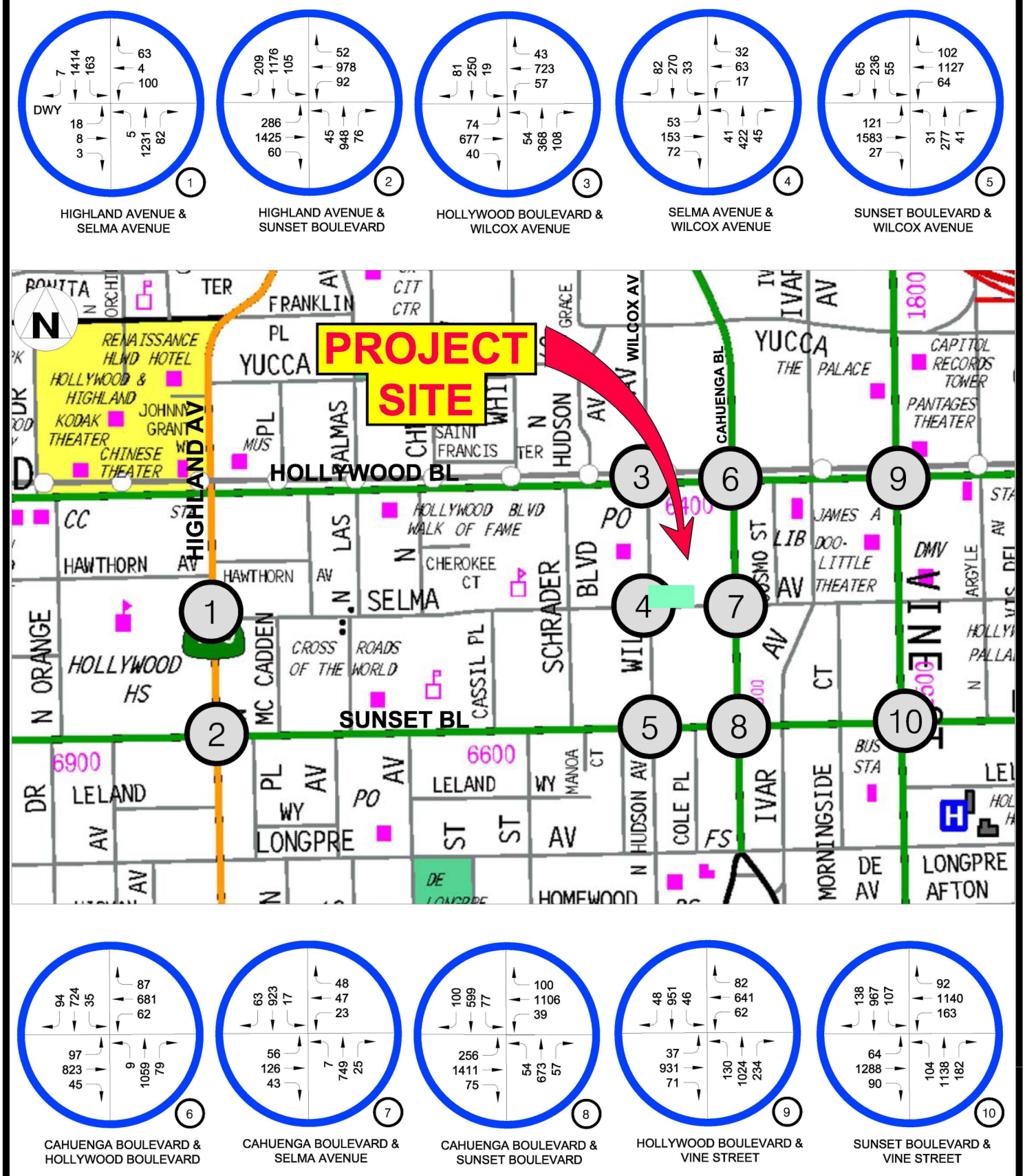

FIGURE 8b

4/2017

EXISTING (2017) + ORIGINAL BASELINE TRAFFIC VOLUMES PM PEAK HOUR

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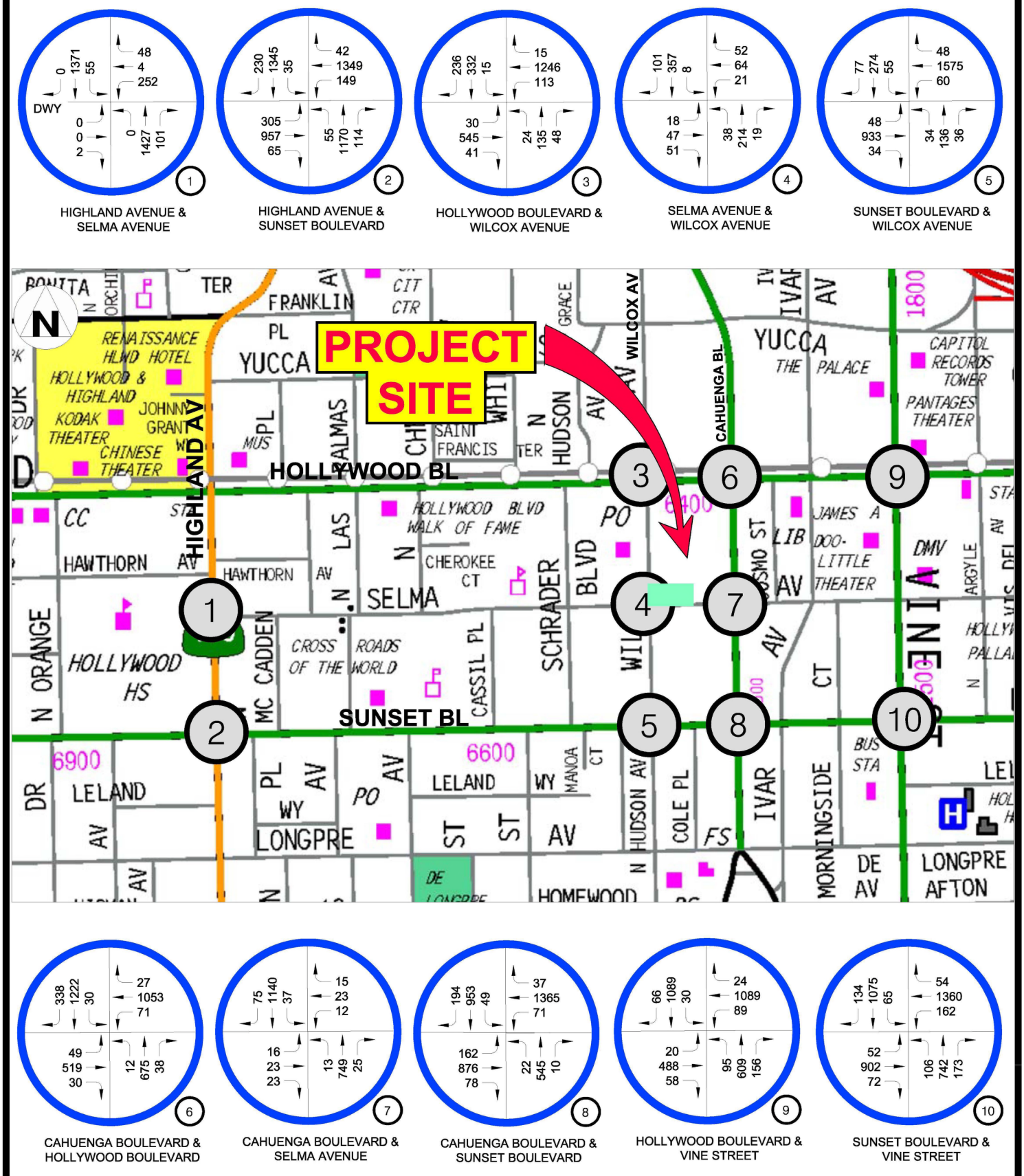

FIGURE 9a

4/2017

EXISTING (2017) + CURRENT BASELINE TRAFFIC VOLUMES AM PEAK HOUR

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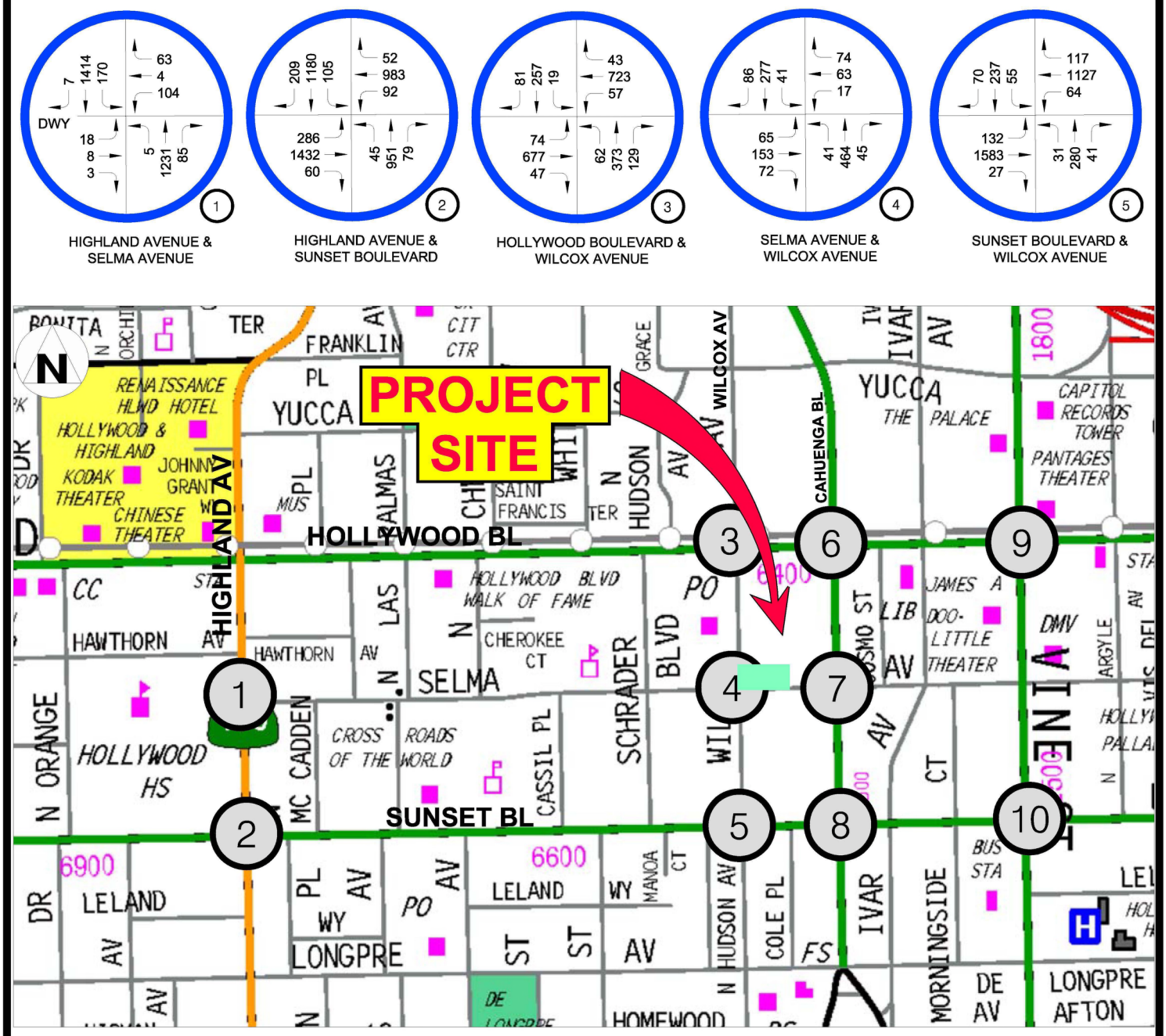


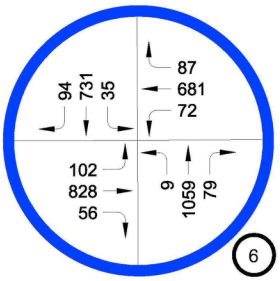
HIGHLAND AVENUE & SELMA AVENUE

HIGHLAND AVENUE & SUNSET BOULEVARD

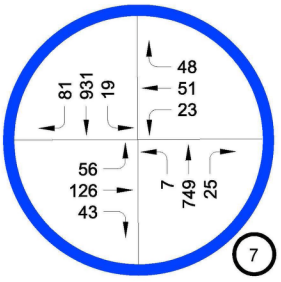
HOLLYWOOD BOULEVARD & WILCOX AVENUE

SELMA AVENUE & WILCOX AVENUE

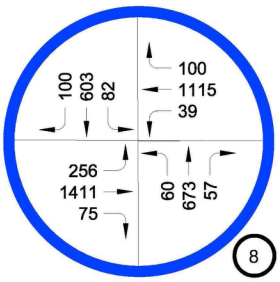
SUNSET BOULEVARD & WILCOX AVENUE



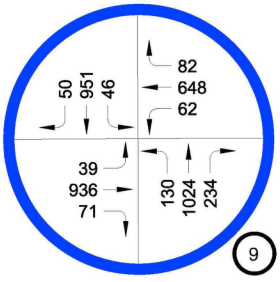
CAHUENGA BOULEVARD & HOLLYWOOD BOULEVARD



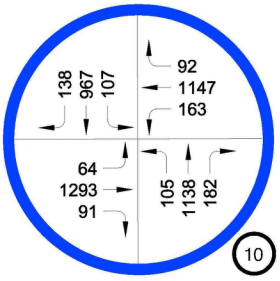
CAHUENGA BOULEVARD & SELMA AVENUE



CAHUENGA BOULEVARD & SUNSET BOULEVARD



HOLLYWOOD BOULEVARD & VINE STREET



SUNSET BOULEVARD & VINE STREET

FIGURE 9b

4/2017

EXISTING (2017) + CURRENT BASELINE TRAFFIC VOLUMES PM PEAK HOUR

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The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) methodology. The study intersections were evaluated using this methodology pursuant to the criteria established by the City of Los Angeles Department of Transportation for signalized intersections. The existing peak hour traffic counts (Original and Current Baseline) were used along with intersection lane configurations and traffic controls to determine the intersection's current operating condition.

The CMA procedure uses a ratio of the intersection's traffic volume to its capacity for rating an intersections congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming full capacity. V/C ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 4 on the following page.

Table 4
Level of Service Definitions

LOS	V/C Ratio	Operating Conditions
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

Reductions for traffic signal improvements in the area are included in the analysis. The area currently has Automated Traffic Surveillance and Control (ATSAC) systems improvements which increase capacity at the intersection through computer aided signal progression. The City of Los Angeles has determined that this type of improvement increases capacity by approximately 7%. The City has supplemented the signal systems in the Project area of Hollywood with an upgrade to the ATSAC system, which includes advance loop detection at the intersections and system wide progression computer programming with system wide interaction between the traffic signals. This system is known as the Adaptive Traffic Control System (ATCS) system. An additional 3% capacity increase is estimated with this signal system. The existing and future traffic conditions analysis with and without the Project include ATSAC and ATCS because both signal systems are installed at all the study intersections.

Seven of the ten study intersections had high pedestrian volumes during one or both peak periods. These intersections included: Highland Avenue and Sunset Boulevard during the PM Peak Hour, Hollywood Boulevard and Wilcox Avenue during the PM Peak Hour, Sunset Boulevard and Wilcox Avenue during the PM Peak Hour, Cahuenga Boulevard and Hollywood Boulevard during the AM and PM Peak Hour, Cahuenga Boulevard and Sunset Boulevard during the AM and PM Peak Hour, Vine Street and Hollywood Boulevard during the PM Peak Hour, and Vine Street and Sunset Boulevard during the AM and PM Peak Hour. The intersection capacity was reduced by 3% to account for this activity.

By applying the CMA procedures to the intersection data, the V/C values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined at the study intersections. The LOS values are summarized in Table 5a with the Original Baseline traffic volumes and Table 5b with the Current Baseline traffic volumes. Supporting capacity worksheets are contained in Appendix H of this report.

Table 5a
Level of Service for Existing (2017) Conditions
Original Baseline

No.	Intersection	Peak Hour	Existing CMA	Existing LOS
1	Highland Av &	AM	0.477	A
	Selma Av	PM	0.424	A
2	Highland Av &	AM	0.880	D
	Sunset Bl	PM	0.756	C
3	Hollywood Bl &	AM	0.744	C
	Wilcox Av	PM	0.565	A
4	Selma Av &	AM	0.297	A
	Wilcox Av	PM	0.382	A
5	Sunset Bl &	AM	0.547	A
	Wilcox Av	PM	0.579	A
6	Cahuenga Bl &	AM	0.881	D
	Hollywood Bl	PM	0.661	B
7	Cahuenga Bl &	AM	0.411	A
	Selma Av	PM	0.421	A
8	Cahuenga Bl &	AM	0.820	D
	Sunset Bl	PM	0.730	C
9	Hollywood Bl &	AM	0.776	C
	Vine Street	PM	0.743	C
10	Sunset Bl &	AM	0.827	D
	Vine Street	PM	0.874	D

Table 5b
Level of Service for Existing (2017) Conditions
Current Baseline

No.	Intersection	Peak Hour	Existing CMA	Existing LOS
1	Highland Av &	AM	0.479	A
	Selma Av	PM	0.432	A
2	Highland Av &	AM	0.881	D
	Sunset Bl	PM	0.758	C
3	Hollywood Bl &	AM	0.745	C
	Wilcox Av	PM	0.582	A
4	Selma Av &	AM	0.299	A
	Wilcox Av	PM	0.423	A
5	Sunset Bl &	AM	0.549	A
	Wilcox Av	PM	0.581	A
6	Cahuenga Bl &	AM	0.882	D
	Hollywood Bl	PM	0.669	B
7	Cahuenga Bl &	AM	0.413	A
	Selma Av	PM	0.433	A
8	Cahuenga Bl &	AM	0.821	D
	Sunset Bl	PM	0.736	C
9	Hollywood Bl &	AM	0.777	C
	Vine Street	PM	0.745	C
10	Sunset Bl &	AM	0.827	D
	Vine Street	PM	0.875	D

Analysis of Existing + Project Conditions

An evaluation has been conducted to evaluate potential Project impacts to the existing conditions. According to the standards adopted by LADOT and described in their December 2015 Traffic Study Policies and Procedures, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in the Table 6 below.

Table 6
Significant Impact Criteria
City of Los Angeles

LOS	Final V/C Value	Increase in V/C Value
C	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E & F	> 0.901	+ 0.010 or more

No significant impacts occur at LOS A or B because intersections operations are good and can accommodate additional traffic growth.

The potential impact for existing plus Project was conducted by adding the Project traffic to the existing traffic. The (Existing with Original Baseline) + (Existing with Original Baseline Project) traffic conditions were compared to determine if the thresholds of significance in Table 6 were exceeded. Traffic conditions were compared to determine if the thresholds of significance in Table 6 were exceeded. The results are presented in Table 7a. The (Existing with Current Baseline) and (Existing with Current Baseline + Project) traffic conditions were compared to determine if the thresholds of significance in Table 6 were exceeded. The results are presented in Table 7b. As noted in Table 7a and 7b, no significant impacts occur when the Project's traffic generation is added to the existing condition with Original or Current baselines.

Table 7a
Traffic Conditions for Existing with Original Baseline + Project

No.	Intersection	Peak Hour	Existing		Existing +Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1	Highland Av &	AM	0.477	A	0.485	A	+ 0.008	NO
	Selma Av	PM	0.424	A	0.434	A	+ 0.010	NO
2	Highland Av &	AM	0.880	D	0.881	D	+ 0.001	NO
	Sunset Bl	PM	0.756	C	0.758	C	+ 0.002	NO
3	Hollywood Bl &	AM	0.744	C	0.749	C	+ 0.005	NO
	Wilcox Av	PM	0.565	A	0.574	A	+ 0.009	NO
4	Selma Av &	AM	0.297	A	0.308	A	+ 0.011	NO
	Wilcox Av	PM	0.382	A	0.413	A	+ 0.031	NO
5	Sunset Bl &	AM	0.547	A	0.555	A	+ 0.008	NO
	Wilcox Av	PM	0.579	A	0.581	A	+ 0.002	NO
6	Cahuenga Bl &	AM	0.881	D	0.885	D	+ 0.004	NO
	Hollywood Bl	PM	0.661	B	0.665	B	+ 0.004	NO
7	Cahuenga Bl &	AM	0.411	A	0.415	A	+ 0.004	NO
	Selma Av	PM	0.421	A	0.429	A	+ 0.008	NO
8	Cahuenga Bl &	AM	0.820	D	0.824	D	+ 0.004	NO
	Sunset Bl	PM	0.730	C	0.735	C	+ 0.005	NO
9	Hollywood Bl &	AM	0.776	C	0.779	C	+ 0.003	NO
	Vine Street	PM	0.743	C	0.745	C	+ 0.002	NO
10	Sunset Bl &	AM	0.827	D	0.829	D	+ 0.002	NO
	Vine Street	PM	0.874	D	0.875	D	+ 0.001	NO

Table 7b
Traffic Conditions for Existing with Current Baseline + Project

No.	Intersection	Peak Hour	Existing		Existing +Project				Significant Impact
			CMA	LOS	CMA	LOS		Impact	
1	Highland Av &	AM	0.479	A	0.486	A	+	0.007	NO
	Selma Av	PM	0.432	A	0.442	A	+	0.010	NO
2	Highland Av &	AM	0.881	D	0.882	D	+	0.001	NO
	Sunset Bl	PM	0.758	C	0.760	C	+	0.002	NO
3	Hollywood Bl &	AM	0.745	C	0.750	C	+	0.005	NO
	Wilcox Av	PM	0.582	A	0.591	A	+	0.009	NO
4	Selma Av &	AM	0.299	A	0.031	A	+	-0.268	NO
	Wilcox Av	PM	0.423	A	0.455	A	+	0.032	NO
5	Sunset Bl &	AM	0.549	A	0.557	A	+	0.008	NO
	Wilcox Av	PM	0.581	A	0.583	A	+	0.002	NO
6	Cahuenga Bl &	AM	0.882	D	0.886	D	+	0.004	NO
	Hollywood Bl	PM	0.669	B	0.673	B	+	0.004	NO
7	Cahuenga Bl &	AM	0.413	A	0.417	A	+	0.004	NO
	Selma Av	PM	0.433	A	0.440	A	+	0.007	NO
8	Cahuenga Bl &	AM	0.821	D	0.825	D	+	0.004	NO
	Sunset Bl	PM	0.736	C	0.741	C	+	0.005	NO
9	Hollywood Bl &	AM	0.777	C	0.779	C	+	0.002	NO
	Vine Street	PM	0.745	C	0.747	C	+	0.002	NO
10	Sunset Bl &	AM	0.827	D	0.830	D	+	0.003	NO
	Vine Street	PM	0.875	D	0.877	D	+	0.002	NO

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed Project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

(a) Existing 2017 traffic conditions with Original Baseline and with Current Baseline volumes;

(b) Traffic in (a) + ambient growth (1 % per year increase) to year 2020 (both baselines);

(c) Traffic in (b) + related Projects (without Project scenario) (both baselines);

(d) Traffic in (c) with the proposed Project traffic (with Project scenario) (both baselines);

(e) Traffic in (d) + the proposed traffic mitigation, if necessary (both baselines).

The future cumulative analysis includes other development Projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. As part of this analysis, the related Project information was obtained from the City of Los Angeles Department of Transportation and City of Los Angeles Department of City Planning[1]. It should be noted that this Project or any actions taken by the City regarding this Project, does not have a direct bearing on the other proposed related projects. The locations of the related projects are shown in Figure 10 and described in Table 8. The number of trips added to the area by the related projects alone is displayed in Figure 11.

To evaluate future traffic conditions with the related project, estimates of the peak hour trips generated were developed. The potential net increase in traffic from the related projects is shown in Appendix F.

The potential traffic growth in the future at the study intersections has been determined by adding the existing traffic volume, ambient traffic growth of 1% per year and traffic

[1] From LADOT Case Files and Planning Website, Updated March 2016

from the other related development projects. Future cumulative "Without Project using Original Baseline" estimates are shown in Figure 11a for the AM Peak Hour and 11b for the PM Peak Hour. Future cumulative "Without Project using Current Baseline" estimates are shown in Figure 12a for the AM Peak Hour and 12b for the PM Peak Hour.

Table 8
Related Projects Descriptions

No.	Project	Size		Location
1	Daycare	4,480	sf	7002 Clinton St
	Kindergarten			
2	Hotel	168	rooms	1600 Schrader
	Restaurant	4,000	sf	
3	Café & Market	18,000		1915 Highland Av
	Commercial office			
4	Apartments	166	units	7141 Santa Monica Bl
	Retail	9,655	sf	
5	Hotel	212	rooms	6516 Selma Avenue
	Café	2,308	sf	
	Restaurant/Lounge/Bar	11,148		
6	Apartments	76	units	7300 Santa Monica Bl
	Condominiums	294	units	
	Retail	22,500	sf	
7	Restaurant	4,648	sf	5500 Hollywood Bl
	Coffee	1,000	sf	
8	Senior Housing	100	units	1118 N McCadden Pl
	Office	17,040	sf	
	Youth Housing	92	units	
9	Apartments	278	units	5550 Hollywood Bl
	Retail	12,500	sf	
10	Apartments	191	room	6220 W Yucca St
	Restaurant	6,980	sf	
	Hotel	260	rooms	
11	Apartments	202	units	1350 Western Av
	RetailRestaurant	7,400	sf	
12	Hotel	80	rooms	5600 Hollywood Bl
13	Office	240,000	sf	959 N Seward St
14	Apartments	247	units	6901 Santa Monica Bl
	Retail/Restaurant	15,000	sf	
15	Apartments	66	units	1603 N Cherokee Av

Table 8 (continued)
Related Projects Descriptions

No.	Project	Size		Location
16	Office	4,074	sf	6523 Hollywood Bl
	Restaurant	10,402	sf	
17	Apartments	179	units	915 N La Brea Av
	Market	33,500	sf	
18	Apartments	248	units	1610 N Highland Av
	Retail	14,710	sf	
19	Hotel	100	rooms	1841 N Highland Av
20	Apartments	52	units	5570 Melorse Av
	Retail	5,500	sf	
21	Apartments	118	units	1824 N Highland Av
22	Apartments	786	units	6677 Santa Monica Bl
	Restaurant	5,500	sf	The Lexington
	Retail	12,700	sf	
23	Tutoring Center	100	Students	927 N Highland Av
24	Apartments	225	units	1719-1727 Cherokee Av
25	Restaurant	806	sf	859 Highland Av
26	Retail	2,900	sf	7120 Sunset Bl
	Apartments	44	units	
27	Apartments	40	units	7000 W Melrose Av
	Retail	7,565	sf	
28	Hotel	225	rooms	1541 Wilcox Av
29	All Suites Hotel	167	rooms	6611-6637 Hollywood Bl
	Retail	10,500	sf	
	Restaurant	5,400	sf	
30				
31	Apartments	72	units	1233 N Highland Av
	Retail	17,830	sf	
32	Restaurant	11,400	sf	6608 Hollywood Bl
	Special Events	6,100	sf	
	Bar/Lounge	9,400	sf	
	Office	3,000	sf	
33	Hotel	180	rooms	6417 Selma Av
34	Office	88,750	sf	936 N LaBrea Av
	Retail	12,000	sf	
35	Office	130,000	sf	956 Seward St
36	Restaurant	17,717	sf	6757 Hollywood Bl

Table 8 (continued)
Related Projects Descriptions

No.	Project	Size		Location
37	Hotel	80	room	6381 Hollywood Bl
	Restaurant	15,920	sf	
38	Office	104,155	sf	6601 W Romain St
	Storage	1,970	sf	
39	Apartments	410	units	7107 Hollywood Bl
	Retail	5,000	sf	
	Restautant	5,000	sf	
40	Restaurant	6,321	sf	6531 Hollywood Bl
41	Apartments	200	units	6121 Sunset Bl
	Office	422,500	sf	Columbia Square
	Restaurant (ht)	23,500	sf	
	Restaurant (ff)	2,000	sf	
	Retail	16,500	sf	
	Health Club	15,000	sf	
42	Condominiums	57	units	1717 Vine St
	Restaurant	5,489	sf	
43	Apartments	375	units	1311 N Cahuenga Bl
	Commercial	2,500	sf	
44	Apartments	437	units	5651 Santa Monica Bl
	Retail	377,900	sf	Paseo Plaza
45	Apartments	270	units	6200-6201 Hollywood Bl
	Retail	2,500	sf	
	Restaurant	5,000		
46	Office	404,799	sf	5800 Sunset Bl
47	Hotel	100	rooms	1341 Vine Street
	Office	282,500	sf	
	Apartments	250	units	
48	Condominiums	311	units	5925 Sunset Bl
	Office	40,000	sf	
	Retail	5,000	sf	
	Restaurant	8,500	sf	
49	Mixed - Use	53,940	sf	1745 N Western
50	Restaurant	12,225	sf	6506 Hollywood Bl
51	Condominiums	96	units	5663 Melrose Av
	Retail	3,350	sf	
52	Condominiums	42	units	6001 Carlton Wy
53	Condominiums	85	units	6230 Yucca St
	Office	13,790	sf	
	Live work	10	units	
54	Hotel	50	rooms	6600 Sunset Bl

Table 8 (continued)
Related Projects Descriptions

No.	Project	Size		Location
55	Residential	57	units	1149 Gower St
56	Residential	151	units	6100-6116 Hollywood Bl
	Retail	6,200	sf	
57	Office	214,000	sf	6225 Hollywood Bl
58	Office	121,450	sf	1601 N Vine St
	Restaurant	6,150	sf	
	Bar	2,300	sf	
59	Hotel	225	rooms	1800 Argyle Av
60	Hotel	80	units	6381 Hollywood Bl
	Restaurant	15,290	sf	
61	Health Club	13,112		6311 Romaine St
62	Museum	79,231	sf	1313 Vine St
63	Office	169,463	sf	1546 Argyle Av
	Retail	24,200	sf	Ametron
64	Apartments	200	units	6230 - 54 Sunset Bl
	Office	32,125	sf	
	Retail	4,700	sf	
65	Office	264,303	sf	1740 Vine St
	Apartments	461	units	Capitol Records
	Hotel	254	rooms	
	Retail	100,000	sf	
	Restaurant	25,000	sf	
	Health Club	80,000	sf	
66	Apartments	240	units	5525 W Sunset Bl
	Market	34,500	sf	Sunwest
	Restaurant	5,000	sf	
67	Apartments	70	units	1720 Gower St.
68	Office	40,000	sf	5825 Sunset Bl
69	Apartments	130	units	6142 Franklin Av
70	Hotel	86	rooms	6107 Hollywood Bl
	Retail	5,000	sf	
71	Apartments	63	units	922 Western Av
	Retail	13,500	sf	
72	Apartments	731	units	6201 Sunset Bl
	Restaurant	5,000	sf	
	Retail	21,000	sf	
	Coffee	1,000	sf	
73	Office	274,000	sf	5901 Sunset Bl
	Retail	26,000	sf	

Table 8 (continued)
Related Projects Descriptions

No.	Project	Size		Location
74	Hotel	159	rooms	1921 Wilcox Av
	Restaurant	3,000	SF	
75	Studio	21,000	sf	5555 Melrose Av
	Production	635,000	sf	buildout 2038
	Office	638,100	sf	
	Retail	89,200	sf	
76	Hotel	118	rooms	1133 N Vine St
77	Office	114,725	sf	6300 Romaine St
	Gym	40,927	sf	
	Studio	38,072	sf	
78	Hollywood Cap Park	38 acres		Over 101 Fwy betweeen
	Amphitheater	500	seat	North of Hollywood Bl to
	offices, concessions	7,500	sf	Santa Monica Bl
	commercial	7,500	sf	
	Restaurants	21,500	sf	
	Café	750	sf	
	Bed & Breakfast Inn	5	rooms	
	Community Center	30,000	sf	
	library, police substation			
	classrooms, event space			
79	Apartments	202	units	nwc Selma/Cherokee
80	Apartments	126	units	6406 Franklin Av
81	Apartments	118	units	1840 Highland Av
82	Apartments	63	units	1818 Cherokee Av
83	Apartments	82	units	1737 Las Palmas Av
	Retail	1,115	sf	
84	Condominiums	242	units	694 Hobart Av
	Health Club	25,700	sf	
	Restaurant(Q)	26,600	sf	
	Restaurant (ht)	4,200	sf	
	Club	9,700	sf	
	Office	13,600	sf	
	Retail	4,400	sf	
85	Condominiums	70	units	600 Hobart Av
	Retail	8,558	sf	
86	Apartments	54	units	5920 Melrose Av
	Retail	16,000	sf	

Table 8 (continued)
Related Projects Descriptions

No.	Project	Size		Location
87	Apartments	43	units	7045 Lanewood Av
88	Apartments	100	units	712 Wilcox Av
89	Condominiums	29	units	1718 Las Palmas Av
	Apartments	196	units	
	Retail	378	sf	
90	Apartments	270	units	6758 Yucca St
	Retail	8,500	sf	
91	Retail	29,900	sf	6904 Hollywood Bl
	Office	16,700	sf	
92	Apartments	42	du	7046 Hollywood Bl
93	Hotel	69	rooms	1525 N. Cahuenga Bl
	Office	1,500	sf	
	Other	700	sf	
94	Apartments	89	units	1717 N. Bronson Av
95	Apartments	236	units	7510 - 7556 Sunset Bl
	Retail	20,000	sf	
	Restaurant	10,000	sf	
96	Assisted Living	68	units	5245 Santa Monica Bl
	Retail	51,674	sf	
97	Retail	194,749	sf	5520 Sunset Bl
98	Retail	15,000	sf	926 Scyamore Av
	Office	74,154	sf	
99	Restaurant	3,236	sf	5777 Hollywood Bl
	Retail	5,275	sf	
100	School	350	students	1717 Gramercy Pl
101	Apartments	162	units	5750 Holllywood Bl
	Retail	6,000	sf	
102	Apartments	42	units	5400 Hollywood Bl
	Retail	6,778	sf	
103	Apartments	42	units	1544 Serrano Av
104	Gas Station	10	pump	5420 Sunset Bl
105	Apartments	54	units	5607 Carlton Way
106	Apartments	950	units	6701 Sunset Bl
	Retail	185,000	sf	
	Hotel	308	rooms	
	Office	95,000	sf	
107	Residential	108	units	5555 Hollywood Bl
	Retail	9,937	sf	
108	Apartments	88	units	525 Wilton Pl

Table 8 (continued)
Related Projects Descriptions

No.	Project	Size		Location
109	Parking Lot	70	spaces	2000 N. Fuller Av
110	Hotel	100	rooms	6322 De Longpre Av
	Office	233,665	sf	
	Market	40,000	sf	
	Restaurant	9,133	sf	
	Apartments	200	units	
111	Condominiums	13	units	6915 Melrose Av
	Retail	7,500	sf	
112	NBC Universal Plan			100 Universal City Plaza
113	John Anson Ford Theaters	311	seats	2580 Cahuenga Bd
	Restaurant	5,400	sf	No construction by study year
	Office	30	employee	
114	Retail	17,000	sf	925 La Bea Av
	Office	53,000	sf	
115	Retail	17,000	sf	904 La Bea Av
	Apartments	169	units	
116	Apartments	84	units	707 N. Cole Av
117	Apartments	8	units	1201 N. La Brea Av
	Retail	8,833	sf	
118	Apartments	85	units	901 N. Vine St
	Retail	4,000	sf	
	Restaurant	4,000	sf	
119	Hotel	221	rooms	6409 Sunset Bd
	Retail	1,893	sf	
120	Apartments	375	units	1310 N. Cole Av
	Restaurant	2,800	sf	
121	Restaurant (net)	785	sf	1277 N. Western Av
122	Apartments	75	units	1276 N. Western Av
	Retail	13,500	sf	
123	Apartments	270	units	6200 Sunset Bd
	Retail	12,400	sf	
124	Hotel	216	rooms	1718 Vine Street
	Restaurant	4,354	sf	
125	Hotel	220	room	1400 Cahuenga
	Restaurant	2,275	sf	

Table 8 (continued)
Related Projects Descriptions

No.	Project	Size		Location
126	Apartments	185	units	1375 N. St. Andrews Pl
127	Apartments	104	units	1868 Western Avenue
	Retail	13,500	sf	
128	Apartments	75	units	5460 Fountain Avenue
129	Apartments	61	units	1627 Western Avenue
	Retail	13,374	sf	
130	Market	32,435	sf	1502 N Gardner Street
131	Hotel	140	rooms	1717 N Wilcox Avenue
	Retail	3,500	sf	
132	Restaurant Expand	6,632	sf	1615 N Cahuenga Bl
133	Apartments	71	units	1749 La Palmas
134	Apartments	185	units	5632 DeLongpre
135	Office	49,981	sf	7007 Romaine Street
	Retail	3,555	sf	
136	Apartments	299	units	5939 Sunset Bl
	Office	36,688	sf	
	Restaurant/Retail	13,279	sf	

* No specifics located estimated 20,000 sf library, 1,000 sf police station, 10,000 sf classrooms and 20,000 sf event space

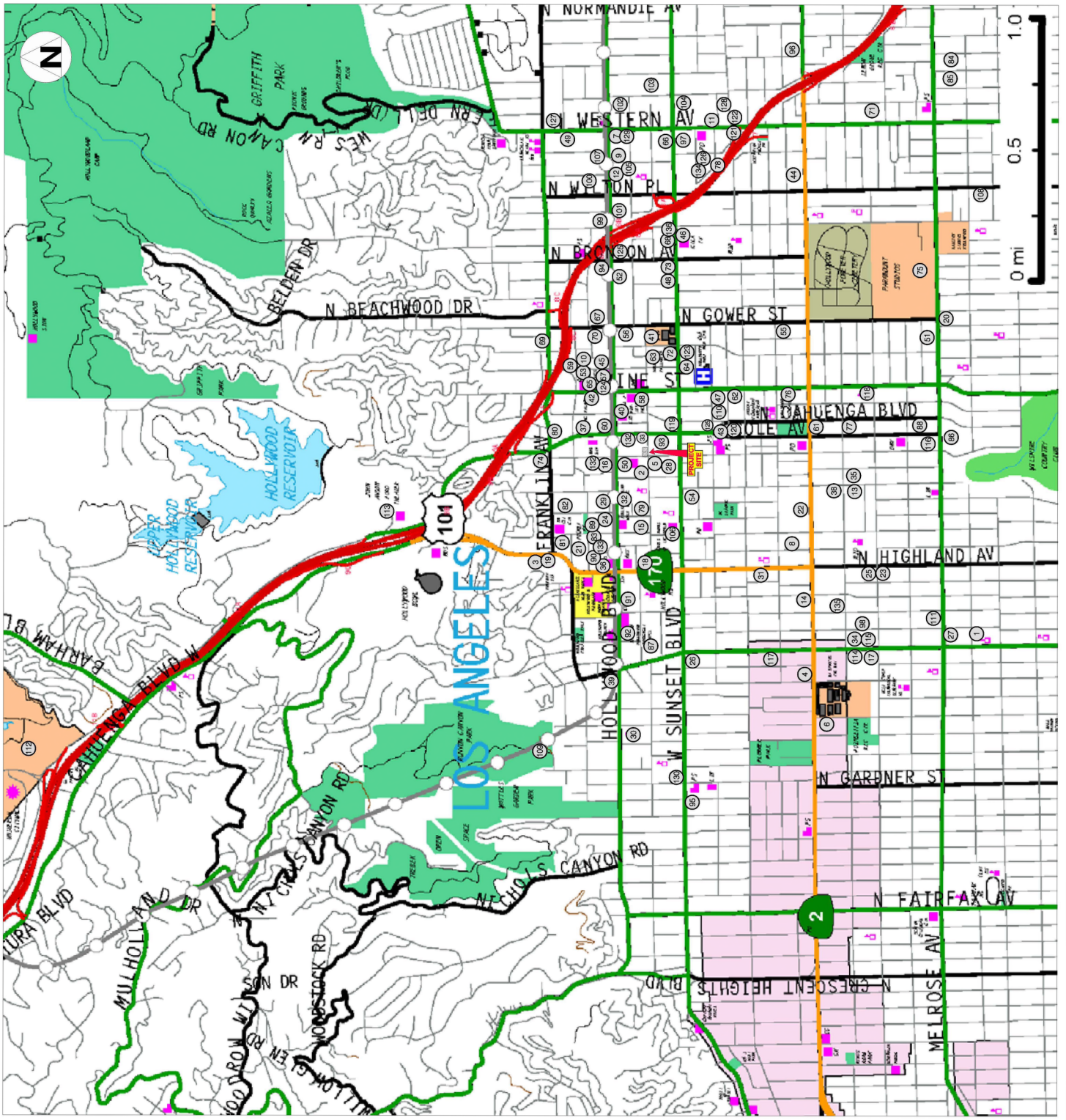

FIGURE 10

5/2017

RELATED PROJECT LOCATIONS

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com

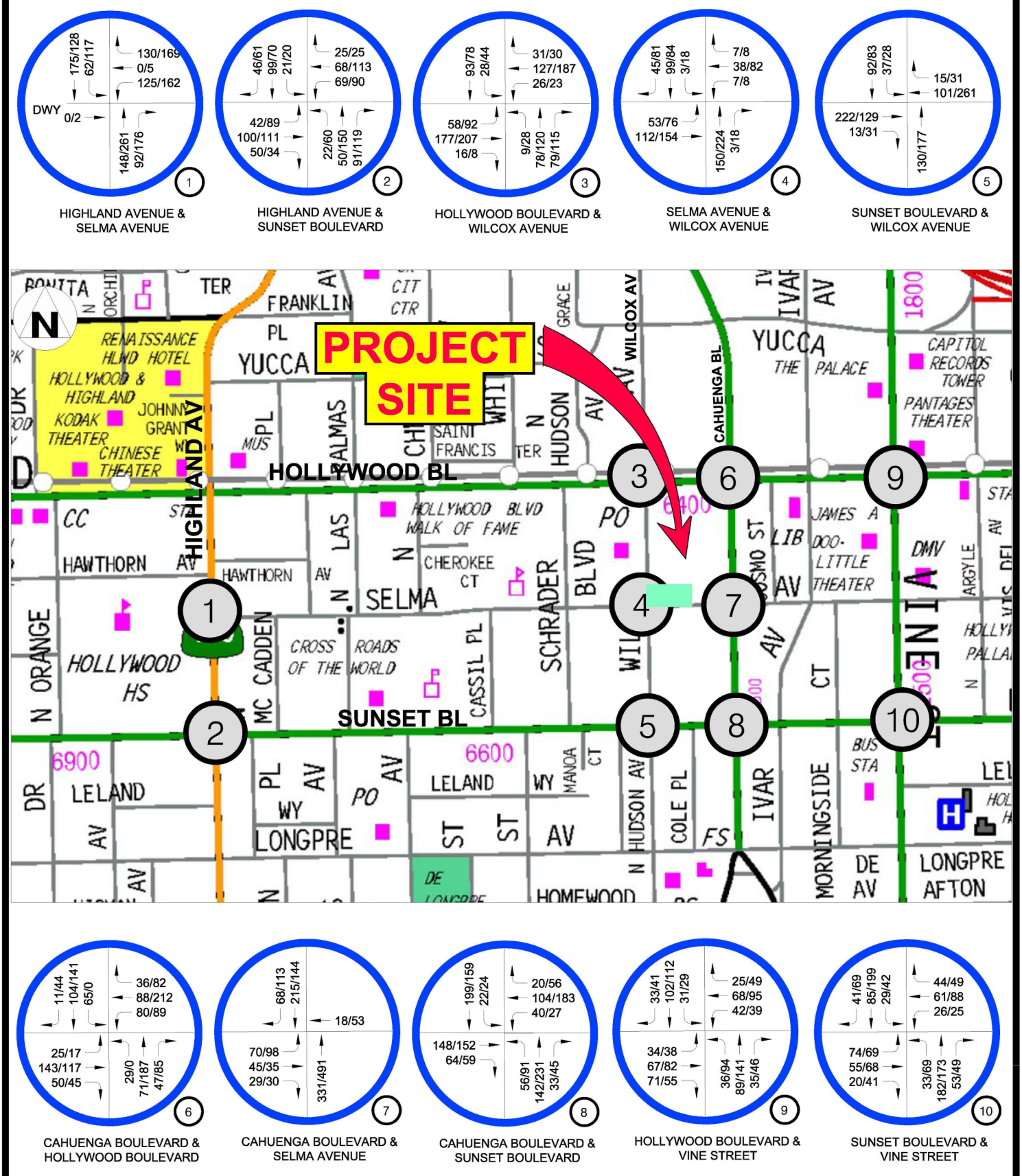

FIGURE 11

4/2017

RELATED PROJECT ONLY TRAFFIC VOLUMES
AM PEAK HOUR/PM PEAK HOUR

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

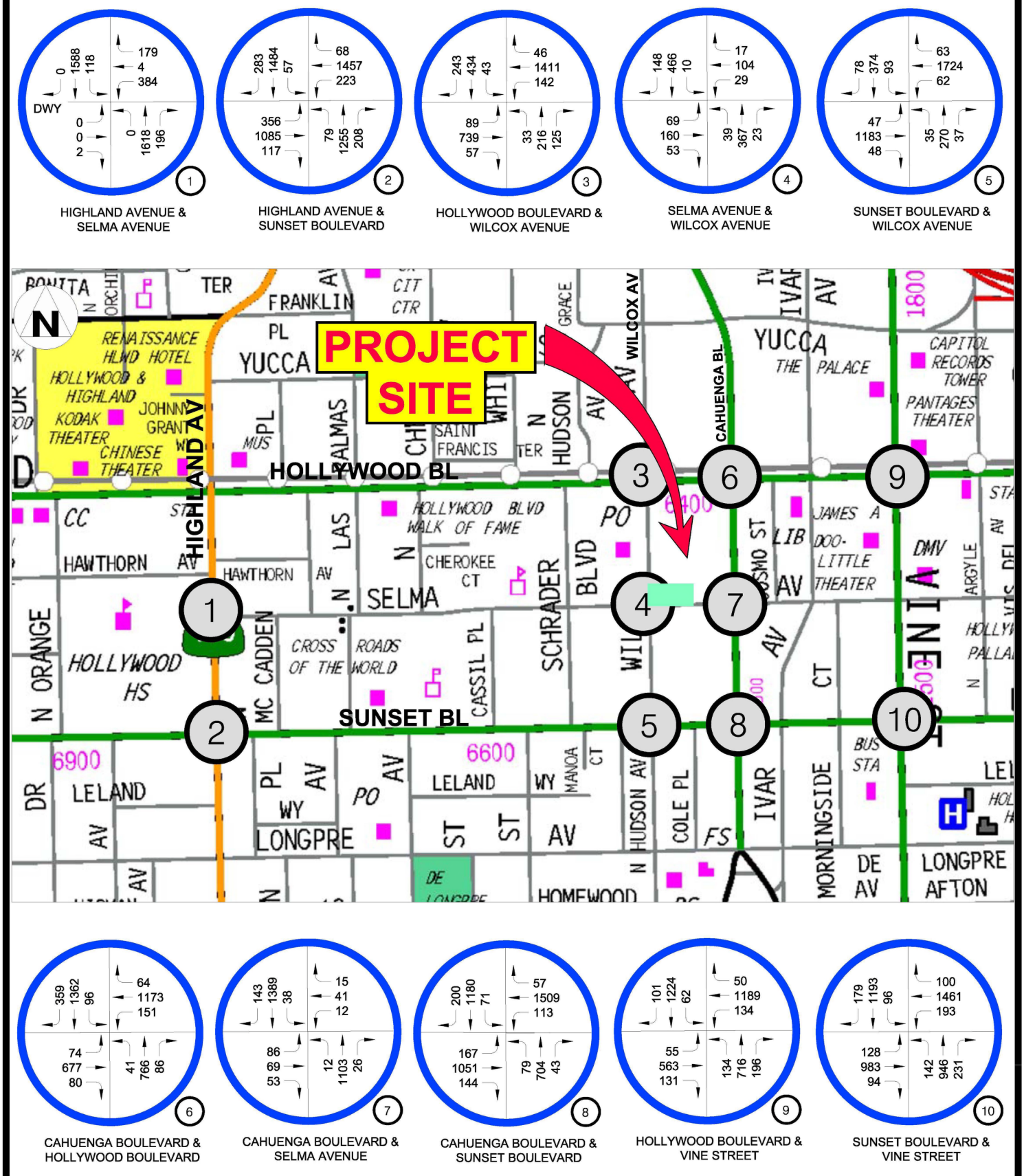

FIGURE 12a

4/2017

FUTURE (2020) + ORIGINAL BASELINE TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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(310) 545-1235 phone, liz@overlandtraffic.com

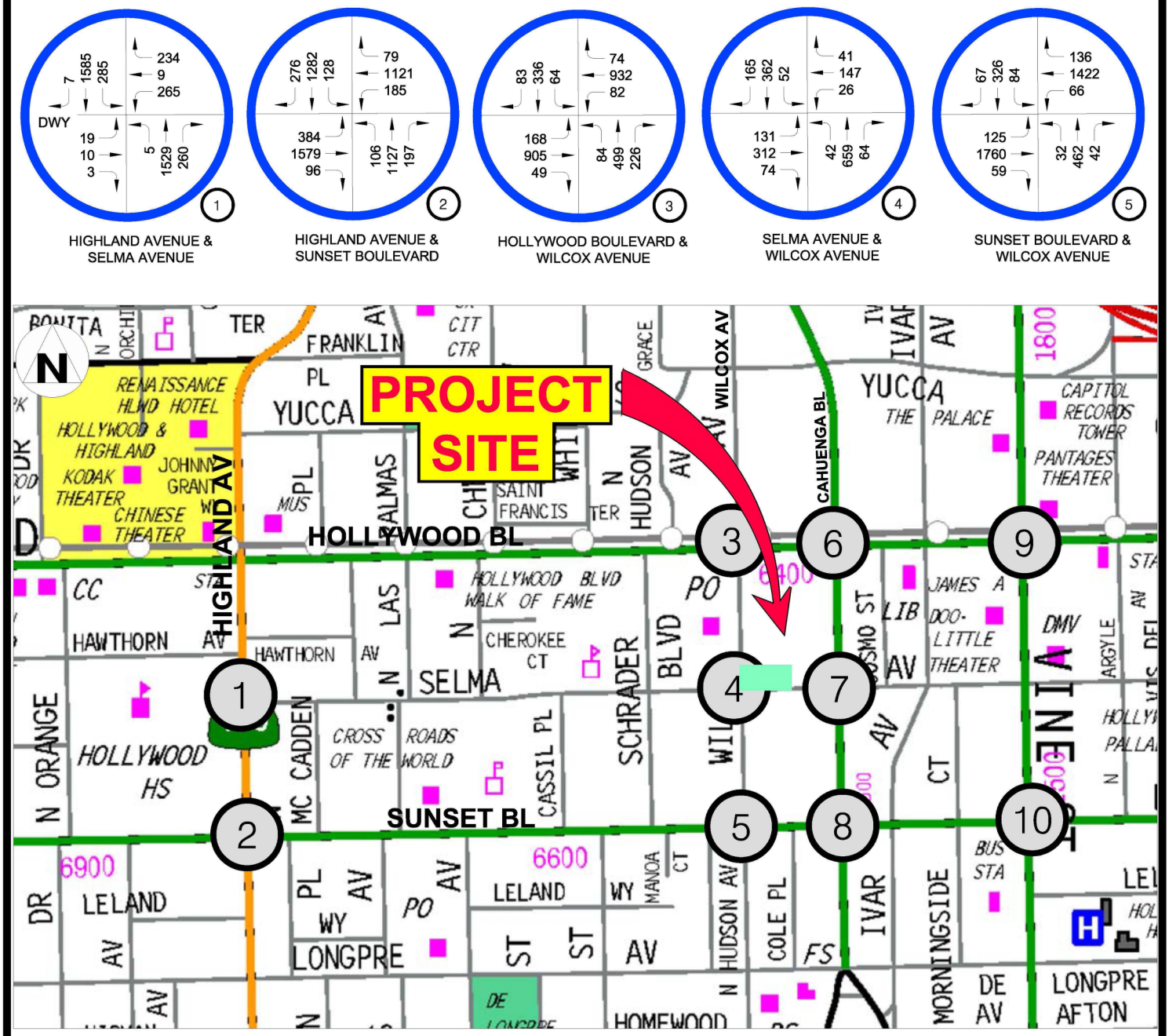

FIGURE 12b

4/2017

FUTURE (2020) + ORIGINAL BASELINE TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

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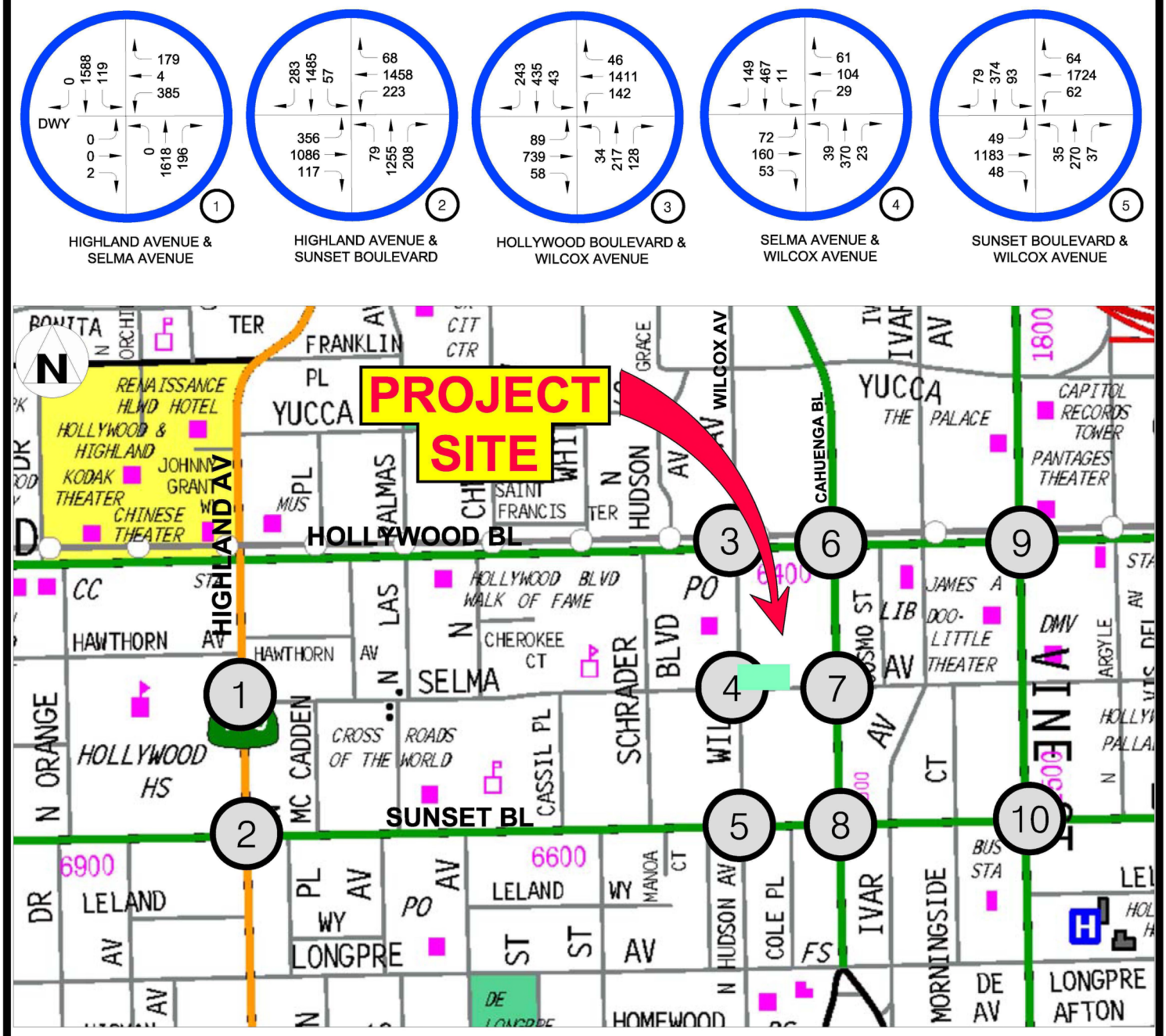

FIGURE 13a

4/2017

FUTURE (2020) + CURRENT BASELINE TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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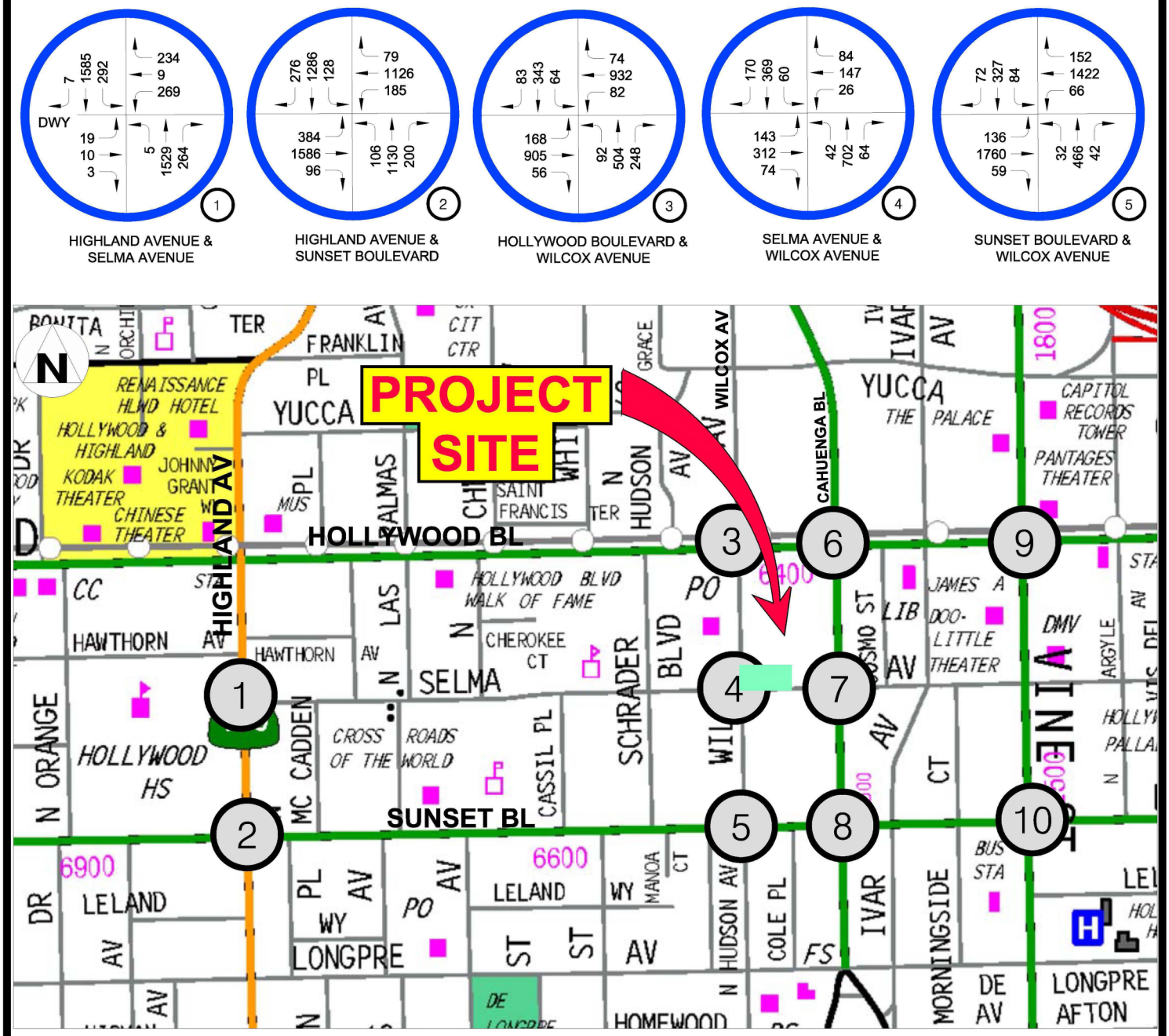

FIGURE 13b

4/2017

FUTURE (2020) + CURRENT BASELINE TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

Overland Traffic Consultants, Inc.
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The traffic conditions created by the ambient traffic growth plus the other related development Projects are shown below in Table 9a for the Original Baseline and Table 9b for the Current Baseline.

Table 9a
Future (2020) Traffic Conditions
Without Project using Original Baseline

No.	Intersection	Peak Hour	Existing		Future (2020) Without Project		Growth
			CMA	LOS	CMA	LOS	
1	Highland Av &	AM	0.477	A	0.760	C	+ 0.283
	Selma Av	PM	0.424	A	0.839	D	+ 0.415
2	Highland Av &	AM	0.880	D	1.014	F	+ 0.134
	Sunset Bl	PM	0.756	C	0.955	E	+ 0.199
3	Hollywood Bl &	AM	0.744	C	0.947	E	+ 0.203
	Wilcox Av	PM	0.565	A	0.903	E	+ 0.338
4	Selma Av &	AM	0.297	A	0.507	A	+ 0.210
	Wilcox Av	PM	0.382	A	0.729	C	+ 0.347
5	Sunset Bl &	AM	0.547	A	0.653	B	+ 0.106
	Wilcox Av	PM	0.579	A	0.770	C	+ 0.191
6	Cahuenga Bl &	AM	0.881	D	1.100	F	+ 0.219
	Hollywood Bl	PM	0.661	B	0.877	D	+ 0.216
7	Cahuenga Bl &	AM	0.411	A	0.641	B	+ 0.230
	Selma Av	PM	0.421	A	0.649	B	+ 0.228
8	Cahuenga Bl &	AM	0.820	D	0.990	E	+ 0.170
	Sunset Bl	PM	0.730	C	0.930	E	+ 0.200
9	Hollywood Bl &	AM	0.776	C	0.933	E	+ 0.157
	Vine Street	PM	0.743	C	0.943	E	+ 0.200
10	Sunset Bl &	AM	0.827	D	1.003	F	+ 0.176
	Vine Street	PM	0.874	D	1.081	F	+ 0.207

Table 9b
Future (2020) Traffic Conditions
Without Project using Current Baseline

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Future (2020) Without Project CMA	Future (2020) Without Project LOS	Growth
1	Highland Av &	AM	0.479	A	0.761	C	+ 0.282
	Selma Av	PM	0.432	A	0.847	D	+ 0.415
2	Highland Av &	AM	0.881	D	1.015	F	+ 0.134
	Sunset Bl	PM	0.758	C	0.958	E	+ 0.200
3	Hollywood Bl &	AM	0.745	C	0.949	E	+ 0.204
	Wilcox Av	PM	0.582	A	0.921	E	+ 0.339
4	Selma Av &	AM	0.299	A	0.511	A	+ 0.212
	Wilcox Av	PM	0.423	A	0.771	C	+ 0.348
5	Sunset Bl &	AM	0.549	A	0.655	B	+ 0.106
	Wilcox Av	PM	0.581	A	0.773	C	+ 0.192
6	Cahuenga Bl &	AM	0.882	D	1.101	F	+ 0.219
	Hollywood Bl	PM	0.669	B	0.885	D	+ 0.216
7	Cahuenga Bl &	AM	0.413	A	0.643	B	+ 0.230
	Selma Av	PM	0.433	A	0.662	B	+ 0.229
8	Cahuenga Bl &	AM	0.821	D	0.992	E	+ 0.171
	Sunset Bl	PM	0.736	C	0.936	E	+ 0.200
9	Hollywood Bl &	AM	0.777	C	0.933	E	+ 0.156
	Vine Street	PM	0.745	C	0.945	E	+ 0.200
10	Sunset Bl &	AM	0.827	D	1.004	F	+ 0.177
	Vine Street	PM	0.875	D	1.083	F	+ 0.208

Comparing the changes in the traffic conditions between the future without Project and future with Project provides the necessary information to determine if the Project's projected traffic increases have the potential to create a significant impact on any of the study intersections.

Traffic conditions after completion of the Project have been calculated by adding the Project volume to the future without Project traffic volume with Original Baseline and to the future without Project traffic volume with the Current Baseline.

The traffic impact of the added Project traffic at the study intersections is shown in Table 10a by the comparison of the (Future without Project with Original Baseline) and the (Future using the Original Baseline + Project) traffic conditions at the study intersections. The significant impact criteria provided in Table 6 were applied to the future traffic conditions. As shown in Table 10a, one significant traffic impacts during the PM Peak Hour. This significant impact occurs at Hollywood Boulevard and Wilcox Avenue. Traffic reduction measures are proposed to mitigate this impact to a level of insignificance. The Traffic Mitigation section of this report provides the details of this mitigation.

The traffic impact of the added Project traffic at the study intersections is shown in Table 10b by the comparison of the (Future without Project with Current Baseline) and the (Future using the Current Baseline + Project) traffic conditions at the study intersections. The significant impact criteria provided in Table 6 were applied to the future traffic conditions. As shown in Table 10b, two significant traffic impacts during the PM Peak Hour. The significant impacts occur at Hollywood Boulevard and Wilcox Avenue and at Selma Avenue and Wilcox Avenue. Traffic reduction measures are proposed to mitigate this impact to a level of insignificance. The Traffic Mitigation section of this report provides the details of this mitigation.

It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future roadway improvements). Future cumulative "With Project using the Original Baseline" peak hour traffic volumes are shown in Figure 13a for the AM Peak Hour and Figure 13b for the PM Peak Hour. Future cumulative "With Project using the Current Baseline" peak hour traffic volumes are shown in Figure 14a for the AM Peak Hour and Figure 14b for the PM Peak Hour.

Table 10a
Future (2020) Traffic Conditions
With Project using the Original Baseline

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT	
1	Highland Av &	AM	0.760	C	0.767	C	+ 0.007	NO
	Selma Av	PM	0.839	D	0.849	D	+ 0.010	NO
2	Highland Av &	AM	1.014	F	1.016	F	+ 0.002	NO
	Sunset Bl	PM	0.955	E	0.957	E	+ 0.002	NO
3	Hollywood Bl &	AM	0.947	E	0.952	E	+ 0.005	NO
	Wilcox Av	PM	0.903	E	0.913	E	+ 0.010	**YES**
4	Selma Av &	AM	0.507	A	0.519	A	+ 0.012	NO
	Wilcox Av	PM	0.729	C	0.761	C	+ 0.032	NO
5	Sunset Bl &	AM	0.653	B	0.661	B	+ 0.008	NO
	Wilcox Av	PM	0.770	C	0.772	C	+ 0.002	NO
6	Cahuenga Bl &	AM	1.100	F	1.104	F	+ 0.004	NO
	Hollywood Bl	PM	0.877	D	0.881	D	+ 0.004	NO
7	Cahuenga Bl &	AM	0.641	B	0.645	B	+ 0.004	NO
	Selma Av	PM	0.649	B	0.663	B	+ 0.014	NO
8	Cahuenga Bl &	AM	0.990	E	0.995	E	+ 0.005	NO
	Sunset Bl	PM	0.930	E	0.935	E	+ 0.005	NO
9	Hollywood Bl &	AM	0.933	E	0.935	E	+ 0.002	NO
	Vine Street	PM	0.943	E	0.945	E	+ 0.002	NO
10	Sunset Bl &	AM	1.003	F	1.006	F	+ 0.003	NO
	Vine Street	PM	1.081	F	1.082	F	+ 0.001	NO

Table 10b
Future (2020) Traffic Conditions
With Project using the Current Baseline

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT	
1	Highland Av &	AM	0.761	C	0.768	C	+ 0.007	NO
	Selma Av	PM	0.847	D	0.857	D	+ 0.010	NO
2	Highland Av &	AM	1.015	F	1.016	F	+ 0.001	NO
	Sunset Bl	PM	0.958	E	0.958	E	+ 0.000	NO
3	Hollywood Bl &	AM	0.949	E	0.953	E	+ 0.004	NO
	Wilcox Av	PM	0.921	E	0.931	E	+ 0.010	**YES**
4	Selma Av &	AM	0.511	A	0.522	A	+ 0.011	NO
	Wilcox Av	PM	0.771	C	0.803	D	+ 0.032	**YES**
5	Sunset Bl &	AM	0.655	B	0.663	B	+ 0.008	NO
	Wilcox Av	PM	0.773	C	0.775	C	+ 0.002	NO
6	Cahuenga Bl &	AM	1.101	F	1.105	F	+ 0.004	NO
	Hollywood Bl	PM	0.885	D	0.889	D	+ 0.004	NO
7	Cahuenga Bl &	AM	0.643	B	0.647	B	+ 0.004	NO
	Selma Av	PM	0.662	B	0.676	B	+ 0.014	NO
8	Cahuenga Bl &	AM	0.992	E	0.995	E	+ 0.003	NO
	Sunset Bl	PM	0.936	E	0.941	E	+ 0.005	NO
9	Hollywood Bl &	AM	0.933	E	0.935	E	+ 0.002	NO
	Vine Street	PM	0.945	E	0.948	E	+ 0.003	NO
10	Sunset Bl &	AM	1.004	F	1.006	F	+ 0.002	NO
	Vine Street	PM	1.083	F	1.084	F	+ 0.001	NO

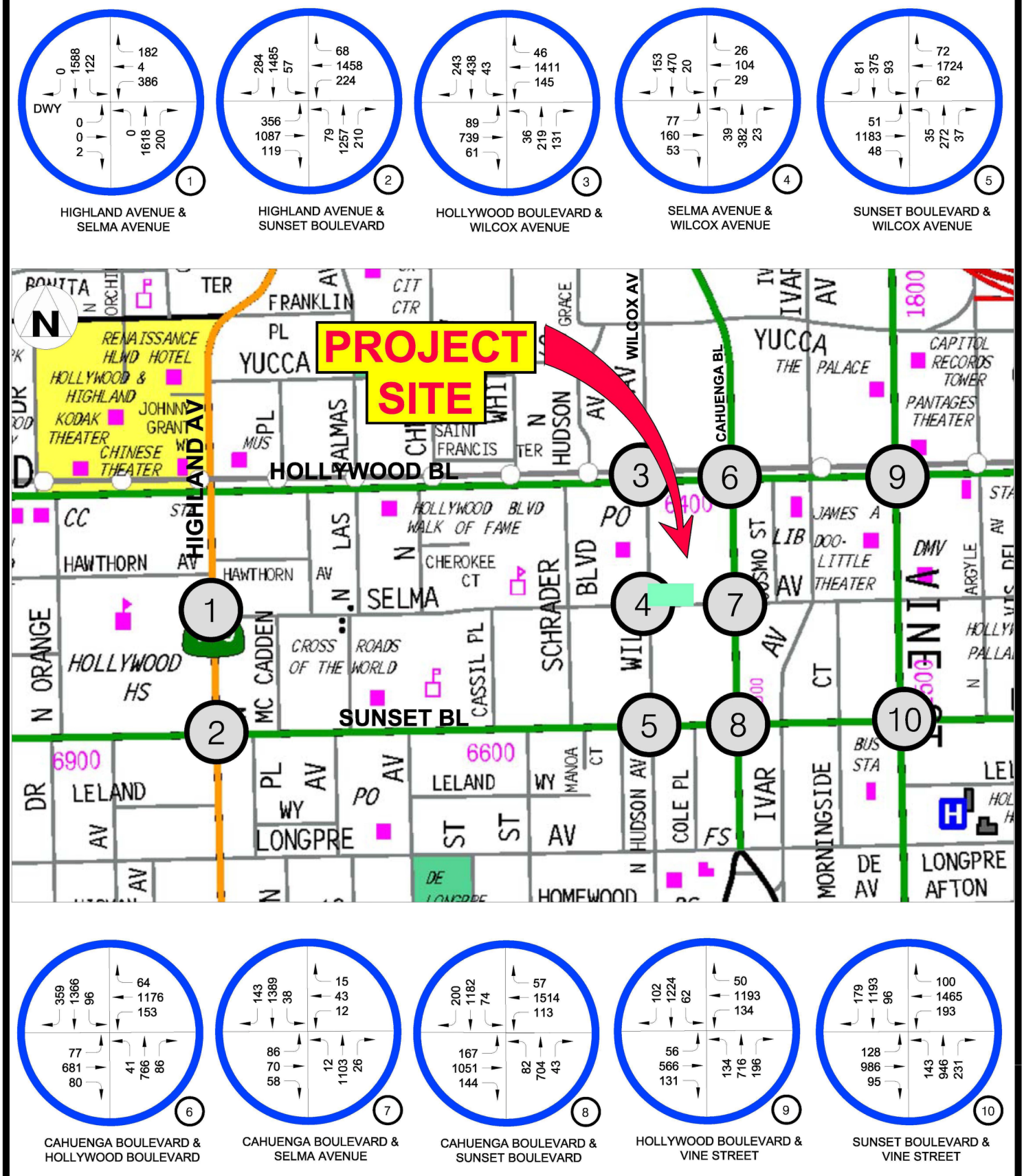

FIGURE 14a

4/2017

FUTURE (2020) + ORIGINAL BASELINE TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

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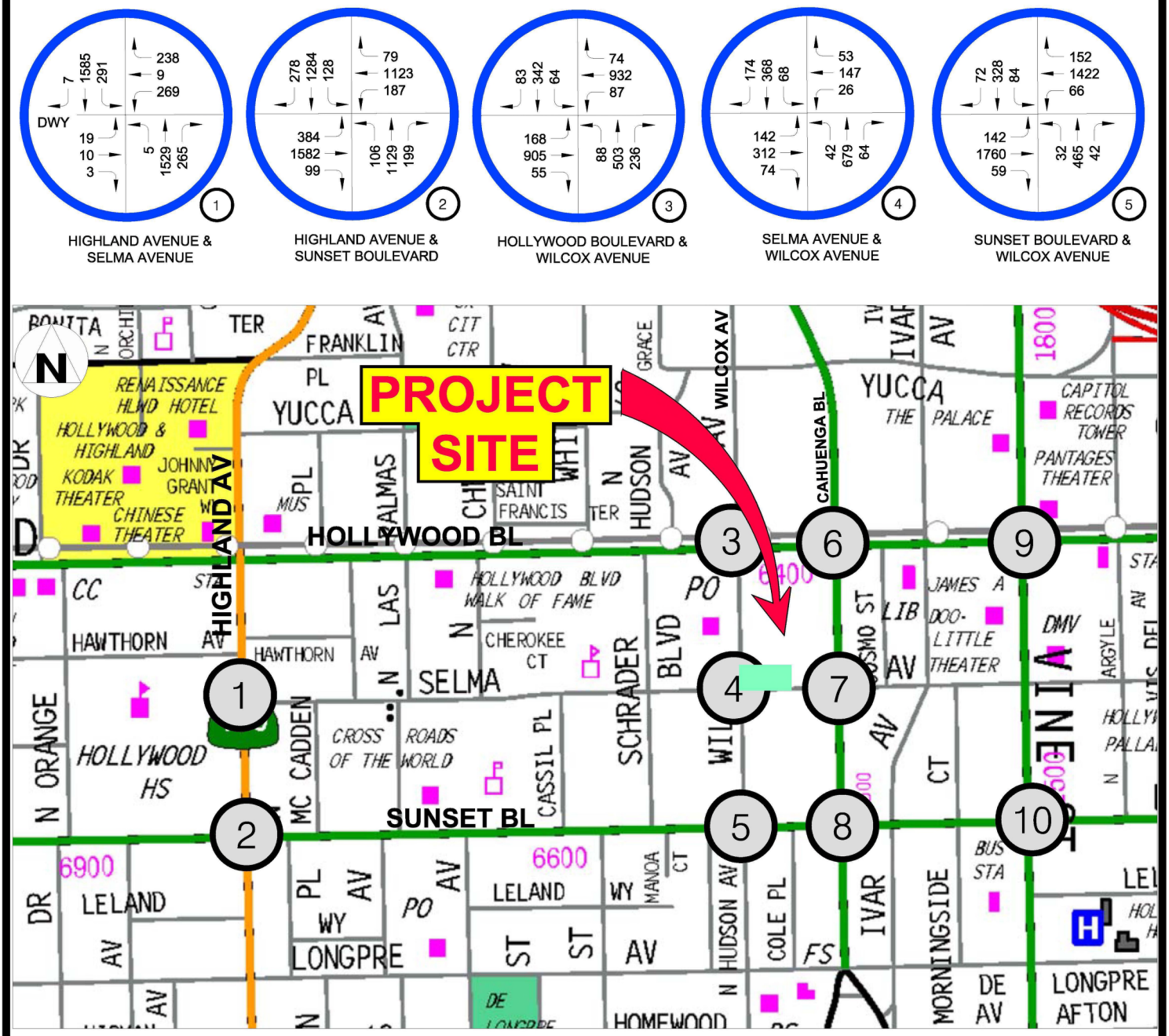

FIGURE 14b

4/2017

FUTURE (2020) + ORIGINAL BASELINE TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

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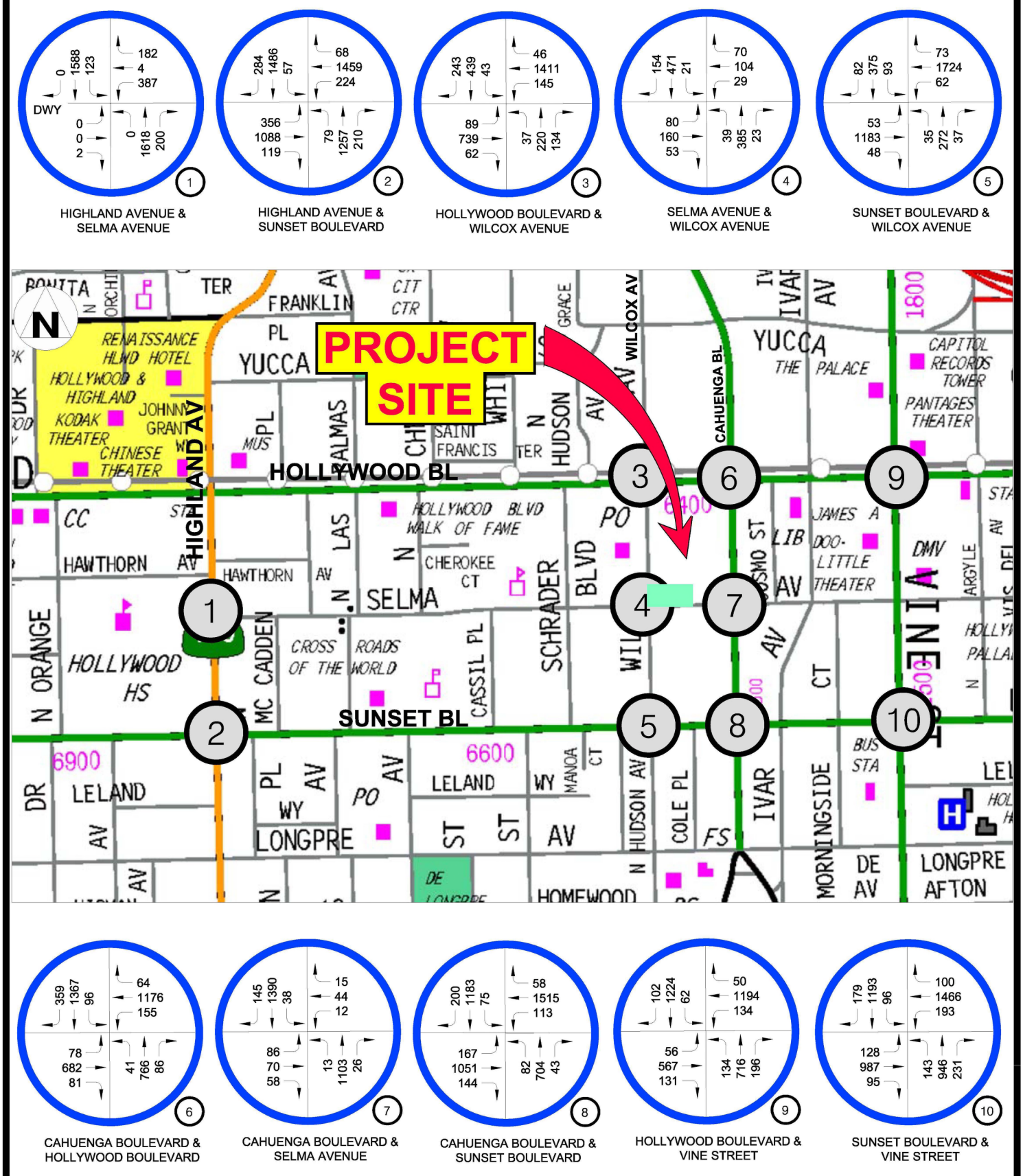

FIGURE 15a

4/2017

FUTURE (2020) + CURRENT BASELINE TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

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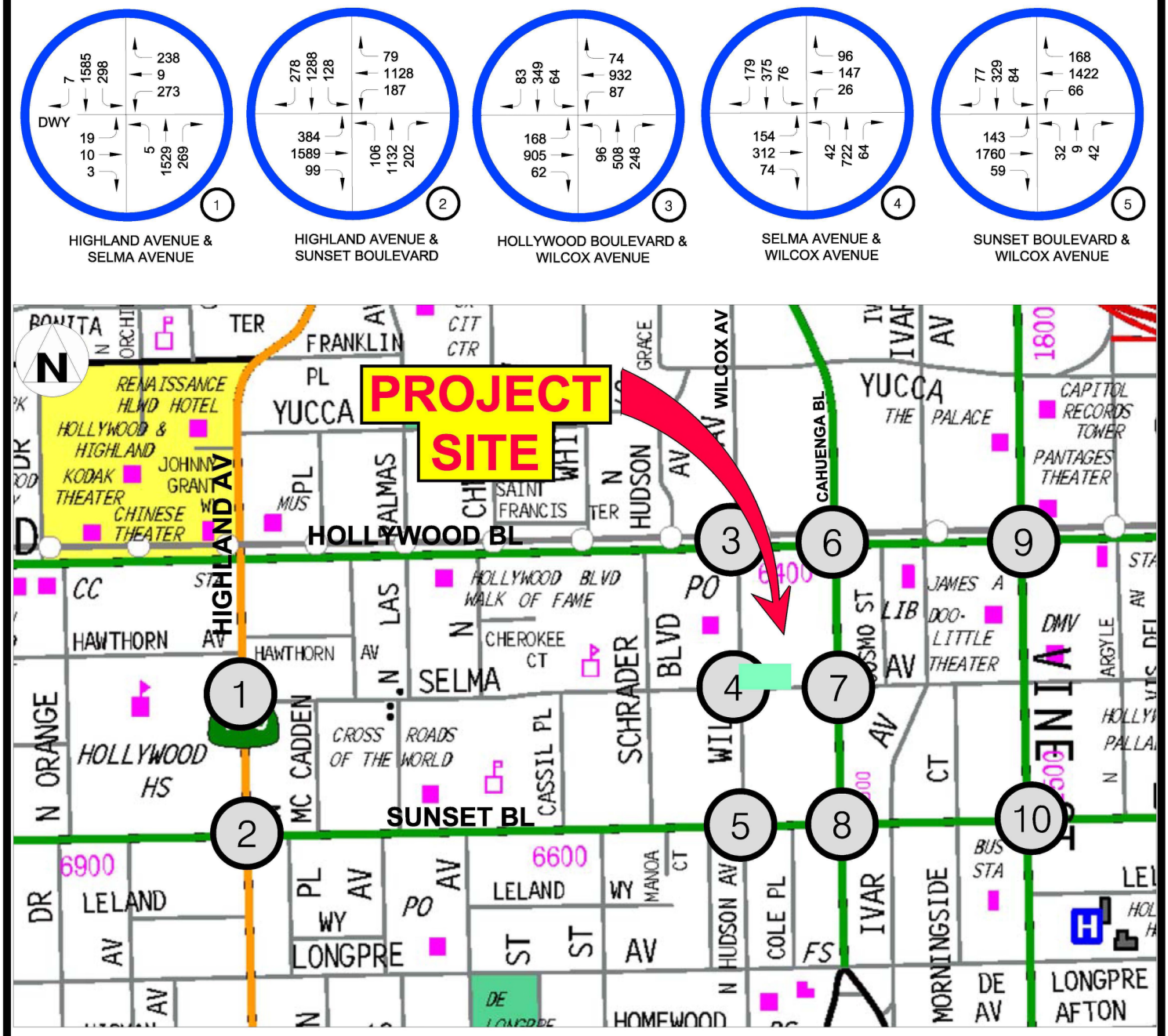

FIGURE 15b

4/2017

FUTURE (2020) + CURRENT BASELINE TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

Overland Traffic Consultants, Inc.
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Bicycle Plan Improvements

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. Copies of the Bicycle Plan maps dated 2010 are provided in Appendix G. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is a facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclists would follow the route and share the right-of-way with the vehicle.

The City of Los Angeles Mobility Plan 2035 has identified a Bicycle Enhanced Network. The Mobility Plan indicates that Tier 2 bicycle lanes are more likely to be built by 2035 than Tier 3 lanes. This plan entails roadways be improved with bike detectors at actuated signals. A copy of the area's Bicycle Enhanced Network map is provided in Appendix G.

Hollywood Boulevard is identified as Tier 1 protected bicycle lane. Cahuenga Boulevard and Selma Avenue are identified as part of the neighborhood bikeway network. Hollywood Boulevard, Sunset Boulevard, Selma Avenue and Cahuenga Boulevard are all identified as study corridors for bikeways.

Municipal Code 12.21 A.16 (a) (2) requires new Projects to provide bicycle parking spaces per building floor area. A hotel is required to provide one long term and one short term bicycle space per 20 hotel rooms. The restaurant is required to provide one short term and one long term bicycle space per 2,000 square feet with a minimum of two spaces. Short term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather. The Project is required to provide parking for the hotel and the ground floor restaurant. The rooftop restaurant component of Project only has 600 square feet of covered area and is not required to provide parking. As required and demonstrated below in Table 11, the Project will provide, at a minimum, 8 short term and 8 long term bicycle spaces. Note that the number presented in Table 11 for the ground floor restaurant is the square footage included in this traffic study. However, the 1,939 square feet presented in the IS/MND requires the same 2 long term and 2 short term bicycle spaces.

Table 11
Los Angeles Municipal Code 12.21. A16(a)(2)
Required Bicycle Parking

Land Use	Supply	Requirement	Number Short Term of Spaces	Number Long Term of Spaces
Hotel	114 rooms	1 per 20 rooms long and short term	6	6
Restaurant	1,809 sf	1 per 2,000 sf long term & short term*	2	2
		TOTAL	8	8

* minimum of two spaces for each

The bicycle parking will be combined with the recently constructed restaurant and retail space on the ground floor. The approval of the restaurant and retail required 10 short term and 10 long term bicycle spaces. A combined total of 18 short term and 18 long term bicycle spaces are required for the Project.

Transit Analysis

The proposed Project is forecast to generate approximately 1,227 weekday daily trips with 70 trips during the AM Peak Hour and 100 trips during the PM Peak Hour. As per Congestion Management Program (CMP) 2008 guidelines person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The CMP Transit trip generation calculation is displayed below in Table 12.

Table 12
Transit Trips

	DAILY	AM PEAK HOUR	PM PEAK HOUR
PROJECT TRIPS (from Table 2)	1227	70	100
PERSON TRIPS (trips x 1.4)	1718	98	140
TRANSIT TRIPS (person trips x 3.5%)	**60**	**3**	**5**

Multiple transit opportunities are available in the area including existing bus stops on Hollywood Boulevard at Wilcox Avenue for westbound travel approximately 650 feet from the site and at Cahuenga Boulevard for eastbound travel approximately 1,000 feet from the site. Services along Hollywood Boulevard for these stops include LADOT DASH Hollywood (local circulator service), Metro route 212/312 (Hollywood to Miracle Mile to Baldwin Hills to Ingle wood & Hawthorne), Metro Route 217 (Fox Hills to Los Angeles to West Hollywood to Hollywood) and Metro Route 222 (Hollywood to Cahuenga Pass to Burbank to Sun Valley to Sunland). There is an existing bus stop on Sunset Boulevard at Wilcox Avenue for approximately 680 feet from the site with Metro Route 2/302 (Pacific Palisades to Westwood to Beverly Hills to Hollywood to Los Angeles to Echo Park to Downtown Los Angeles) services along Sunset Boulevard. Observations of the services in the area have indicated that the Project level of transit increase is not expected to adversely affect the current ridership of the multiple transit services in the area.

Construction Analysis

The Applicant will adopt the following measures to reduce Project construction impacts.

- A Construction Traffic Control/Management Plan will be submitted to LADOT for review and approval.
- The bulk of the work will be conducted on site. However, if temporary lane closures were needed it would require Street Services approval. These closures would be limited to between non-peak commute hours of 9:00 AM and 4:00 PM.
- Existing access for the site would be maintained for construction access.
- Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.
- Construction works will be prohibited from parking on adjacent streets and construction workers will be directed to park on-site.

With the implementation of these measures, no construction traffic impacts would occur during the construction of Project.

Impacts on Regional Transportation System

The Congestion Management Program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the AM or PM Peak Hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the AM or PM Peak Hour requires further analysis.

The intersection of Santa Monica and Highland Avenue is the nearest CMP intersection. This CMP intersection is approximately three quarters of a mile from the proposed Project site. It is anticipated that a conservative maximum of 10% of Project trips will go through the intersection during the peak periods which would equate to 10 trips during the PM Peak Hour. This is below the CMP significance threshold 50 vehicles or more added during the peak hours.

The Project volumes on the area freeways are anticipated to be dispersed throughout the system. The Project is closest to the Hollywood Freeway. It is anticipated that, conservatively, no more than 20% of the Project volumes will be using any one segment of the freeway. The maximum number of freeway trips on any one freeway would then be 20 vehicles during the peak hours. This amount of traffic is below the threshold needed for further evaluation.

No CMP intersection or freeway impacts are anticipated.

Supplemental Caltrans Analysis (Screening Criteria)

The City of Los Angeles Department of Transportation (LADOT) and Caltrans District 7 have developed an agreement on the Freeway Impact Procedures, the "Caltrans Agreement", updated December 2015. This multi-agency agreement describes a screening process to determine the level of analysis necessary for land development projects.

The screening criterion is based on the traffic volume and capacity of nearby freeway and ramp facilities, and the estimated volume of added project traffic. Four screening criterion have been developed by LADOT and Caltrans. If any of the four criteria described below are satisfied then additional traffic impact analysis is required.

1. The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at a level of service (LOS) E or F (based on a capacity of 2,000 vehicles per hour per lane (vphpl)).
2. The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at a level of service (LOS) D (based on a capacity of 2,000 vphpl).
3. The project's peak hour trips would result in a 1% or more increase to the freeway off ramp operating at a level of service (LOS) E or F (based on an off-ramp capacity of 850 vphpl as measured at the intersection).
4. The project's peak hour trips would result in a 2% or more increase to the freeway off ramp operating at a level of service (LOS) E or F (based on an off-ramp capacity of 850 vphpl as measured at the intersection).

Review Criteria 1 and 2 - The Hollywood Freeway (US 101) mainline has a directional capacity of 8,000 vph (4 lanes x 2,000 vphpl). Evaluating the 101 Freeway north of Cahuenga Boulevard and south of Sunset Boulevard would capture the highest volume of freeway traffic generated by the project. Using the worst-case criteria of a 1% increase,

the project would need to add 80 vph per direction to the mainline freeway segment to warrant further review. As indicated below in Table 13, none of the freeway segments with the highest volume of project traffic would meet the screening criterion during either peak hour in either direction and, therefore, no additional analysis is necessary.

Table 13
Freeway Segment Summary

LOCATION	DIR	# of Lanes	Capacity	Project Trips*		% INCREASE	
				AM	PM	AM	PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Hollywood Freeway (US-101) at north of Cahuenga Bl	NB	4	8,000	6	9	0.1%	0.1%
Hollywood Freeway (US-101) at north of Cahuenga Bl	SB	4	8,000	9	11	0.1%	0.1%
Hollywood Freeway (US-101) at south of Sunset Bl	NB	4	8,000	9	11	0.1%	0.1%
Hollywood Freeway (US-101) at south of Sunset Bl	SB	4	8,000	6	9	0.1%	0.1%

Review Criteria 3 and 4 - The Hollywood Freeway ramps serving the highest project traffic volume are the southbound off ramps to Cahuenga Boulevard or Van Ness Street and northbound off ramps to Sunset Boulevard or Wilton Place. The southbound off ramps and Wilton Place northbound ramps are two lanes each and the northbound off ramp to Sunset Boulevard is a single free lane. Pursuant to the screening criteria, the off-ramp capacity would be 850 vphpl. As indicated below in Table 14, none of the off ramps would meet the screening criterion. Therefore, no further Caltrans analysis is required.

Supporting worksheets are include in the approved LADOT MOU provided in Appendix A.

Table 14
Caltrans Off Ramp Summary

LOCATION	DIR	# of Lanes	Capacity	Project Trips*		% INCREASE	
				AM	PM	AM	PM
OFFRAMP SEGMENT (1,500 vehicles per hour per lane)							
SB Holllywood Freeway (US-101) to Cahuenga Bl	SB	2	1,700	5	6	0.3%	0.4%
SB Hollywood Freeway (US-101) to Van Ness St	SB	2	1,700	4	5	0.2%	0.3%
NB Hollywood Freeway (US-101) to Sunset Bl (free lane)	NB	1	850	5	6	0.6%	0.7%
NB Hollywood Freeway (US-101) to Wilton Pl	NB	2	1700	4	5	0.2%	0.3%

CHAPTER 6 MITIGATION MEASURES

This study has determined that the added traffic volume generated by the proposed 114 room hotel with 9,620 square foot rooftop restaurant and 1,928 square foot ground floor restaurant will significantly impact the traffic flow at one of the study intersections under the Original Baseline during the PM Peak Hour and two intersections under the Current Baseline during the PM Peak Hour. These impacts can be reduced to a level of insignificance with implementation of a TDM plan with a 10% effectiveness of reducing vehicle trips during the peak periods.

Traffic Mitigation

Hollywood Boulevard and Wilcox Avenue – Future with Project using Original Baseline conditions, PM Peak hour and Future with Project using the Current Baseline Conditions, PM Peak Hour

Selma and Wilcox Avenue – Future with Project using the Current Baseline Conditions, PM Peak Hour

A significant traffic impact occurs at Hollywood and Wilcox during the PM Peak Hour using the Original Baseline and Current Baseline conditions. A significant traffic impact occurs at Selma Avenue and Wilcox Avenue during the PM Peak Hour using the Current Baseline conditions only. These impacts can be mitigated to a level of insignificance through implementation of a Transportation Demand Management Plan (TDM) with a 10% effectiveness. The goal of the TDM plan would be to encourage guests and employees to use alternatives to single occupant vehicles to reduce overall traffic in the area. Some of the elements that would be incorporated into the TDM plan include:

Transit services are provided near the Project that provide access to local and regional facilities. There are existing bus stops on Hollywood Boulevard at Wilcox Avenue for westbound travel approximately 650 feet from the site and at Cahuenga Boulevard for eastbound travel approximately 1,000 feet from the site. Services along Hollywood Boulevard for these stops include LADOT DASH Hollywood (local circulator service), Metro route 212/312 (Hollywood to Miracle Mile to Baldwin Hills to Ingle wood & Hawthorne), Metro Route 217 (Fox Hills to Los Angeles to West Hollywood to

Hollywood) and Metro Route 222 (Hollywood to Cahuenga Pass to Burbank to Sun Valley to Sunland). There is an existing bus stop on Sunset Boulevard at Wilcox Avenue for approximately 680 feet from the site with Metro Route 2/302 (Pacific Palisades to Westwood to Beverly Hills to Hollywood to Los Angeles to Echo Park to Downtown Los Angeles) services along Sunset Boulevard.

The Selma Wilcox Hotel Project proposes to provide the following to encourage transit usage and other multi-modal commuter options:

1. Provide guest assistance on arrival and departure to find options to personal or rented vehicles to access the site.
2. If found feasible by LADOT and Metro, improve the existing bus stop on the north side of Hollywood Boulevard east of Wilcox Avenue where there is an existing sign, bench and trash receptacle with a weather protected cover. Improve the bus stop on the south side of Hollywood Boulevard west of Cahuenga Boulevard where a bus sign only with a bench, trash receptacle, weather protected cover and bench. Improve the bus stop on the north side of Sunset Boulevard west of Wilcox Avenue where a bus sign, a bench, and trash receptacle with a weather protected cover;
3. Provide a visible on-site kiosk with options for ridesharing, bus routes and bike routes in a prominent area(s) in view for hotel guests, employees and patrons of the restaurants;
4. Provide information for guests of the hotel upon check in that includes the transit, bike routes, and nearby walking opportunities as options to use rather than person vehicles;
5. Provide an on-site TDM manager to assist hotel guests navigate the alternative modes of transportation options, in matching rideshare partners for the employees, determining transit routes for employees, and promoting TDM program.
6. Provide access pass and transit pass reductions for employees;
7. As required by the City the project will provide bicycle spaces to encourage cycling as an alternative to single occupant vehicles. These bicycle spaces will be a highlighted as part of the TDM Plan encouraging cycling as an alternative to single occupant vehicles;

8. Provide bicycle sharing service for guests and employees use;
9. Provide amenities to encourage guests of the hotel spend some of their time eating, relaxing and recreating on-site.

A full Transportation Management Plan will be developed that will detail project traffic reduction measures for the hotel and restaurant guests and employees of the project. The project amenities are anticipated to reduce the number of vehicles to and from the project site. A minimum of 10% reduction in new Project vehicle trips has been estimated to account for trip reduction measures. Implementation of the TDM plan with 10% effectiveness will reduce the significant impact to a level of insignificance.

Table 15a displays the results of the analysis under the Original Baseline and 15b under the Current Baseline.

Table 15a
CMA Summary with Mitigation
Original Baseline

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact	Future (2020) With Project + MITIGATION			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
3	Hollywood Bl &	AM	0.947	E	0.952	E	+ 0.005	NO	N/A			
	Wilcox Av	PM	0.903	E	0.913	E	+ 0.010	**YES**	0.912	E	+ 0.009	NO

Table 15b
CMA Summary with Mitigation
Current Baseline

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact	Future (2020) With Project + MITIGATION			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT		CMA	LOS	IMPACT	
3	Hollywood Bl &	AM	0.949	E	0.953	E	+ 0.004	NO	N/A			
	Wilcox Av	PM	0.921	E	0.931	E	+ 0.010	**YES**	0.930	E	+ 0.009	NO
4	Selma Av &	AM	0.511	A	0.522	A	+ 0.011	NO	N/A			
	Wilcox Av	PM	0.771	C	0.803	D	+ 0.032	**YES**	0.799	C	+ 0.028	NO

Selma Avenue creates the southern boundary of the Project site and Wilcox Avenue creates the western boundary of the Project site. Full dedication requirements will be provided along the site frontages.

Parking - No parking impacts are anticipated with the Project as, at a minimum, code required parking will be provided on-site.

No bicycle, transit, Congestion Management Program or freeway significant impacts are anticipated with the Project.

No significant impacts, no traffic mitigation is required because the Project's added traffic volume will not significantly impact any of the study intersections.

APPENDIX A

APPROVED MEMORANDUM OF UNDERSTANDING

&

LADOT Pass-By Rates

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: SELMA WILCOX HOTEL

Project Address: 6421-6429 w. SELMA AVENUE & 1600-1604 WILCOX AVENUE

Project Description: 114-room hotel with a 1,809sf ground floor restaurant & 5,131*sf rooftop restaurant. 2 baseline scenarios as show on trip generation sheets

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 30 % S 25 % E 25 % W 20 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

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

Source of Trip Generation Rate(s)? ☒ ITE 9th Edition ☐ Other: _____

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☐ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	43	27	70
PM Trips	57	44	101

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2019 Ambient or CMP Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ☒ No

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ☒ Yes ☐ No

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

* Note that there has been a slight (90sf) reduction in the square footage of the trip generating component of the rooftop restaurant/bar.

IV. CONTACT INFORMATION

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Address: 952 Manhattan Bch Bl #100, MB

Phone Number: 310-545-1235

E-Mail: liz@overlandtraffic.com

DEVELOPER

Mr. Alfred Fraijo

Sheppard Mullin, Richter & Hampton LLP

330 S. Hope St. 43rd Floor

LA, CA 90071-1422

Approved by:		revised 4-4-17			
x	Consultant's Representative	Date	x	LADOT Representative	Date 4/4/17

Study intersections:

1. Highland Avenue & Selma Avenue
2. Highland Avenue & Sunset Boulevard
3. Wilcox Avenue & Hollywood Boulevard
4. Wilcox Avenue & Selma Avenue
5. Wilcox Avenue & Sunset Boulevard
6. Cahuenga Boulevard & Hollywood Boulevard
7. Cahuenga Boulevard & Selma Avenue
8. Cahuenga Boulevard & Sunset Boulevard
9. Vine Avenue & Hollywood Boulevard
10. Vine Avenue & Sunset Boulevard

Description	ITE Code	Daily	AM Peak Hour Total	In	Out	PM Peak Hour Total	In	Out
Hotel	310	8.17	0.53	59%	41%	0.60	51%	49%
Apartment	220	6.65	0.51	20%	80%	0.62	65%	35%
Retail	820	42.7	0.96	62%	38%	3.71	48%	52%
Quality Restaurant	931	89.95	0.81	55%	45%	7.49	67%	33%
Drinking Place	925	56.7	n/a			11.34	66%	34%
High Turnover Restaurant	932	127.15	10.81	55%	45%	9.85	60%	40%

ITE Code	Description	Size	Daily	AM Peak Hour Total	In	Out	PM Peak Hour Total	In	Out
	Proposed Project								
310	Hotel	114 Rooms	931	60	36	24	68	35	33
932	Ground Floor Restaurant	1,809 sf	230	20	11	9	18	11	7
	Internal Trips	50%	(115)	(10)	(5)	(5)	(9)	(5)	(4)
	Pass-By	20%	(23)	(2)	(1)	(1)	(2)	(1)	(1)
	Subtotal Lobby Restaurant/Bar		92	8	5	3	7	5	2
931/925	Roof top Restaurant/Bar	5,131 sf	462	4	3	1	58	38	20
	Internal Trips	50%	(231)	(2)	(1)	(1)	(29)	(19)	(10)
	Pass-By	10%	(23)	(0)	(0)	(0)	(3)	(2)	(1)
	Subtotal Rooftop Restaurant/Bar		208	2	2	0	26	17	9
	NET Proposed Project		**1,231**	**70**	**43**	**27**	**101**	**57**	**44**

Restaurant/Bar evauated as Quality restauant for daily and am peak hour and drinking place for pm peak hour

Without Pass by	1,277	72	44	28	106	60	46	

TWO EXISTING SCENARIOS - THE FOLLOWING ADDED TO BASELINE COUNTS

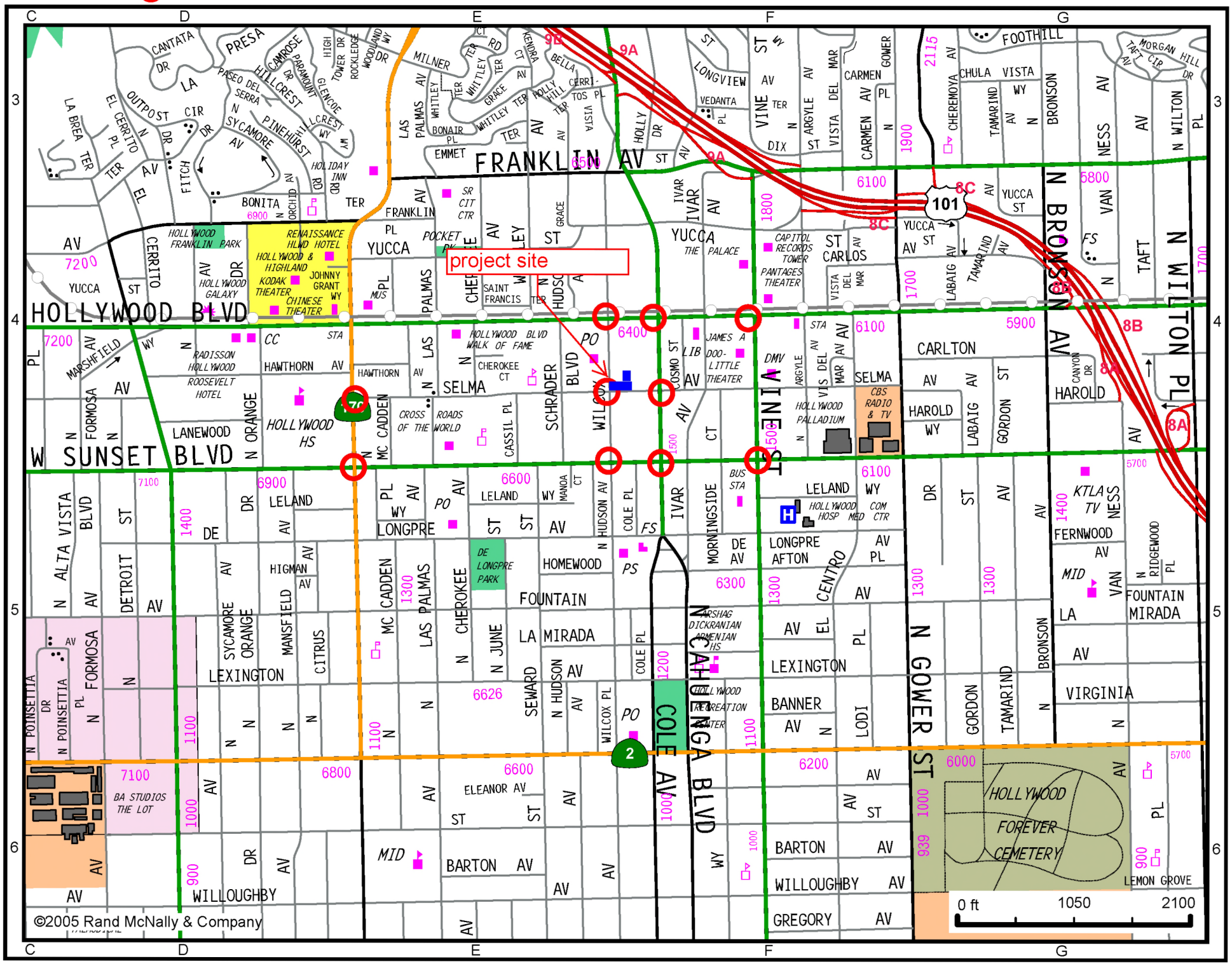
ORIGINAL BASELINE: Contains excavated area, exisitng 3,174 sf restaurant, existing 1,650 sf piano bar, 4,893 vacant retail space, 4 residential units

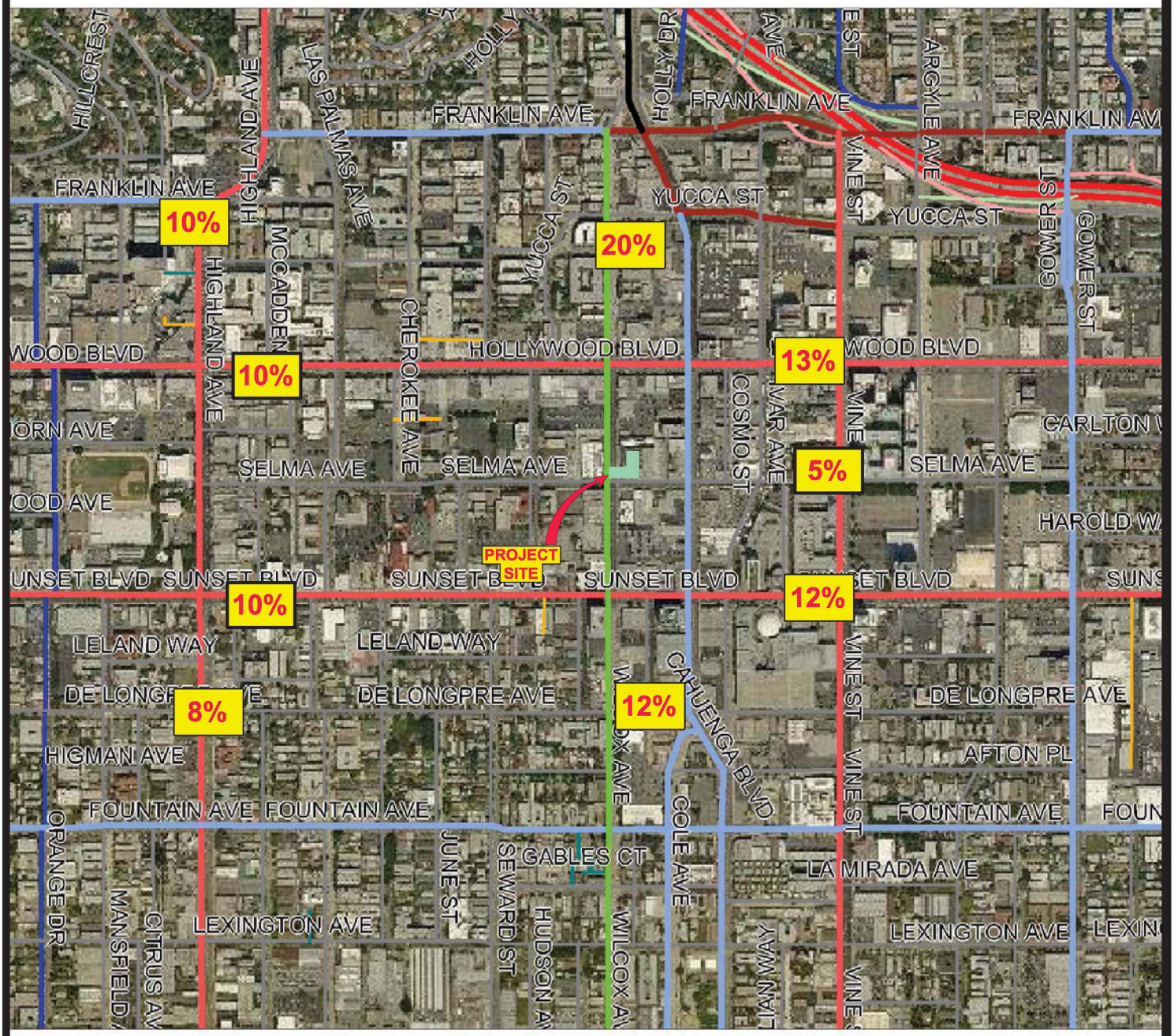
ITE Code	Description	Size	Daily	AM Peak Hour Total	In	Out	PM Peak Hour Total	In	Out
	Original Baseline								
220	Residential	4 units	27	2	0	2	2	2	0
820	Retail (vacant)	4,893 sf	0	0	0	0	0	0	0
931	Restaurant	3,174 sf	286	3	2	1	24	16	8
	Pass-By	10%	(29)	(0)	(0)	(0)	(2)	(1)	(1)
	Subtotal Restaurant		257	3	2	1	22	15	7
925	Piano Bar	1,650 sf	94	0	0	0	19	12	7
	Pass-By	10%	(9)	0	0	0	(2)	(1)	(1)
	Subtotal Piano Bar		85	0	0	0	17	11	6
	Net Orignial Baseline		**368**	**5**	**2**	**3**	**41**	**28**	**13**

CURRENT BASELINE: Contains a 20,624 sf quality restaurant, 6,000 sf retail space & three subterranean parking levels.

ITE Code	Description	Size	Daily	AM Peak Hour Total	In	Out	PM Peak Hour Total	In	Out
	Current Baseline								
931	Restaurant	20,624 sf	1,855	17	9	8	154	103	52
	Pass-By	10%	(186)	(2)	(1)	(1)	(15)	(10)	(5)
	Subtotal Restaurant		1,669	15	8	7	139	93	47
820	Retail	6,000 sf	256	6	4	2	22	11	11
	NET Current Baseline		**1,925**	**21**	**12**	**9**	**161**	**104**	**57**

INTERSECTION CMA ANALYSIS





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OVERALL PROJECT DISTRIBUTION PERCENTAGE

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Caltrans Freeway Analysis Screening Filter

PROJECT: SELMA WILCOX HOTEL

IMPACT CRITERIA	Yes	No
The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 850 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway segment operating at LOS D (based on an assumed capacity of 850 vehicles per hour per lane); or		X

LOCATION	DIR	# of Lanes	Capacity	Project Trips*		% INCREASE	
				AM	PM	AM	PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Hollywood Freeway (US-101) at north of Cahuenga Bl	NB	4	8,000	6	9	0.1%	0.1%
Hollywood Freeway (US-101) at north of Cahuenga Bl	SB	4	8,000	9	11	0.1%	0.1%
Hollywood Freeway (US-101) at south of Sunset Bl	NB	4	8,000	9	11	0.1%	0.1%
Hollywood Freeway (US-101) at south of Sunset Bl	SB	4	8,000	6	9	0.1%	0.1%
OFFRAMP SEGMENT (1,500 vehicles per hour per lane)							
SB Holllywood Freeway (US-101) to Cahuenga Bl	SB	2	1,700	5	6	0.3%	0.4%
SB Hollywood Freeway (US-101) to Van Ness St	SB	2	1,700	4	5	0.2%	0.3%
NB Hollywood Freeway (US-101) to Sunset Bl (free lane)	NB	1	850	5	6	0.6%	0.7%
NB Hollywood Freeway (US-101) to Wilton Pl	NB	2	1700	4	5	0.2%	0.3%

DIR = Direction

* Estimated 20% of project trips to use US 101 Freeway in each direction in and out of area

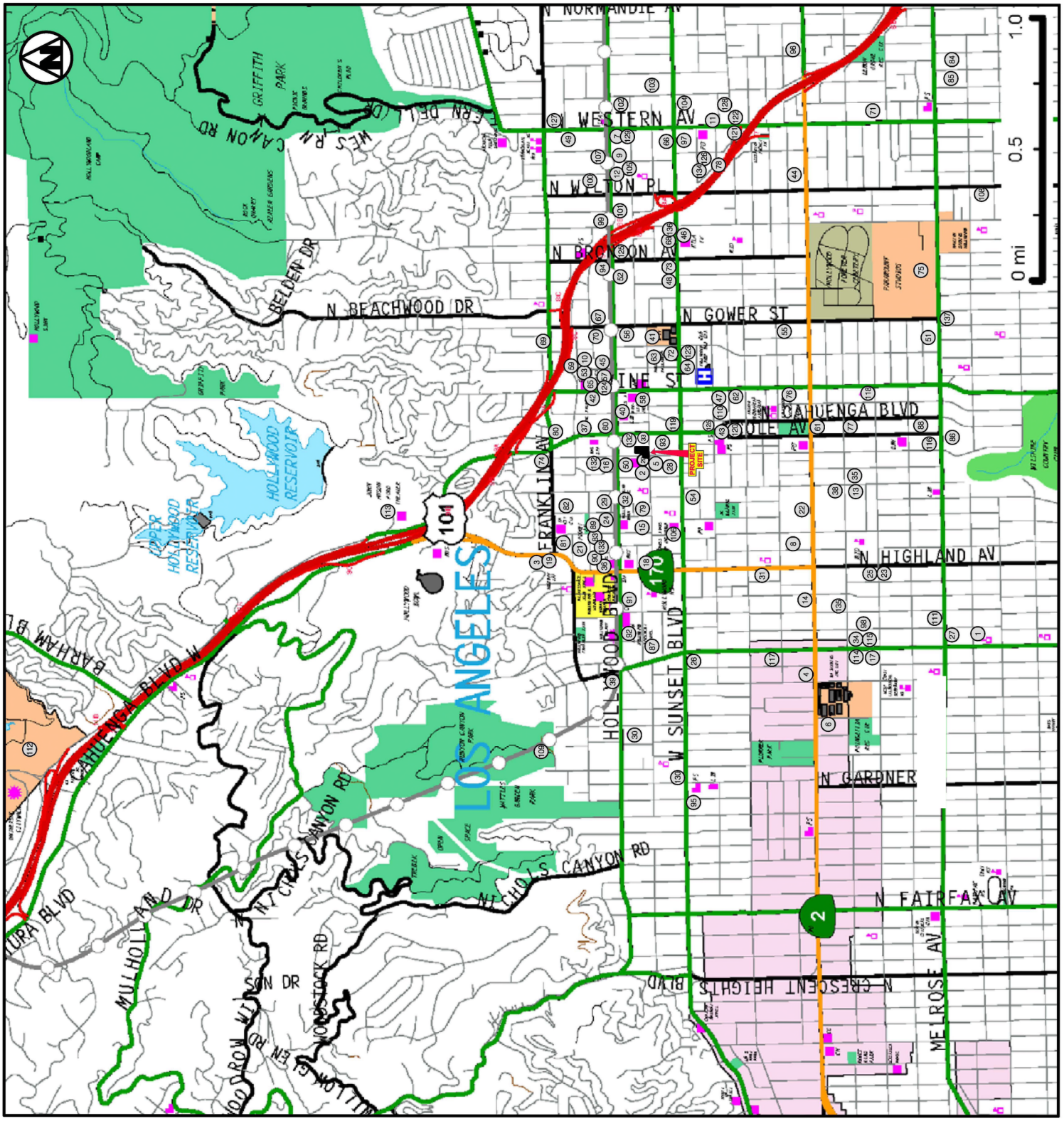


FIGURE 9

1/2017

RELATED PROJECT LOCATIONS

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com

SELMA+WICOX HOTEL

RELATED PROJECT LIST

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Daycare	4,480	sf	7002 Clinton St	305	30	8	38	5	18	23
	Kindergarten										
2	Hotel	168	rooms	1600 Schrader	1733	54	37	91	65	56	121
	Restaurant	4,000	sf								
3	Café & Market	18,000		1915 Highland Av	937	26	17	43	45	40	85
	Commercial office										
4	Apartments	166	units	7141 Santa Monica Bl	1,104	17	68	85	6	37	103
	Retail	9,655	sf		415	6	4	10	18	18	36
5	Hotel	212	rooms	6516 Selma Avenue	2,241	71	50	121	105	84	189
	Café	2,308	sf								
	Restaurant/Lounge/Bar	11,148									
6	Apartments	76	units	7300 Santa Monica Bl	505	8	31	39	30	17	47
	Condominiums	294	units		1,708	21	109	129	103	50	153
	Retail	22,500	sf		966	14	9	23	41	43	84
7	Restaurant	4,648	sf	5500 Hollywood Bl	441	6	6	12	22	15	37
	Coffee	1,000	sf								
8	Senior Housing	100	units	1118 N McCadden Pl	1,346	49	31	80	53	56	109
	Office	17,040	sf								
	Youth Housing	92	units								
9	Apartments	278	units	5550 Hollywood Bl	1,267	-3	43	40	47	17	64
	Retail	12,500	sf								
10	Apartments	191	room	6220 W Yucca St	3,182	114	119	233	144	105	249
	Restaurant	6,980	sf								
	Hotel	260	rooms								
11	Apartments	202	units	1350 Western Av	810	-110	109	-1	92	-88	4
	RetailRestaurant	7,400	sf								
12	Hotel	80	rooms	5600 Hollywood Bl	604	22	16	38	22	22	44
13	Office	240,000	sf	959 N Seward St	2,337	297	39	336	58	252	310
14	Apartments	247	units	6901 Santa Monica Bl	6,901	2	83	85	71	21	92
	Retail/Restaurant	15,000	sf								
15	Apartments	66	units	1603 N Cherokee Av	439	7	27	34	26	15	41
16	Office	4,074	sf	6523 Hollywood Bl	547	-16	-11	-27	32	4	36
	Restaurant	10,402	sf								
17	Apartments	179	units	915 N La Brea Av	2,615	5	86	91	200	158	90
	Market	33,500	sf								
18	Apartments	248	units	1610 N Highland Av	1,805	22	90	112	96	54	150
	Retail	14,710	sf								
19	Hotel	100	rooms	1841 N Highland Av	694	29	19	48	26	24	50

SELMA+WICOX HOTEL

RELATED PROJECT LIST

20	Hotel	114	rooms	6421-6429 Selma &	1536	44	33	77	80	57	137
	Restaurants	10,600	sf	1600-1604 Wilcox							
21	Apartments	118	units	1824 N Highland Av	667	10	41	51	40	22	62
22	Apartments	786	units	6677 Santa Monica Bl	1,938	127	182	309	170	122	292
	Restaurant	5,500	sf	The Lexington							
	Retail	12,700	sf								
23	Tutoring Center	100	Students	927 N Highland Av	155	4	-1	3	23	17	40
24	Apartments	225	units	1719-1727 Cherokee Av	1,496	23	92	115	91	49	140
25	Restaurant	806	sf	859 Highland Av	330	21	20	41	9	9	18
26	Retail	2,900	sf	7120 Sunset Bl	397	0	14	14	25	4	29
	Apartments	44	units								
27	Apartments	40	units	7000 W Melrose Av	334	4	17	21	20	12	32
	Retail	7,565	sf								
28	Hotel	225	rooms	1541 Wilcox Av	3,359	103	80	183	147	114	261
29	All Suites Hotel	167	rooms	6611-6637 Hollywood Bl	81	23	20	43	-8	14	6
	Retail	10,500	sf								
	Restaurant	5,400	sf								
30											
31	Apartments	72	units	1233 N Highland Av	714	11	27	38	38	28	66
	Retail	17,830	sf								
32	Restaurant	11,400	sf	6608 Hollywood Bl	1,292	13	2	15	129	66	195
	Special Events	6,100	sf								
	Bar/Lounge	9,400	sf								
	Office	3,000	sf								
33	Hotel	180	rooms	6417 Selma Av	2,069	94	72	166	114	72	186
34	Office	88,750	sf	936 N LaBrea Av	911	24	5	29	14	37	51
	Retail	12,000	sf								
35	Office	130,000	sf	956 Seward St	1,240	165	21	186	29	151	180
36	Restaurant	17,717	sf	6757 Hollywood Bl	1,220	5	5	10	35	17	52
37	Hotel	80	room	6381 Hollywood Bl	1,020	-19	11	-8	62	4	66
	Restaurant	15,920	sf								
38	Office	104,155	sf	6601 W Romain St	808	88	4	92	12	39	51
	Storage	1,970	sf								
39	Apartments	410	units	7107 Hollywood Bl	3,343	256	68	188	303	194	109
	Retail	5,000	sf								
	Restautant	5,000	sf								
40	Restaurant	6,321	sf	6531 Hollywood Bl	569	3	2	5	42	26	68

RELATED PROJECT LIST

41	Apartments	200	units	6121 Sunset Bl	6,327	477	211	688	254	428	682
	Office	422,500	sf	Columbia Square							
	Restaurant (ht)	23,500	sf								
	Restaurant (ff)	2,000	sf								
	Retail	16,500	sf								
	Health Club	15,000	sf								
42	Condominiums	57	units	1717 Vine St	828	7	22	29	48	23	71
	Restaurant	5,489	sf								
43	Apartments	375	units	1311 N Cahuenga Bl	2236	20	139	159	139	58	197
	Commercial	2,500	sf								
44	Apartments	437	units	5651 Santa Monica Bl	6,831	90	160	250	341	303	644
	Retail	377,900	sf	Paseo Plaza							
45	Apartments	270	units	6200-6201 Hollywood Bl	1,778	26	97	123	100	35	135
	Retail	2,500	sf								
	Restaurant	5,000									
46	Office	404,799	sf	5800 Sunset Bl	2,690	356	48	404	64	314	378
47	Hotel	100	rooms	1341 Vine Street	5596	445	177	622	204	432	636
	Office	282,500	sf								
	Apartments	250	units								
48	Condominiums	311	units	5925 Sunset Bl	2,148	78	93	171	144	90	234
	Office	40,000	sf								
	Retail	5,000	sf								
	Restaurant	8,500	sf								
49	Mixed - Use	53,940	sf	1745 N Western	861	84	20	104	28	72	100
50	Restaurant	12,225	sf	6506 Hollywood Bl	790	5	4	9	97	50	147
51	Condominiums	96	units	5663 Melrose Av	797	8	67	45	40	23	63
	Retail	3,350	sf								
52	Condominiums	42	units	6001 Carlton Wy	246	3	15	18	15	7	22
53	Condominiums	85	units	6230 Yucca St	364	22	3	25	5	27	32
	Office	13,790	sf								
	Live work	10	units								
54	Hotel	50	rooms	6600 Sunset Bl	409	16	12	28	15	15	30
55	Residential	57	units	1149 Gower St	704	5	22	27	22	12	34
56	Residential	151	units	6100-6116 Hollywood Bl	1,397	21	72	93	76	45	121
	Retail	6,200	sf								
57	Office	214,000	sf	6225 Hollywood Bl	1,918	243	33	276	43	211	254
58	Office	121,450	sf	1601 N Vine St	1,753	166	29	195	65	159	224
	Restaurant	6,150	sf								
	Bar	2,300	sf								
59	Hotel	225	rooms	1800 Argyle Av	1,015	60	44	104	53	106	159

SELMA+WICOX HOTEL

RELATED PROJECT LIST

60	Hotel	80	units	6381 Hollywood Bl	1,144	25	25	50	44	44	88
	Restaurant	15,290	sf								
61	Health Club	13,112		6311 Romaine St	na	2	2	4	16	21	37
62	Museum	79,231	sf	1313 Vine St	-79	15	-2	13	-62	2	-60
63	Office	169,463	sf	1546 Argyle Av	532	163	12	175	10	130	140
	Retail	24,200	sf	Ametron							
64	Apartments	200	units	6230 - 54 Sunset Bl	1,892	64	88	152	94	91	185
	Office	32,125	sf								
	Retail	4,700	sf								
65	Office	264,303	sf	1740 Vine St	9,922	321	253	574	486	438	924
	Apartments	461	units	Capitol Records							
	Hotel	254	rooms								
	Retail	100,000	sf								
	Restaurant	25,000	sf								
	Health Club	80,000	sf								
66	Apartments	240	units	5525 W Sunset Bl	3,411	80	124	204	203	142	345
	Market	34,500	sf	Sunwest							
	Restaurant	5,000	sf								
67	Apartments	70	units	1720 Gower St.	466	7	29	36	28	15	43
68	Office	40,000	sf	5825 Sunset Bl	566	9	30	39	32	19	51
69	Apartments	130	units	6142 Franklin Av	932	13	54	67	58	31	89
70	Hotel	86	rooms	6107 Hollywood Bl	649	25	15	40	42	42	84
	Retail	5,000	sf								
71	Apartments	63	units	922 Western Av	1,021	6	26	32	41	35	76
	Retail	13,500	sf								
72	Apartments	731	units	6201 Sunset Bl	4,913	128	228	356	234	169	403
	Restaurant	5,000	sf								
	Retail	21,000	sf								
	Coffee	1,000	sf								
73	Office	274,000	sf	5901 Sunset Bl	3,839	350	61	411	122	339	461
	Retail	26,000	sf								
74	Hotel	159	rooms	1921 Wilcox Av	1,242	42	32	74	46	43	89
	Restaurant	3,000	SF								
75	Studio	21,000	sf	5555 Melrose Av	9,830	712	213	925	297	736	1,033
	Production	635,000	sf	buildout 2038							
	Office	638,100	sf								
	Retail	89,200	sf								
76	Hotel	118	rooms	1133 N Vine St	457	19	13	32	18	15	33
77	Office	114,725	sf	6300 Romaine St	330	0	0	0	20	17	37
	Gym	40,927	sf								
	Studio	38,072	sf								

RELATED PROJECT LIST

78	Hollywood Cap Park	38 acres		Over 101 Fwy betweeen	2,298	104	69	173	115	89	204
	Amphitheater	500	seat	North of Hollywood Bl to	initial park						
	offices, concessions	7,500	sf	Santa Monica Bl							
	commercial	7,500	sf								
	Restaurants	21,500	sf								
	Café	750	sf								
	Bed & Breakfast Inn	5	rooms								
	Community Center	30,000	sf								
	library, police substation										
	classrooms, event space										
79	Apartments	202	units	nwc Selma/Cherokee	1,343	21	82	103	81	44	125
80	Apartments	126	units	6406 Franklin Av	838	13	51	64	51	27	78
81	Apartments	118	units	1840 Highland Av	785	12	48	60	48	26	74
82	Apartments	63	units	1818 Cherokee Av	419	6	26	32	25	14	39
83	Apartments	82	units	1737 Las Palmas Av	593	9	34	43	35	20	55
	Retail	1,115	sf								
84	Condominiums	242	units	694 Hobart Av	2,043	30	37	67	119	72	191
	Health Club	25,700	sf								
	Restaurant(Q)	26,600	sf								
	Restaurant (ht)	4,200	sf								
	Club	9,700	sf								
	Office	13,600	sf								
	Retail	4,400	sf								
85	Condominiums	70	units	600 Hobart Av	777	9	31	40	39	29	68
	Retail	8,558	sf								
86	Apartments	54	units	5920 Melrose Av	651	7	13	20	22	19	41
	Retail	16,000	sf								
87	Apartments	43	units	7045 Lanewood Av	289	4	18	22	18	9	27
88	Apartments	100	units	712 Wilcox Av	550	8	34	42	33	18	51
89	Condominiums	29	units	1718 Las Palmas Av	1,315	19	82	101	80	42	122
	Apartments	196	units								
	Retail	378	sf								
90	Apartments	270	units	6758 Yucca St	-138	-17	-68	-85	9	5	14
	Retail	8,500	sf								
91	Retail	29,900	sf	6904 Hollywood Bl	352	17	11	28	18	24	42
	Office	16,700	sf								
92	Apartments	42	du	7046 Hollywood Bl	279	4	17	21	17	9	26
93	Hotel	69	rooms	1525 N. Cahuenga Bl	469	10	12	22	20	14	34
	Office	1,500	sf								
	Other	700	sf								
94	Apartments	89	units	1717 N. Bronson Av	436	6	27	29	26	14	40

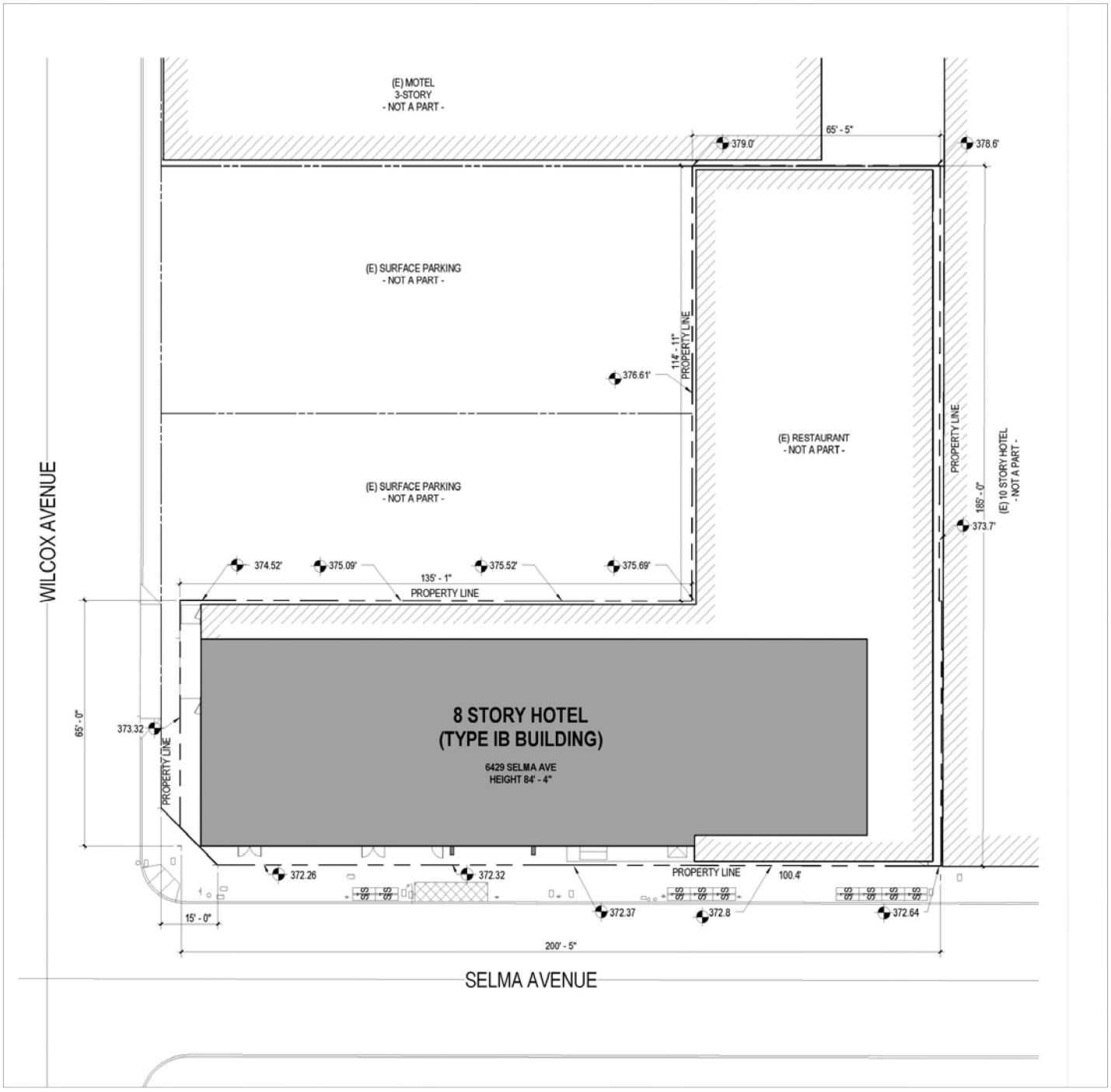
RELATED PROJECT LIST

95	Apartments	236	units	7510 - 7556 Sunset Bl	2,162	65	131	196	124	64	188
	Retail	20,000	sf								
	Restaurant	10,000	sf								
96	Assisted Living	68	units	5245 Santa Monica Bl	2,526	23	43	66	103	108	211
	Retail	51,674	sf								
97	Retail	194,749	sf	5520 Sunset Bl	5,509	110	83	193	231	242	473
98	Retail	15,000	sf	926 Scyamore Av	1,161	93	16	109	37	98	135
	Office	74,154	sf								
99	Restaurant	3,236	sf	5777 Hollywood Bl	1,868	92	86	178	74	49	123
	Retail	5,275	sf								
100	School	350	students	1717 Gramercy Pl	738	143	93	236	67	97	164
101	Apartments	162	units	5750 Holllywood Bl	1,180	22	66	78	68	38	106
	Retail	6,000	sf								
102	Apartments	42	units	5400 Hollywood Bl	582	9	21	38	25	19	44
	Retail	6,778	sf								
103	Apartments	42	units	1544 Serrano Av	296	4	18	22	18	10	28
104	Gas Station	10	pump	5420 Sunset Bl	1,628	61	60	121	70	69	139
105	Apartments	54	units	5607 Carlton Way	359	6	22	28	22	12	34
106	Apartments	950	units	6701 Sunset Bl	17,824	445	545	990	841	760	1601
	Retail	185,000	sf								
	Hotel	308	rooms								
	Office	95,000	sf								
107	Residential	108	units	5555 Hollywood Bl	892	13	44	57	48	33	81
	Retail	9,937	sf								
108	Apartments	88	units	525 Wilton Pl	449	6	28	34	27	14	41
109	Parking Lot	70	spaces	2000 N. Fuller Av	700	35	35	70	35	35	70
110	Hotel	100	rooms	6322 De Longpre Av	7,157	345	169	514	194	260	454
	Office	233,665	sf								
	Market	40,000	sf								
	Restaurant	9,133	sf								
	Apartments	200	units								
111	Condominiums	13	units	6915 Melrose Av	396	2	12	14	96	54	35
	Retail	7,500	sf								
112	NBC Universal Plan			100 Universal City Plaza	19,139	1,271	489	1,760	307	1,391	1,698
113	John Anson Ford Theaters	311	seats	2580 Cahuenga Bd	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Restaurant	5,400	sf	No construction by study year							
	Office	30	employee								
114	Retail	17,000	sf	925 La Bea Av	810	66	11	77	24	71	95
	Office	53,000	sf								
115	Retail	17,000	sf	904 La Bea Av	2,072	25	68	93	106	80	186
	Apartments	169	units								
116	Apartments	84	units	707 N. Cole Av	236	2	15	17	13	6	19

SELMA+WICOX HOTEL

RELATED PROJECT LIST

117	Apartments	8	units	1201 N. La Brea Av	445	3	13	16	19	10	29
	Retail	8,833	sf								
118	Apartments	85	units	901 N. Vine St	-32	4	26	30	-5	1	-4
	Retail	4,000	sf								
	Restaurant	4,000	sf								
119	Hotel	221	rooms	6409 Sunset Bd	1,285	51	26	77	53	60	113
	Retail	1,893	sf								
120	Apartments	375	units	1310 N. Cole Av	2,226	20	139	159	139	58	197
	Restaurant	2,800	sf								
121	Restaurant (net)	785	sf	1277 N. Western Av	-204	-2	-1	-3	-12	-13	-25
122	Apartments	75	units	1276 N. Western Av	1,079	16	46	52	55	42	97
	Retail	13,500	sf								
123	Apartments	270	units	6200 Sunset Bd	2,328	36	115	151	132	83	215
	Retail	12,400	sf								
124	Hotel	216	rooms	1718 Vine Street	1101	58	41	99	35	42	77
	Restaurant	4,354	sf								
125	Hotel	220	room	1400 Cahuenga	1,844	63	53	116	72	58	130
	Restaurant	2,275	sf								
126	Apartments	185	units	1375 N. St. Andrews Pl	1,230	19	75	94	75	40	115
127	Apartments	104	units	1868 Western Avenue	363	-5	18	13	20	7	27
	Retail	13,500	sf								
128	Apartments	75	units	5460 Fountain Avenue	424	7	26	33	23	17	40
129	Apartments	61	units	1627 Western Avenue	702	10	29	39	37	25	62
	Retail	13,374	sf								
130	Market	32,435	sf	1502 N Gardner Street	1522	30	19	49	74	68	142
131	Hotel	140	rooms	1717 N Wilcox Avenue	1244	54	35	89	49	43	92
	Retail	3,500	sf								
132	Restaurant Expand	6,632	sf	1615 N Cahuenga Bl	294	2	1	3	17	7	24
133	Apartments	71	units	1749 La Palmas	426	5	21	26	25	15	40
134	Apartments	185	units	5632 DeLongpre	800	-31	25	-6	50	19	69
135	Office	49,981	sf	7007 Romaine Street	572	63	8	71	17	57	74
	Retail	3,555	sf								
136	Apartments	299	units	5939 Sunset Bl	3731	152	191	343	182	152	334
	Office	36,688	sf								
	Restaurant/Retail	13,279	sf								
137	Apartments	52	units	5570 Melorse Av	430	-1	20	19	21	10	31
	Retail	5,500	sf								



KFA Architects

7/2016

PROJECT SITE PLAN (First Level)

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

LADOT POLICY ON PASS-BY TRIPS

PASS-BY TRIP DISCOUNT RATE	LAND USE CATEGORY
10%	Shopping Center 600,000 sf or more, Quality Restaurant, Specialty Retail, Furniture Store, Medical Office, Day Care, Theater/Cinema, Auto Sales/Repair
15%	Discount Club, Discount Store
20%	Shopping Center 300,000 to less than 600,000 sf, Bank/Savings & Loan, High Turnover Restaurant, Car Wash, Hardware/Lumber Store, Garden Center, Recreation/Health Club
30%	Shopping Center 100,000 to less than 300,000 sf, Auto Parts, Music/Video Store
40%	Shopping Center 50,000 to less than 100,000 sf, Supermarket, Drugstore, Bookstore
50%	Shopping Center less than 50,000, Fast Food Restaurant, Gasoline/Service Station, Convenience Market, Flower/Bakery/Yogurt Shop, Dry Cleaner, Liquor Store

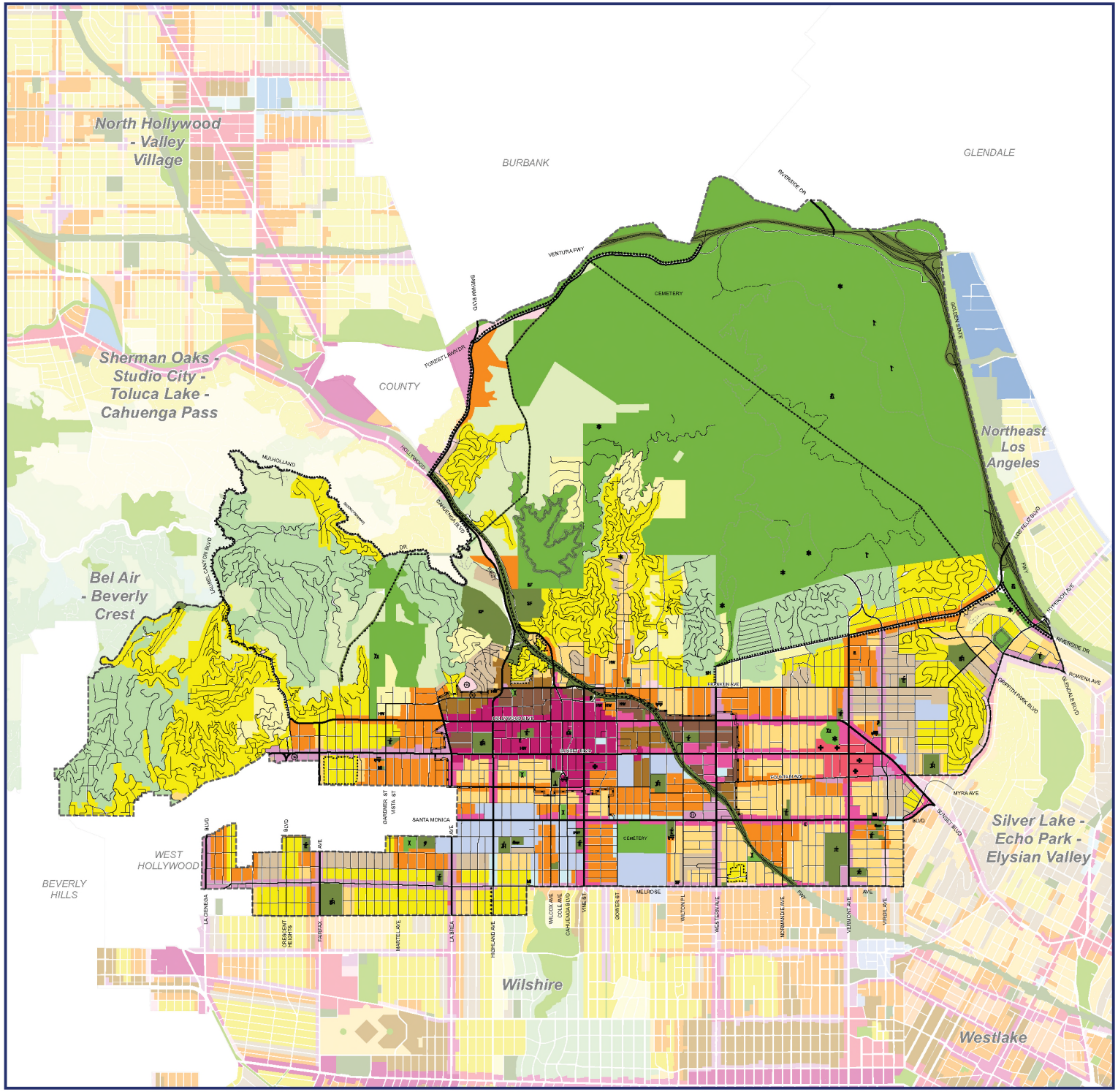
APPENDIX B

COMMUNITY PLAN LAND USE INFORMATION

Hollywood Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles



Land Use [18] *Corresponding Zones* [1]

Low Density [17]
- Minimum — *RE40*
- Very Low II — *RE15,RE11*
- Low I — *RE9*
- Low II — *RS,R1*

Multiple Family [17]
- Low Medium I [3] — *R2,RD5,RD4,RD3*
- Low Medium II [3] — *RD2,RD1.5*
- Medium [4] — *R3*
- High Medium [5] — *[Q]R4*
- High — *R4,[Q]R5* [13]

Commercial [17]
- Limited Commercial [6] — *CR,C1,C1.5,P, RAS3,RAS4*
- Highway Oriented Commercial [11,12,21] — *C1,C2,P, RAS3,RAS4*
- General Commercial — *C1,C2,P, RAS3,RAS4*
- Neighborhood Office Commercial [7,11] — *C1,C2,C4,P, RAS3,RAS4*
- Community Commercial [8] — *CR,C2,C4,P,PB, RAS3,RAS4*
- Regional Center Commercial [9] — *C2,C4,P,PB, RAS3,RAS4*

Industrial [17]
- Commercial Manufacturing [11] — *CM,P*
- Limited Manufacturing — *MR1,M1,P,PB*

Open Space;Public Facilities [14,15,26]
- Open Space — *OS,A1*
- Public Facilities — *PF*

Service Systems
- Public Elementary School
- Public Junior High
- Public Senior High
- Junior College
- Private Elementary School
- Private Senior High
- Private Special School
- Community Park
- Neighborhood Park
- Regional Park
- Public Golf Course
- Branch Administration Center
- Fire Station
- Police Station
- Community Library
- Regional Library
- Cultural/Historical Site
- Maintenance Yard
- Power Distribution Station
- House of Worship
- Health Center/Hospital
- DWP Property

Circulation
- Freeway
- Scenic Freeway
- Major Highway II
- Scenic Major Highway II
- Scenic Divided Major Highway II
- Secondary Highway
- Scenic Secondary Highway
- Scenic Divided Secondary Highway
- Scenic Arterial Mountain
- Scenic Parkway
- Collector Street
- Local Street
- Country Road
- Park Road
- Private Street

Other Line Symbols
- Community Boundary
- DWP Lines
- Historic Preservation
- Redevelopment Project Area
- Reservoir Line

FOOTNOTES

1 Only those zones indicated in the table are recommended in Hollywood

2 Gross area including one-half of abutting street

3 Height district 1XL

4 Refer to zoning map; may be limited to Height District 1XL or to less than maximum FAR zoning density

5 Height District 1XL: maximum density limited to one dwelling unit per six hundred (600) square feet of lot

6 For properties with less than one hundred (100) feet of lot depth the recommended FAR is 1:1

7 For properties limited to the 1XL and 1VL Height Districts the recommended FAR is 1.5:1. This Plan designation emphasizes pedestrian-oriented use and design

8 This designation is limited to the East Hollywood Center Study Area. FAR up to 6:1 may be permitted through application of the CPIO, 1 Height District

9 This designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 6:1 FAR with a maximum of 8:1 FAR possible through a Transfer of Development Rights process and/or City Planning Commission approval

10 When the use of property designated as "Public Land" or "Open Space" is to be discontinued, the proposed reuse shall be approved by the City Planning Commission through these zones established by LAMC 12.24.1

11 A maximum FAR of 0.1 may be permitted on sites located within this designation parcels with the exception of the CRA 1 Height District

12 A floor area ratio (FAR) of 1.5:1 shall be permitted on properties designated Highway Oriented Commercial located within the Hollywood Redevelopment Project Area

13 The Plan contemplates that certain commercial uses may be allowed on properties designated as high-density through LAMC 12.24-D(4). Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1.5:1. Wherever possible, commercial uses should be located at street level with residential uses on the upper floors

14 Development of these properties shall be limited to a maximum floor area ratio of 1.5:1

15 Development of these properties shall be limited to a maximum floor area ratio of 1:1

16 Hotels may be permitted on these properties subject to approval pursuant to LAMC 12.24D.1(j)

17 Existing mobile home parks: the existing uses and the RMP Zones are consistent with the Plan and the RMP Zone is an appropriate zone for every Plan land use designation in the Plan including residential, commercial and industrial Plan designations. The rezoning of existing mobile home parks to the RMP Zone will further the Plan's objectives to preserve affordable housing and to provide access to a viable mechanism to supplement the City's housing stock. New mobile home parks shall be consistent with the Plan when developed in the RMP Zone and shall be limited to sites designated Minimum, Very Low I or Low I and the corresponding zone for every residential and commercial land use designation in the Plan. New mobile home parks should be established with that find condition is (1) feasible to public conveniences and welfare, (2) in harmony with the various elements and objectives of the General Plan, (3) proper in relation to adjacent uses or development and (4) not detrimental or injurious to the property or improvements of the adjacent neighborhood

18 Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Q conditions or other Plan amendments or text changes. Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed consistent with corresponding Plan designations unless the Plan is amended to so indicate. It is the intent of this Plan that the entitlements granted shall be one of the zone(s) corresponding to the Plan designation(s) existing cross-shown on the Plan Map, unless inconsistency is removed Plan Amendment

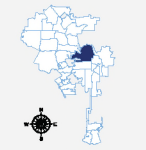
19 The Public Facility (PF) planning land use designation is consistent on the unmatched use of the property by a government agency. The designation of the PF Zone is a corresponding zone is based on the same premise. The Plan also intends that where a lease or governing body of a government agency officially indicates that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City Planning Commission finds that the property is suitable for private development, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be consistent consistent with the adopted Plan

20 Local streets and freeways are shown for reference only

21 Floor area ratio (FAR) of 6:1. A maximum FAR of 1.5:1 for commercial only buildings and a FAR of 6:1 for mixed-use commercial / residential or residential only projects, may be permitted in the Regional Center Commercial designation in the Hollywood designation properties, on the north side of Sunset Boulevard between Vermont Avenue and Van Ness Avenue for:
(1) projects containing residential uses plus project having at least 50 percent of the total floor area in building (s) of high-rise design devoted to commercial land use(s) in order to promote, street level pedestrian activity and/or
(2) a project that incorporates affordable housing units
Provided that the aforementioned property either (a) obtains FAR Conformance Zones or (b) is granted a Zone Change to the appropriate Height District and Zone at the time a Site Specific Conformance Action (excepting 21a to 6:1 if less than the proposed site for a unified mixed-use development

22 Height District 2D with a maximum floor area ratio (FAR) of 3:1 for the project described in CPC-2006-4200 the area bounded by Virginia Avenue on the north, El Centro and Poinsettia on the east, Santa Monica Boulevard on the south, and Wilcox Avenue on the west

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 8, 1996



Feet
0 2,000 4,000

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Sources: Los Angeles Department of City Planning

Notes:

A. The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (cityplanning.lacity.org).

B. Other Special Area Maps may not be included on this document.

C. Parcel specific information (zoning designation and zoning) can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

Disclaimer:

The City of Los Angeles (city) neither represents nor warrants (absolutely) the accuracy, errors or omissions with respect to the material contained on this map. This map and all material contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City of Los Angeles (city) shall not be responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use, the map and/or the material contained on the map whether the material contained on the map are provided by the City of Los Angeles, or a third party.

Revised: This reflects actions from Council File 12-0435-S2 & Ordinance No. 182,960

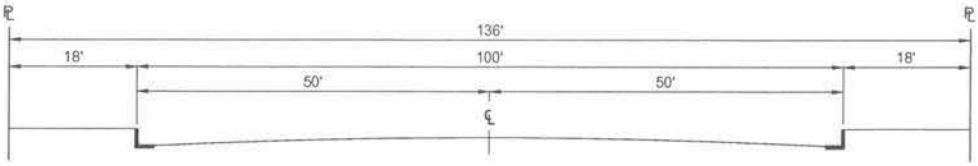
APPENDIX C

CIRCULATION SYSTEM, STREET STANDARDS, STREET AERIALS

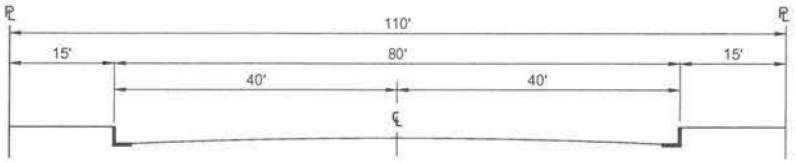
(Some aerial photos may not represent full current conditions)


N
CITYWIDE GENERAL PLAN
CIRCULATION SYSTEM
Map A4 - CENTRAL, MIDCITY SUBAREA
Boulevard I
Boulevard II
Avenue I
Avenue II
Avenue III
City of Los Angeles Boundary
Divided Streets
Scenic Hwys
Freeways
Collector Streets
Local Streets
Modified Streets
100 Modified ROW
100 Modified RD
Collector and Local Streets are shown for reference only.
Refer to specific community plan.
Please see NavigateLA for more detail after plan adoption.
0
0.65
1.3
Miles
August 2015

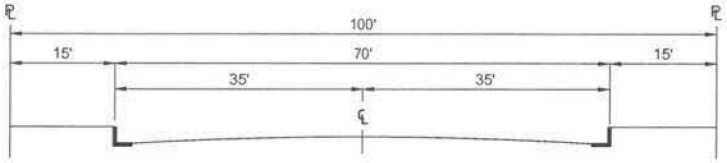
ARTERIAL STREETS



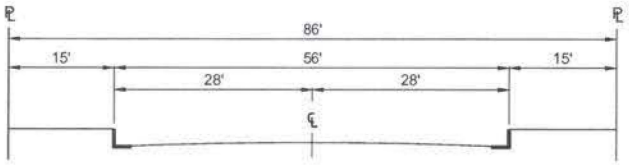
BOULEVARD I (MAJOR HIGHWAY CLASS I)



BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



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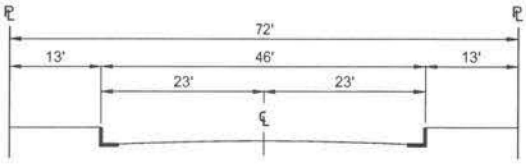


AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

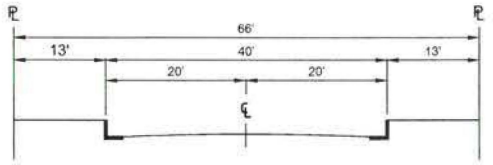
BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

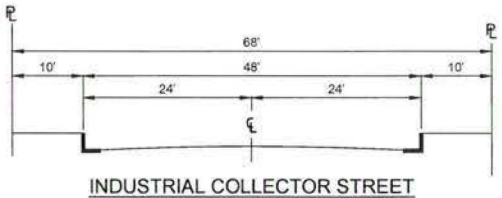
STANDARD PLAN S-470-1

PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
HAMID MADANI, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER DIRECTOR OF PLANNING DATE	REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49446 Exp. CIVIL STATE OF CALIFORNIA	D-22549 S-470-0	
				VAULT INDEX NUMBER:	
				SHEET 1 OF 4 SHEETS	

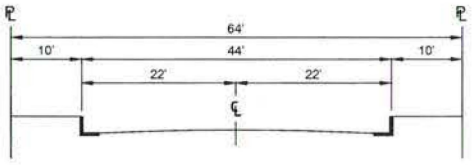
NON-ARTERIAL STREETS



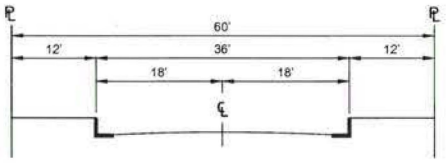
COLLECTOR STREET



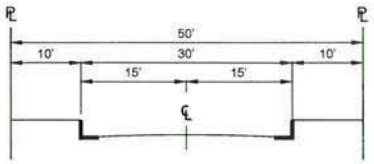
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

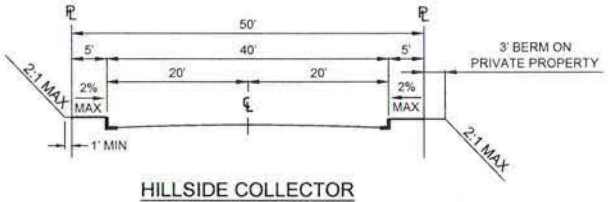


LOCAL STREET - STANDARD

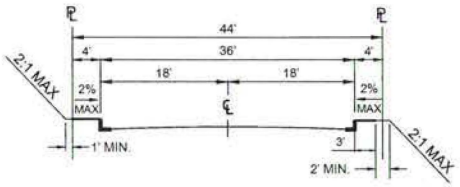


LOCAL STREET - LIMITED

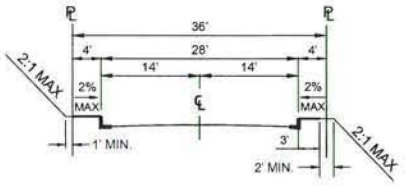
HILLSIDE STREETS



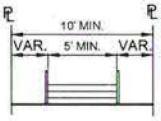
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

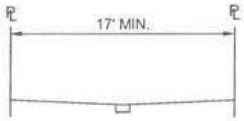


PUBLIC STAIRWAY

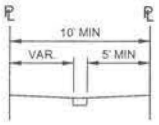
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 2 OF 4 SHEETS

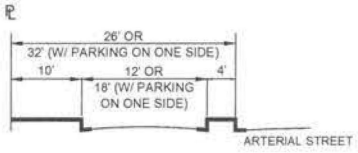
OTHER PUBLIC RIGHTS-OF-WAY



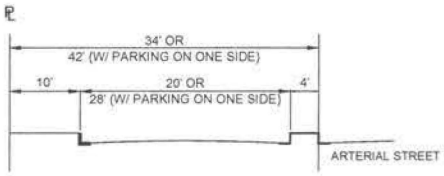
SHARED STREET



PEDESTRIAN WALKWAY

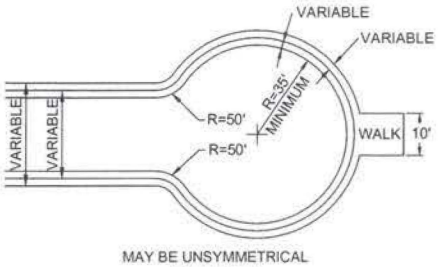


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

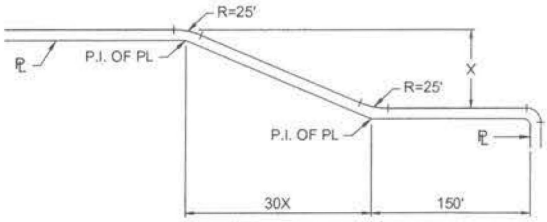
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

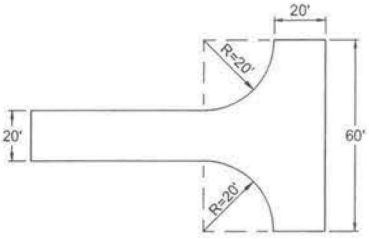
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

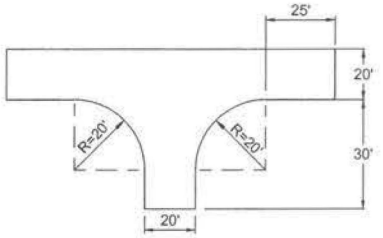


STANDARD FLARE SECTION
(PLAN VIEW)

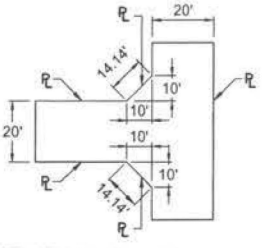
ALLEYS



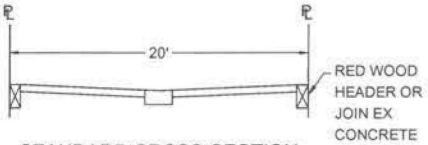
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.

2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.

3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.

4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.

5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.

6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.

7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.

8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;

   A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.

   B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.

9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.

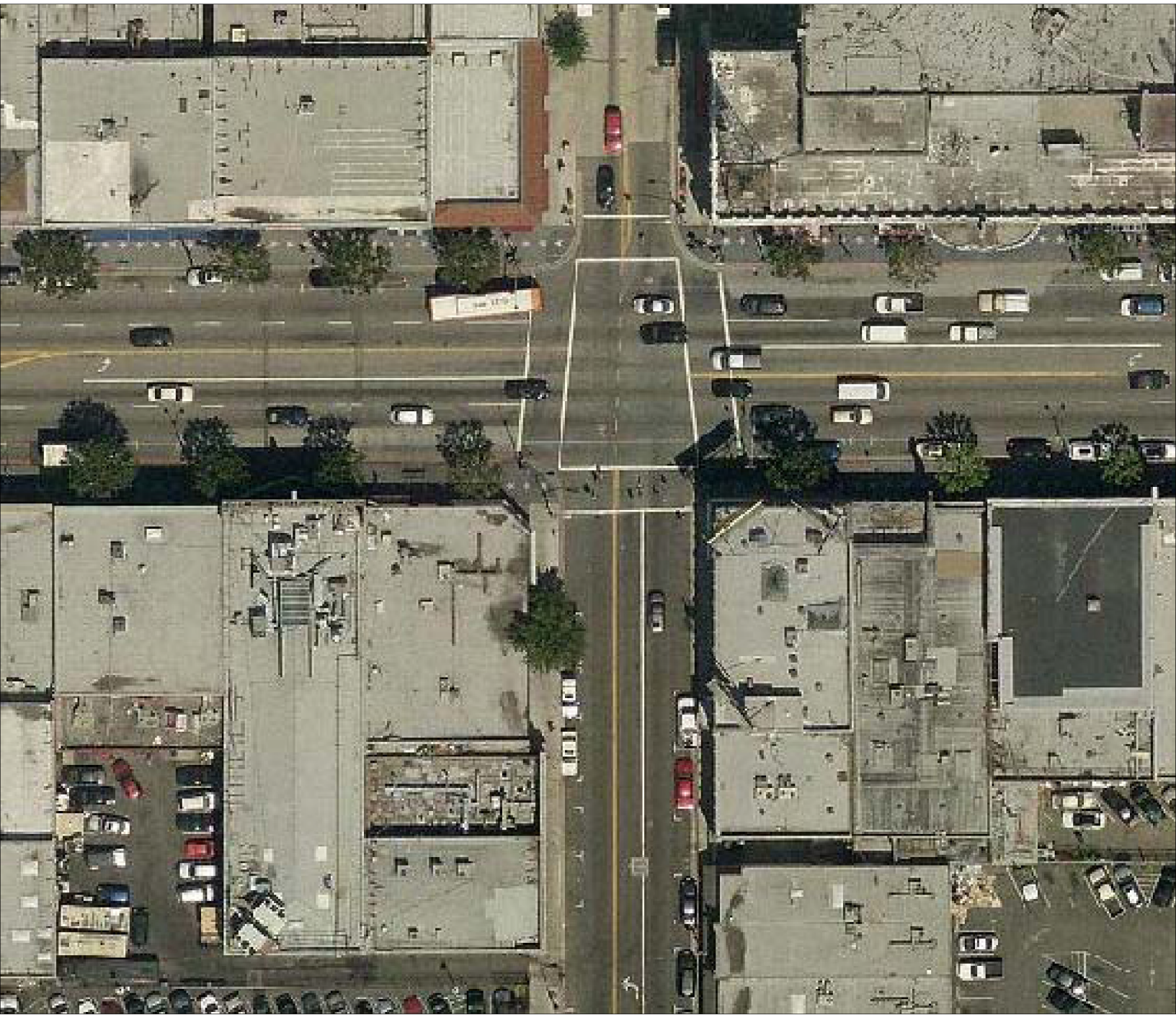
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.

11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.

13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

Hollywood Bl & Wilcox Av



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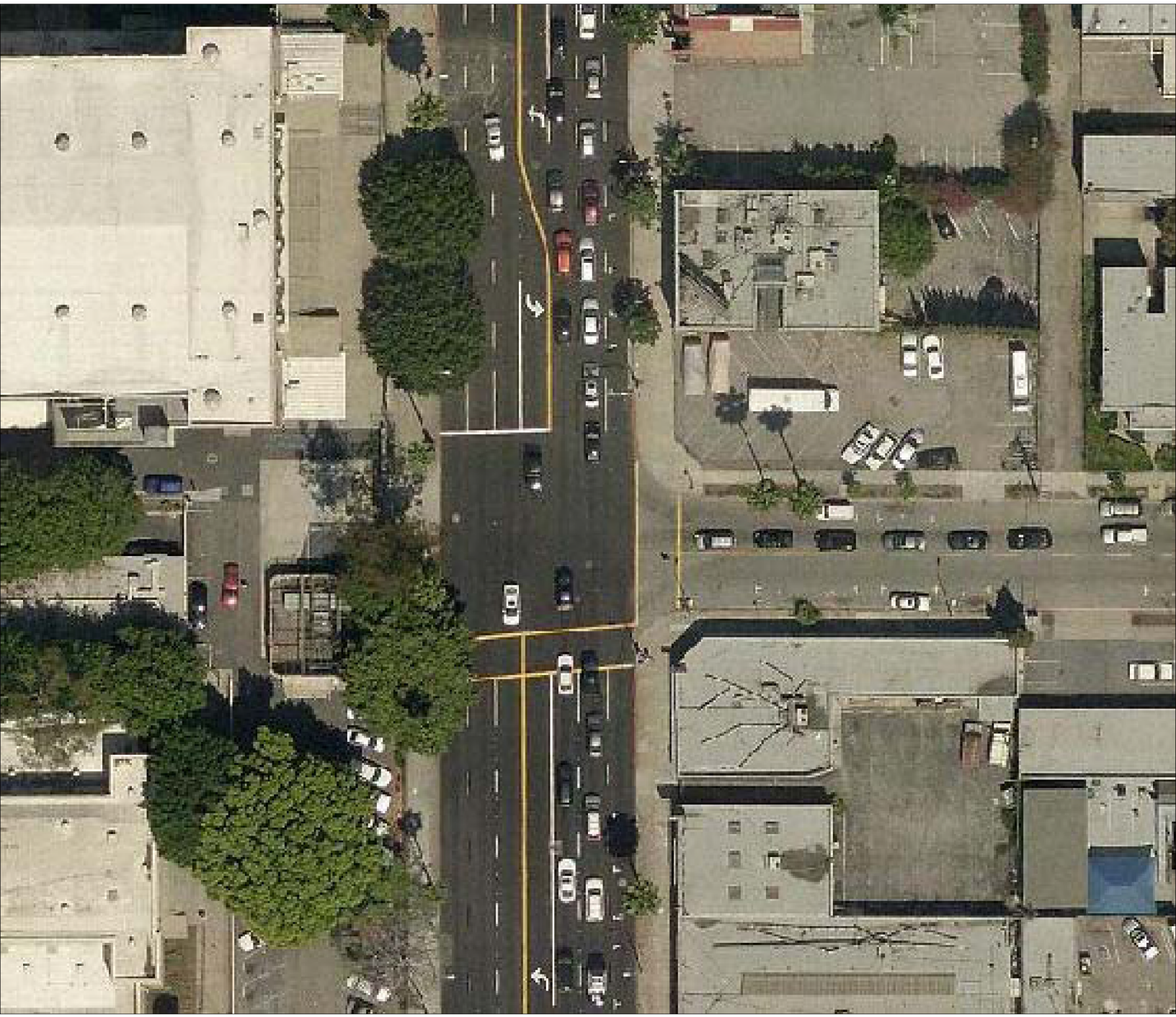
FEET

N

Highland Av & Selma Av



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FEET

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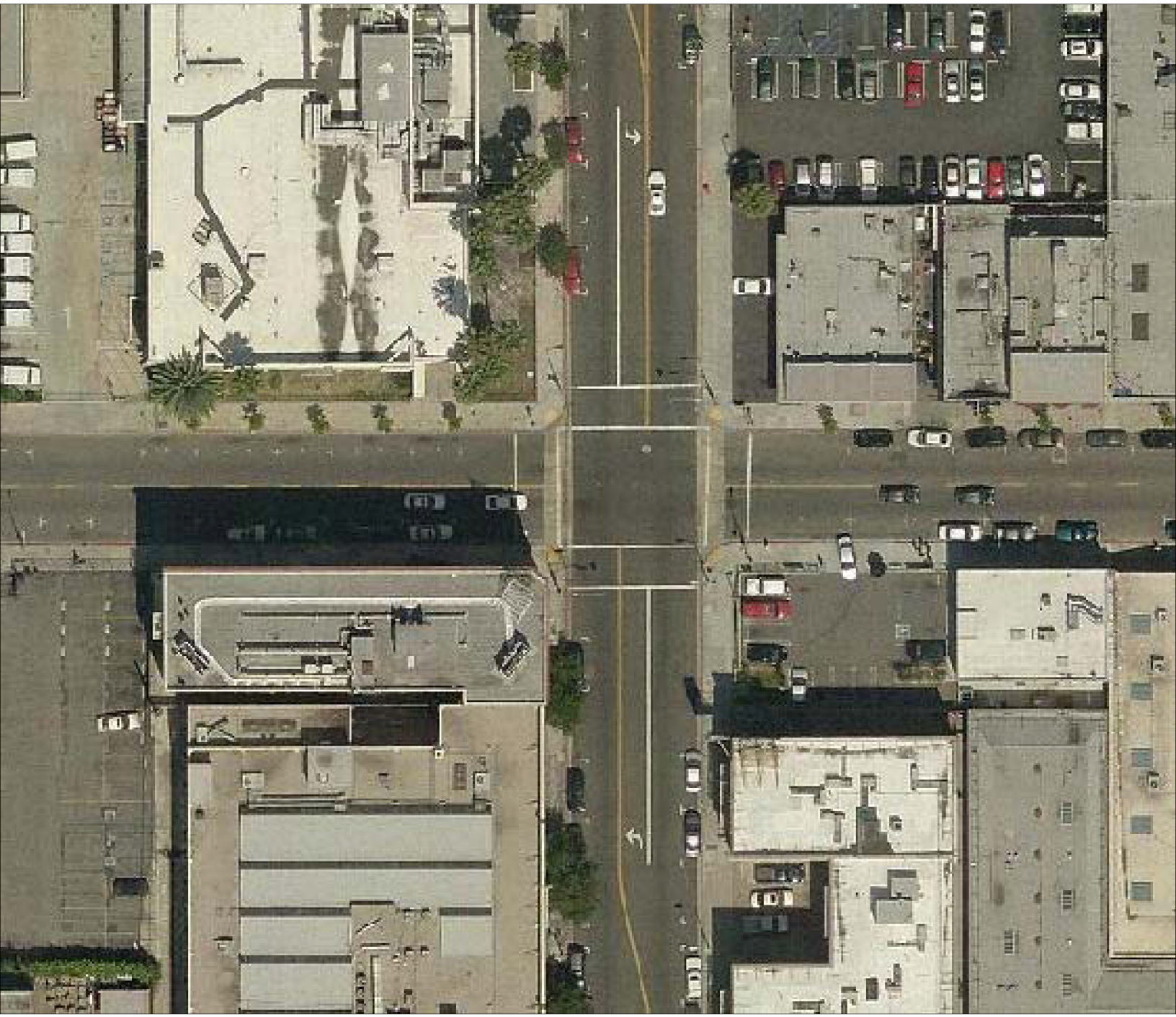
Selma Av & Wilcox Av



SCALE 1 : 595

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FEET

N

Selma Av & Cahuenga Bl



SCALE 1 : 595

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FEET

N

Highland Av & Sunset Bl



SCALE 1 : 1,190

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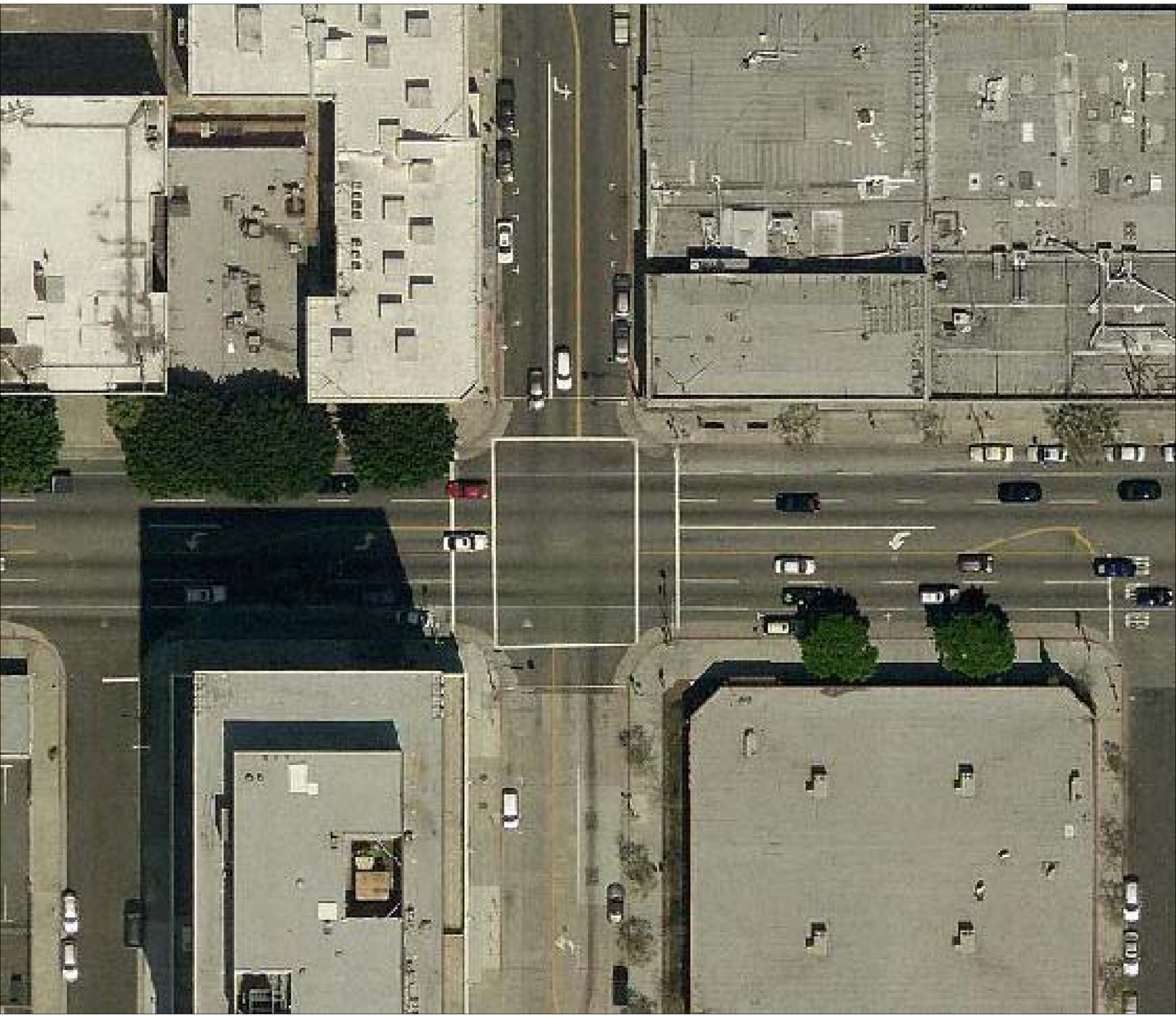
FEET

N

Sunset Bl & Wilcox Av



SCALE 1 : 595

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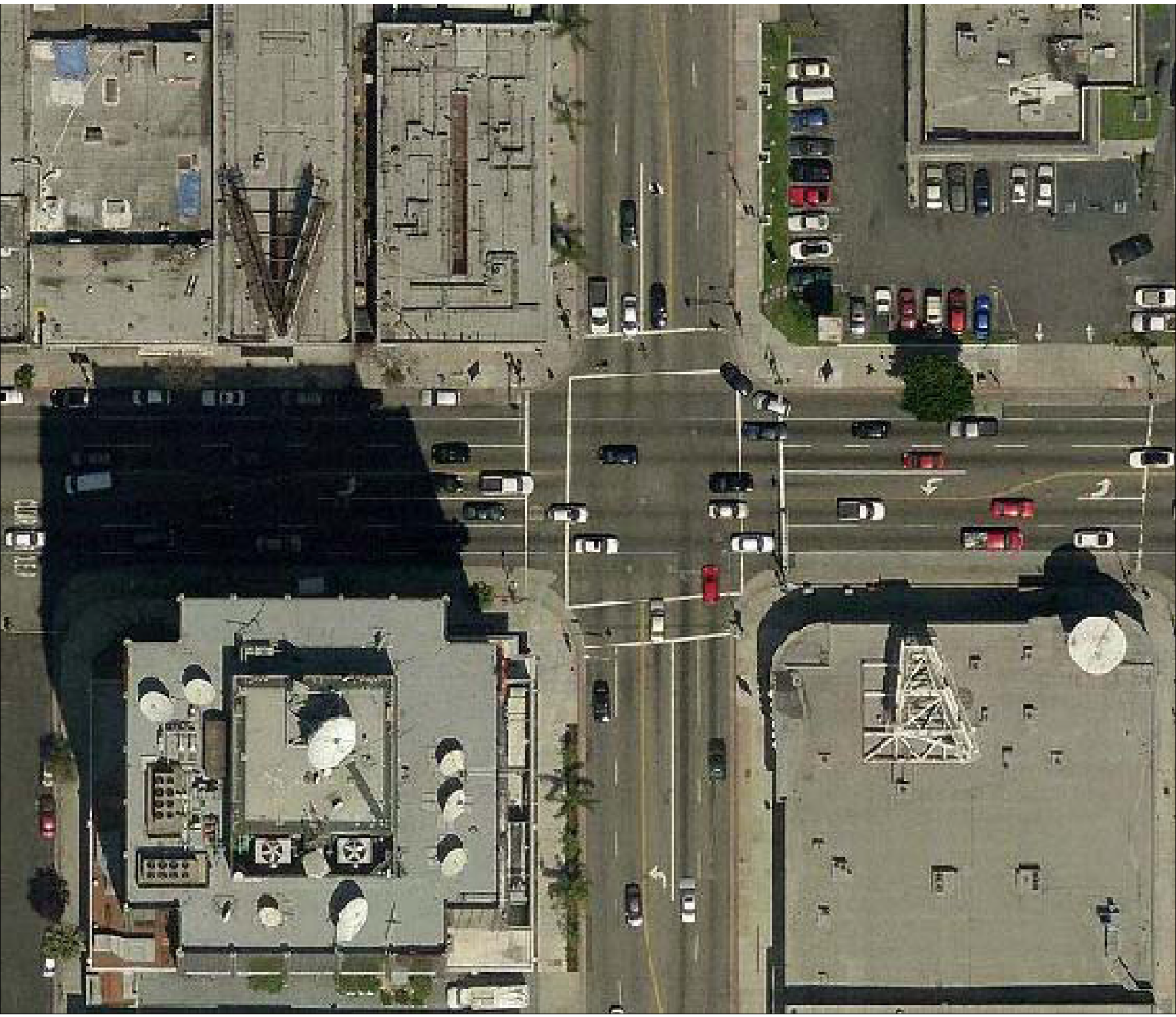
FEET

N

Cahuenga Bl & Sunset Bl



SCALE 1 : 595

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FEET

N

Cahuenga Bl & Hollywood Bl



SCALE 1 : 595

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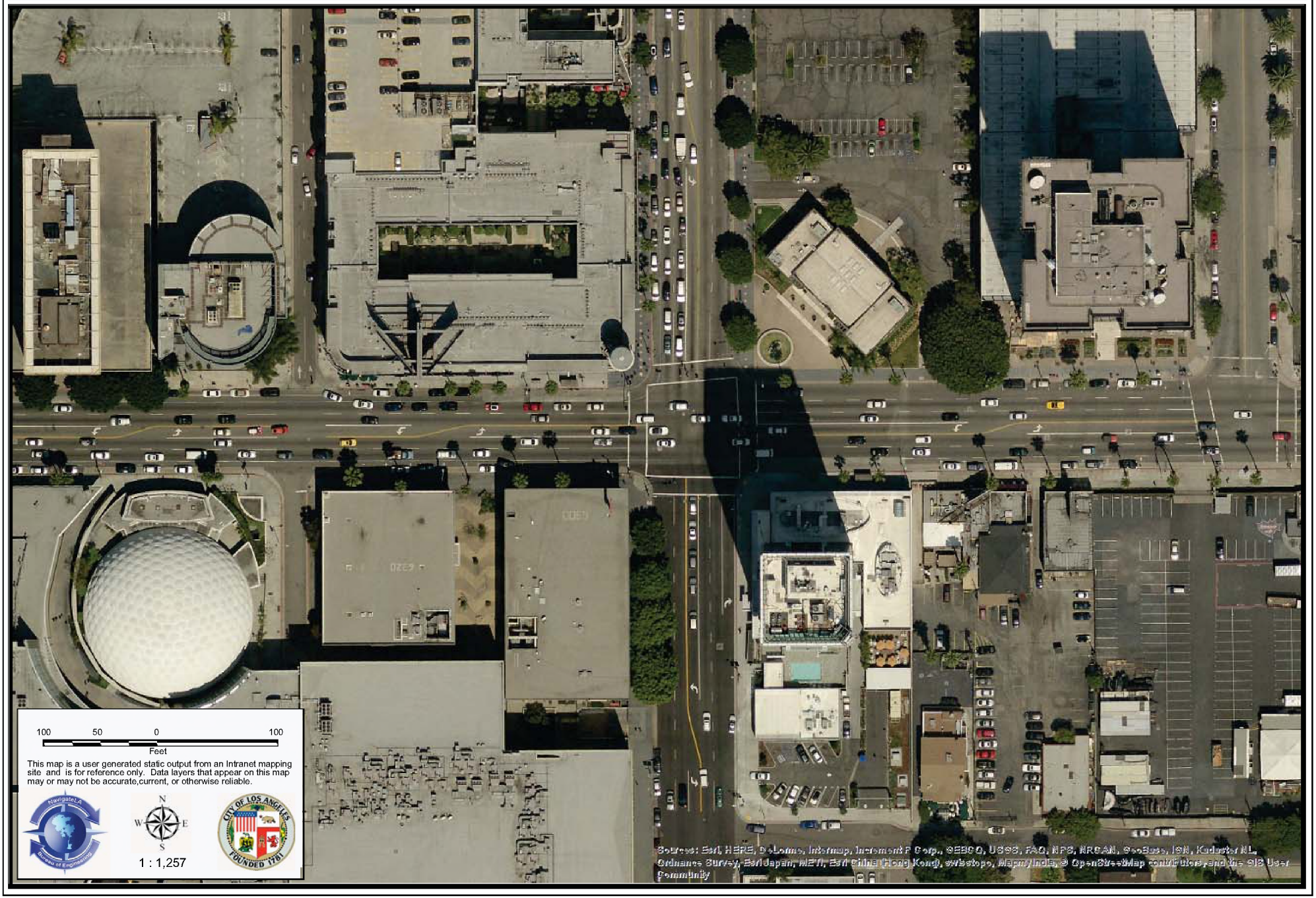
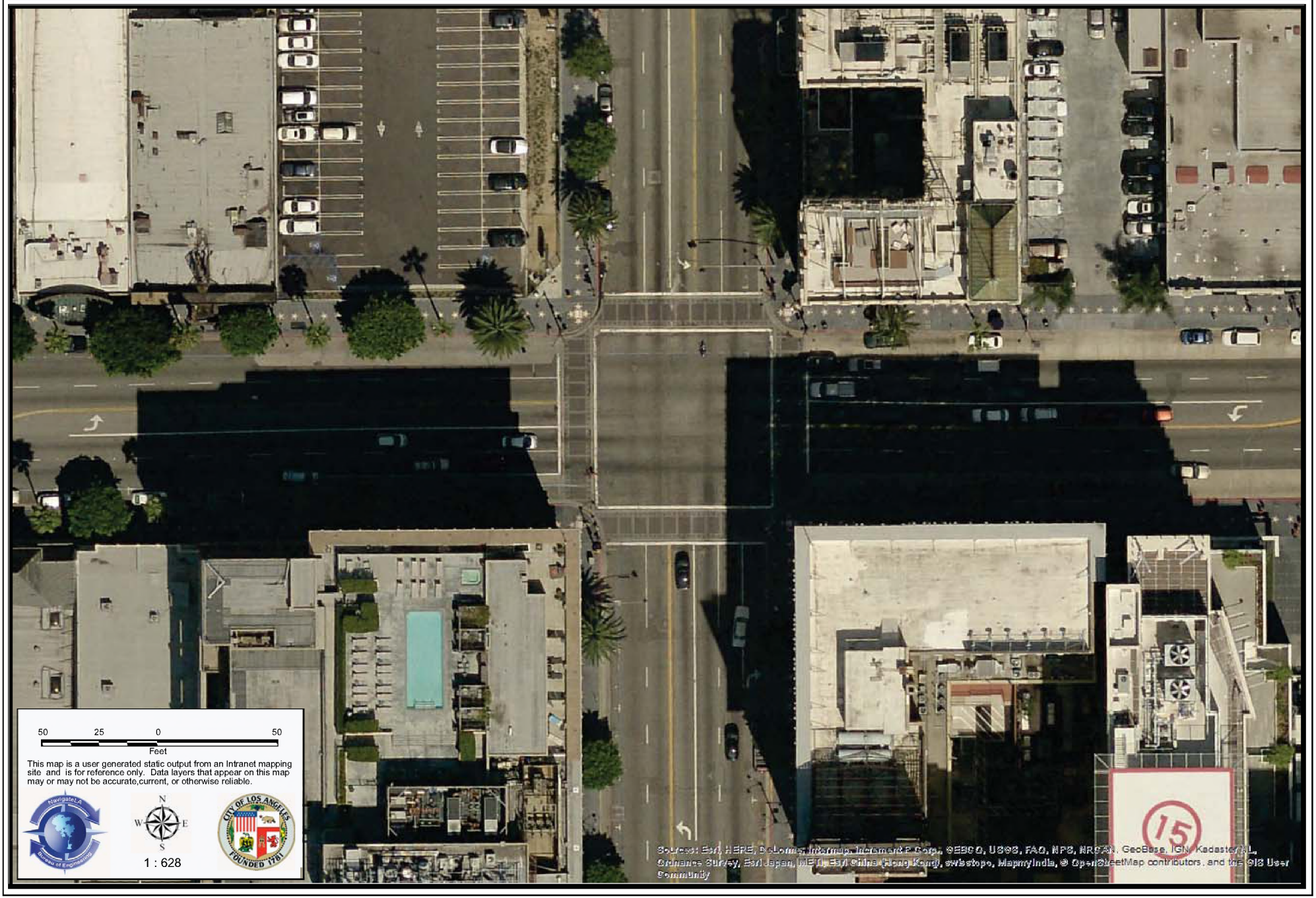
FEET

N

Sunset Bl & Vine St

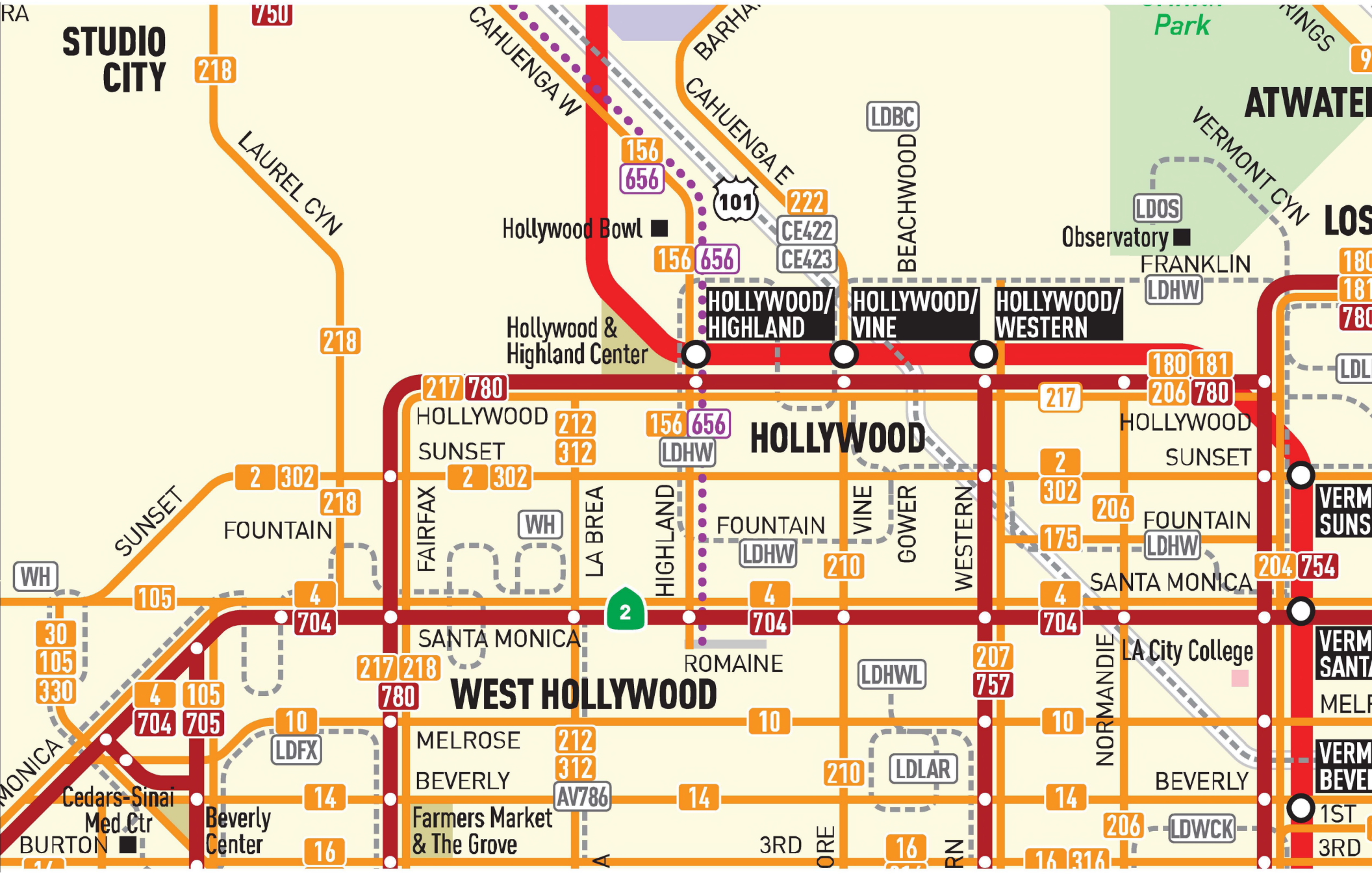


Hollywood Bl & Vine St



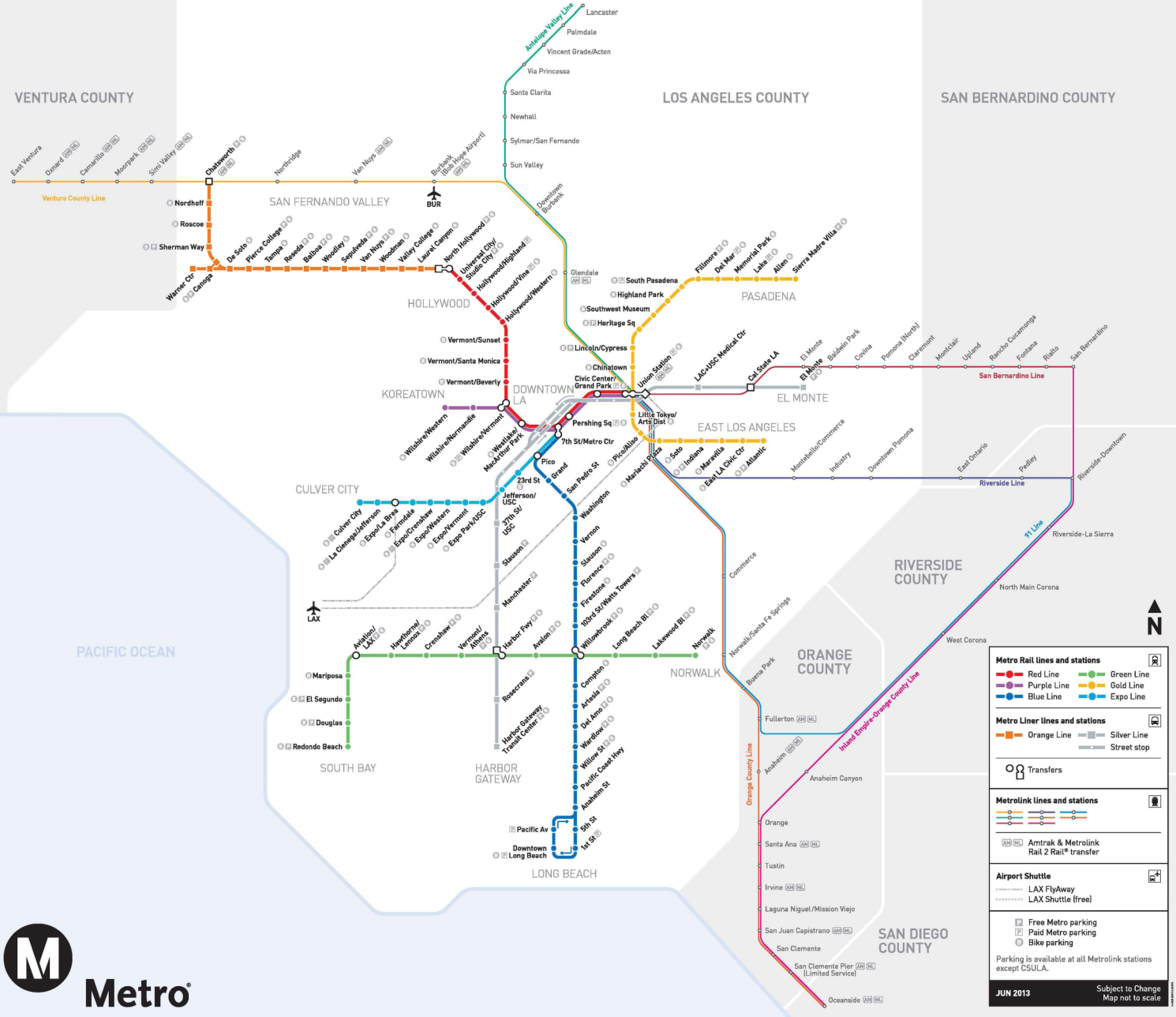
APPENDIX D

TRANSIT ROUTES


STUDIO CITY
750
218
LAUREL CYN
CAHUENGA W
CAHUENGA E
BARHAM
101
156
656
222
CE422
CE423
LDBC
BEACHWOOD
Hollywood Bowl
Park
ATWATER
VERMONT CYN
LDOS
Observatory
FRANKLIN
LDHW
HOLLYWOOD/ HIGHLAND
HOLLYWOOD/ VINE
HOLLYWOOD/ WESTERN
Hollywood & Highland Center
217
780
HOLLYWOOD
SUNSET
212
312
HOLLYWOOD
180
181
206
2
302
FOUNTAIN
WH
FAIRFAX
LA BREA
HIGHLAND
VINE
GOWER
WESTERN
175
210
204
754
SANTA MONICA
105
4
704
30
330
ROMAINE
LDHWL
207
757
LA City College
NORMANDIE
WEST HOLLYWOOD
MELROSE
BEVERLY
AV786
LDFX
LDLAR
10
14
16
Cedars-Sinai Med Ctr
BURTON
Beverly Center
Farmers Market & The Grove
3RD
1ST
LDWCK
316

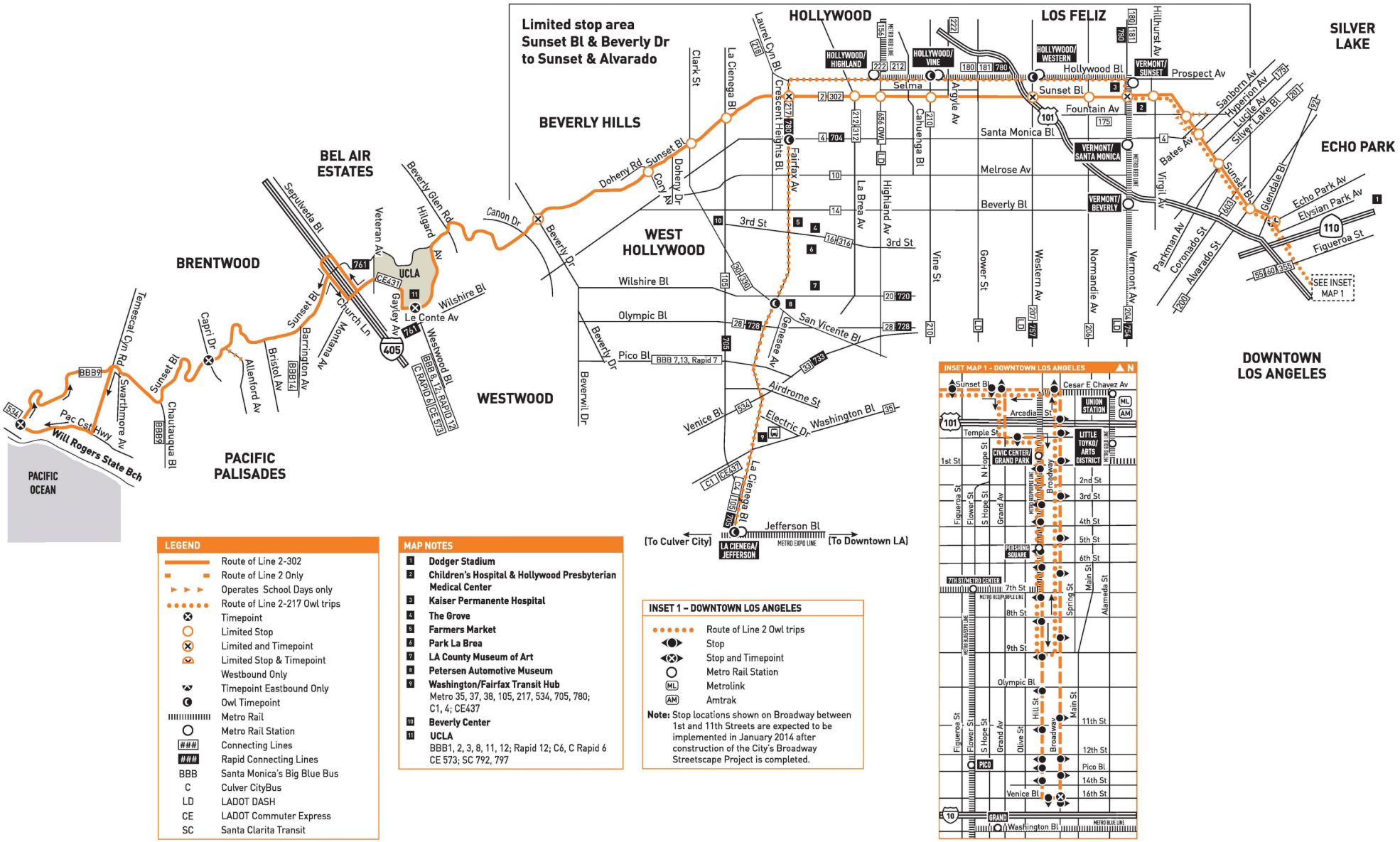
Metro & Metrolink

metro.net
metrolinktrains.com



Metro

ROUTE MAP



LEGEND

- Route of Line 2-302
- Route of Line 2 Only
- Operates School Days only
- Route of Line 2-217 Owl trips
- Timepoint
- Limited Stop
- Limited and Timepoint
- Limited Stop & Timepoint
- Westbound Only
- Timepoint Eastbound Only
- Owl Timepoint
- Metro Rail
- Metro Rail Station
- ### Connecting Lines
- ### Rapid Connecting Lines
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- LD LADOT DASH
- CE LADOT Commuter Express
- SC Santa Clarita Transit

MAP NOTES

1. **Dodger Stadium**
2. **Children's Hospital & Hollywood Presbyterian Medical Center**
3. **Kaiser Permanente Hospital**
4. **The Grove**
5. **Farmers Market**
6. **Park La Brea**
7. **LA County Museum of Art**
8. **Petersen Automotive Museum**
9. **Washington/Fairfax Transit Hub**
   Metro 35, 37, 38, 105, 217, 534, 705, 780; C1, 4; CE437
10. **Beverly Center**
11. **UCLA**
    BBB1, 2, 3, 8, 11, 12; Rapid 12; C6, C Rapid 6 CE 573; SC 792, 797

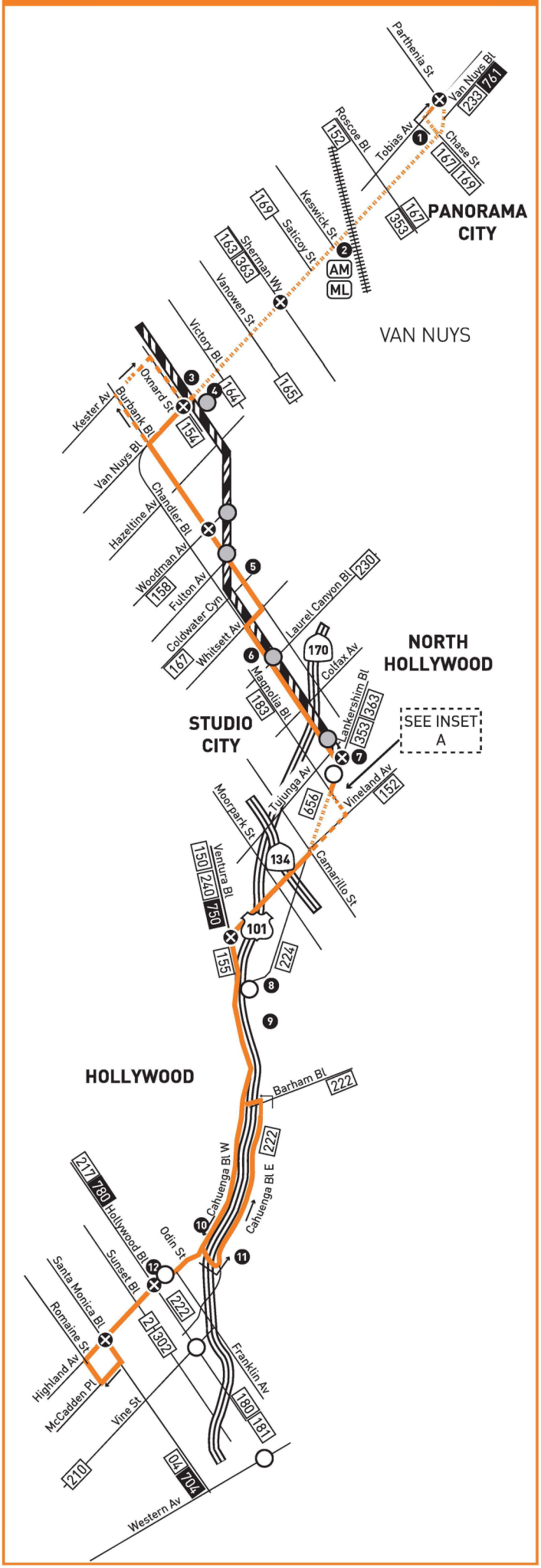
INSET 1 – DOWNTOWN LOS ANGELES

- Route of Line 2 Owl trips
- Stop
- Stop and Timepoint
- Metro Rail Station
- (ML) Metrolink
- (AM) Amtrak

Note: Stop locations shown on Broadway between 1st and 11th Streets are expected to be implemented in January 2014 after construction of the City's Broadway Streetscape Project is completed.

150902

ROUTE MAP



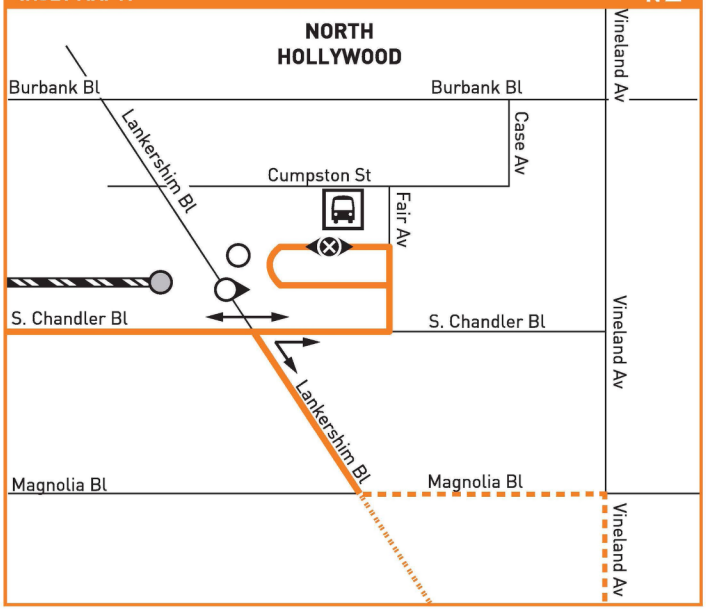
MAP NOTES

1. **Panorama Mall**
2. **Van Nuys Metrolink Station**
   Ventura County Line/Amtrak
3. **Van Nuys Orange Line Station**
   Metro 154, 156, 233, 237, 656, 761; LDVAN
4. **Van Nuys Civic Center**
5. **Valley College Station**
   Metro 156, 167, 656; CE549, LDVAN
6. **Laurel Canyon Station**
   Metro Lines 156, 230, 656
7. **North Hollywood Red & Orange Line Stations**
   Metro 152, 154, 156, 183, 224, 353, 363, 656 Owl, Orange Line; BB Media District, Airport/Empire; CE549; SC757
8. **Universal/Studio City Station**
   Metro Lines 150, 155, 224, 240, 750
9. **Universal Studio**
10. **Hollywood Bowl**
11. **John Anson Ford Theater**
12. **Hollywood/Highland Station**
    Metro 156, 163, 210, 212, 217, 312, 656, 780, LD-Hollywood

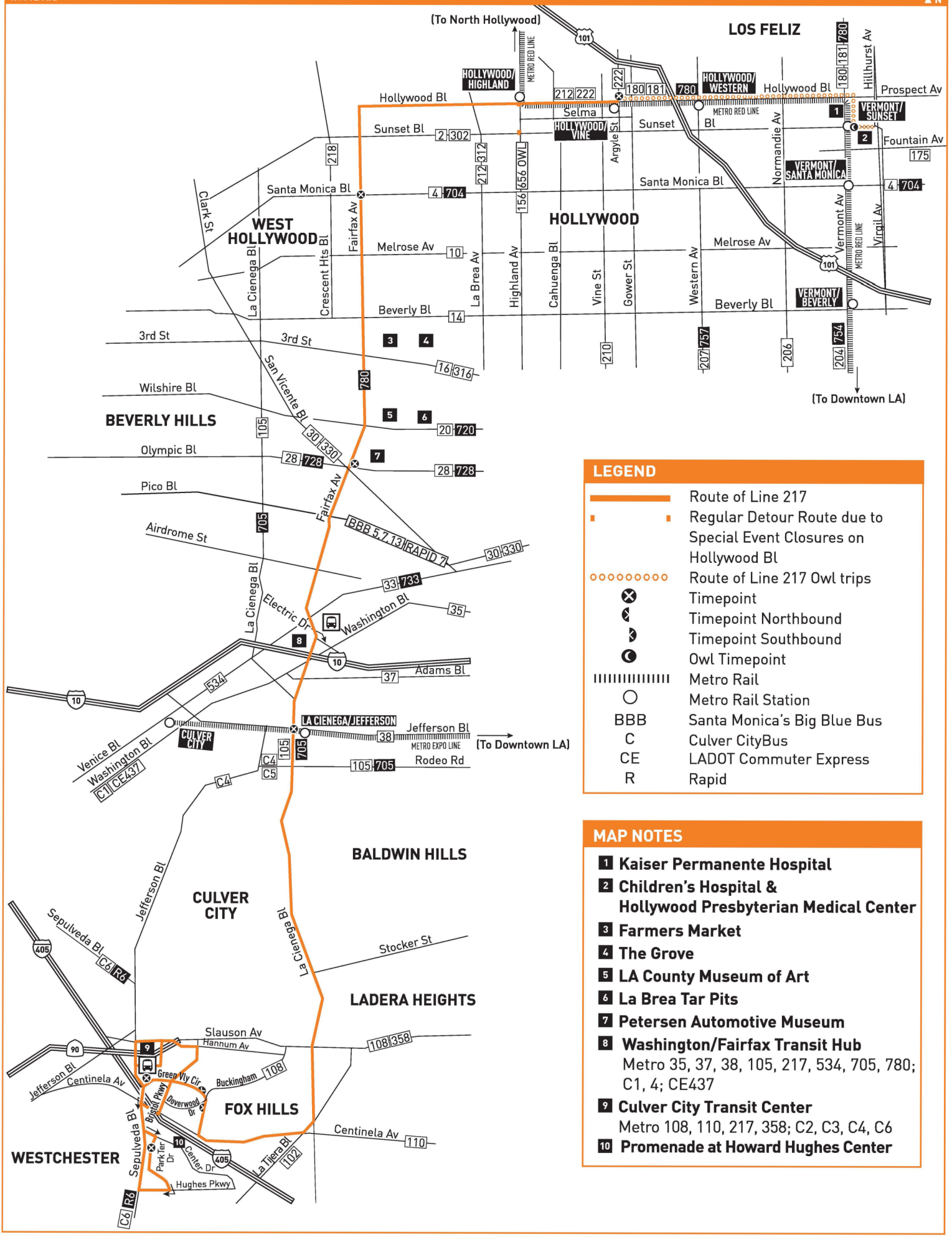
LEGEND

- Route of Line 156 and 656
- Route of Line 156 only
- Route of Line 656 Late-night Service only (12:46am-5:40am)
- Route of Orange Line
- Metrolink Rail
- Metro Rail Station
- Metro Orange Line Station
- Timepoint
- AM — Amtrak Station
- ML — Metrolink Station
- BB — Burbank Bus
- CE — LADOT Commuter Express
- LD — LADOT Dash
- SC — Santa Clarita Transit

INSET MAP A



ROUTE MAP



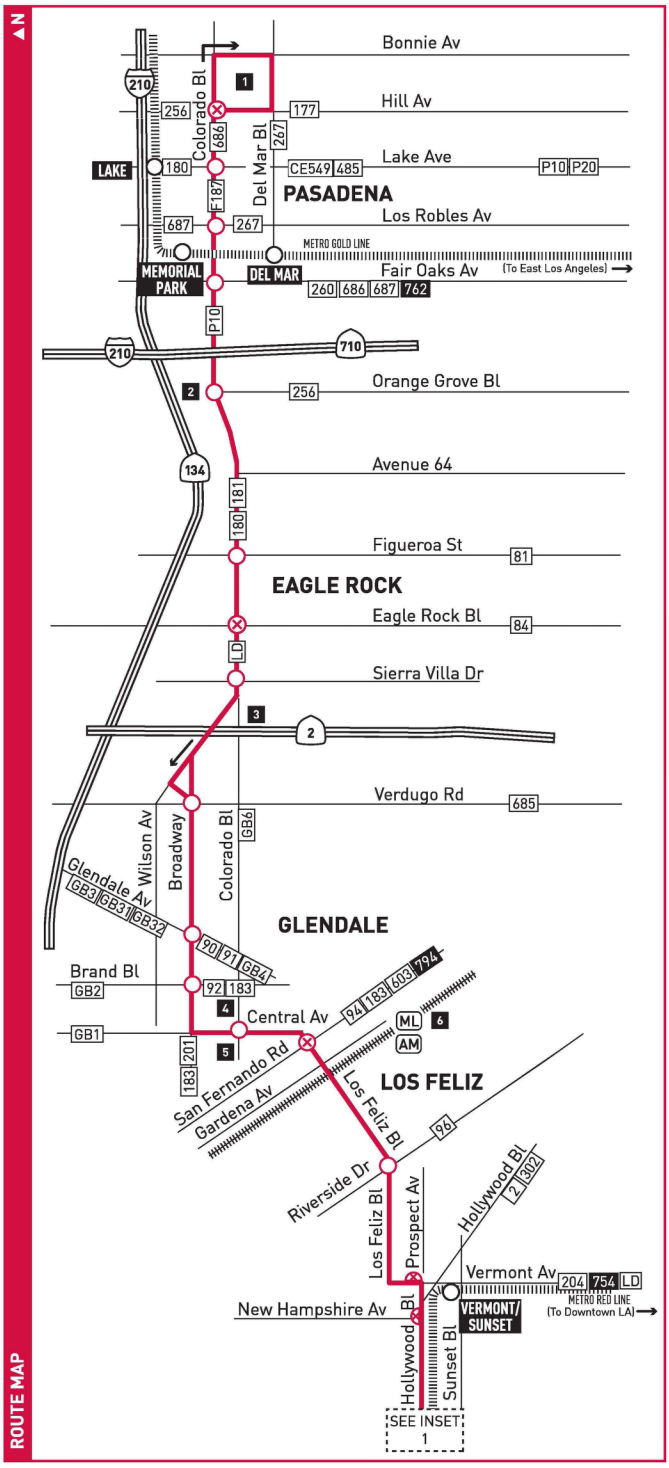
LEGEND

▬▬▬	Route of Line 217
▪ ▪ ▪	Regular Detour Route due to Special Event Closures on Hollywood Bl
ooooooooo	Route of Line 217 Owl trips
⊗	Timepoint
◖	Timepoint Northbound
◗	Timepoint Southbound
◐	Owl Timepoint
▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮	Metro Rail
○	Metro Rail Station
BBB	Santa Monica's Big Blue Bus
C	Culver CityBus
CE	LADOT Commuter Express
R	Rapid

MAP NOTES

1. **Kaiser Permanente Hospital**
2. **Children's Hospital & Hollywood Presbyterian Medical Center**
3. **Farmers Market**
4. **The Grove**
5. **LA County Museum of Art**
6. **La Brea Tar Pits**
7. **Petersen Automotive Museum**
8. **Washington/Fairfax Transit Hub**
   Metro 35, 37, 38, 105, 217, 534, 705, 780; C1, 4; CE437
9. **Culver City Transit Center**
   Metro 108, 110, 217, 358; C2, C3, C4, C6
10. **Promenade at Howard Hughes Center**

Effective Dec 15 2013

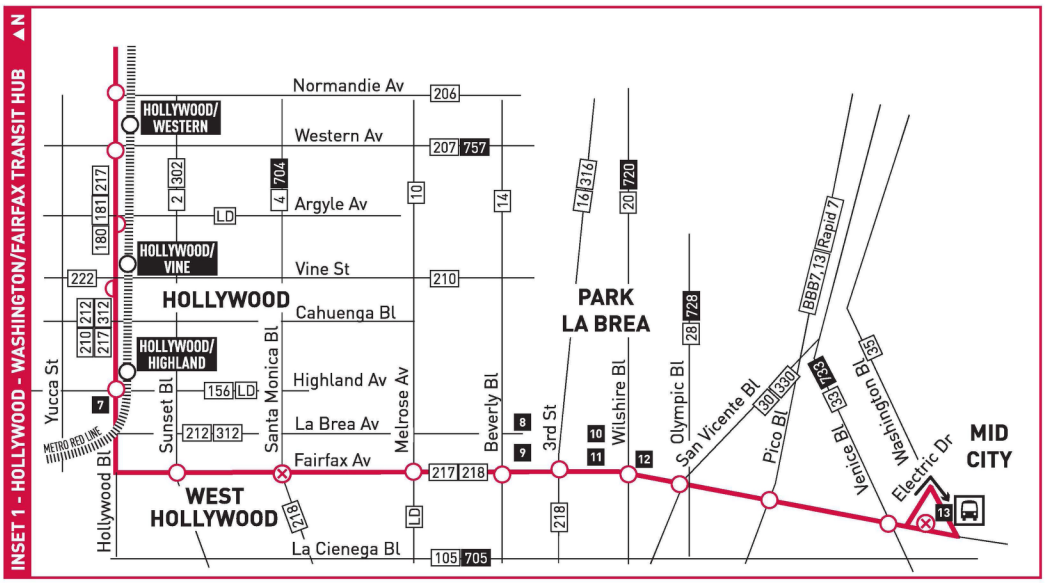


LEGEND

- Route of Metro Rapid 780
- Metro Rapid Timetable Timepoint
- Westbound Rapid Timetable Timepoint Only
- Eastbound Rapid Timetable Timepoint Only
- Metro Rapid Stop
- Westbound Rapid Stop Only
- Eastbound Rapid Stop Only
- Metro Rail
- Metro Rail Station
- Transit Center
- # Map Notes (see inset)
- ### Connecting Line
- ### Rapid Connecting Line
- ML Metrolink
- AM Amtrak
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- F Foothill Transit
- GB Glendale Beeline
- LD LADOT DASH
- P Pasadena ARTS

MAP NOTES

1. **Pasadena City College**
2. **Norton Simon Museum**
3. **Eagle Rock Plaza**
4. **The Americana at Brand**
5. **Glendale Galleria**
6. **Glendale Transportation Center**
   Metro 183; Metrolink Ventura County Line, Antelope Valley Line, Amtrak, Glendale Beeline 1, 2, 11, 12; Greyhound
7. **Hollywood & Highland Center**
8. **The Grove**
9. **Farmer's Market**
10. **La Brea Tar Pits**
11. **LA County Museum of Art**
12. **Petersen Automotive Museum**
13. **Washington/Fairfax Transit Hub**
    Metro 35, 37, 38, 105, 217, 534, 705; C1, C4; CE437




LEGEND
click route for individual map & schedule
DASH Hollywood - Clockwise Route
DASH Hollywood - Counterclockwise Route
DASH Hollywood/Wilshire Route
DASH Los Feliz Route
DASH Beachwood Canyon Route
Commuter Express Routes 422 & 423
Metro Rail Red Line
Bus Stop
Multiple Route Stop
Points of Interest
Time Point
Transfer Point
Metro Rail Station & Entrance
#1234
LADOTbus.com Stop Number
New Hampshire Ave
Russell Ave
Melbourne Ave
Prospect Ave
Barnsdall Park
Barnsdall Ave
Maubert
Childrens Hospital
Hollywood Presbyterian Hospital
Kaiser Los Angeles Medical Center
Edgemont Ave
Normandie Ave
Harvard Blvd
Serrano Ave
Western Ave
Wilton Pl
Van Ness Ave
Hollywood Blvd
Sunset Blvd
De Longpre Ave
Fernwood Ave
Fountain Ave
Lexington St
Serrano Convalescent Center
Post Office
Le Conte Middle School
Santa Monica Blvd
Hobart Blvd
Berendo St
Vermont Ave
Gower St
Beachwood Dr
Gordon St
Bronson Ave
Saint Andrews
Hollywood Frwy
CBS
Argyle Ave
El Centro Ave
Pantages Theater
Capitol Records
Greyhound Bus Station
Ivar Ave
Yucca St
Cherokee Ave
Whitley St
Las Palmas Ave
Crossroads of the World
Selma Ave
Hollywood High School
Social Security Office
Central Area Neighborhood City Hall
DeLongpre Park
Highland Ave
Las Palmas
Seward St
Wilcox Ave
Cole Ave
Cahuenga Blvd
Vine St
Hollywood Rec Center
Fountain Ave
101

LEGEND
click route for individual map & schedule

- DASH Hollywood/Wilshire Route
- Larchmont Shuttle Route
- DASH Hollywood Route
- DASH Wilshire Center/ Koreatown Route
- DASH Beachwood Canyon Route
- Commuter Express Routes 422 & 423
- Metro Rail Red Line
- Metro Rapid Bus
- Hollywood/Wilshire Bus Stop
- Larchmont Shuttle Bus Stop
- Multiple Route Stop
- Points of Interest
- Time Point
- Transfer Point
- Metro Rail Station
- #1234 LADOTbus.com Stop Number



APPENDIX E

TRAFFIC VOLUME DATA

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Highland Ave

East/West Selma Ave

Day: Thursday Date: May 12, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	159	186	0	34
BIKES	30	56	9	14
BUSES	39	32	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	412	8.30	385	8.15	6	7.30	92	8.00
PM PK 15 MIN	352	17.45	412	17.45	26	15.15	48	17.30
AM PK HOUR	1513	8.15	1439	7.00	12	7.00	330	8.00
PM PK HOUR	1304	17.00	1565	17.00	58	15.15	172	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	1150	47	1216
8-9	1	1399	83	1483
9-10	0	1296	99	1395
15-16	9	1166	57	1232
16-17	3	1223	43	1269
17-18	5	1219	80	1304
TOTAL	37	7453	409	7899

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	1402	20	1439
8-9	53	1317	2	1372
9-10	49	1300	0	1349
15-16	139	1283	13	1435
16-17	120	1286	3	1409
17-18	158	1400	7	1565
TOTAL	536	7988	45	8569

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2655	39	2	2	0
2855	25	1	0	0
2744	22	0	4	0
2667	40	20	2	0
2678	35	3	1	0
2869	31	2	0	0
16468	192	28	9	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	2	9	12
8-9	0	0	4	4
9-10	0	0	0	0
15-16	7	24	22	53
16-17	3	8	20	31
17-18	3	8	18	29
TOTAL	14	42	73	129

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	153	25	32	210
8-9	276	8	46	330
9-10	177	1	52	230
15-16	85	7	46	138
16-17	76	3	79	158
17-18	98	4	62	164
TOTAL	865	48	317	1230

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
222	58	2	36	0
334	103	0	96	0
230	120	0	72	0
191	194	27	87	11
189	198	22	84	6
193	173	11	122	11
1359	846	62	497	28

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Highland Ave and Selma Ave , Hollywood

Date: 5/12/2016

Day: Thursday

Project #: 16-5299-002

City: Hollywood

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Total Peak Hour Summary

Southbound Approach (Highland Ave)

Lanes	0	3	1	
AM	0	1357	53	1461 AM
NOON	0	0	0	0 NOON
PM	7	1400	158	1284 PM

Eastbound Approach (Selma Ave)

Lanes	AM	NOON	PM
	4	0	16
0	0	0	3
1	0	0	8
0	2	0	18

Westbound Approach

Lanes	AM	NOON	PM
0	48	0	62
1	4	0	4
0	249	0	98
	153	0	246

Northbound Approach

AM	1608	0	1413	100 AM
NOON	0	0	0	0 NOON
PM	1516	5	1219	80 PM
Lanes		1	3	0 Lanes

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	1410 / 1461	301 / 0 / 164	1608 / 1513	4 / 0 / 16
NOON	0 / 0	153 / 0 / 246	0 / 0	2 / 0 / 29
PM	1565 / 1284	AM NOON PM	1516 / 1304	AM NOON PM

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	2871	454 / 0 / 410	3121	6 / 0 / 45
NOON	0	AM NOON PM	0	AM NOON PM
PM	2849		2820	

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002 **Day:** Thursday

City: Hollywood **Date:** 5/12/2016

TOTALS

AM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
7:00 AM	2	240	5	5	358	6	1	0	1	23	1	6	648
7:15 AM	5	296	5	5	337	4	0	0	0	34	7	7	700
7:30 AM	10	299	14	2	353	6	0	2	4	45	16	8	759
7:45 AM	2	315	23	5	354	4	0	0	4	51	1	11	770
8:00 AM	1	316	15	11	311	2	0	0	2	78	4	10	750
8:15 AM	0	355	26	16	369	0	0	0	0	64	4	6	840
8:30 AM	0	393	19	10	324	0	0	0	2	73	0	18	839
8:45 AM	0	335	23	16	313	0	0	0	0	61	0	12	760
9:00 AM	0	330	32	11	351	0	0	0	0	51	0	12	787
9:15 AM	0	333	16	10	301	0	0	0	0	57	0	15	732
9:30 AM	0	307	24	17	333	0	0	0	0	35	0	15	731
9:45 AM	0	326	27	11	315	0	0	0	0	34	1	10	724
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	3845	229	119	4019	22	1	2	13	606	34	130	9040
APPROACH %'s :	0.49%	93.92%	5.59%	2.86%	96.61%	0.53%	6.25%	12.50%	81.25%	78.70%	4.42%	16.88%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	1413	100	53	1357	0	0	0	2	249	4	48	3226
PEAK HR FACTOR :		0.918			0.916			0.250			0.827		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002

Day: Thursday

City: Hollywood

TOTALS

Date: 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
3:00 PM	4	304	14	28	302	4	0	3	2	16	2	13	692
3:15 PM	1	298	11	29	337	5	3	12	11	23	2	15	747
3:30 PM	2	302	14	44	345	1	4	7	7	20	2	5	753
3:45 PM	2	262	18	38	299	3	0	2	2	26	1	13	666
4:00 PM	1	296	12	35	319	1	1	4	5	21	0	18	713
4:15 PM	2	301	12	33	316	0	0	0	5	17	0	28	714
4:30 PM	0	337	13	37	324	0	1	1	6	17	0	16	752
4:45 PM	0	289	6	15	327	2	1	3	4	21	3	17	688
5:00 PM	1	297	16	33	337	3	1	4	4	20	0	22	738
5:15 PM	0	324	17	30	342	1	2	2	4	32	1	8	763
5:30 PM	2	269	26	50	356	1	0	0	8	31	1	16	760
5:45 PM	2	329	21	45	365	2	0	2	2	15	2	16	801
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	17	3608	180	417	3969	23	13	40	60	259	14	187	8787
APPROACH %'s :	0.45%	94.82%	4.73%	9.46%	90.02%	0.52%	11.50%	35.40%	53.10%	56.30%	3.04%	40.65%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	5	1219	80	158	1400	7	3	8	18	98	4	62	3062
PEAK HR FACTOR :		0.926			0.950			0.806			0.854		0.956

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
7:00 AM	2	231	5	5	346	6	1	0	1	23	1	5	626
7:15 AM	5	291	5	5	327	4	0	0	0	34	7	6	684
7:30 AM	10	291	13	2	336	6	0	2	4	44	16	7	731
7:45 AM	2	309	22	5	342	4	0	0	4	51	1	11	751
8:00 AM	1	305	15	11	300	2	0	0	2	77	4	9	726
8:15 AM	0	349	26	16	358	0	0	0	0	64	4	6	823
8:30 AM	0	382	19	9	318	0	0	0	2	72	0	18	820
8:45 AM	0	324	23	16	304	0	0	0	0	61	0	12	740
9:00 AM	0	323	32	11	341	0	0	0	0	49	0	12	768
9:15 AM	0	321	16	10	288	0	0	0	0	56	0	14	705
9:30 AM	0	294	23	17	320	0	0	0	0	34	0	14	702
9:45 AM	0	315	26	11	306	0	0	0	0	33	1	10	702
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	3735	225	118	3886	22	1	2	13	598	34	124	8778
APPROACH %'s :	0.50%	93.84%	5.65%	2.93%	96.52%	0.55%	6.25%	12.50%	81.25%	79.10%	4.50%	16.40%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	1378	100	52	1321	0	0	0	2	246	4	48	3151
PEAK HR FACTOR :		0.921			0.918			0.250			0.828		0.957

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
3:00 PM	4	294	14	28	295	4	0	3	2	16	2	11	673
3:15 PM	1	287	10	29	329	5	3	12	11	23	2	12	724
3:30 PM	2	293	14	41	335	1	4	7	7	20	2	5	731
3:45 PM	2	255	17	38	292	3	0	2	2	26	1	10	648
4:00 PM	1	283	12	34	310	1	1	4	5	21	0	18	690
4:15 PM	2	296	11	32	307	0	0	0	5	17	0	28	698
4:30 PM	0	330	12	37	319	0	1	1	6	17	0	14	737
4:45 PM	0	283	6	15	323	2	1	3	4	21	3	15	676
5:00 PM	1	292	16	33	335	3	1	4	4	20	0	19	728
5:15 PM	0	322	17	29	336	1	2	2	4	32	1	7	753
5:30 PM	2	267	26	48	354	1	0	0	8	31	1	13	751
5:45 PM	2	326	21	45	358	2	0	2	2	15	2	15	790
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	17	3528	176	409	3893	23	13	40	60	259	14	167	8599
APPROACH %'s :	0.46%	94.81%	4.73%	9.46%	90.01%	0.53%	11.50%	35.40%	53.10%	58.86%	3.18%	37.95%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	5	1207	80	155	1383	7	3	8	18	98	4	54	3022
PEAK HR FACTOR :		0.926			0.954			0.806			0.867		0.956

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5299-002
N/S Street: Highland Ave
E/W Street: Selma Ave
DATE: 5/12/2016 DAY: Thursday
CITY: Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	2	0	2	1	7	3	5
7:15 AM	0	0	0	3	1	1	11	4
7:30 AM	0	0	1	9	0	8	6	17
7:45 AM	0	0	2	22	6	12	8	4
8:00 AM	0	0	3	10	5	8	7	10
8:15 AM	0	0	3	1	4	13	7	18
8:30 AM	0	0	1	1	6	25	9	28
8:45 AM	0	0	6	0	5	30	6	18
9:00 AM	0	4	1	0	2	23	10	14
9:15 AM	0	0	3	0	4	8	10	12
9:30 AM	0	0	3	1	1	12	11	18
9:45 AM	0	0	8	6	8	14	9	36
TOTALS	**0**	**6**	**31**	**55**	**43**	**161**	**97**	**184**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	0	0	0	0	2
8:00 AM	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**2**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	7	2	6	13	16	20
3:15 PM	0	0	12	5	9	8	36	22
3:30 PM	2	0	1	4	16	4	24	20
3:45 PM	0	0	3	6	16	15	34	22
4:00 PM	1	0	5	10	10	10	28	30
4:15 PM	0	0	1	0	11	5	24	23
4:30 PM	0	0	2	8	11	10	27	13
4:45 PM	0	0	3	6	14	13	33	20
5:00 PM	0	0	8	6	10	14	27	21
5:15 PM	0	0	3	2	19	20	30	17
5:30 PM	0	0	0	3	14	17	27	16
5:45 PM	0	0	5	4	9	19	14	21
TOTALS	**3**	**0**	**50**	**56**	**145**	**148**	**320**	**245**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	12	0	1	0	4	0
3:15 PM	0	0	1	1	2	1	7	2
3:30 PM	0	0	0	4	2	0	8	1
3:45 PM	0	0	0	2	5	0	2	3
4:00 PM	0	0	0	1	3	0	2	6
4:15 PM	0	0	0	0	0	0	4	2
4:30 PM	0	0	0	2	0	3	2	0
4:45 PM	0	0	0	0	0	0	2	4
5:00 PM	0	0	1	1	0	0	3	2
5:15 PM	0	0	0	0	3	3	2	0
5:30 PM	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	2	1	0	2
TOTALS	**0**	**0**	**14**	**11**	**20**	**8**	**36**	**24**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
7:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	3
7:15 AM	1	1	0	0	1	1	0	0	0	0	0	0	4
7:30 AM	4	0	0	0	5	0	0	0	0	0	0	0	9
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
8:30 AM	0	2	0	0	5	0	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	2	0	0	0	0	0	0	2	4
9:00 AM	0	1	1	0	3	0	0	0	0	0	0	1	6
9:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
9:30 AM	0	1	0	1	2	0	0	0	0	0	0	1	5
9:45 AM	0	3	0	0	1	0	0	0	0	1	0	1	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	10	1	2	28	1	0	0	0	1	0	5	54
APPROACH %'s :	35.29%	58.82%	5.88%	6.45%	90.32%	3.23%				16.67%	0.00%	83.33%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	4	1	0	13	0	0	0	0	0	0	3	21
PEAK HR FACTOR :		0.625			0.650			0.000			0.375		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
3:00 PM	0	0	0	0	1	0	0	0	5	0	0	0	6
3:15 PM	0	0	0	0	1	0	0	0	1	0	0	1	3
3:30 PM	0	1	0	0	3	0	0	0	0	0	0	2	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	1	3	0	0	1	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	1	1	0	0	0	0	1	0	1	4
4:30 PM	0	1	0	0	5	0	0	1	0	0	0	0	7
4:45 PM	0	3	0	0	2	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	1	0	2	0	0	0	1	0	4
5:15 PM	0	0	1	1	4	0	0	0	0	0	0	2	8
5:30 PM	0	1	0	1	1	0	0	0	0	0	0	0	3
5:45 PM	0	2	0	1	1	0	0	0	0	0	0	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	11	1	4	21	0	2	1	6	1	1	6	55
APPROACH %'s :	7.69%	84.62%	7.69%	16.00%	84.00%	0.00%	22.22%	11.11%	66.67%	12.50%	12.50%	75.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	3	1	3	7	0	2	0	0	0	1	2	19
PEAK HR FACTOR :		0.500			0.500			0.250			0.375		0.594

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
9:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	4	0	0	2	0	0	0	0	0	0	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	16	0	0	14	0	0	0	0	0	0	0	30
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	4	0	0	5	0	0	0	0	0	0	0	9
PEAK HR FACTOR :		0.333			0.625			0.000			0.000		0.450

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
3:15 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
3:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:00 PM	0	4	0	0	2	0	0	0	0	0	0	0	6
4:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	23	0	0	18	0	0	0	0	0	0	0	41
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	6	0	0	6	0	0	0	0	0	0	0	12
PEAK HR FACTOR :		0.750			0.500			0.000			0.000		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
7:00 AM	0	8	0	0	12	0	0	0	0	0	0	1	21
7:15 AM	0	3	0	0	9	0	0	0	0	0	0	1	13
7:30 AM	0	8	1	0	17	0	0	0	0	1	0	1	28
7:45 AM	0	6	1	0	10	0	0	0	0	0	0	0	17
8:00 AM	0	9	0	0	10	0	0	0	0	1	0	1	21
8:15 AM	0	6	0	0	9	0	0	0	0	0	0	0	15
8:30 AM	0	10	0	1	6	0	0	0	0	1	0	0	18
8:45 AM	0	11	0	0	8	0	0	0	0	0	0	0	19
9:00 AM	0	4	0	0	8	0	0	0	0	2	0	0	14
9:15 AM	0	12	0	0	10	0	0	0	0	1	0	1	24
9:30 AM	0	10	1	0	13	0	0	0	0	1	0	1	26
9:45 AM	0	7	1	0	7	0	0	0	0	1	0	0	16
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	94	4	1	119	0	0	0	0	8	0	6	232
APPROACH %'s :	0.00%	95.92%	4.08%	0.83%	99.17%	0.00%				57.14%	0.00%	42.86%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	31	0	1	31	0	0	0	0	3	0	0	66
PEAK HR FACTOR :		0.705			0.889			0.000			0.375		0.868

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-002 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
3:00 PM	0	8	0	0	6	0	0	0	0	0	0	2	16
3:15 PM	0	10	1	0	5	0	0	0	0	0	0	3	19
3:30 PM	0	7	0	3	8	0	0	0	0	0	0	0	18
3:45 PM	0	5	1	0	6	0	0	0	0	0	0	3	15
4:00 PM	0	9	0	1	7	0	0	0	0	0	0	0	17
4:15 PM	0	3	1	1	8	0	0	0	0	0	0	0	13
4:30 PM	0	4	1	0	4	0	0	0	0	0	0	2	11
4:45 PM	0	5	0	0	3	0	0	0	0	0	0	2	10
5:00 PM	0	3	0	0	1	0	0	0	0	0	0	3	7
5:15 PM	0	0	0	1	4	0	0	0	0	0	0	1	6
5:30 PM	0	1	0	2	2	0	0	0	0	0	0	3	8
5:45 PM	0	2	0	0	4	0	0	0	0	0	0	1	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	57	4	8	58	0	0	0	0	0	0	20	147
APPROACH %'s :	0.00%	93.44%	6.56%	12.12%	87.88%	0.00%				0.00%	0.00%	100.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	6	0	3	11	0	0	0	0	0	0	8	28
PEAK HR FACTOR :		0.500			0.700			0.000			0.667		0.875

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Highland Ave

East/West Sunset Blvd

Day: Thursday Date: May 12, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	112	189	191	149
BIKES	31	54	46	57
BUSES	23	30	62	52

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	358	8.30	451	8.15	371	8.30	452	7.30
PM PK 15 MIN	304	17.45	378	17.30	485	17.00	298	17.45
AM PK HOUR	1336	8.15	1637	7.45	1374	8.30	1649	7.15
PM PK HOUR	1057	17.00	1474	17.00	1772	16.15	1109	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	967	65	1094
8-9	54	1158	113	1325
9-10	41	1061	106	1208
15-16	41	904	73	1018
16-17	36	883	87	1006
17-18	45	938	74	1057
TOTAL	279	5911	518	6708

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	1306	220	1563
8-9	35	1331	228	1594
9-10	62	1215	211	1488
15-16	91	1081	222	1394
16-17	109	1062	190	1361
17-18	104	1163	207	1474
TOTAL	438	7158	1278	8874

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2657	73	12	213	0
2919	56	9	108	13
2696	46	0	58	0
2412	214	43	199	21
2367	110	19	101	16
2531	109	12	117	6
15582	608	95	796	56

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	197	659	58	914
8-9	302	947	64	1313
9-10	270	913	83	1266
15-16	266	1105	76	1447
16-17	285	1299	75	1659
17-18	283	1408	59	1750
TOTAL	1603	6331	415	8349

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	180	1416	49	1645
8-9	148	1335	42	1525
9-10	160	1115	37	1312
15-16	107	867	74	1048
16-17	120	843	66	1029
17-18	91	967	51	1109
TOTAL	806	6543	319	7668

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2559	94	14	100	5
2838	91	6	121	8
2578	80	0	87	1
2495	256	63	236	21
2688	134	20	97	23
2859	121	14	161	23
16017	776	117	802	81

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

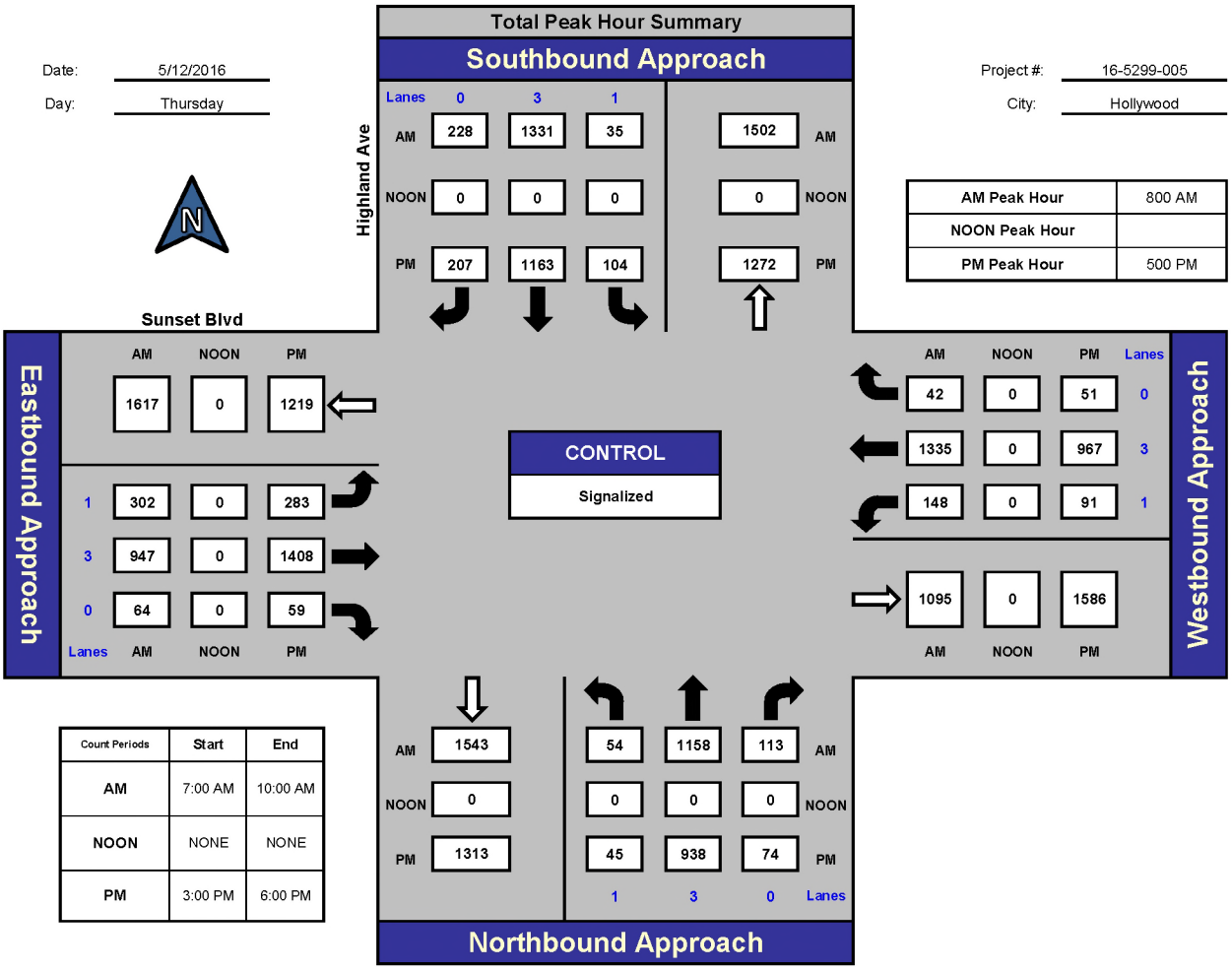
Highland Ave and Sunset Blvd , Hollywood

Date: 5/12/2016

Day: Thursday

Project #: 16-5299-005

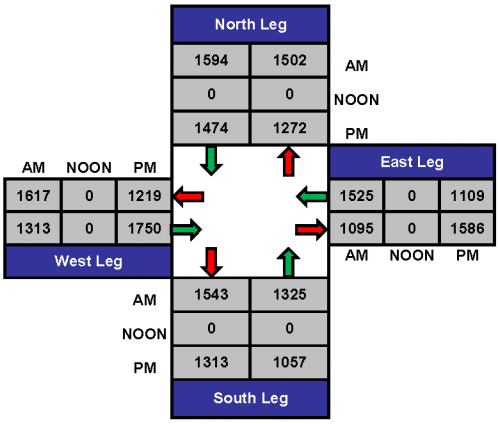
City: Hollywood



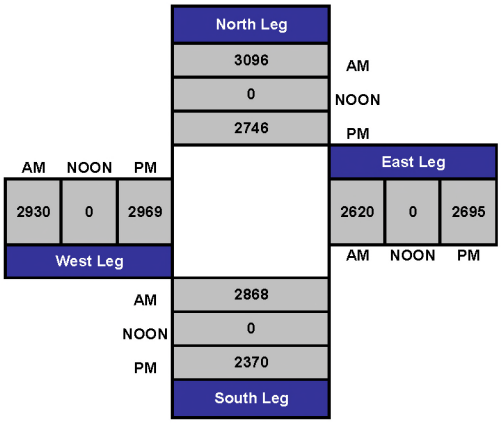
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005 **Day:** Thursday

City: Hollywood **Date:** 5/12/2016

TOTALS

AM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
7:00 AM	13	187	14	6	306	47	51	149	14	45	350	9	1191
7:15 AM	12	259	17	12	322	66	47	151	14	34	339	7	1280
7:30 AM	17	256	14	11	310	44	45	184	16	44	396	12	1349
7:45 AM	20	265	20	8	368	63	54	175	14	57	331	21	1396
8:00 AM	14	249	20	12	296	60	69	211	18	45	349	14	1357
8:15 AM	14	307	28	7	381	63	72	210	12	35	327	11	1467
8:30 AM	15	314	29	6	325	48	76	276	19	32	361	8	1509
8:45 AM	11	288	36	10	329	57	85	250	15	36	298	9	1424
9:00 AM	12	250	32	15	324	60	81	230	20	38	280	2	1344
9:15 AM	9	283	30	16	295	57	66	234	22	41	290	11	1354
9:30 AM	10	238	25	14	284	49	63	210	22	46	300	13	1274
9:45 AM	10	290	19	17	312	45	60	239	19	35	245	11	1302
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	157	3186	284	134	3852	659	769	2519	205	488	3866	128	16247
APPROACH %'s :	4.33%	87.84%	7.83%	2.88%	82.93%	14.19%	22.02%	72.12%	5.87%	10.89%	86.26%	2.86%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	54	1158	113	35	1331	228	302	947	64	148	1335	42	5757
PEAK HR FACTOR :		0.925			0.884			0.885			0.934		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005

Day: Thursday

City: Hollywood

TOTALS

Date: 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
3:00 PM	17	242	27	19	244	41	71	269	14	23	228	13	1208
3:15 PM	11	244	17	21	299	55	49	249	18	26	213	25	1227
3:30 PM	6	208	17	25	275	69	83	280	13	33	202	18	1229
3:45 PM	7	210	12	26	263	57	63	307	31	25	224	18	1243
4:00 PM	12	231	26	21	278	46	59	301	12	30	217	10	1243
4:15 PM	8	214	15	29	248	35	67	355	22	35	200	22	1250
4:30 PM	8	248	24	40	283	53	82	300	24	25	225	13	1325
4:45 PM	8	190	22	19	253	56	77	343	17	30	201	21	1237
5:00 PM	8	214	19	22	279	52	82	390	13	19	220	10	1328
5:15 PM	13	267	14	25	293	51	56	321	8	23	247	12	1330
5:30 PM	12	188	18	29	292	57	87	355	17	28	239	13	1335
5:45 PM	12	269	23	28	299	47	58	342	21	21	261	16	1397
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	122	2725	234	304	3306	619	834	3812	210	318	2677	191	15352
APPROACH %'s :	3.96%	88.45%	7.59%	7.19%	78.17%	14.64%	17.17%	78.50%	4.32%	9.98%	84.02%	5.99%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	45	938	74	104	1163	207	283	1408	59	91	967	51	5390
PEAK HR FACTOR :		0.869			0.975			0.902			0.930		0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005 **Day:** Thursday

City: Hollywood **Date:** 5/12/2016

CARS

AM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
7:00 AM	13	183	13	5	302	43	48	143	13	44	341	8	1156
7:15 AM	11	255	17	12	316	60	47	147	13	33	331	7	1249
7:30 AM	16	250	12	10	298	40	41	182	16	44	384	12	1305
7:45 AM	19	262	20	8	360	58	50	166	14	56	322	21	1356
8:00 AM	13	241	20	11	286	57	67	201	18	44	332	13	1303
8:15 AM	13	303	27	7	373	60	69	205	12	35	317	11	1432
8:30 AM	13	304	29	6	321	46	76	271	19	31	352	8	1476
8:45 AM	10	280	36	10	321	55	82	244	14	36	288	8	1384
9:00 AM	12	246	31	15	317	57	78	222	20	36	273	2	1309
9:15 AM	9	274	29	16	287	52	63	227	22	40	281	10	1310
9:30 AM	10	232	25	13	273	45	56	199	21	43	291	13	1221
9:45 AM	10	285	19	16	305	41	51	231	18	32	238	11	1257
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	149	3115	278	129	3759	614	728	2438	200	474	3750	124	15758
APPROACH %'s :	4.21%	87.94%	7.85%	2.87%	83.50%	13.64%	21.63%	72.43%	5.94%	10.90%	86.25%	2.85%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	49	1128	112	34	1301	218	294	921	63	146	1289	40	5595
PEAK HR FACTOR :		0.931			0.882			0.873			0.943		0.948

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
3:00 PM	17	235	27	19	242	38	67	262	12	23	219	13	1174
3:15 PM	11	237	16	20	292	53	46	241	18	26	207	24	1191
3:30 PM	6	204	17	23	271	65	80	270	13	33	197	18	1197
3:45 PM	7	203	12	26	257	56	60	298	31	25	221	18	1214
4:00 PM	12	225	26	20	273	43	53	298	12	30	214	10	1216
4:15 PM	8	212	15	29	244	30	63	345	22	35	191	21	1215
4:30 PM	8	244	24	39	279	52	78	292	23	25	217	13	1294
4:45 PM	8	188	22	19	249	55	74	338	17	30	198	21	1219
5:00 PM	8	211	19	22	277	52	79	384	13	19	217	10	1311
5:15 PM	12	265	14	22	290	50	55	312	8	23	240	12	1303
5:30 PM	12	187	18	29	291	56	87	347	17	28	232	13	1317
5:45 PM	11	267	23	28	296	46	56	338	21	21	259	16	1382
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	120	2678	233	296	3261	596	798	3725	207	318	2612	189	15033
APPROACH %'s :	3.96%	88.35%	7.69%	7.13%	78.52%	14.35%	16.87%	78.75%	4.38%	10.20%	83.74%	6.06%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	43	930	74	101	1154	204	277	1381	59	91	948	51	5313
PEAK HR FACTOR :		0.870			0.970			0.902			0.921		0.961

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5299-005
N/S Street: Highland Ave
E/W Street: Sunset Blvd
DATE: 5/12/2016 DAY: Thursday
CITY: Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	6	23	5	4	4	10	4	4
7:15 AM	10	30	7	12	11	9	12	5
7:30 AM	13	30	1	19	13	2	21	6
7:45 AM	2	99	6	19	33	18	33	9
8:00 AM	35	4	7	6	16	15	3	14
8:15 AM	22	11	2	5	19	7	11	15
8:30 AM	12	13	9	6	18	11	20	8
8:45 AM	4	7	9	12	21	14	12	8
9:00 AM	5	10	7	7	17	10	4	10
9:15 AM	5	7	4	5	11	12	10	14
9:30 AM	3	8	3	6	10	2	15	4
9:45 AM	8	12	6	8	8	17	14	9
TOTALS	**125**	**254**	**66**	**109**	**181**	**127**	**159**	**106**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	12	5	0	14	0
8:00 AM	8	0	7	0	0	2	0	2
8:15 AM	5	0	2	0	0	1	0	4
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	5	0	0	0
9:00 AM	0	0	0	0	0	1	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**13**	**0**	**9**	**12**	**10**	**4**	**14**	**6**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	13	55	10	50	60	15	75	8
3:15 PM	25	30	20	39	30	37	50	30
3:30 PM	19	26	28	37	20	36	25	26
3:45 PM	15	16	15	15	18	20	12	30
4:00 PM	10	13	15	15	11	21	24	20
4:15 PM	10	20	18	13	17	4	17	25
4:30 PM	9	19	3	18	17	3	20	3
4:45 PM	10	10	13	15	20	4	10	15
5:00 PM	11	15	12	11	20	7	11	15
5:15 PM	20	10	12	20	22	20	22	19
5:30 PM	21	20	10	21	30	17	10	21
5:45 PM	13	7	10	13	27	18	10	13
TOTALS	**176**	**241**	**166**	**267**	**292**	**202**	**286**	**225**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	10	0	15	6	0	45	0
3:15 PM	5	6	10	7	10	0	12	4
3:30 PM	0	0	5	0	0	0	0	2
3:45 PM	0	0	0	6	0	5	0	0
4:00 PM	0	0	3	6	0	0	0	0
4:15 PM	6	6	3	0	6	0	1	9
4:30 PM	0	1	0	4	10	4	3	0
4:45 PM	0	3	1	2	0	3	1	6
5:00 PM	0	3	1	0	6	4	3	3
5:15 PM	2	0	4	1	0	0	0	2
5:30 PM	0	0	1	3	4	0	0	4
5:45 PM	1	0	0	2	2	7	0	2
TOTALS	**14**	**29**	**28**	**46**	**44**	**23**	**65**	**32**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
7:00 AM	0	2	0	0	1	0	0	0	0	0	2	0	5
7:15 AM	0	1	0	0	0	1	0	1	0	0	1	1	5
7:30 AM	0	0	0	1	3	0	0	0	2	1	1	1	9
7:45 AM	0	0	0	0	2	0	0	1	0	0	3	0	6
8:00 AM	0	1	0	1	1	1	0	1	0	0	0	0	5
8:15 AM	0	1	1	0	1	0	1	3	0	0	2	0	9
8:30 AM	0	2	0	0	3	0	0	0	0	0	2	0	7
8:45 AM	0	0	1	0	2	2	1	3	1	0	1	0	11
9:00 AM	0	0	0	0	1	1	0	0	0	1	1	0	4
9:15 AM	0	0	0	0	2	1	0	0	0	1	3	0	7
9:30 AM	0	1	0	0	2	0	0	0	0	0	4	0	7
9:45 AM	0	2	0	0	2	1	1	1	1	0	3	1	12
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	10	2	2	20	7	3	10	4	3	23	3	87
APPROACH %'s :	0.00%	83.33%	16.67%	6.90%	68.97%	24.14%	17.65%	58.82%	23.53%	10.34%	79.31%	10.34%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	4	2	1	7	3	2	7	1	0	5	0	32
PEAK HR FACTOR :		0.750			0.688			0.500			0.625		0.727

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
3:00 PM	0	1	0	4	1	0	0	2	0	0	3	1	12
3:15 PM	0	0	0	0	0	0	0	1	0	0	2	1	4
3:30 PM	0	1	0	1	2	0	0	1	0	0	0	0	5
3:45 PM	0	2	0	1	1	0	0	4	0	0	0	0	8
4:00 PM	0	2	0	0	0	0	0	2	0	0	3	0	7
4:15 PM	0	1	1	0	0	1	0	1	0	0	3	0	7
4:30 PM	0	0	0	0	2	2	0	5	0	0	1	1	11
4:45 PM	0	2	0	0	2	0	0	1	1	0	3	0	9
5:00 PM	0	2	0	0	1	0	0	4	0	0	2	0	9
5:15 PM	0	0	0	0	1	0	0	3	0	0	2	0	6
5:30 PM	0	3	0	0	3	1	0	2	0	1	5	0	15
5:45 PM	0	4	0	0	2	0	0	2	0	0	0	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	18	1	6	15	4	0	28	1	1	24	3	101
APPROACH %'s :	0.00%	94.74%	5.26%	24.00%	60.00%	16.00%	0.00%	96.55%	3.45%	3.57%	85.71%	10.71%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	9	0	0	7	1	0	11	0	1	9	0	38
PEAK HR FACTOR :		0.563			0.500			0.688			0.417		0.633

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
7:00 AM	0	1	0	0	0	0	0	2	0	0	4	0	7
7:15 AM	0	2	0	0	1	0	0	2	0	0	4	0	9
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	2	0	0	6	0	9
8:00 AM	0	2	0	0	2	0	0	1	0	0	2	0	7
8:15 AM	0	0	0	0	2	0	0	2	0	0	3	0	7
8:30 AM	0	1	0	0	0	0	0	1	0	0	3	0	5
8:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
9:00 AM	0	2	0	0	1	0	0	0	0	0	1	0	4
9:15 AM	0	1	0	0	2	1	0	2	0	0	2	0	8
9:30 AM	0	1	0	0	0	0	2	1	0	0	2	0	6
9:45 AM	0	1	0	0	1	1	3	1	0	0	1	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	11	0	0	11	2	5	15	0	0	31	0	75
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	84.62%	15.38%	25.00%	75.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	3	0	0	5	0	0	4	0	0	11	0	23
PEAK HR FACTOR :		0.375			0.625			0.500			0.917		0.821

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
3:00 PM	0	2	0	0	1	0	0	2	0	0	1	0	6
3:15 PM	0	0	0	0	1	1	1	3	0	0	2	0	8
3:30 PM	0	1	0	1	1	1	1	2	0	0	2	0	9
3:45 PM	0	2	0	0	1	0	2	3	0	0	1	0	9
4:00 PM	0	2	0	0	1	0	1	1	0	0	3	0	8
4:15 PM	0	0	0	0	1	1	2	4	0	0	1	0	9
4:30 PM	0	1	0	0	1	0	2	2	0	0	0	0	6
4:45 PM	0	0	0	0	1	0	1	3	0	0	2	0	7
5:00 PM	0	2	0	0	0	0	1	1	0	0	3	0	7
5:15 PM	0	0	0	1	2	0	1	3	0	0	1	0	8
5:30 PM	0	1	0	0	0	0	0	3	0	0	3	0	7
5:45 PM	0	1	0	0	2	0	1	2	0	0	2	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	12	0	2	12	3	13	29	0	0	21	0	92
APPROACH %'s :	0.00%	100.00%	0.00%	11.76%	70.59%	17.65%	30.95%	69.05%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	4	0	1	4	0	3	9	0	0	9	0	30
PEAK HR FACTOR :		0.500			0.417			0.750			0.750		0.938

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
7:00 AM	0	3	1	1	4	4	3	4	1	1	5	1	28
7:15 AM	1	2	0	0	5	6	0	2	1	1	4	0	22
7:30 AM	1	6	2	1	12	4	4	1	0	0	12	0	43
7:45 AM	1	3	0	0	7	5	4	7	0	1	3	0	31
8:00 AM	1	6	0	1	8	3	2	9	0	1	15	1	47
8:15 AM	1	4	1	0	6	3	3	3	0	0	7	0	28
8:30 AM	2	9	0	0	4	2	0	4	0	1	6	0	28
8:45 AM	1	8	0	0	7	2	3	6	1	0	7	1	36
9:00 AM	0	2	1	0	6	3	3	8	0	2	6	0	31
9:15 AM	0	8	1	0	6	4	3	5	0	1	7	1	36
9:30 AM	0	5	0	1	11	4	5	10	1	3	7	0	47
9:45 AM	0	4	0	1	6	3	6	7	1	3	6	0	37
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	8	60	6	5	82	43	36	66	5	14	85	4	414
APPROACH %'s :	10.81%	81.08%	8.11%	3.85%	63.08%	33.08%	33.64%	61.68%	4.67%	13.59%	82.52%	3.88%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	5	27	1	1	25	10	8	22	1	2	35	2	139
PEAK HR FACTOR :		0.750			0.750			0.705			0.574		0.739

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-005 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Highland Ave			Highland Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	3	0	
3:00 PM	0	5	0	0	1	3	4	5	2	0	8	0	28
3:15 PM	0	7	1	1	6	1	2	5	0	0	4	1	28
3:30 PM	0	3	0	1	3	3	2	8	0	0	3	0	23
3:45 PM	0	5	0	0	5	1	1	6	0	0	2	0	20
4:00 PM	0	4	0	1	4	3	5	2	0	0	0	0	19
4:15 PM	0	2	0	0	3	4	2	6	0	0	8	1	26
4:30 PM	0	3	0	1	3	1	2	6	1	0	8	0	25
4:45 PM	0	2	0	0	3	1	2	2	0	0	1	0	11
5:00 PM	0	1	0	0	2	0	2	5	0	0	0	0	10
5:15 PM	1	2	0	2	1	1	0	6	0	0	6	0	19
5:30 PM	0	0	0	0	1	1	0	5	0	0	4	0	11
5:45 PM	1	1	0	0	1	1	1	2	0	0	0	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	35	1	6	33	20	23	58	3	0	44	2	227
APPROACH %'s :	5.26%	92.11%	2.63%	10.17%	55.93%	33.90%	27.38%	69.05%	3.57%	0.00%	95.65%	4.35%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	2	4	0	2	5	3	3	18	0	0	10	0	47
PEAK HR FACTOR :		0.500			0.625			0.750			0.417		0.618

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Wilcox Ave

East/West Hollywood Blvd

Day: Thursday Date: May 12, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	46	37	131	143
BIKES	10	8	57	63
BUSES	0	0	97	98

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	60	8.45	155	8.15	167	8.00	368	8.00
PM PK 15 MIN	136	17.15	100	17.45	226	15.30	232	17.30
AM PK HOUR	212	8.30	609	8.15	610	8.00	1401	7.30
PM PK HOUR	514	17.00	344	17.00	869	15.30	818	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	58	25	93
8-9	22	133	44	199
9-10	28	119	57	204
15-16	32	246	125	403
16-17	51	313	94	458
17-18	50	363	101	514
TOTAL	193	1232	446	1871

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	273	182	463
8-9	15	328	234	577
9-10	12	319	182	513
15-16	20	215	80	315
16-17	25	235	52	312
17-18	19	245	80	344
TOTAL	99	1615	810	2524

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
556	76	7	76	1
776	105	1	106	1
717	130	3	134	0
718	493	18	368	1
770	504	13	393	0
858	435	14	357	1
4395	1743	56	1434	4

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	364	20	396
8-9	30	540	40	610
9-10	19	487	34	540
15-16	58	753	52	863
16-17	69	714	41	824
17-18	73	670	37	780
TOTAL	261	3528	224	4013

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	93	1094	9	1196
8-9	112	1234	15	1361
9-10	113	1114	22	1249
15-16	66	674	27	767
16-17	44	702	54	800
17-18	56	716	43	815
TOTAL	484	5534	170	6188

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1592	35	7	22	3
1971	54	5	26	0
1789	52	3	40	0
1630	178	5	81	1
1624	164	6	61	1
1595	131	3	67	2
10201	614	29	297	7

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Wilcox Ave and Hollywood Blvd , Hollywood

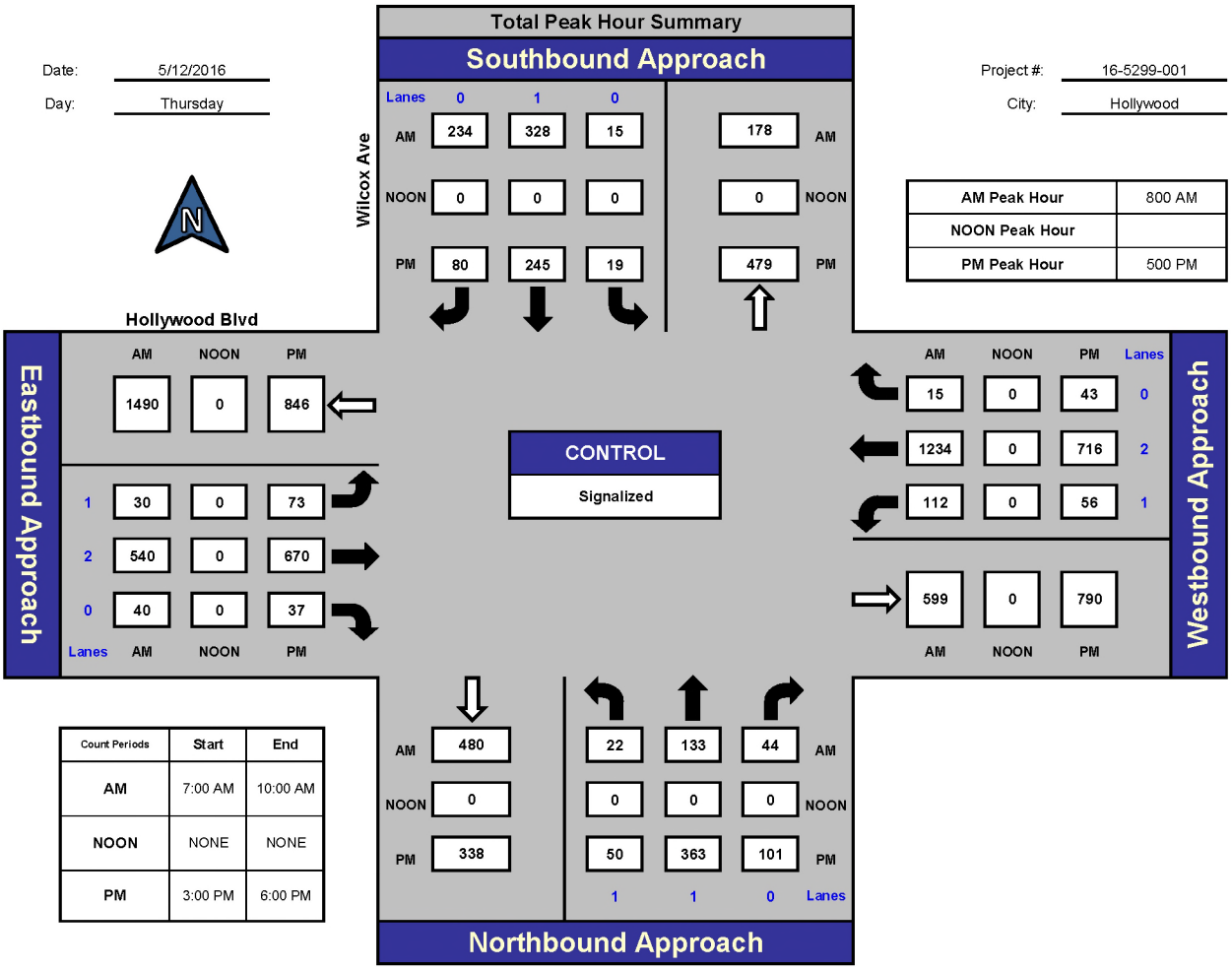
Date: 5/12/2016

Day: Thursday

Project #: 16-5299-001

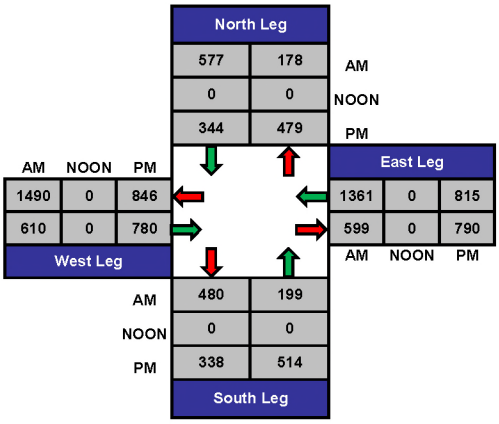
City: Hollywood

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

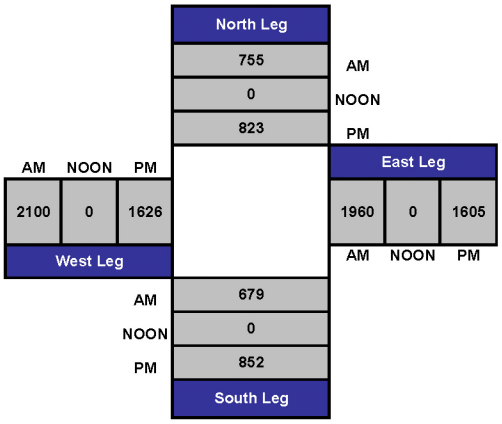


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001 **Day:** Thursday

City: Hollywood **Date:** 5/12/2016

TOTALS

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	0	8	6	4	46	24	1	74	2	16	204	1	386
7:15 AM	2	7	5	1	67	61	4	61	6	21	265	2	502
7:30 AM	1	23	7	1	78	44	2	116	5	31	297	2	607
7:45 AM	7	20	7	2	82	53	5	113	7	25	328	4	653
8:00 AM	4	26	10	6	72	45	10	146	11	27	339	2	698
8:15 AM	4	35	7	4	79	72	8	130	11	29	314	3	696
8:30 AM	5	33	15	2	86	58	6	142	7	31	279	2	666
8:45 AM	9	39	12	3	91	59	6	122	11	25	302	8	687
9:00 AM	9	30	12	2	95	58	3	121	14	26	275	5	650
9:15 AM	4	31	13	1	74	57	2	116	8	17	282	4	609
9:30 AM	5	25	16	1	71	43	8	124	4	30	305	4	636
9:45 AM	10	33	16	8	79	24	6	126	8	40	252	9	611
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	60	310	126	35	920	598	61	1391	94	318	3442	46	7401
APPROACH %'s :	12.10%	62.50%	25.40%	2.25%	59.24%	38.51%	3.95%	89.97%	6.08%	8.36%	90.44%	1.21%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	22	133	44	15	328	234	30	540	40	112	1234	15	2747
PEAK HR FACTOR :		0.829			0.931			0.913			0.925		0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001

Day: Thursday

City: Hollywood

Date: 5/12/2016

TOTALS

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
3:00 PM	6	64	34	4	53	13	21	186	12	18	163	9	583
3:15 PM	9	58	35	3	50	21	8	178	17	17	192	7	595
3:30 PM	10	48	35	6	59	26	18	197	11	12	164	4	590
3:45 PM	7	76	21	7	53	20	11	192	12	19	155	7	580
4:00 PM	15	79	23	8	52	11	13	195	8	6	169	18	597
4:15 PM	10	74	20	5	67	16	22	181	9	11	169	8	592
4:30 PM	15	78	27	11	61	9	15	176	16	14	172	15	609
4:45 PM	11	82	24	1	55	16	19	162	8	13	192	13	596
5:00 PM	8	84	25	10	66	12	19	156	14	16	162	16	588
5:15 PM	18	90	28	3	52	15	26	166	7	16	150	8	579
5:30 PM	12	98	25	3	62	21	15	160	10	10	211	11	638
5:45 PM	12	91	23	3	65	32	13	188	6	14	193	8	648
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	133	922	320	64	695	212	200	2137	130	166	2092	124	7195
APPROACH %'s :	9.67%	67.05%	23.27%	6.59%	71.58%	21.83%	8.11%	86.62%	5.27%	6.97%	87.83%	5.21%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	50	363	101	19	245	80	73	670	37	56	716	43	2453
PEAK HR FACTOR :		0.945			0.860			0.942			0.878		0.946

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	0	8	6	4	45	24	1	64	2	13	193	1	361
7:15 AM	2	7	5	1	67	61	4	52	6	20	258	2	485
7:30 AM	1	22	5	1	78	44	2	103	5	31	285	2	579
7:45 AM	6	20	5	1	80	53	5	103	7	25	321	4	630
8:00 AM	3	26	10	6	72	45	10	135	10	27	328	2	674
8:15 AM	4	35	7	3	78	72	8	122	11	29	300	2	671
8:30 AM	5	32	14	2	84	58	6	127	7	31	267	2	635
8:45 AM	9	38	11	3	90	59	6	114	10	25	287	8	660
9:00 AM	6	30	12	2	94	54	3	113	14	26	257	5	616
9:15 AM	4	31	13	1	72	54	2	108	7	17	263	4	576
9:30 AM	5	25	14	1	71	43	8	111	4	30	291	4	607
9:45 AM	9	33	14	8	78	24	6	117	7	40	242	9	587
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	54	307	116	33	909	591	61	1269	90	314	3292	45	7081
APPROACH %'s :	11.32%	64.36%	24.32%	2.15%	59.30%	38.55%	4.30%	89.37%	6.34%	8.60%	90.17%	1.23%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	21	131	42	14	324	234	30	498	38	112	1182	14	2640
PEAK HR FACTOR :		0.836			0.935			0.913			0.916		0.979

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
3:00 PM	6	63	33	4	52	13	21	179	12	17	155	9	564
3:15 PM	9	57	33	3	48	20	8	168	17	17	181	7	568
3:30 PM	9	46	33	6	58	26	18	185	11	12	156	4	564
3:45 PM	7	75	21	7	50	20	11	182	12	19	151	7	562
4:00 PM	14	79	22	8	51	11	13	189	7	6	162	18	580
4:15 PM	10	74	20	5	66	16	22	174	8	11	158	8	572
4:30 PM	15	78	25	11	60	9	15	168	16	14	166	15	592
4:45 PM	10	80	24	1	53	16	19	151	8	13	185	13	573
5:00 PM	7	84	23	10	66	12	19	152	13	16	154	16	572
5:15 PM	17	87	28	3	50	15	26	158	7	15	147	8	561
5:30 PM	12	97	25	3	61	21	15	154	10	9	205	11	623
5:45 PM	12	90	23	3	64	32	13	179	5	14	189	8	632
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	128	910	310	64	679	211	200	2039	126	163	2009	124	6963
APPROACH %'s :	9.50%	67.51%	23.00%	6.71%	71.17%	22.12%	8.46%	86.22%	5.33%	7.10%	87.50%	5.40%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	48	358	99	19	241	80	73	643	35	54	695	43	2388
PEAK HR FACTOR :		0.942			0.859			0.953			0.880		0.945

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5299-001
N/S Street: Wilcox Ave
E/W Street: Hollywood Blvd
DATE: 5/12/2016 DAY: Thursday
CITY: Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	7	5	4	1	1	0	5
7:15 AM	16	8	8	8	2	2	1	3
7:30 AM	7	8	8	8	2	3	1	10
7:45 AM	13	13	12	23	3	8	5	10
8:00 AM	10	18	10	11	5	1	3	10
8:15 AM	15	17	12	15	1	3	6	8
8:30 AM	7	14	10	20	2	0	8	5
8:45 AM	12	13	14	13	4	10	7	7
9:00 AM	15	6	15	7	8	9	1	7
9:15 AM	10	20	12	13	1	9	4	4
9:30 AM	13	21	14	16	1	4	6	4
9:45 AM	18	31	17	36	1	7	11	15
TOTALS	**140**	**176**	**137**	**174**	**31**	**57**	**53**	**88**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	1	0	0	0	0
7:30 AM	0	1	1	2	0	0	0	4
7:45 AM	0	0	0	2	0	3	0	1
8:00 AM	0	1	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	1	0	0	0	0
9:45 AM	0	0	1	1	0	0	2	0
TOTALS	**0**	**2**	**4**	**7**	**0**	**3**	**3**	**12**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	37	39	42	73	8	8	24	19
3:15 PM	47	53	58	69	13	11	31	11
3:30 PM	45	40	66	62	6	17	20	22
3:45 PM	64	43	70	53	10	8	36	15
4:00 PM	54	49	61	66	4	16	20	19
4:15 PM	44	48	57	70	3	7	15	13
4:30 PM	66	42	80	54	6	10	27	24
4:45 PM	39	51	62	54	8	7	27	19
5:00 PM	33	67	48	62	8	13	25	13
5:15 PM	43	40	52	45	13	7	25	16
5:30 PM	44	40	52	67	3	7	15	8
5:45 PM	36	54	64	45	9	7	18	11
TOTALS	**552**	**566**	**712**	**720**	**91**	**118**	**283**	**190**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	1	3	0	0	0	1
3:15 PM	0	0	0	2	0	0	0	0
3:30 PM	0	0	5	4	0	0	0	0
3:45 PM	1	0	2	1	1	0	4	0
4:00 PM	0	0	3	1	0	0	1	2
4:15 PM	0	0	3	0	1	0	0	1
4:30 PM	0	0	2	3	0	0	0	0
4:45 PM	0	0	1	0	0	0	2	0
5:00 PM	0	0	6	4	1	0	1	1
5:15 PM	1	0	1	0	0	0	1	0
5:30 PM	0	0	1	2	1	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**2**	**0**	**25**	**20**	**4**	**0**	**9**	**5**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:30 AM	0	0	0	0	0	0	0	2	0	0	5	0	7
7:45 AM	0	1	0	0	0	1	0	0	0	0	2	0	4
8:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	2	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
8:45 AM	0	1	0	0	1	0	0	0	0	0	3	0	5
9:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
9:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
9:30 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
9:45 AM	1	0	0	0	0	0	1	2	0	1	4	0	9
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2	0	0	2	1	1	14	2	2	25	0	50
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	66.67%	33.33%	5.88%	82.35%	11.76%	7.41%	92.59%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	1	0	0	1	0	0	5	1	1	4	0	13
PEAK HR FACTOR :		0.250			0.250			0.500			0.417		0.650

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
3:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
3:30 PM	0	0	0	0	0	0	0	5	0	0	0	0	5
3:45 PM	0	0	0	0	1	0	0	1	2	1	1	0	6
4:00 PM	0	2	0	0	0	0	0	4	0	0	4	0	10
4:15 PM	0	1	0	0	0	0	0	1	0	0	2	0	4
4:30 PM	0	0	0	0	1	0	0	3	0	0	4	0	8
4:45 PM	0	0	1	0	0	0	1	8	0	0	4	1	15
5:00 PM	0	1	0	0	1	0	0	4	0	0	6	0	12
5:15 PM	0	1	1	0	0	0	0	3	0	0	4	0	9
5:30 PM	0	0	0	0	1	0	0	4	0	0	1	0	6
5:45 PM	0	0	0	0	0	0	0	2	0	0	3	1	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	5	2	0	5	0	1	37	2	1	33	2	88
APPROACH %'s :	0.00%	71.43%	28.57%	0.00%	100.00%	0.00%	2.50%	92.50%	5.00%	2.78%	91.67%	5.56%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	2	1	0	2	0	0	13	0	0	14	1	33
PEAK HR FACTOR :		0.375			0.500			0.813			0.625		0.688

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	6	0	0	6	0	12
7:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
7:30 AM	0	0	0	0	0	0	0	3	0	0	6	0	9
7:45 AM	0	0	0	0	0	0	0	5	0	0	3	0	8
8:00 AM	0	0	0	0	0	0	0	7	0	0	4	0	11
8:15 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
8:30 AM	0	0	0	0	0	0	0	6	0	0	6	0	12
8:45 AM	0	0	0	0	0	0	0	4	0	0	1	0	5
9:00 AM	0	0	0	0	0	0	0	2	0	0	5	0	7
9:15 AM	0	0	0	0	0	0	0	4	0	0	4	0	8
9:30 AM	0	0	0	0	0	0	0	7	0	0	4	0	11
9:45 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	52	0	0	48	0	100
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	20	0	0	14	0	34
PEAK HR FACTOR :		0.000			0.000			0.714			0.583		0.708

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0	0	2	0	0	5	0	7
3:15 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
3:30 PM	0	0	0	0	0	0	0	5	0	0	6	0	11
3:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
4:00 PM	0	0	0	0	0	0	0	4	0	0	4	0	8
4:15 PM	0	0	0	0	0	0	0	4	0	0	5	0	9
4:30 PM	0	0	0	0	0	0	0	4	0	0	4	0	8
4:45 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
5:00 PM	0	0	0	0	0	0	0	2	0	0	5	0	7
5:15 PM	0	0	0	0	0	0	0	5	0	0	2	0	7
5:30 PM	0	0	0	0	0	0	0	4	0	0	5	0	9
5:45 PM	0	0	0	0	0	0	0	4	0	0	3	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	45	0	0	50	0	95
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	15	0	0	15	0	30
PEAK HR FACTOR :		0.000			0.000			0.750			0.750		0.833

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	1	0	0	4	0	3	5	0	13
7:15 AM	0	0	0	0	0	0	0	6	0	1	5	0	12
7:30 AM	0	1	2	0	0	0	0	10	0	0	6	0	19
7:45 AM	1	0	2	1	2	0	0	5	0	0	4	0	15
8:00 AM	1	0	0	0	0	0	0	4	1	0	7	0	13
8:15 AM	0	0	0	1	1	0	0	5	0	0	11	1	19
8:30 AM	0	1	1	0	2	0	0	9	0	0	6	0	19
8:45 AM	0	1	1	0	1	0	0	4	1	0	14	0	22
9:00 AM	3	0	0	0	1	4	0	6	0	0	13	0	27
9:15 AM	0	0	0	0	2	3	0	4	1	0	15	0	25
9:30 AM	0	0	2	0	0	0	0	6	0	0	10	0	18
9:45 AM	1	0	2	0	1	0	0	7	1	0	6	0	18
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	3	10	2	11	7	0	70	4	4	102	1	220
APPROACH %'s :	31.58%	15.79%	52.63%	10.00%	55.00%	35.00%	0.00%	94.59%	5.41%	3.74%	95.33%	0.93%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	1	2	2	1	4	0	0	22	2	0	38	1	73
PEAK HR FACTOR :		0.625			0.625			0.667			0.696		0.830

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-001 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	2	0	1	2	0	
3:00 PM	0	1	1	0	1	0	0	5	0	1	3	0	12
3:15 PM	0	1	2	0	2	1	0	7	0	0	7	0	20
3:30 PM	1	2	2	0	1	0	0	7	0	0	2	0	15
3:45 PM	0	1	0	0	3	0	0	7	0	0	1	0	12
4:00 PM	1	0	1	0	1	0	0	2	1	0	3	0	9
4:15 PM	0	0	0	0	1	0	0	3	1	0	6	0	11
4:30 PM	0	0	2	0	1	0	0	4	0	0	2	0	9
4:45 PM	1	2	0	0	2	0	0	6	0	0	3	0	14
5:00 PM	1	0	2	0	0	0	0	2	1	0	3	0	9
5:15 PM	1	3	0	0	2	0	0	3	0	1	1	0	11
5:30 PM	0	1	0	0	1	0	0	2	0	1	1	0	6
5:45 PM	0	1	0	0	1	0	0	5	1	0	1	0	9
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	12	10	0	16	1	0	53	4	3	33	0	137
APPROACH %'s :	18.52%	44.44%	37.04%	0.00%	94.12%	5.88%	0.00%	92.98%	7.02%	8.33%	91.67%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	2	5	2	0	4	0	0	12	2	2	6	0	35
PEAK HR FACTOR :		0.563			0.500			0.583			0.667		0.795

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Wilcox Ave

East/West Selma Ave

Day: Thursday Date: May 12, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	44	52	15	16
BIKES	13	15	22	15
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	76	8.45	124	9.00	45	7.45	31	8.45
PM PK 15 MIN	136	17.00	108	17.00	86	16.00	38	17.15
AM PK HOUR	265	8.15	458	8.15	157	7.45	105	8.45
PM PK HOUR	503	17.00	385	16.15	274	15.15	120	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	84	12	117
8-9	39	200	12	251
9-10	25	181	18	224
15-16	49	302	48	399
16-17	42	369	36	447
17-18	41	417	45	503
TOTAL	217	1553	171	1941

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	279	72	363
8-9	11	341	84	436
9-10	7	307	133	447
15-16	22	241	86	349
16-17	30	260	55	345
17-18	30	265	80	375
TOTAL	112	1693	510	2315

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
480	34	0	6	3
687	49	0	12	0
671	47	0	22	0
748	98	5	53	4
792	73	3	57	3
878	85	3	59	3
4256	386	11	209	13

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	17	51	82
8-9	18	59	59	136
9-10	21	40	34	95
15-16	75	89	84	248
16-17	39	133	70	242
17-18	49	151	71	271
TOTAL	216	489	369	1074

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	19	8	39
8-9	19	64	10	93
9-10	21	66	18	105
15-16	12	38	34	84
16-17	8	44	28	80
17-18	17	62	31	110
TOTAL	89	293	129	511

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
121	31	0	24	4
229	31	0	46	0
200	43	0	45	0
332	108	7	83	6
322	85	2	61	5
381	79	4	67	3
1585	377	13	326	18

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

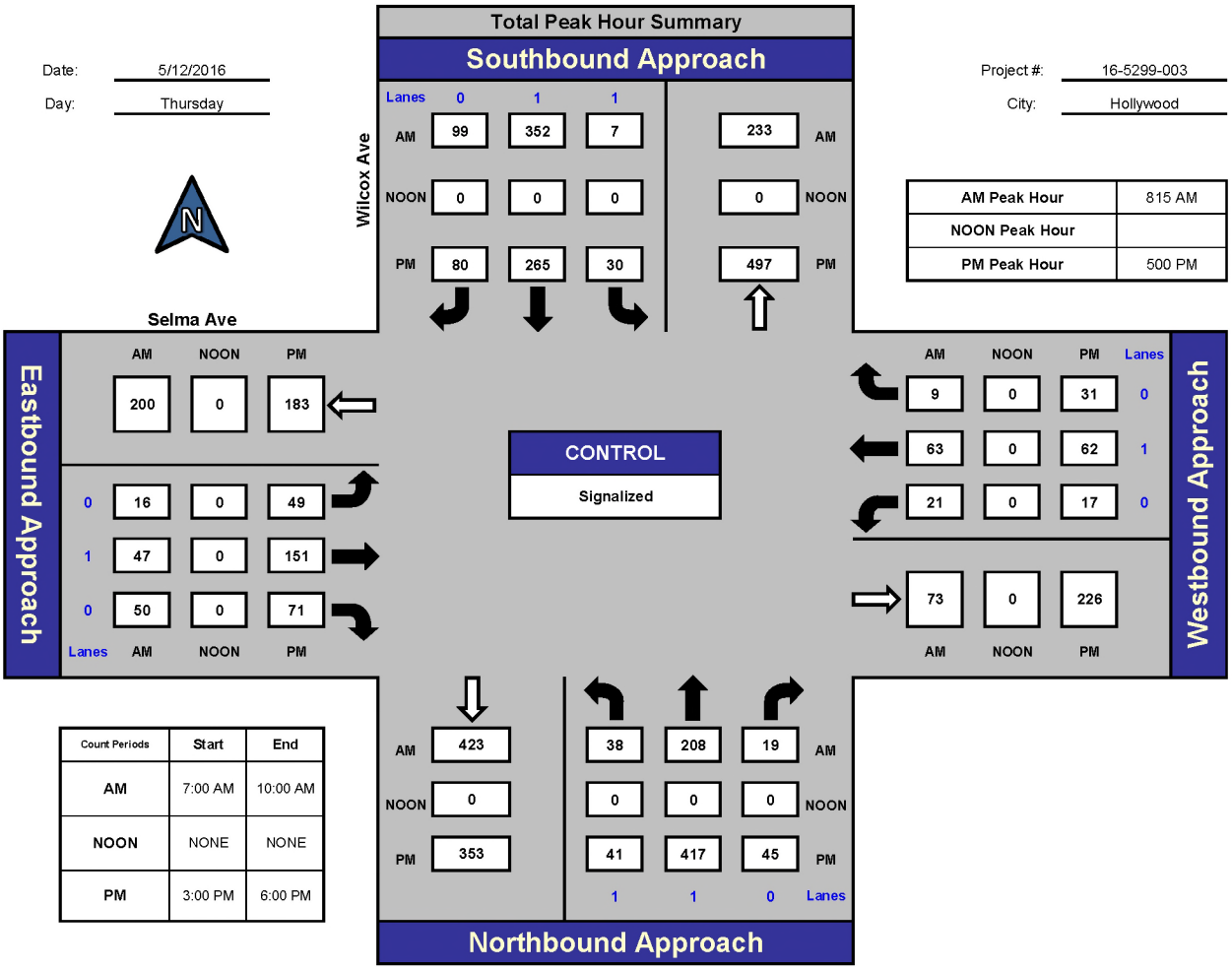
Wilcox Ave and Selma Ave , Hollywood

Date: 5/12/2016

Day: Thursday

Project #: 16-5299-003

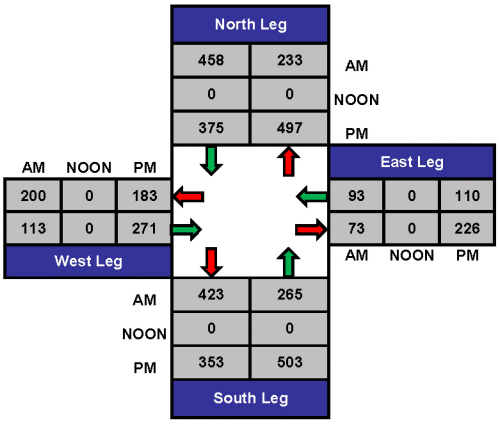
City: Hollywood



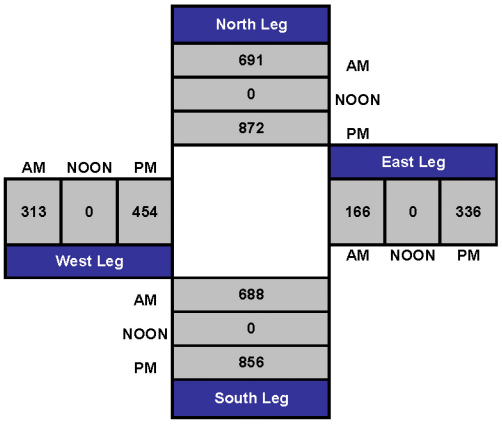
AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003 **Day:** Thursday

City: Hollywood **Date:** 5/12/2016

TOTALS

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
7:00 AM	1	10	1	4	37	14	2	0	4	2	0	2	77
7:15 AM	5	12	2	2	77	14	1	0	6	4	3	4	130
7:30 AM	6	30	3	1	89	19	3	7	14	3	7	1	183
7:45 AM	9	32	6	5	76	25	8	10	27	3	9	1	211
8:00 AM	12	39	0	4	81	17	7	17	20	5	14	2	218
8:15 AM	9	51	3	1	80	24	3	17	12	1	15	1	217
8:30 AM	9	48	4	2	94	18	5	17	14	5	16	3	235
8:45 AM	9	62	5	4	86	25	3	8	13	8	19	4	246
9:00 AM	11	47	7	0	92	32	5	5	11	7	13	1	231
9:15 AM	2	41	2	1	65	19	5	7	3	8	14	6	173
9:30 AM	6	48	3	3	79	37	5	22	10	3	20	2	238
9:45 AM	6	45	6	3	71	45	6	6	10	3	19	9	229
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	85	465	42	30	927	289	53	116	144	52	149	36	2388
APPROACH %'s :	14.36%	78.55%	7.09%	2.41%	74.40%	23.19%	16.93%	37.06%	46.01%	21.94%	62.87%	15.19%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	38	208	19	7	352	99	16	47	50	21	63	9	929
PEAK HR FACTOR :		0.872			0.923			0.785			0.750		0.944

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003

Day: Thursday

City: Hollywood

TOTALS

Date: 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
3:00 PM	9	81	11	5	57	24	20	17	23	7	3	12	269
3:15 PM	13	69	17	7	65	25	28	20	18	3	8	9	282
3:30 PM	14	65	10	6	63	18	12	20	23	1	7	10	249
3:45 PM	13	87	10	4	56	19	15	32	20	1	20	3	280
4:00 PM	9	89	11	8	49	11	16	50	20	4	8	7	282
4:15 PM	12	92	8	9	79	11	7	29	20	1	10	4	282
4:30 PM	13	103	5	6	74	19	6	20	15	1	10	8	280
4:45 PM	8	85	12	7	58	14	10	34	15	2	16	9	270
5:00 PM	10	105	21	11	75	22	12	46	20	1	15	10	348
5:15 PM	9	93	11	5	60	17	14	33	23	9	21	8	303
5:30 PM	10	107	10	5	66	22	14	36	16	7	15	7	315
5:45 PM	12	112	3	9	64	19	9	36	12	0	11	6	293
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	132	1088	129	82	766	221	163	373	225	37	144	93	3453
APPROACH %'s :	9.79%	80.65%	9.56%	7.67%	71.66%	20.67%	21.42%	49.01%	29.57%	13.50%	52.55%	33.94%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	41	417	45	30	265	80	49	151	71	17	62	31	1259
PEAK HR FACTOR :		0.925			0.868			0.869			0.724		0.904

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
7:00 AM	1	10	1	4	34	12	2	0	4	2	0	2	72
7:15 AM	4	12	2	1	76	12	1	0	6	3	2	3	122
7:30 AM	6	28	2	1	88	19	3	7	14	2	7	1	178
7:45 AM	9	29	4	5	74	24	8	10	26	2	9	1	201
8:00 AM	12	38	0	4	80	17	7	17	20	5	14	2	216
8:15 AM	9	50	2	1	79	24	3	17	12	0	15	1	213
8:30 AM	9	47	4	2	93	18	5	17	14	5	16	3	233
8:45 AM	9	60	5	4	85	24	3	8	12	8	19	3	240
9:00 AM	10	46	6	0	92	31	5	4	11	7	13	1	226
9:15 AM	2	41	2	1	64	19	5	7	3	8	13	6	171
9:30 AM	6	47	2	3	78	37	5	21	10	3	18	2	232
9:45 AM	6	44	5	2	70	44	6	5	10	3	18	9	222
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	83	452	35	28	913	281	53	113	142	48	144	34	2326
APPROACH %'s :	14.56%	79.30%	6.14%	2.29%	74.71%	23.00%	17.21%	36.69%	46.10%	21.24%	63.72%	15.04%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	37	203	17	7	349	97	16	46	49	20	63	8	912
PEAK HR FACTOR :		0.868			0.921			0.771			0.758		0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
3:00 PM	8	80	11	5	55	22	20	17	22	6	3	12	261
3:15 PM	12	68	17	7	62	24	28	20	18	3	8	8	275
3:30 PM	14	63	10	6	63	17	11	20	23	1	7	9	244
3:45 PM	12	87	10	4	54	18	15	32	20	1	20	3	276
4:00 PM	9	88	11	7	48	10	15	50	20	4	8	6	276
4:15 PM	11	92	8	9	78	11	7	29	20	1	10	4	280
4:30 PM	11	102	5	6	74	17	5	20	14	1	10	8	273
4:45 PM	7	84	11	7	57	14	10	33	15	2	16	9	265
5:00 PM	10	104	21	11	73	22	11	46	20	1	15	10	344
5:15 PM	9	91	11	5	60	14	13	32	22	9	20	8	294
5:30 PM	9	107	10	5	66	21	14	36	16	7	15	7	313
5:45 PM	10	111	3	9	62	18	9	36	12	0	11	6	287
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	122	1077	128	81	752	208	158	371	222	36	143	90	3388
APPROACH %'s :	9.19%	81.16%	9.65%	7.78%	72.24%	19.98%	21.04%	49.40%	29.56%	13.38%	53.16%	33.46%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	38	413	45	30	261	75	47	150	70	17	61	31	1238
PEAK HR FACTOR :		0.919			0.863			0.867			0.736		0.900

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5299-003
N/S Street: Wilcox Ave
E/W Street: Selma Ave
DATE: 5/12/2016 DAY: Thursday
CITY: Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	4	1	1	3	1	4
7:15 AM	0	2	3	5	1	3	5	3
7:30 AM	1	0	3	4	2	3	2	8
7:45 AM	0	2	4	10	4	7	3	5
8:00 AM	2	2	4	6	4	6	3	2
8:15 AM	2	1	8	6	3	4	5	2
8:30 AM	3	1	6	2	22	1	4	4
8:45 AM	0	1	7	10	2	4	6	5
9:00 AM	2	1	8	10	1	12	6	11
9:15 AM	4	4	5	5	5	11	5	4
9:30 AM	4	3	8	2	6	2	2	4
9:45 AM	2	2	2	7	1	7	5	6
TOTALS	**21**	**19**	**62**	**68**	**52**	**63**	**47**	**58**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0
7:30 AM	0	2	0	0	2	0	0	0
7:45 AM	0	0	0	0	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**3**	**0**	**0**	**4**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	6	7	8	8	8	10	10	19
3:15 PM	11	6	16	11	9	8	14	17
3:30 PM	7	6	14	8	10	18	7	11
3:45 PM	4	6	15	18	9	11	10	20
4:00 PM	7	5	7	6	7	8	10	10
4:15 PM	3	8	14	5	10	4	6	10
4:30 PM	6	12	9	10	9	13	11	16
4:45 PM	10	6	13	9	8	2	9	13
5:00 PM	3	13	10	9	14	9	8	9
5:15 PM	8	6	10	15	9	3	17	6
5:30 PM	10	6	12	11	10	4	7	16
5:45 PM	4	9	12	6	11	7	5	11
TOTALS	**79**	**90**	**140**	**116**	**114**	**97**	**114**	**158**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	2	0	0	3	0	0	0
3:15 PM	0	0	1	1	1	0	0	3
3:30 PM	1	0	0	0	0	0	3	0
3:45 PM	0	0	1	2	2	0	0	1
4:00 PM	0	1	1	0	2	1	0	0
4:15 PM	0	0	0	0	0	0	0	1
4:30 PM	1	1	0	0	2	0	0	0
4:45 PM	0	0	2	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	1
5:45 PM	0	1	0	2	2	0	1	2
TOTALS	**4**	**6**	**5**	**6**	**13**	**1**	**4**	**9**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	1	0	0	0	0	0	1	0	0	1	0	3
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	1	0	0	1	0	0	2	0	0	1	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3	0	0	4	2	1	5	0	0	4	0	19
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	16.67%	83.33%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	1	0	0	1	0	1	2	0	0	2	0	7
PEAK HR FACTOR :		0.250			0.250			0.375			0.500		0.350

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
3:00 PM	0	0	1	0	1	0	0	1	1	0	0	1	5
3:15 PM	0	0	1	1	1	0	0	0	1	0	0	0	4
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	1	2	0	0	0	0	0	0	0	3
4:00 PM	0	1	0	0	1	0	0	1	0	0	4	0	7
4:15 PM	0	1	0	0	0	0	0	3	2	0	0	0	6
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:45 PM	0	2	0	0	0	0	0	1	0	1	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
5:15 PM	0	1	0	0	0	0	0	3	0	0	0	1	5
5:30 PM	0	0	0	0	1	0	0	1	0	0	2	0	4
5:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	8	2	2	7	0	0	12	4	2	7	2	46
APPROACH %'s :	0.00%	80.00%	20.00%	22.22%	77.78%	0.00%	0.00%	75.00%	25.00%	18.18%	63.64%	18.18%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	2	0	0	1	0	0	5	0	1	3	1	13
PEAK HR FACTOR :		0.500			0.250			0.417			0.625		0.650

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :													
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :													
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	3	2	0	0	0	0	0	0	5
7:15 AM	1	0	0	1	1	2	0	0	0	1	1	1	8
7:30 AM	0	2	1	0	1	0	0	0	0	1	0	0	5
7:45 AM	0	3	2	0	2	1	0	0	1	1	0	0	10
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
8:15 AM	0	1	1	0	1	0	0	0	0	1	0	0	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
8:45 AM	0	2	0	0	1	1	0	0	1	0	0	1	6
9:00 AM	1	1	1	0	0	1	0	1	0	0	0	0	5
9:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
9:30 AM	0	1	1	0	1	0	0	1	0	0	2	0	6
9:45 AM	0	1	1	1	1	1	0	1	0	0	1	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	13	7	2	14	8	0	3	2	4	5	2	62
APPROACH %'s :	9.09%	59.09%	31.82%	8.33%	58.33%	33.33%	0.00%	60.00%	40.00%	36.36%	45.45%	18.18%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	1	5	2	0	3	2	0	1	1	1	0	1	17
PEAK HR FACTOR :		0.667			0.625			0.500			0.500		0.708

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-003

Day: Thursday

HEAVY TRUCKS

City: Hollywood

Date: 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
3:00 PM	1	1	0	0	2	2	0	0	1	1	0	0	8
3:15 PM	1	1	0	0	3	1	0	0	0	0	0	1	7
3:30 PM	0	2	0	0	0	1	1	0	0	0	0	1	5
3:45 PM	1	0	0	0	2	1	0	0	0	0	0	0	4
4:00 PM	0	1	0	1	1	1	1	0	0	0	0	1	6
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
4:30 PM	2	1	0	0	0	2	1	0	1	0	0	0	7
4:45 PM	1	1	1	0	1	0	0	1	0	0	0	0	5
5:00 PM	0	1	0	0	2	0	1	0	0	0	0	0	4
5:15 PM	0	2	0	0	0	3	1	1	1	0	1	0	9
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	2	1	0	0	2	1	0	0	0	0	0	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	10	11	1	1	14	13	5	2	3	1	1	3	65
APPROACH %'s :	45.45%	50.00%	4.55%	3.57%	50.00%	46.43%	50.00%	20.00%	30.00%	20.00%	20.00%	60.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	3	4	0	0	4	5	2	1	1	0	1	0	21
PEAK HR FACTOR :		0.583			0.750			0.333			0.250		0.583

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Wilcox Ave

East/West Sunset Blvd

Day: Thursday Date: May 12, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	23	37	157	158
BIKES	8	16	42	70
BUSES	0	0	45	50

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	69	8.45	109	9.00	303	9.00	474	7.30
PM PK 15 MIN	90	16.15	101	16.30	437	17.45	349	17.15
AM PK HOUR	230	8.00	411	8.15	1124	8.15	1806	7.15
PM PK HOUR	346	16.15	361	16.30	1710	17.00	1274	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	66	27	112
8-9	30	161	39	230
9-10	24	130	45	199
15-16	27	218	49	294
16-17	32	255	48	335
17-18	31	273	41	345
TOTAL	163	1103	249	1515

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	39	230	55	324
8-9	42	280	77	399
9-10	45	260	70	375
15-16	55	229	59	343
16-17	57	239	51	347
17-18	54	233	63	350
TOTAL	292	1471	375	2138

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
436	31	0	41	0
629	59	0	102	3
574	79	0	93	0
637	147	1	175	1
682	128	0	174	3
695	120	3	182	3
3653	564	4	767	10

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	758	18	795
8-9	56	938	33	1027
9-10	49	961	39	1049
15-16	113	1165	51	1329
16-17	131	1418	25	1574
17-18	116	1567	27	1710
TOTAL	484	6807	193	7484

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	1683	28	1760
8-9	89	1466	48	1603
9-10	63	1208	52	1323
15-16	53	1080	64	1197
16-17	62	1065	54	1181
17-18	63	1116	95	1274
TOTAL	379	7618	341	8338

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2555	24	0	6	1
2630	45	0	18	0
2372	46	0	37	0
2526	89	0	51	0
2755	79	0	37	1
2984	74	0	42	1
15822	357	0	191	3

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

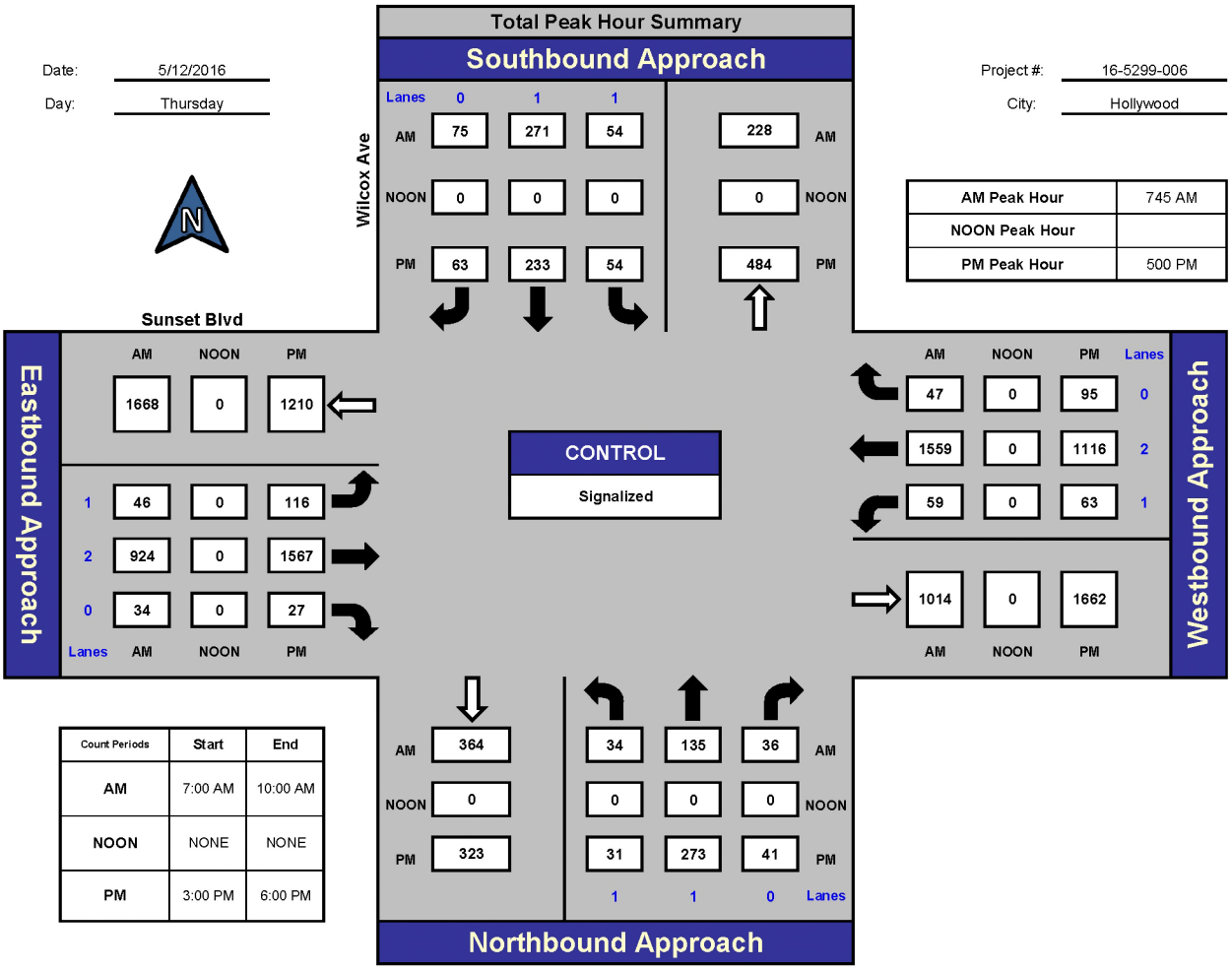
Wilcox Ave and Sunset Blvd , Hollywood

Date: 5/12/2016

Day: Thursday

Project #: 16-5299-006

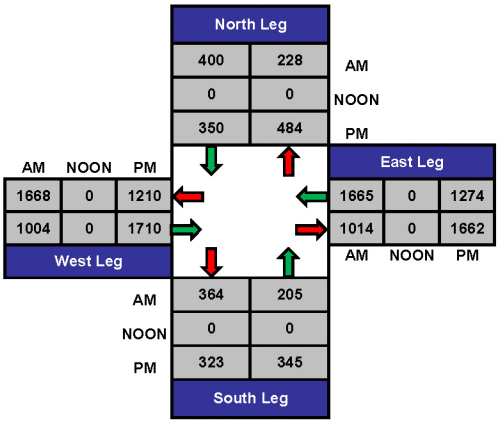
City: Hollywood



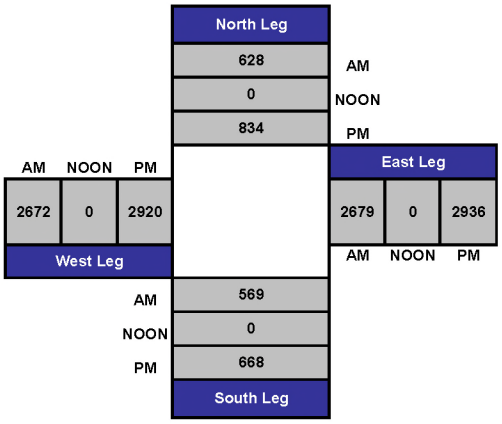
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006

Day: Thursday

TOTALS

City: Hollywood

Date: 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
7:00 AM	1	5	7	7	25	12	3	151	2	9	357	4	583
7:15 AM	2	14	5	3	64	15	2	205	4	12	444	4	774
7:30 AM	6	21	7	13	73	12	8	177	3	15	453	6	794
7:45 AM	10	26	8	16	68	16	6	225	9	13	429	14	840
8:00 AM	11	32	13	16	63	18	8	194	4	13	390	13	775
8:15 AM	5	41	6	11	68	20	17	246	10	14	384	10	832
8:30 AM	8	36	9	11	72	21	15	259	11	19	356	10	827
8:45 AM	6	52	11	4	77	18	16	239	8	43	336	15	825
9:00 AM	5	31	13	14	73	22	17	280	6	7	309	12	789
9:15 AM	5	29	13	11	60	13	10	251	9	16	305	10	732
9:30 AM	11	39	9	10	69	18	11	198	11	20	288	14	698
9:45 AM	3	31	10	10	58	17	11	232	13	20	306	16	727
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	73	357	111	126	770	202	124	2657	90	201	4357	128	9196
APPROACH %'s :	13.49%	65.99%	20.52%	11.48%	70.13%	18.40%	4.32%	92.55%	3.13%	4.29%	92.98%	2.73%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	34	135	36	54	271	75	46	924	34	59	1559	47	3274
PEAK HR FACTOR :		0.915			0.962			0.881			0.913		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006 **Day:** Thursday

City: Hollywood **Date:** 5/12/2016

TOTALS

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
3:00 PM	6	48	12	13	51	15	38	299	13	9	271	19	794
3:15 PM	11	63	11	17	58	20	26	290	19	11	260	14	800
3:30 PM	4	48	17	13	62	13	23	281	7	15	265	15	763
3:45 PM	6	59	9	12	58	11	26	295	12	18	284	16	806
4:00 PM	3	65	10	11	50	14	28	342	5	19	291	10	848
4:15 PM	11	68	11	10	70	8	27	349	5	17	248	11	835
4:30 PM	9	66	14	19	65	17	39	350	9	16	276	18	898
4:45 PM	9	56	13	17	54	12	37	377	6	10	250	15	856
5:00 PM	7	71	11	9	62	17	21	393	3	12	260	38	904
5:15 PM	11	66	9	18	54	17	33	377	10	23	309	17	944
5:30 PM	5	72	11	12	56	19	31	398	7	16	294	17	938
5:45 PM	8	64	10	15	61	10	31	399	7	12	253	23	893
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	90	746	138	166	701	173	360	4150	103	178	3261	213	10279
APPROACH %'s :	9.24%	76.59%	14.17%	15.96%	67.40%	16.63%	7.80%	89.96%	2.23%	4.87%	89.29%	5.83%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	31	273	41	54	233	63	116	1567	27	63	1116	95	3679
PEAK HR FACTOR :		0.969			0.983			0.978			0.913		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
7:00 AM	1	5	6	6	25	10	3	147	2	8	346	4	563
7:15 AM	2	13	5	2	64	15	2	197	4	12	431	3	750
7:30 AM	6	21	7	12	73	12	8	171	3	14	441	5	773
7:45 AM	10	26	8	16	67	14	4	214	9	13	418	14	813
8:00 AM	11	31	12	16	62	18	8	184	3	13	377	12	747
8:15 AM	5	41	6	10	68	20	17	241	10	14	372	8	812
8:30 AM	8	35	8	11	72	20	15	249	11	19	344	9	801
8:45 AM	6	49	10	4	76	18	16	231	8	43	323	15	799
9:00 AM	5	30	13	13	73	21	17	267	6	7	299	10	761
9:15 AM	5	29	13	11	60	13	10	243	9	16	295	10	714
9:30 AM	11	38	9	10	67	18	11	194	10	20	277	13	678
9:45 AM	3	31	10	10	57	16	10	221	13	20	299	15	705
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	73	349	107	121	764	195	121	2559	88	199	4222	118	8916
APPROACH %'s :	13.80%	65.97%	20.23%	11.20%	70.74%	18.06%	4.37%	92.45%	3.18%	4.38%	93.02%	2.60%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	34	133	34	53	269	72	44	888	33	59	1511	43	3173
PEAK HR FACTOR :		0.931			0.956			0.877			0.906		0.976

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
3:00 PM	6	48	12	13	49	14	37	288	13	9	266	18	773
3:15 PM	11	63	11	16	56	19	25	280	19	11	254	13	778
3:30 PM	4	48	15	12	62	13	22	274	7	14	259	14	744
3:45 PM	6	58	9	12	56	11	26	286	12	18	280	15	789
4:00 PM	3	65	10	11	49	14	28	334	5	18	288	10	835
4:15 PM	11	67	10	10	68	8	27	341	5	16	242	11	816
4:30 PM	9	63	14	19	64	17	38	341	9	16	273	17	880
4:45 PM	9	56	13	17	54	11	37	368	6	10	245	14	840
5:00 PM	7	70	11	9	62	17	21	387	3	12	257	38	894
5:15 PM	11	66	9	18	53	17	32	371	10	23	304	17	931
5:30 PM	5	71	11	12	55	19	31	393	7	16	291	17	928
5:45 PM	8	63	10	15	59	10	31	393	7	12	252	21	881
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	90	738	135	164	687	170	355	4056	103	175	3211	205	10089
APPROACH %'s :	9.35%	76.64%	14.02%	16.06%	67.29%	16.65%	7.86%	89.85%	2.28%	4.87%	89.42%	5.71%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	31	270	41	54	229	63	115	1544	27	63	1104	93	3634
PEAK HR FACTOR :		0.972			0.983			0.978			0.916		0.976

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5299-006
N/S Street: Wilcox Ave
E/W Street: Sunset Blvd
DATE: 5/12/2016 DAY: Thursday
CITY: Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	3	2	0	0	0	0	1
7:15 AM	3	5	5	3	1	0	6	2
7:30 AM	5	9	6	4	1	0	2	8
7:45 AM	3	11	4	7	2	2	5	0
8:00 AM	5	5	3	5	2	1	5	1
8:15 AM	5	17	6	6	3	3	7	3
8:30 AM	7	27	6	10	0	0	3	13
8:45 AM	11	25	9	14	5	4	9	4
9:00 AM	6	8	7	15	5	3	4	7
9:15 AM	12	7	9	7	1	6	4	5
9:30 AM	13	12	4	8	6	6	7	4
9:45 AM	20	15	12	17	5	5	4	11
TOTALS	**92**	**144**	**73**	**96**	**31**	**30**	**56**	**59**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	37	19	8	19	4	3	6	12
3:15 PM	30	17	32	21	4	15	18	10
3:30 PM	17	19	26	18	6	7	12	10
3:45 PM	21	15	7	16	6	6	12	9
4:00 PM	22	25	21	17	1	1	14	8
4:15 PM	14	19	10	14	2	3	10	8
4:30 PM	26	22	12	18	5	10	7	11
4:45 PM	26	20	25	11	9	6	7	14
5:00 PM	15	36	14	11	6	1	6	11
5:15 PM	10	17	18	14	5	4	6	7
5:30 PM	28	22	19	14	7	7	10	10
5:45 PM	26	28	21	9	11	1	9	15
TOTALS	**272**	**259**	**213**	**182**	**66**	**64**	**117**	**125**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	1	1	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	0	1	0	0
4:45 PM	0	1	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0
5:45 PM	2	0	2	0	0	0	0	0
TOTALS	**3**	**4**	**3**	**1**	**1**	**1**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	0	0	0	1	0	0	5	1	7
7:30 AM	0	1	0	0	0	0	0	3	0	0	2	0	6
7:45 AM	0	1	0	0	0	0	0	1	0	0	2	0	4
8:00 AM	0	0	0	2	0	0	0	0	0	0	6	0	8
8:15 AM	0	0	0	0	0	0	0	1	0	0	5	0	6
8:30 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
8:45 AM	0	1	0	0	0	0	0	2	0	0	4	0	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
9:15 AM	1	0	0	0	0	0	0	1	0	0	5	0	7
9:30 AM	0	0	0	0	1	1	0	1	0	0	1	0	4
9:45 AM	0	1	0	0	0	0	0	0	0	0	3	1	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	4	0	2	2	1	0	12	0	0	40	2	64
APPROACH %'s :	20.00%	80.00%	0.00%	40.00%	40.00%	20.00%	0.00%	100.00%	0.00%	0.00%	95.24%	4.76%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	1	0	2	0	0	0	4	0	0	16	0	23
PEAK HR FACTOR :		0.250			0.250			0.500			0.667		0.719

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	1	0	1	2	0	0	1	0	5
3:15 PM	0	1	1	1	0	1	0	0	0	0	1	0	5
3:30 PM	0	0	0	1	0	0	1	2	0	0	3	0	7
3:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
4:00 PM	0	0	0	0	1	0	1	5	0	0	0	2	9
4:15 PM	0	1	0	2	0	0	0	2	0	0	1	0	6
4:30 PM	0	0	0	0	1	0	0	0	0	1	2	0	4
4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
5:00 PM	0	0	0	0	0	1	0	5	0	0	1	2	9
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
5:30 PM	0	0	0	0	1	0	0	1	0	0	5	0	7
5:45 PM	0	0	0	0	1	0	0	3	0	0	4	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	1	4	5	2	3	27	0	1	23	4	72
APPROACH %'s :	0.00%	66.67%	33.33%	36.36%	45.45%	18.18%	10.00%	90.00%	0.00%	3.57%	82.14%	14.29%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	2	1	0	10	0	0	13	2	28
PEAK HR FACTOR :		0.000			0.750			0.500			0.750		0.778

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
7:15 AM	0	0	0	0	0	0	0	3	0	0	4	0	7
7:30 AM	0	0	0	0	0	0	0	1	0	0	4	0	5
7:45 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
8:30 AM	0	0	0	0	0	0	0	1	0	0	4	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
9:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
9:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
9:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	16	0	0	30	0	46
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	6	0	0	12	0	18
PEAK HR FACTOR :		0.000			0.000			0.750			0.750		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	2	0	0	4	0	6
3:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
3:45 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
4:30 PM	0	0	0	0	0	0	0	4	0	0	2	0	6
4:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
5:00 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
5:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
5:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
5:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	29	0	0	20	0	49
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	11	0	0	6	0	17
PEAK HR FACTOR :		0.000			0.000			0.688			0.750		0.850

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
7:00 AM	0	0	1	1	0	2	0	2	0	1	8	0	15
7:15 AM	0	1	0	1	0	0	0	5	0	0	9	1	17
7:30 AM	0	0	0	1	0	0	0	5	0	1	8	1	16
7:45 AM	0	0	0	0	1	2	2	9	0	0	7	0	21
8:00 AM	0	1	1	0	1	0	0	9	1	0	12	1	26
8:15 AM	0	0	0	1	0	0	0	3	0	0	9	2	15
8:30 AM	0	1	1	0	0	1	0	9	0	0	8	1	21
8:45 AM	0	3	1	0	1	0	0	8	0	0	11	0	24
9:00 AM	0	1	0	1	0	1	0	11	0	0	9	2	25
9:15 AM	0	0	0	0	0	0	0	7	0	0	8	0	15
9:30 AM	0	1	0	0	2	0	0	3	1	0	9	1	17
9:45 AM	0	0	0	0	1	1	1	11	0	0	7	1	22
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	8	4	5	6	7	3	82	2	2	105	10	234
APPROACH %'s :	0.00%	66.67%	33.33%	27.78%	33.33%	38.89%	3.45%	94.25%	2.30%	1.71%	89.74%	8.55%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	2	2	1	2	3	2	30	1	0	36	4	83
PEAK HR FACTOR :		0.500			0.500			0.750			0.769		0.798

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-006 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Wilcox Ave			Wilcox Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	2	1	1	9	0	0	5	1	19
3:15 PM	0	0	0	1	2	1	1	8	0	0	2	1	16
3:30 PM	0	0	2	1	0	0	1	5	0	1	4	1	15
3:45 PM	0	1	0	0	2	0	0	5	0	0	3	1	12
4:00 PM	0	0	0	0	1	0	0	7	0	1	2	0	11
4:15 PM	0	1	1	0	2	0	0	7	0	1	4	0	16
4:30 PM	0	3	0	0	1	0	1	5	0	0	1	1	12
4:45 PM	0	0	0	0	0	1	0	7	0	0	3	1	12
5:00 PM	0	1	0	0	0	0	0	2	0	0	2	0	5
5:15 PM	0	0	0	0	1	0	1	4	0	0	3	0	9
5:30 PM	0	1	0	0	1	0	0	3	0	0	1	0	6
5:45 PM	0	1	0	0	2	0	0	3	0	0	0	2	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	8	3	2	14	3	5	65	0	3	30	8	141
APPROACH %'s :	0.00%	72.73%	27.27%	10.53%	73.68%	15.79%	7.14%	92.86%	0.00%	7.32%	73.17%	19.51%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	3	0	0	4	0	1	12	0	0	6	2	28
PEAK HR FACTOR :		0.750			0.500			0.650			0.667		0.778

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Cahuenga Blvd

East/West Hollywood Blvd

Day: Thursday Date: May 28, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	124	117	140	132
BIKES	66	36	11	17
BUSES	5	34	142	161

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	192	8.15	432	9.15	157	8.45	295	8.00
PM PK 15 MIN	308	15.30	238	15.15	256	15.15	233	16.30
AM PK HOUR	711	8.15	1577	8.00	582	8.15	1161	7.45
PM PK HOUR	1137	15.30	835	15.15	966	15.00	887	15.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	283	20	312
8-9	9	639	31	679
9-10	18	536	34	588
15-16	13	1011	81	1105
16-17	5	1032	61	1098
17-18	6	926	61	993
TOTAL	60	4427	288	4775

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	1034	272	1337
8-9	27	1241	309	1577
9-10	26	1164	315	1505
15-16	41	696	97	834
16-17	12	656	99	767
17-18	11	646	73	730
TOTAL	148	5437	1165	6750

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1649	32	1	31	0
2256	36	0	45	0
2093	42	0	59	0
1939	117	0	144	3
1865	98	0	139	1
1723	113	0	162	2
11525	438	1	580	6

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	380	15	432
8-9	51	503	22	576
9-10	40	477	34	551
15-16	93	832	41	966
16-17	78	742	37	857
17-18	84	786	21	891
TOTAL	383	3720	170	4273

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	897	20	968
8-9	73	1048	33	1154
9-10	42	919	28	989
15-16	53	663	78	794
16-17	53	721	106	880
17-18	46	665	85	796
TOTAL	318	4913	350	5581

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1400	70	3	49	5
1730	116	0	97	0
1540	179	0	140	1
1760	375	0	336	12
1737	376	0	385	2
1687	398	0	385	1
9854	1514	3	1392	21

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Cahuenga Blvd and Hollywood Blvd , Hollywood

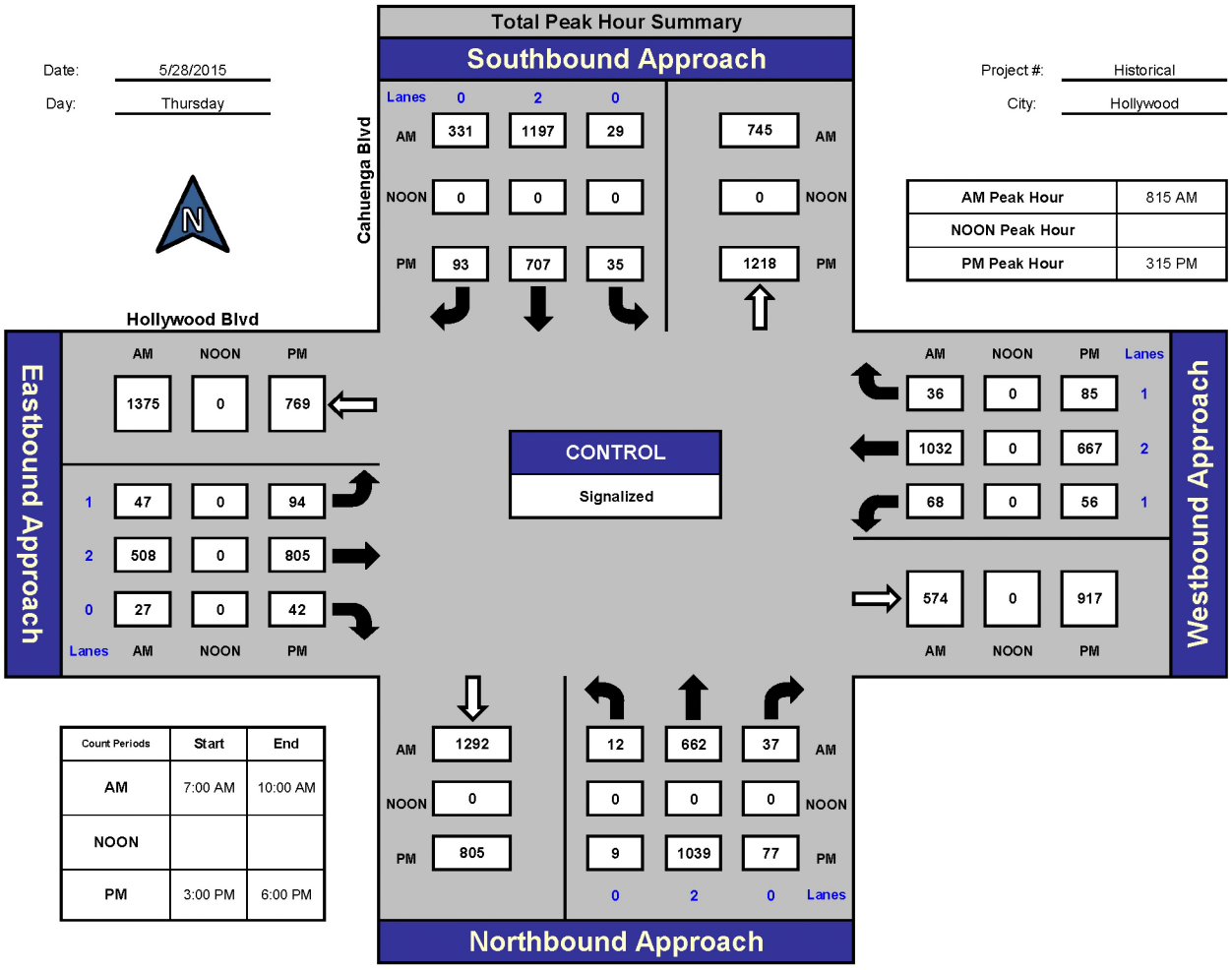
Date: 5/28/2015

Day: Thursday

Project #: Historical

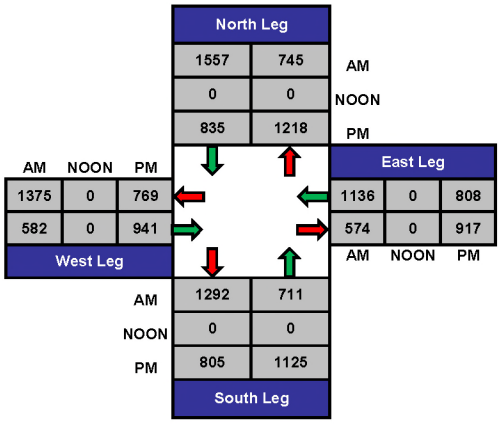
City: Hollywood

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	315 PM

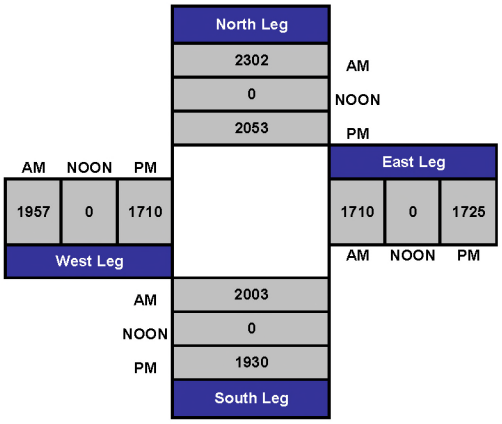


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Thursday

City: Hollywood

Date: 5/28/2015

TOTALS

AM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	1	
7:00 AM	4	45	6	8	199	46	8	80	3	7	185	2	593
7:15 AM	0	69	7	8	270	72	10	65	3	13	212	8	737
7:30 AM	2	89	2	8	290	77	6	100	2	12	230	6	824
7:45 AM	3	80	5	7	275	77	13	135	7	19	270	4	895
8:00 AM	2	125	1	6	319	73	11	126	4	17	274	4	962
8:15 AM	2	177	13	7	324	81	12	107	5	18	252	9	1007
8:30 AM	2	176	7	4	301	69	13	138	3	18	267	9	1007
8:45 AM	3	161	10	10	297	86	15	132	10	20	255	11	1010
9:00 AM	5	148	7	8	275	95	7	131	9	12	258	7	962
9:15 AM	4	142	6	5	336	91	11	96	8	11	228	8	946
9:30 AM	3	135	13	5	285	63	12	130	8	9	215	8	886
9:45 AM	6	111	8	8	268	66	10	120	9	10	218	5	839
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	36	1458	85	84	3439	896	128	1360	71	166	2864	81	10668
APPROACH %'s :	2.28%	92.34%	5.38%	1.90%	77.82%	20.28%	8.21%	87.24%	4.55%	5.34%	92.06%	2.60%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	12	662	37	29	1197	331	47	508	27	68	1032	36	3986
PEAK HR FACTOR :		0.926			0.945			0.927			0.966		0.987

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Thursday

TOTALS

City: Hollywood

Date: 5/28/2015

PM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	1	
3:00 PM	5	230	14	11	155	18	25	210	7	10	168	20	873
3:15 PM	3	260	18	9	202	27	27	217	12	11	169	14	969
3:30 PM	2	286	20	12	159	18	16	193	10	15	153	21	905
3:45 PM	3	235	29	9	180	34	25	212	12	17	173	23	952
4:00 PM	1	258	10	5	166	14	26	183	8	13	172	27	883
4:15 PM	1	274	18	3	152	24	16	185	11	10	193	26	913
4:30 PM	1	258	21	3	175	34	18	183	10	20	182	31	936
4:45 PM	2	242	12	1	163	27	18	191	8	10	174	22	870
5:00 PM	1	283	19	2	180	18	29	190	12	12	159	22	927
5:15 PM	1	214	20	2	146	11	10	196	3	7	126	15	751
5:30 PM	3	190	15	3	166	23	20	206	1	13	191	27	858
5:45 PM	1	239	7	4	154	21	25	194	5	14	189	21	874
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	24	2969	203	64	1998	269	255	2360	99	152	2049	269	10711
APPROACH %'s :	0.75%	92.90%	6.35%	2.75%	85.71%	11.54%	9.40%	86.96%	3.65%	6.15%	82.96%	10.89%	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	9	1039	77	35	707	93	94	805	42	56	667	85	3709
PEAK HR FACTOR :		0.913			0.877			0.919			0.948		0.957

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Cahuenga Blvd

East/West Sunset Blvd

Day: Thursday Date: May 28, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	97	112	129	131
BIKES	23	14	61	97
BUSES	25	7	59	73

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	151	8.30	342	8.30	297	9.00	394	7.45
PM PK 15 MIN	252	17.45	229	15.15	439	16.45	320	17.15
AM PK HOUR	566	8.15	1234	8.30	1105	8.15	1475	7.30
PM PK HOUR	862	15.30	810	15.15	1708	16.45	1217	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	233	3	262
8-9	24	508	6	538
9-10	34	418	22	474
15-16	39	744	51	834
16-17	57	719	60	836
17-18	53	716	61	830
TOTAL	233	3338	203	3774

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	805	223	1065
8-9	47	942	204	1193
9-10	68	923	190	1181
15-16	75	593	123	791
16-17	77	589	105	771
17-18	72	564	123	759
TOTAL	376	4416	968	5760

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1327	34	3	61	0
1731	88	0	121	0
1655	144	0	117	0
1625	239	1	239	7
1607	246	0	230	0
1589	208	0	242	0
9534	959	4	1010	7

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	716	19	795
8-9	143	861	68	1072
9-10	120	874	82	1076
15-16	195	1066	65	1326
16-17	239	1270	54	1563
17-18	235	1342	71	1648
TOTAL	992	6129	359	7480

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	1404	19	1445
8-9	55	1358	30	1443
9-10	75	1188	41	1304
15-16	61	1031	82	1174
16-17	39	974	87	1100
17-18	37	1068	102	1207
TOTAL	289	7023	361	7673

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2240	15	0	17	0
2515	34	0	30	0
2380	86	0	46	0
2500	120	5	106	0
2663	109	0	105	0
2855	95	1	105	0
15153	459	6	409	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

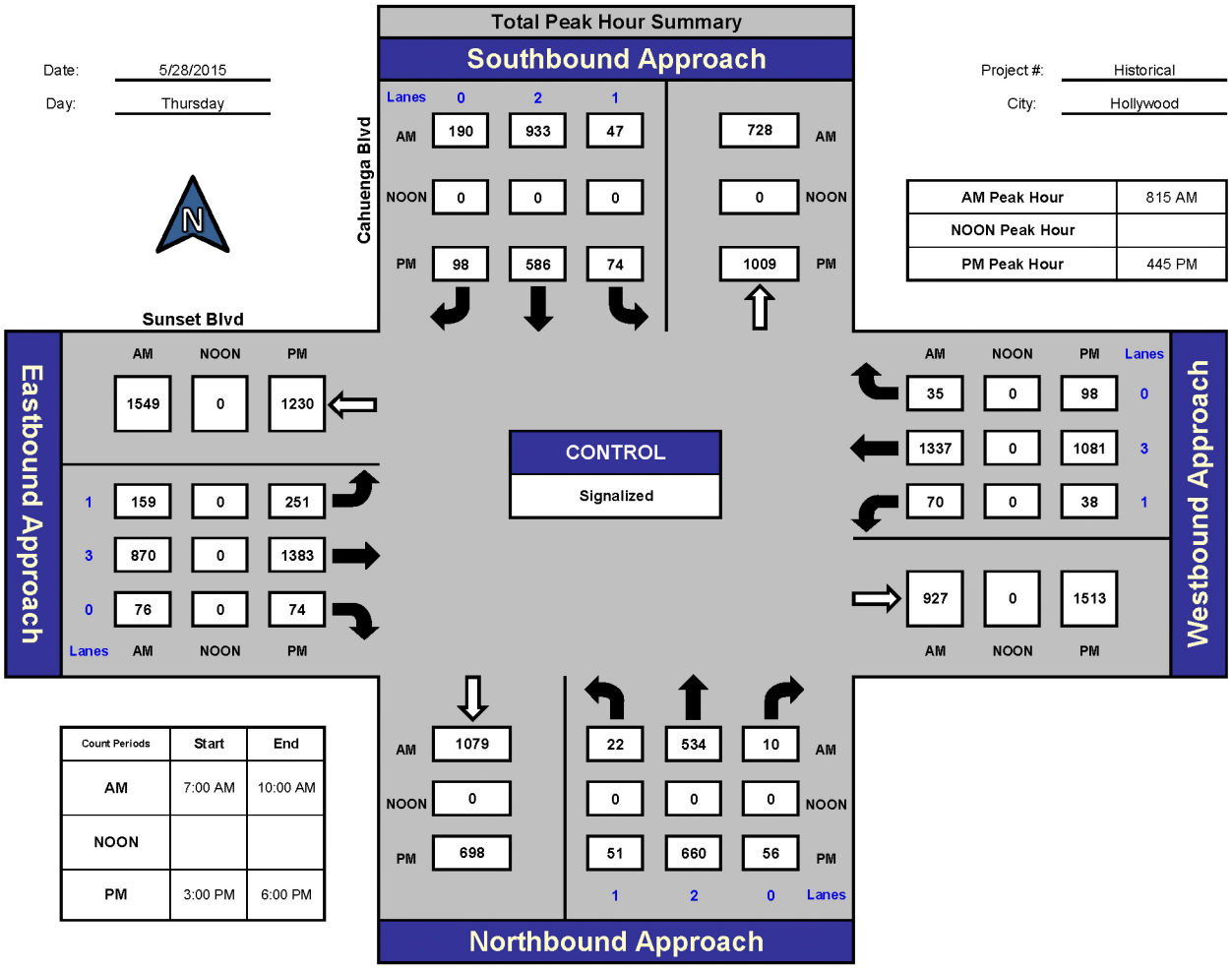
Cahuenga Blvd and Sunset Blvd , Hollywood

Date: 5/28/2015

Day: Thursday

Project #: Historical

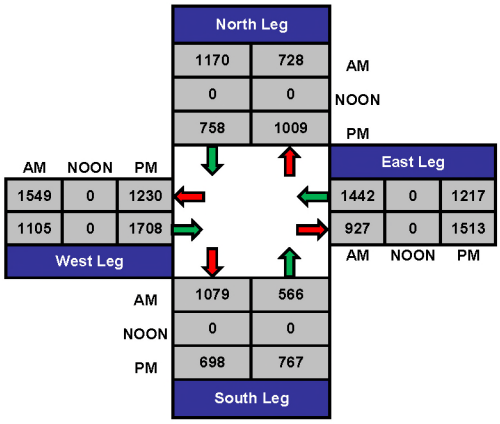
City: Hollywood



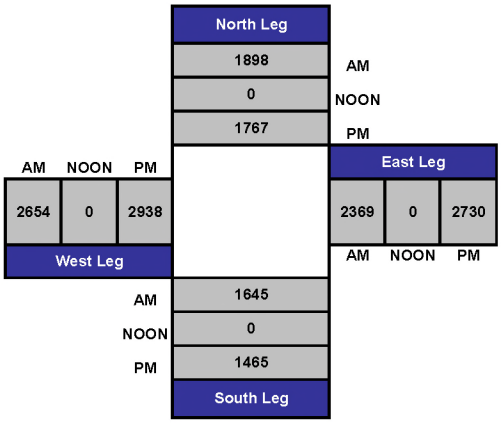
AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Thursday

City: Hollywood

Date: 5/28/2015

TOTALS

AM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	4	39	1	11	150	44	7	141	1	6	336	6	746
7:15 AM	8	53	2	9	213	53	11	166	2	8	346	3	874
7:30 AM	3	76	0	9	216	55	19	203	7	1	341	4	934
7:45 AM	11	65	0	8	226	71	23	206	9	7	381	6	1013
8:00 AM	8	105	2	10	247	56	23	223	18	6	352	5	1055
8:15 AM	1	125	0	6	194	48	47	207	13	14	355	3	1013
8:30 AM	9	141	1	14	274	54	34	220	14	12	323	6	1102
8:45 AM	6	137	3	17	227	46	39	211	23	23	328	16	1076
9:00 AM	6	131	6	10	238	42	39	232	26	21	331	10	1092
9:15 AM	7	83	6	19	254	39	32	206	24	19	302	10	1001
9:30 AM	9	111	4	21	203	45	28	230	15	21	310	9	1006
9:45 AM	12	93	6	18	228	64	21	206	17	14	245	12	936
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	84	1159	31	152	2670	617	323	2451	169	152	3950	90	11848
APPROACH %'s :	6.59%	90.97%	2.43%	4.42%	77.64%	17.94%	10.98%	83.28%	5.74%	3.63%	94.23%	2.15%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	22	534	10	47	933	190	159	870	76	70	1337	35	4283
PEAK HR FACTOR :		0.937			0.855			0.930			0.969		0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Thursday

TOTALS

City: Hollywood

Date: 5/28/2015

PM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	7	167	13	16	134	27	42	274	16	22	259	16	993
3:15 PM	12	195	16	17	179	33	47	249	9	7	245	21	1030
3:30 PM	14	218	13	21	137	33	52	267	21	15	266	25	1082
3:45 PM	6	164	9	21	143	30	54	276	19	17	261	20	1020
4:00 PM	7	168	15	18	147	31	48	283	15	10	236	23	1001
4:15 PM	15	218	15	19	141	27	68	328	12	11	229	26	1109
4:30 PM	18	177	14	20	145	32	53	306	11	6	242	13	1037
4:45 PM	17	156	16	20	156	15	70	353	16	12	267	25	1123
5:00 PM	5	192	11	17	141	41	74	331	25	7	254	20	1118
5:15 PM	12	189	15	15	139	22	57	354	14	9	287	24	1137
5:30 PM	17	123	14	22	150	20	50	345	19	10	273	29	1072
5:45 PM	19	212	21	18	134	40	54	312	13	11	254	29	1117
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	149	2179	172	224	1746	351	669	3678	190	137	3073	271	12839
APPROACH %'s :	5.96%	87.16%	6.88%	9.65%	75.23%	15.12%	14.75%	81.07%	4.19%	3.94%	88.28%	7.79%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	51	660	56	74	586	98	251	1383	74	38	1081	98	4450
PEAK HR FACTOR :		0.888			0.952			0.973			0.951		0.978

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Cahuenga Blvd

East/West Selma Ave

Day: Thursday Date: May 12, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	118	118	16	18
BIKES	10	13	25	16
BUSES	3	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	224	8.30	334	8.00	27	9.30	19	8.45
PM PK 15 MIN	298	15.30	261	17.15	75	17.00	34	15.30
AM PK HOUR	779	8.30	1267	7.15	84	7.45	55	8.45
PM PK HOUR	1076	15.30	983	17.00	223	17.00	117	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	352	7	369
8-9	19	712	25	756
9-10	12	628	16	656
15-16	15	1027	28	1070
16-17	9	958	31	998
17-18	7	827	44	878
TOTAL	72	4504	151	4727

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	1133	22	1173
8-9	31	1127	56	1214
9-10	31	1117	72	1220
15-16	30	659	40	729
16-17	11	762	44	817
17-18	16	911	56	983
TOTAL	137	5709	290	6136

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1542	32	3	34	0
1970	56	0	24	0
1876	75	0	31	0
1799	189	2	100	0
1815	121	2	63	3
1861	143	5	80	0
10863	616	12	332	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	14	16	34
8-9	21	38	25	84
9-10	19	25	20	64
15-16	49	72	39	160
16-17	57	85	50	192
17-18	55	125	43	223
TOTAL	205	359	193	757

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	3	4	9
8-9	8	20	16	44
9-10	9	22	13	44
15-16	34	24	55	113
16-17	22	31	36	89
17-18	23	46	48	117
TOTAL	98	146	172	416

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
43	18	0	33	0
128	45	0	38	0
108	62	0	48	1
273	144	0	126	2
281	123	6	119	2
340	118	2	139	2
1173	510	8	503	7

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Cahuenga Blvd and Selma Ave , Hollywood

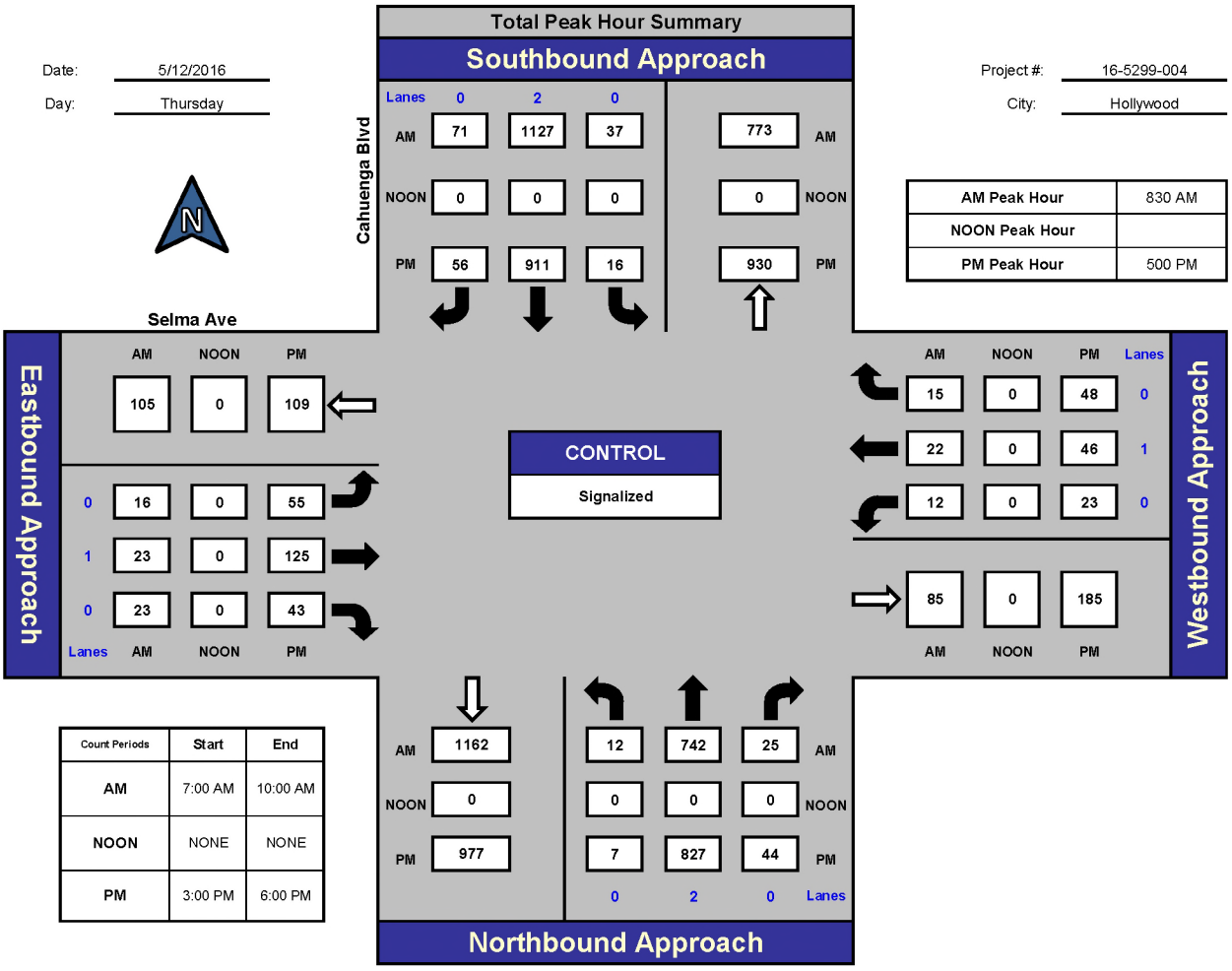
Date: 5/12/2016

Day: Thursday

Project #: 16-5299-004

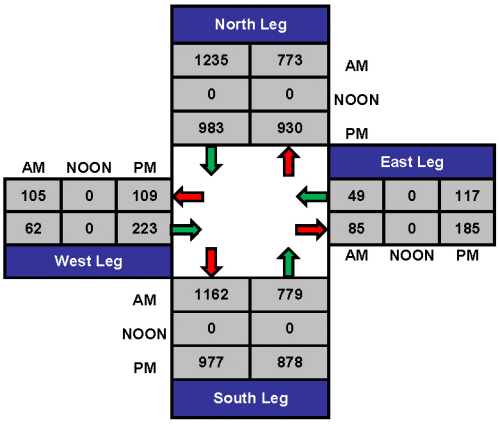
City: Hollywood

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	500 PM

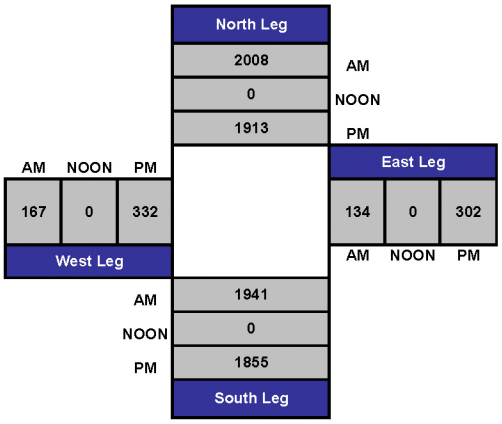


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

City: Hollywood **Date:** 5/12/2016

TOTALS

AM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
7:00 AM	2	68	2	4	234	2	1	1	2	0	0	1	317
7:15 AM	3	96	2	3	293	6	1	1	4	0	0	1	410
7:30 AM	1	94	0	4	295	7	1	4	4	1	3	0	414
7:45 AM	4	94	3	7	311	7	1	8	6	1	0	2	444
8:00 AM	10	153	5	9	315	10	6	13	4	1	3	3	532
8:15 AM	3	148	3	5	275	7	6	9	7	2	4	3	472
8:30 AM	4	215	5	6	281	15	6	9	9	2	5	2	559
8:45 AM	2	196	12	11	256	24	3	7	5	3	8	8	535
9:00 AM	4	174	4	11	290	17	4	4	5	4	5	4	526
9:15 AM	2	157	4	9	300	15	3	3	4	3	4	1	505
9:30 AM	5	141	5	5	262	12	11	10	6	0	9	6	472
9:45 AM	1	156	3	6	265	28	1	8	5	2	4	2	481
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	41	1692	48	80	3377	150	44	77	61	19	45	33	5667
APPROACH %'s :	2.30%	95.00%	2.70%	2.22%	93.62%	4.16%	24.18%	42.31%	33.52%	19.59%	46.39%	34.02%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	12	742	25	37	1127	71	16	23	23	12	22	15	2125
PEAK HR FACTOR :		0.869			0.953			0.646			0.645		0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

City: Hollywood **Date:** 5/12/2016

TOTALS

PM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
3:00 PM	3	251	9	6	150	13	14	11	11	8	6	14	496
3:15 PM	4	256	8	9	157	10	10	22	8	7	1	14	506
3:30 PM	2	293	3	10	158	9	9	18	9	11	7	16	545
3:45 PM	6	227	8	5	194	8	16	21	11	8	10	11	525
4:00 PM	1	260	3	4	189	7	12	32	19	5	7	10	549
4:15 PM	0	263	10	1	181	12	21	18	10	8	6	9	539
4:30 PM	2	234	10	3	214	13	13	17	4	3	7	7	527
4:45 PM	6	201	8	3	178	12	11	18	17	6	11	10	481
5:00 PM	4	210	12	4	220	11	19	38	18	2	11	19	568
5:15 PM	2	212	14	4	239	18	13	25	9	5	14	10	565
5:30 PM	1	195	11	3	212	12	7	34	6	4	14	9	508
5:45 PM	0	210	7	5	240	15	16	28	10	12	7	10	560
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	31	2812	103	57	2332	140	161	282	132	79	101	139	6369
APPROACH %'s :	1.05%	95.45%	3.50%	2.25%	92.21%	5.54%	28.00%	49.04%	22.96%	24.76%	31.66%	43.57%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	7	827	44	16	911	56	55	125	43	23	46	48	2201
PEAK HR FACTOR :		0.963			0.942			0.743			0.914		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

CARS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
7:00 AM	2	67	2	4	228	1	1	1	2	0	0	1	309
7:15 AM	3	91	2	2	286	5	1	1	3	0	0	0	394
7:30 AM	1	89	0	4	293	7	1	4	4	1	2	0	406
7:45 AM	4	91	3	7	304	7	1	8	5	0	0	1	431
8:00 AM	10	148	5	9	308	10	6	13	4	1	3	3	520
8:15 AM	3	146	3	4	268	7	6	8	7	2	4	3	461
8:30 AM	4	211	5	6	276	15	6	9	9	1	4	2	548
8:45 AM	2	187	11	11	251	24	3	6	5	3	8	7	518
9:00 AM	3	168	4	11	287	17	4	3	5	4	5	4	515
9:15 AM	2	154	4	9	295	15	3	2	3	3	3	1	494
9:30 AM	5	136	5	5	254	12	10	10	4	0	7	5	453
9:45 AM	1	145	3	6	257	27	1	8	4	2	3	2	459
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	40	1633	47	78	3307	147	43	73	55	17	39	29	5508
APPROACH %'s :	2.33%	94.94%	2.73%	2.21%	93.63%	4.16%	25.15%	42.69%	32.16%	20.00%	45.88%	34.12%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	11	720	24	37	1109	71	16	20	22	11	20	14	2075
PEAK HR FACTOR :		0.858			0.954			0.604			0.625		0.947

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

City: Hollywood **Date:** 5/12/2016

CARS

PM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
3:00 PM	3	244	9	6	144	13	14	11	11	8	5	14	482
3:15 PM	4	249	8	9	154	10	10	22	8	7	1	13	495
3:30 PM	2	287	3	9	152	9	9	18	9	11	7	16	532
3:45 PM	6	219	8	5	187	8	15	21	11	8	10	11	509
4:00 PM	1	254	3	4	185	7	12	31	19	5	6	10	537
4:15 PM	0	258	10	1	177	12	21	18	10	7	6	9	529
4:30 PM	2	226	10	3	211	13	13	17	4	3	7	7	516
4:45 PM	6	198	8	3	174	12	11	17	16	6	11	10	472
5:00 PM	4	207	12	4	219	11	19	38	18	2	10	19	563
5:15 PM	2	208	14	4	238	17	13	25	8	5	14	10	558
5:30 PM	1	194	11	3	211	12	7	34	6	4	13	9	505
5:45 PM	0	208	7	5	239	15	16	28	10	12	7	10	557
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	31	2752	103	56	2291	139	160	280	130	78	97	138	6255
APPROACH %'s :	1.07%	95.36%	3.57%	2.25%	92.16%	5.59%	28.07%	49.12%	22.81%	24.92%	30.99%	44.09%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	7	817	44	16	907	55	55	125	42	23	44	48	2183
PEAK HR FACTOR :		0.969			0.944			0.740			0.927		0.969

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5299-004
N/S Street: Cahuenga Blvd
E/W Street: Selma Ave
DATE: 5/12/2016 DAY: Thursday
CITY: Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	11	0	2	4	1	1	4
7:15 AM	1	6	4	4	3	3	4	2
7:30 AM	3	4	5	4	6	8	1	2
7:45 AM	1	6	3	10	7	1	3	1
8:00 AM	3	4	1	7	2	4	2	8
8:15 AM	3	3	10	8	4	4	4	6
8:30 AM	1	2	8	7	4	6	5	7
8:45 AM	6	2	5	10	3	11	9	4
9:00 AM	7	5	9	8	6	6	1	8
9:15 AM	0	2	7	9	5	5	3	16
9:30 AM	9	5	11	14	10	4	11	7
9:45 AM	1	2	5	12	5	7	3	13
TOTALS	**37**	**52**	**68**	**95**	**59**	**60**	**47**	**78**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	22	8	32	12	10	23	19	13
3:15 PM	13	6	55	9	8	16	10	26
3:30 PM	14	11	32	14	12	15	19	28
3:45 PM	13	13	21	14	21	21	14	15
4:00 PM	5	9	23	14	14	14	12	9
4:15 PM	10	16	9	9	12	19	20	22
4:30 PM	9	3	20	10	10	16	12	17
4:45 PM	5	6	25	11	9	25	17	14
5:00 PM	9	8	18	15	24	17	11	16
5:15 PM	9	11	13	18	22	15	9	13
5:30 PM	13	8	22	22	12	19	15	12
5:45 PM	17	5	16	19	16	14	27	15
TOTALS	**139**	**104**	**286**	**167**	**170**	**214**	**185**	**200**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	1	0	0
3:15 PM	0	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	2	0	0	0	0
4:00 PM	0	0	1	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	1	0	0
4:45 PM	2	0	0	0	1	0	2	0
5:00 PM	0	0	1	0	1	0	0	0
5:15 PM	0	0	0	0	0	0	1	0
5:30 PM	0	0	0	3	1	0	0	0
5:45 PM	0	0	0	1	0	0	1	0
TOTALS	**3**	**0**	**2**	**7**	**3**	**3**	**5**	**3**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:45 AM	0	0	1	0	1	0	0	1	1	0	1	1	6
9:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
9:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
9:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	1	0	5	0	0	4	1	1	3	2	19
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	100.00%	0.00%	0.00%	80.00%	20.00%	16.67%	50.00%	33.33%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	1	1	0	3	0	0	3	1	1	1	1	12
PEAK HR FACTOR :		0.500			0.750			0.500			0.375		0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

BIKES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
3:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
3:15 PM	0	1	1	0	0	0	0	1	1	0	0	0	4
3:30 PM	0	1	0	0	1	0	0	0	1	0	0	0	3
3:45 PM	0	0	0	1	0	0	0	2	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
4:15 PM	0	0	0	0	1	0	0	4	1	0	1	1	8
4:30 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:00 PM	0	2	0	1	0	0	0	0	0	0	1	0	4
5:15 PM	1	0	0	0	1	0	0	4	0	0	0	0	6
5:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	4
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	5	1	2	5	1	0	17	3	0	8	2	45
APPROACH %'s :	14.29%	71.43%	14.29%	25.00%	62.50%	12.50%	0.00%	85.00%	15.00%	0.00%	80.00%	20.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	2	0	1	1	1	0	7	0	0	2	1	16
PEAK HR FACTOR :		0.375			0.750			0.438			0.375		0.667

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%										
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

BUSES

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%	0.00%										
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

AM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
7:00 AM	0	1	0	0	6	1	0	0	0	0	0	0	8
7:15 AM	0	4	0	1	7	1	0	0	1	0	0	1	15
7:30 AM	0	5	0	0	2	0	0	0	0	0	1	0	8
7:45 AM	0	3	0	0	7	0	0	0	1	1	0	1	13
8:00 AM	0	4	0	0	7	0	0	0	0	0	0	0	11
8:15 AM	0	2	0	1	7	0	0	1	0	0	0	0	11
8:30 AM	0	4	0	0	5	0	0	0	0	1	1	0	11
8:45 AM	0	9	1	0	5	0	0	1	0	0	0	1	17
9:00 AM	1	6	0	0	3	0	0	1	0	0	0	0	11
9:15 AM	0	3	0	0	5	0	0	1	1	0	1	0	11
9:30 AM	0	5	0	0	8	0	1	0	2	0	2	1	19
9:45 AM	0	11	0	0	8	1	0	0	1	0	1	0	22
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	57	1	2	70	3	1	4	6	2	6	4	157
APPROACH %'s :	1.69%	96.61%	1.69%	2.67%	93.33%	4.00%	9.09%	36.36%	54.55%	16.67%	50.00%	33.33%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	1	22	1	0	18	0	0	3	1	1	2	1	50
PEAK HR FACTOR :		0.600			0.900			0.500			0.500		0.735

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5299-004 **Day:** Thursday

HEAVY TRUCKS

City: Hollywood **Date:** 5/12/2016

PM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
3:00 PM	0	6	0	0	6	0	0	0	0	0	1	0	13
3:15 PM	0	7	0	0	3	0	0	0	0	0	0	1	11
3:30 PM	0	6	0	1	6	0	0	0	0	0	0	0	13
3:45 PM	0	8	0	0	7	0	1	0	0	0	0	0	16
4:00 PM	0	6	0	0	4	0	0	1	0	0	1	0	12
4:15 PM	0	5	0	0	4	0	0	0	0	1	0	0	10
4:30 PM	0	8	0	0	3	0	0	0	0	0	0	0	11
4:45 PM	0	3	0	0	4	0	0	1	1	0	0	0	9
5:00 PM	0	3	0	0	1	0	0	0	0	0	1	0	5
5:15 PM	0	4	0	0	1	1	0	0	1	0	0	0	7
5:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
5:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	59	0	1	41	1	1	2	2	1	4	1	113
APPROACH %'s :	0.00%	100.00%	0.00%	2.33%	95.35%	2.33%	20.00%	40.00%	40.00%	16.67%	66.67%	16.67%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	10	0	0	4	1	0	0	1	0	2	0	18
PEAK HR FACTOR :		0.625			0.625			0.250			0.500		0.643

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Cahuenga Blvd

East/West Sunset Blvd

Day: Thursday Date: May 28, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	97	112	129	131
BIKES	23	14	61	97
BUSES	25	7	59	73

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	151	8.30	342	8.30	297	9.00	394	7.45
PM PK 15 MIN	252	17.45	229	15.15	439	16.45	320	17.15
AM PK HOUR	566	8.15	1234	8.30	1105	8.15	1475	7.30
PM PK HOUR	862	15.30	810	15.15	1708	16.45	1217	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	233	3	262
8-9	24	508	6	538
9-10	34	418	22	474
15-16	39	744	51	834
16-17	57	719	60	836
17-18	53	716	61	830
TOTAL	233	3338	203	3774

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	805	223	1065
8-9	47	942	204	1193
9-10	68	923	190	1181
15-16	75	593	123	791
16-17	77	589	105	771
17-18	72	564	123	759
TOTAL	376	4416	968	5760

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1327	34	3	61	0
1731	88	0	121	0
1655	144	0	117	0
1625	239	1	239	7
1607	246	0	230	0
1589	208	0	242	0
9534	959	4	1010	7

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	716	19	795
8-9	143	861	68	1072
9-10	120	874	82	1076
15-16	195	1066	65	1326
16-17	239	1270	54	1563
17-18	235	1342	71	1648
TOTAL	992	6129	359	7480

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	1404	19	1445
8-9	55	1358	30	1443
9-10	75	1188	41	1304
15-16	61	1031	82	1174
16-17	39	974	87	1100
17-18	37	1068	102	1207
TOTAL	289	7023	361	7673

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2240	15	0	17	0
2515	34	0	30	0
2380	86	0	46	0
2500	120	5	106	0
2663	109	0	105	0
2855	95	1	105	0
15153	459	6	409	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

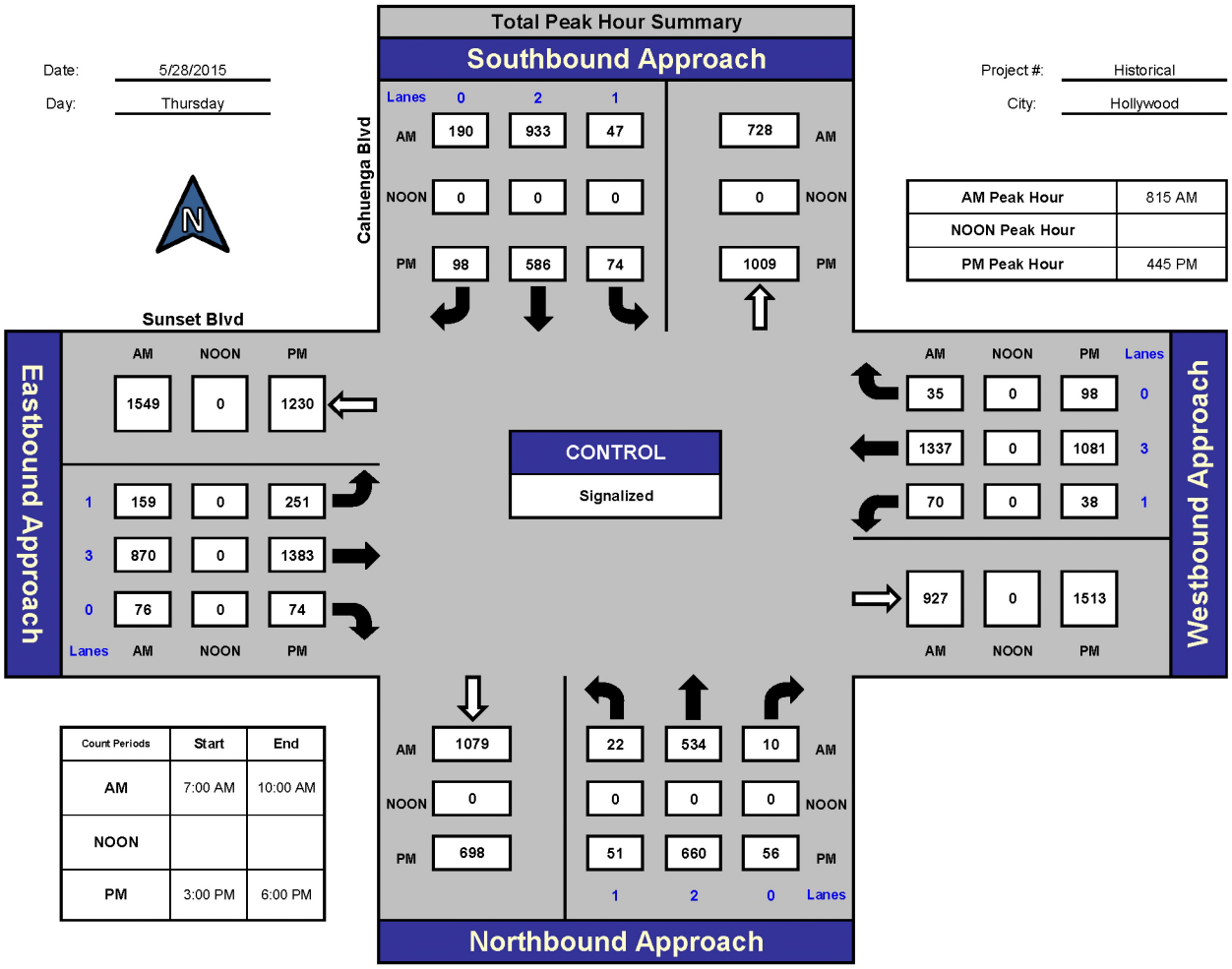
Cahuenga Blvd and Sunset Blvd , Hollywood

Date: 5/28/2015

Day: Thursday

Project #: Historical

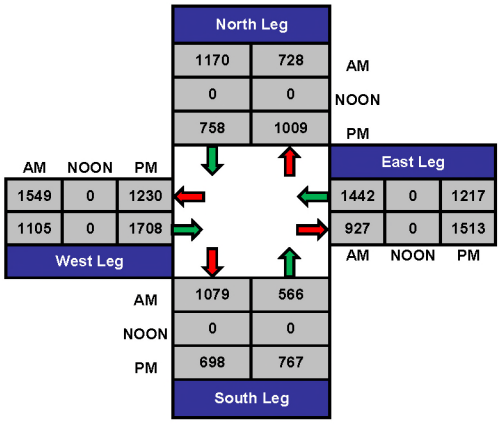
City: Hollywood



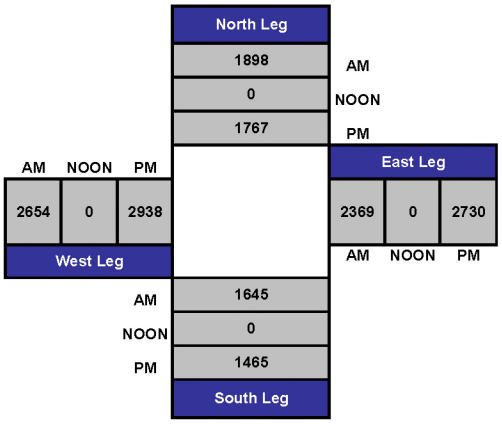
AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Thursday

City: Hollywood

Date: 5/28/2015

TOTALS

AM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
7:00 AM	4	39	1	11	150	44	7	141	1	6	336	6	746
7:15 AM	8	53	2	9	213	53	11	166	2	8	346	3	874
7:30 AM	3	76	0	9	216	55	19	203	7	1	341	4	934
7:45 AM	11	65	0	8	226	71	23	206	9	7	381	6	1013
8:00 AM	8	105	2	10	247	56	23	223	18	6	352	5	1055
8:15 AM	1	125	0	6	194	48	47	207	13	14	355	3	1013
8:30 AM	9	141	1	14	274	54	34	220	14	12	323	6	1102
8:45 AM	6	137	3	17	227	46	39	211	23	23	328	16	1076
9:00 AM	6	131	6	10	238	42	39	232	26	21	331	10	1092
9:15 AM	7	83	6	19	254	39	32	206	24	19	302	10	1001
9:30 AM	9	111	4	21	203	45	28	230	15	21	310	9	1006
9:45 AM	12	93	6	18	228	64	21	206	17	14	245	12	936
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	84	1159	31	152	2670	617	323	2451	169	152	3950	90	11848
APPROACH %'s :	6.59%	90.97%	2.43%	4.42%	77.64%	17.94%	10.98%	83.28%	5.74%	3.63%	94.23%	2.15%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	22	534	10	47	933	190	159	870	76	70	1337	35	4283
PEAK HR FACTOR :		0.937			0.855			0.930			0.969		0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Thursday

TOTALS

City: Hollywood

Date: 5/28/2015

PM

NS/EW Streets:	Cahuenga Blvd			Cahuenga Blvd			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
3:00 PM	7	167	13	16	134	27	42	274	16	22	259	16	993
3:15 PM	12	195	16	17	179	33	47	249	9	7	245	21	1030
3:30 PM	14	218	13	21	137	33	52	267	21	15	266	25	1082
3:45 PM	6	164	9	21	143	30	54	276	19	17	261	20	1020
4:00 PM	7	168	15	18	147	31	48	283	15	10	236	23	1001
4:15 PM	15	218	15	19	141	27	68	328	12	11	229	26	1109
4:30 PM	18	177	14	20	145	32	53	306	11	6	242	13	1037
4:45 PM	17	156	16	20	156	15	70	353	16	12	267	25	1123
5:00 PM	5	192	11	17	141	41	74	331	25	7	254	20	1118
5:15 PM	12	189	15	15	139	22	57	354	14	9	287	24	1137
5:30 PM	17	123	14	22	150	20	50	345	19	10	273	29	1072
5:45 PM	19	212	21	18	134	40	54	312	13	11	254	29	1117
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	149	2179	172	224	1746	351	669	3678	190	137	3073	271	12839
APPROACH %'s :	5.96%	87.16%	6.88%	9.65%	75.23%	15.12%	14.75%	81.07%	4.19%	3.94%	88.28%	7.79%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	51	660	56	74	586	98	251	1383	74	38	1081	98	4450
PEAK HR FACTOR :		0.888			0.952			0.973			0.951		0.978

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vine St

East/West Hollywood Blvd

Day: Wednesday Date: September 16, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	65	95	130	151
BIKES	19	32	63	122
BUSES	55	0	118	49

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	224	9.00	344	7.45	148	7.45	317	8.45
PM PK 15 MIN	368	17.30	281	17.15	287	15.30	217	15.30
AM PK HOUR	852	8.30	1304	7.30	567	7.45	1184	8.30
PM PK HOUR	1360	17.00	1054	16.45	1018	15.00	790	16.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	48	399	83	530
8-9	85	558	135	778
9-10	99	531	159	789
15-16	115	815	205	1135
16-17	136	909	215	1260
17-18	127	1004	229	1360
TOTAL	610	4216	1026	5852

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	1068	62	1160
8-9	32	1079	78	1189
9-10	39	1018	120	1177
15-16	46	721	48	815
16-17	54	877	46	977
17-18	45	932	46	1023
TOTAL	246	5695	400	6341

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1690	330	57	120	35
1967	623	95	202	46
1966	674	98	324	85
1950	1208	111	544	96
2237	1114	87	520	85
2383	903	67	483	80
12193	4852	515	2193	427

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	384	44	438
8-9	21	475	54	550
9-10	20	479	59	558
15-16	45	893	80	1018
16-17	35	794	66	895
17-18	36	912	70	1018
TOTAL	167	3937	373	4477

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	79	942	12	1033
8-9	82	1046	20	1148
9-10	99	990	37	1126
15-16	66	628	42	736
16-17	62	671	57	790
17-18	61	625	80	766
TOTAL	449	4902	248	5599

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1471	87	49	145	39
1698	196	66	280	59
1684	216	74	306	66
1754	473	74	392	72
1685	407	61	357	80
1784	363	73	373	79
10076	1742	397	1853	395

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Vine St and Hollywood Blvd , Hollywood

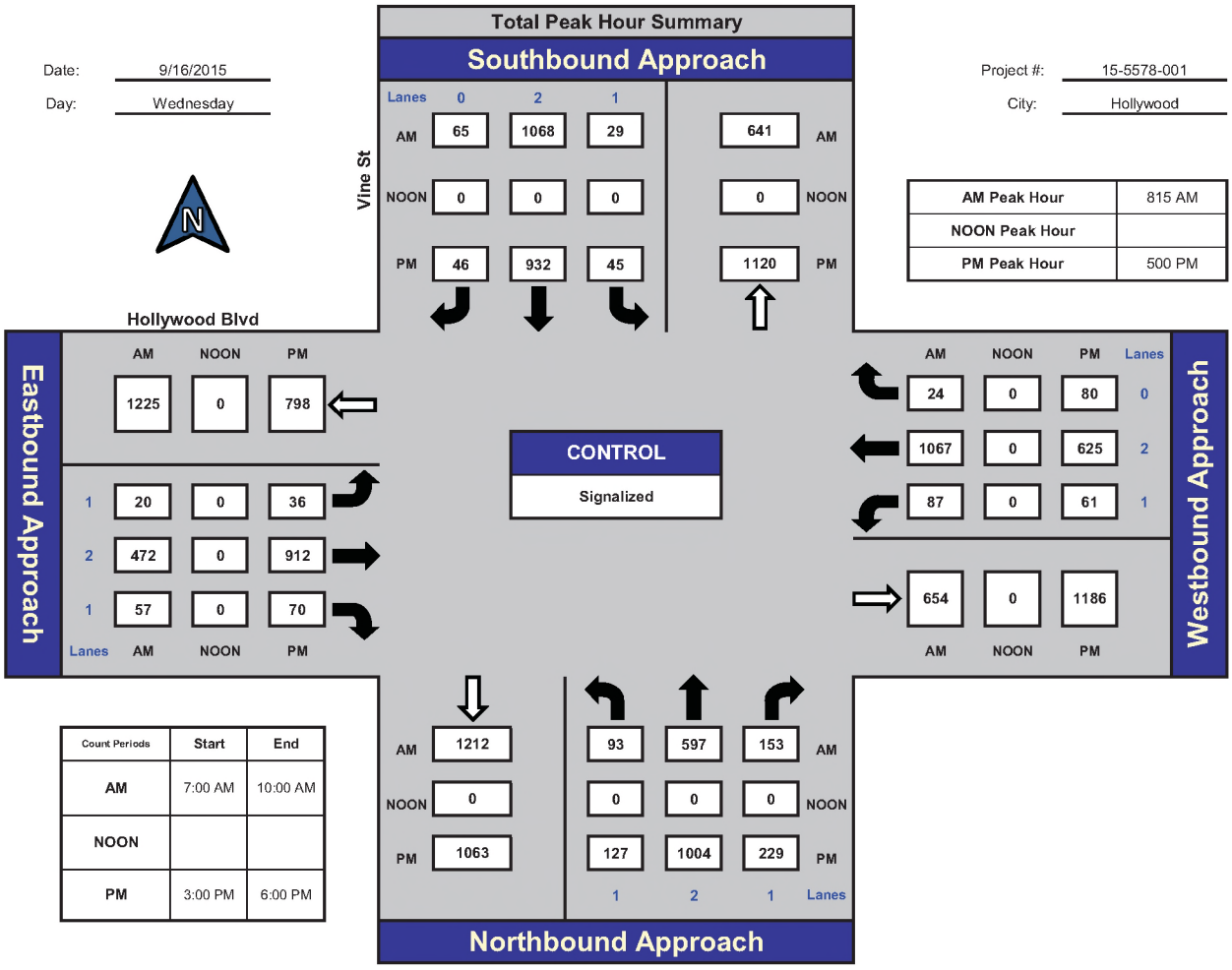
Date: 9/16/2015

Day: Wednesday

Project #: 15-5578-001

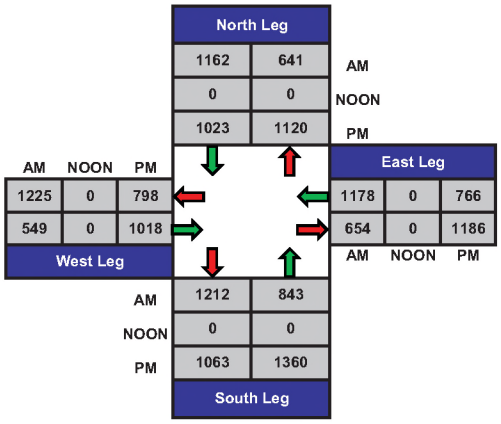
City: Hollywood

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

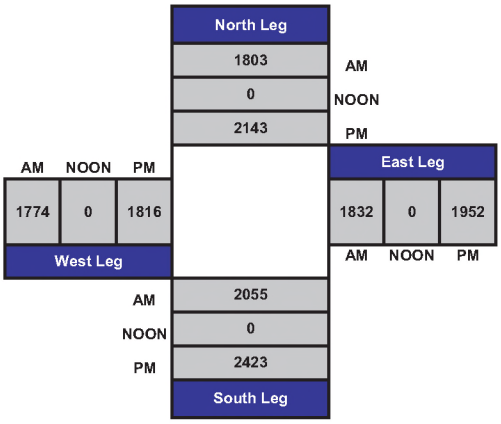


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5578-001

Day: Wednesday

TOTALS

City: Hollywood

Date: 9/16/2015

AM

NS/EW Streets:	Vine St			Vine St			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
7:00 AM	9	85	10	9	215	14	3	72	10	15	197	2	641
7:15 AM	11	109	25	8	262	9	1	75	9	24	238	4	775
7:30 AM	12	113	20	4	284	11	2	106	12	21	246	2	833
7:45 AM	16	92	28	9	307	28	4	131	13	19	261	4	912
8:00 AM	20	108	31	9	284	27	4	128	14	22	252	6	905
8:15 AM	28	143	28	11	305	25	8	114	9	25	270	4	970
8:30 AM	17	154	36	3	227	14	7	114	21	15	233	4	845
8:45 AM	20	153	40	9	263	12	2	119	10	20	291	6	945
9:00 AM	28	147	49	6	273	14	3	125	17	27	273	10	972
9:15 AM	23	151	34	14	252	17	4	114	10	25	275	5	924
9:30 AM	21	124	32	11	270	40	6	127	11	19	201	7	869
9:45 AM	27	109	44	8	223	49	7	113	21	28	241	15	885
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	232	1488	377	101	3165	260	51	1338	157	260	2978	69	10476
APPROACH %'s :	11.06%	70.96%	17.98%	2.86%	89.76%	7.37%	3.30%	86.55%	10.16%	7.86%	90.05%	2.09%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	93	597	153	29	1068	65	20	472	57	87	1067	24	3732
PEAK HR FACTOR :		0.941			0.852			0.947			0.929		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5578-001

Day: Wednesday

City: Hollywood

TOTALS

Date: 9/16/2015

PM

NS/EW Streets:	Vine St			Vine St			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
3:00 PM	33	179	47	10	167	9	14	217	22	15	158	4	875
3:15 PM	30	201	48	14	167	16	13	204	18	18	143	9	881
3:30 PM	25	215	52	8	212	11	10	259	18	14	191	12	1027
3:45 PM	27	220	58	14	175	12	8	213	22	19	136	17	921
4:00 PM	37	192	52	9	227	11	11	215	22	16	164	11	967
4:15 PM	29	225	49	14	218	14	6	194	17	17	154	17	954
4:30 PM	38	247	53	17	206	15	10	194	14	16	171	15	996
4:45 PM	32	245	61	14	226	6	8	191	13	13	182	14	1005
5:00 PM	35	217	49	12	224	15	12	229	20	13	147	15	988
5:15 PM	31	263	56	12	256	13	9	241	19	15	166	19	1100
5:30 PM	32	281	55	13	253	10	3	196	15	16	152	24	1050
5:45 PM	29	243	69	8	199	8	12	246	16	17	160	22	1029
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	378	2728	649	145	2530	140	116	2599	216	189	1924	179	11793
APPROACH %'s :	10.07%	72.65%	17.28%	5.15%	89.88%	4.97%	3.96%	88.67%	7.37%	8.25%	83.94%	7.81%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	127	1004	229	45	932	46	36	912	70	61	625	80	4167
PEAK HR FACTOR :		0.924			0.910			0.929			0.958		0.947

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vine St

East/West Sunset Blvd

Day: Wednesday Date: September 16, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	79	115	145	186
BIKES	37	54	32	67
BUSES	25	26	41	77

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	266	8.45	359	9.15	265	9.30	429	8.15
PM PK 15 MIN	360	17.30	331	17.15	401	17.45	397	17.45
AM PK HOUR	1002	8.15	1325	7.30	1018	8.45	1645	8.00
PM PK HOUR	1409	16.45	1214	16.45	1413	17.00	1365	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	462	101	652
8-9	120	686	133	939
9-10	95	634	180	909
10-11	0	9	0	9
15-16	135	945	199	1279
16-17	114	1014	200	1328
17-18	101	1116	178	1395
TOTAL	654	4866	991	6511

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	1125	82	1257
8-9	61	1030	123	1214
9-10	65	1102	119	1286
10-11	0	-35	0	-35
15-16	107	795	116	1018
16-17	102	939	132	1173
17-18	105	948	135	1188
TOTAL	490	5904	707	7101

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1909	53	4	108	3
2153	140	1	201	5
2195	242	5	322	2
-26	0	0	0	0
2297	213	5	268	1
2501	232	4	303	2
2583	253	3	326	6
13612	1133	22	1528	19

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	719	49	786
8-9	36	862	74	972
9-10	50	880	65	995
15-16	51	1097	84	1232
16-17	67	1216	99	1382
17-18	63	1262	88	1413
TOTAL	285	6036	459	6780

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	127	1384	37	1548
8-9	158	1440	47	1645
9-10	161	1232	57	1450
15-16	148	1010	83	1241
16-17	157	1039	95	1291
17-18	160	1115	90	1365
TOTAL	911	7220	409	8540

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2334	135	0	94	0
2617	189	2	187	0
2445	304	4	319	0
2473	390	3	254	3
2673	343	1	318	2
2778	329	4	406	5
15320	1690	14	1578	10

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

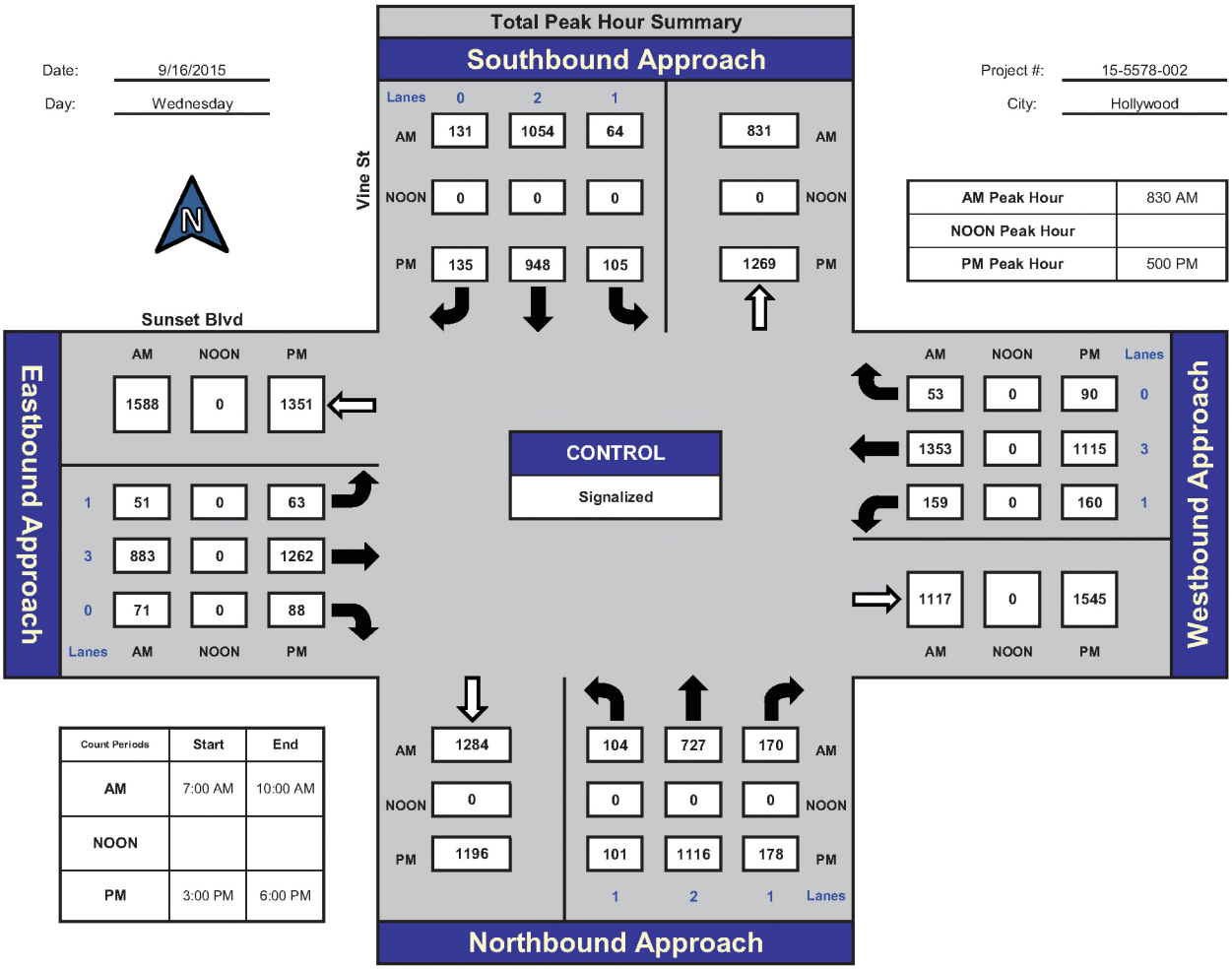
Vine St and Sunset Blvd , Hollywood

Date: 9/16/2015

Day: Wednesday

Project #: 15-5578-002

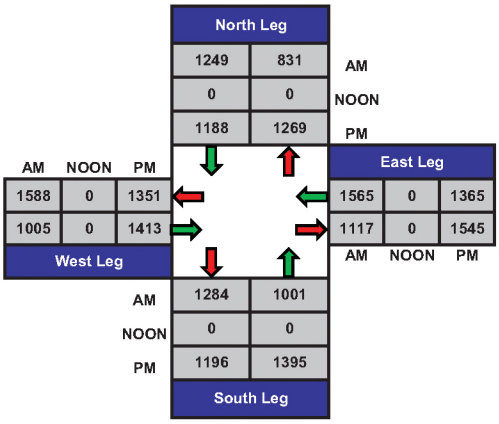
City: Hollywood



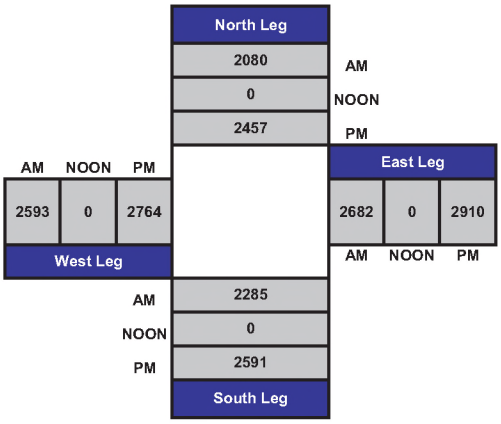
AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5578-002

Day: Wednesday

City: Hollywood

TOTALS

Date: 9/16/2015

AM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	3	0	1	3	0	
7:00 AM	15	102	19	5	263	14	6	142	9	27	309	10	921
7:15 AM	16	114	24	12	282	17	7	167	6	34	344	13	1036
7:30 AM	22	129	24	16	300	14	3	206	11	28	375	3	1131
7:45 AM	36	117	34	17	280	37	2	204	23	38	356	11	1155
8:00 AM	28	133	22	12	285	29	6	213	20	40	351	9	1148
8:15 AM	30	194	25	17	291	27	4	205	14	39	380	10	1236
8:30 AM	39	163	39	22	186	34	14	217	21	34	357	13	1139
8:45 AM	23	196	47	10	268	33	12	227	19	45	352	15	1247
9:00 AM	25	179	42	17	288	32	13	208	13	39	302	14	1172
9:15 AM	17	189	42	15	312	32	12	231	18	41	342	11	1262
9:30 AM	19	140	53	16	244	28	7	249	9	42	296	16	1119
9:45 AM	34	126	43	17	258	27	18	192	25	39	292	16	1087
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	304	1791	414	176	3222	324	104	2461	188	446	4056	141	13627
APPROACH %'s :	12.12%	71.38%	16.50%	4.73%	86.57%	8.70%	3.78%	89.39%	6.83%	9.61%	87.36%	3.04%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	104	727	170	64	1054	131	51	883	71	159	1353	53	4820
PEAK HR FACTOR :		0.941			0.870			0.963			0.950		0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5578-002

Day: Wednesday

TOTALS

City: Hollywood

Date: 9/16/2015

PM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	3	0	1	3	0	
3:00 PM	31	222	51	29	182	29	10	262	28	42	274	16	1176
3:15 PM	37	227	49	24	200	22	11	303	24	37	267	27	1228
3:30 PM	35	244	40	28	223	33	17	242	18	39	245	21	1185
3:45 PM	32	252	59	26	190	32	13	290	14	30	224	19	1181
4:00 PM	36	241	51	33	235	41	12	282	28	43	250	16	1268
4:15 PM	22	237	49	28	239	38	15	315	25	38	246	29	1281
4:30 PM	27	268	46	23	226	30	18	329	18	40	269	28	1322
4:45 PM	29	268	54	18	239	23	22	290	28	36	274	22	1303
5:00 PM	30	267	52	24	240	33	18	288	22	42	241	28	1285
5:15 PM	18	289	42	32	263	36	18	318	24	31	273	24	1368
5:30 PM	22	291	47	27	244	35	15	292	17	43	264	22	1319
5:45 PM	31	269	37	22	201	31	12	364	25	44	337	16	1389
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	350	3075	577	314	2682	383	181	3575	271	465	3164	268	15305
APPROACH %'s :	8.75%	76.84%	14.42%	9.29%	79.37%	11.33%	4.49%	88.78%	6.73%	11.93%	81.19%	6.88%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	101	1116	178	105	948	135	63	1262	88	160	1115	90	5361
PEAK HR FACTOR :		0.969			0.897			0.881			0.860		0.965

CONTROL : Signalized

APPENDIX F

RELATED PROJECT TRIP GENERATION

SELMA+WICOX HOTEL

RELATED PROJECT LIST

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Daycare	4,480	sf	7002 Clinton St	305	30	8	38	5	18	23
	Kindergarten										
2	Hotel	168	rooms	1600 Schrader	1733	54	37	91	65	56	121
	Restaurant	4,000	sf								
3	Café & Market	18,000		1915 Highland Av	937	26	17	43	45	40	85
	Commercial office										
4	Apartments	166	units	7141 Santa Monica Bl	1,104	17	68	85	6	37	103
	Retail	9,655	sf		415	6	4	10	18	18	36
5	Hotel	212	rooms	6516 Selma Avenue	2,241	71	50	121	105	84	189
	Café	2,308	sf								
	Restaurant/Lounge/Bar	11,148									
6	Apartments	76	units	7300 Santa Monica Bl	505	8	31	39	30	17	47
	Condominiums	294	units		1,708	21	109	129	103	50	153
	Retail	22,500	sf		966	14	9	23	41	43	84
7	Restaurant	4,648	sf	5500 Hollywood Bl	441	6	6	12	22	15	37
	Coffee	1,000	sf								
8	Senior Housing	100	units	1118 N McCadden Pl	1,346	49	31	80	53	56	109
	Office	17,040	sf								
	Youth Housing	92	units								
9	Apartments	278	units	5550 Hollywood Bl	1,267	-3	43	40	47	17	64
	Retail	12,500	sf								
10	Apartments	191	room	6220 W Yucca St	3,182	114	119	233	144	105	249
	Restaurant	6,980	sf								
	Hotel	260	rooms								
11	Apartments	202	units	1350 Western Av	810	-110	109	-1	92	-88	4
	RetailRestaurant	7,400	sf								
12	Hotel	80	rooms	5600 Hollywood Bl	604	22	16	38	22	22	44
13	Office	240,000	sf	959 N Seward St	2,337	297	39	336	58	252	310
14	Apartments	247	units	6901 Santa Monica Bl	6,901	2	83	85	71	21	92
	Retail/Restaurant	15,000	sf								
15	Apartments	66	units	1603 N Cherokee Av	439	7	27	34	26	15	41

SELMA+WICOX HOTEL

RELATED PROJECT LIST

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
16	Office	4,074	sf	6523 Hollywood Bl	547	-16	-11	-27	32	4	36
	Restaurant	10,402	sf								
17	Apartments	179	units	915 N La Brea Av	2,615	5	86	91	200	158	90
	Market	33,500	sf								
18	Apartments	248	units	1610 N Highland Av	1,805	22	90	112	96	54	150
	Retail	14,710	sf								
19	Hotel	100	rooms	1841 N Highland Av	694	29	19	48	26	24	50
20	Apartments	52	units	5570 Melorse Av	430	-1	20	19	21	10	31
	Retail	5,500	sf								
21	Apartments	118	units	1824 N Highland Av	667	10	41	51	40	22	62
22	Apartments	786	units	6677 Santa Monica Bl	1,938	127	182	309	170	122	292
	Restaurant	5,500	sf	The Lexington							
	Retail	12,700	sf								
23	Tutoring Center	100	Students	927 N Highland Av	155	4	-1	3	23	17	40
24	Apartments	225	units	1719-1727 Cherokee Av	1,496	23	92	115	91	49	140
25	Restaurant	806	sf	859 Highland Av	330	21	20	41	9	9	18
26	Retail	2,900	sf	7120 Sunset Bl	397	0	14	14	25	4	29
	Apartments	44	units								
27	Apartments	40	units	7000 W Melrose Av	334	4	17	21	20	12	32
	Retail	7,565	sf								
28	Hotel	225	rooms	1541 Wilcox Av	3,359	103	80	183	147	114	261
29	All Suites Hotel	167	rooms	6611-6637 Hollywood Bl	81	23	20	43	-8	14	6
	Retail	10,500	sf								
	Restaurant	5,400	sf								
30											
31	Apartments	72	units	1233 N Highland Av	714	11	27	38	38	28	66
	Retail	17,830	sf								
32	Restaurant	11,400	sf	6608 Hollywood Bl	1,292	13	2	15	129	66	195
	Special Events	6,100	sf								
	Bar/Lounge	9,400	sf								
	Office	3,000	sf								

SELMA+WICOX HOTEL

RELATED PROJECT LIST

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
33	Hotel	180	rooms	6417 Selma Av	2,069	94	72	166	114	72	186
34	Office	88,750	sf	936 N LaBrea Av	911	24	5	29	14	37	51
	Retail	12,000	sf								
35	Office	130,000	sf	956 Seward St	1,240	165	21	186	29	151	180
36	Restaurant	17,717	sf	6757 Hollywood Bl	1,220	5	5	10	35	17	52
37	Hotel	80	room	6381 Hollywood Bl	1,020	-19	11	-8	62	4	66
	Restaurant	15,920	sf								
38	Office	104,155	sf	6601 W Romain St	808	88	4	92	12	39	51
	Storage	1,970	sf								
39	Apartments	410	units	7107 Hollywood Bl	3,343	256	68	188	303	194	109
	Retail	5,000	sf								
	Restautant	5,000	sf								
40	Restaurant	6,321	sf	6531 Hollywood Bl	569	3	2	5	42	26	68
41	Apartments	200	units	6121 Sunset Bl	6,327	477	211	688	254	428	682
	Office	422,500	sf	Columbia Square							
	Restaurant (ht)	23,500	sf								
	Restaurant (ff)	2,000	sf								
	Retail	16,500	sf								
	Health Club	15,000	sf								
42	Condominiums	57	units	1717 Vine St	828	7	22	29	48	23	71
	Restaurant	5,489	sf								
43	Apartments	375	units	1311 N Cahuenga Bl	2236	20	139	159	139	58	197
	Commercial	2,500	sf								
44	Apartments	437	units	5651 Santa Monica Bl	6,831	90	160	250	341	303	644
	Retail	377,900	sf	Paseo Plaza							
45	Apartments	270	units	6200-6201 Hollywood Bl	1,778	26	97	123	100	35	135
	Retail	2,500	sf								
	Restaurant	5,000									
46	Office	404,799	sf	5800 Sunset Bl	2,690	356	48	404	64	314	378

SELMA+WICOX HOTEL

RELATED PROJECT LIST

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
47	Hotel	100	rooms	1341 Vine Street	5596	445	177	622	204	432	636
	Office	282,500	sf								
	Apartments	250	units								
48	Condominiums	311	units	5925 Sunset Bl	2,148	78	93	171	144	90	234
	Office	40,000	sf								
	Retail	5,000	sf								
	Restaurant	8,500	sf								
49	Mixed - Use	53,940	sf	1745 N Western	861	84	20	104	28	72	100
50	Restaurant	12,225	sf	6506 Hollywood Bl	790	5	4	9	97	50	147
51	Condominiums	96	units	5663 Melrose Av	797	8	67	45	40	23	63
	Retail	3,350	sf								
52	Condominiums	42	units	6001 Carlton Wy	246	3	15	18	15	7	22
53	Condominiums	85	units	6230 Yucca St	364	22	3	25	5	27	32
	Office	13,790	sf								
	Live work	10	units								
54	Hotel	50	rooms	6600 Sunset Bl	409	16	12	28	15	15	30
55	Residential	57	units	1149 Gower St	704	5	22	27	22	12	34
56	Residential	151	units	6100-6116 Hollywood Bl	1,397	21	72	93	76	45	121
	Retail	6,200	sf								
57	Office	214,000	sf	6225 Hollywood Bl	1,918	243	33	276	43	211	254
58	Office	121,450	sf	1601 N Vine St	1,753	166	29	195	65	159	224
	Restaurant	6,150	sf								
	Bar	2,300	sf								
59	Hotel	225	rooms	1800 Argyle Av	1,015	60	44	104	53	106	159
60	Hotel	80	units	6381 Hollywood Bl	1,144	25	25	50	44	44	88
	Restaurant	15,290	sf								
61	Health Club	13,112		6311 Romaine St	na	2	2	4	16	21	37
62	Museum	79,231	sf	1313 Vine St	-79	15	-2	13	-62	2	-60
63	Office	169,463	sf	1546 Argyle Av	532	163	12	175	10	130	140
	Retail	24,200	sf	Ametron							

SELMA+WICOX HOTEL

RELATED PROJECT LIST

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
64	Apartments	200	units	6230 - 54 Sunset Bl	1,892	64	88	152	94	91	185
	Office	32,125	sf								
	Retail	4,700	sf								
65	Office	264,303	sf	1740 Vine St	9,922	321	253	574	486	438	924
	Apartments	461	units	Capitol Records							
	Hotel	254	rooms								
	Retail	100,000	sf								
	Restaurant	25,000	sf								
	Health Club	80,000	sf								
66	Apartments	240	units	5525 W Sunset Bl	3,411	80	124	204	203	142	345
	Market	34,500	sf	Sunwest							
	Restaurant	5,000	sf								
67	Apartments	70	units	1720 Gower St.	466	7	29	36	28	15	43
68	Office	40,000	sf	5825 Sunset Bl	566	9	30	39	32	19	51
69	Apartments	130	units	6142 Franklin Av	932	13	54	67	58	31	89
70	Hotel	86	rooms	6107 Hollywood Bl	649	25	15	40	42	42	84
	Retail	5,000	sf								
71	Apartments	63	units	922 Western Av	1,021	6	26	32	41	35	76
	Retail	13,500	sf								
72	Apartments	731	units	6201 Sunset Bl	4,913	128	228	356	234	169	403
	Restaurant	5,000	sf								
	Retail	21,000	sf								
	Coffee	1,000	sf								
73	Office	274,000	sf	5901 Sunset Bl	3,839	350	61	411	122	339	461
	Retail	26,000	sf								
74	Hotel	159	rooms	1921 Wilcox Av	1,242	42	32	74	46	43	89
	Restaurant	3,000	SF								
75	Studio	21,000	sf	5555 Melrose Av	9,830	712	213	925	297	736	1,033
	Production	635,000	sf	buildout 2038							
	Office	638,100	sf								
	Retail	89,200	sf								

SELMA+WICOX HOTEL

RELATED PROJECT LIST

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
76	Hotel	118	rooms	1133 N Vine St	457	19	13	32	18	15	33
77	Office	114,725	sf	6300 Romaine St	330	0	0	0	20	17	37
	Gym	40,927	sf								
	Studio	38,072	sf								
78	Hollywood Cap Park	38 acres		Over 101 Fwy betweeen	2,298	104	69	173	115	89	204
	Amphitheater	500	seat	North of Hollywood Bl to	initial park						
	offices, concessions	7,500	sf	Santa Monica Bl							
	commercial	7,500	sf								
	Restaurants	21,500	sf								
	Café	750	sf								
	Bed & Breakfast Inn	5	rooms								
	Community Center	30,000	sf								
	library, police substation										
	classrooms, event space										
79	Apartments	202	units	nwc Selma/Cherokee	1,343	21	82	103	81	44	125
80	Apartments	126	units	6406 Franklin Av	838	13	51	64	51	27	78
81	Apartments	118	units	1840 Highland Av	785	12	48	60	48	26	74
82	Apartments	63	units	1818 Cherokee Av	419	6	26	32	25	14	39
83	Apartments	82	units	1737 Las Palmas Av	593	9	34	43	35	20	55
	Retail	1,115	sf								
84	Condominiums	242	units	694 Hobart Av	2,043	30	37	67	119	72	191
	Health Club	25,700	sf								
	Restaurant(Q)	26,600	sf								
	Restaurant (ht)	4,200	sf								
	Club	9,700	sf								
	Office	13,600	sf								
	Retail	4,400	sf								
85	Condominiums	70	units	600 Hobart Av	777	9	31	40	39	29	68
	Retail	8,558	sf								
86	Apartments	54	units	5920 Melrose Av	651	7	13	20	22	19	41
	Retail	16,000	sf								

SELMA+WICOX HOTEL

RELATED PROJECT LIST

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
87	Apartments	43	units	7045 Lanewood Av	289	4	18	22	18	9	27
88	Apartments	100	units	712 Wilcox Av	550	8	34	42	33	18	51
89	Condominiums	29	units	1718 Las Palmas Av	1,315	19	82	101	80	42	122
	Apartments	196	units								
	Retail	378	sf								
90	Apartments	270	units	6758 Yucca St	-138	-17	-68	-85	9	5	14
	Retail	8,500	sf								
91	Retail	29,900	sf	6904 Hollywood Bl	352	17	11	28	18	24	42
	Office	16,700	sf								
92	Apartments	42	du	7046 Hollywood Bl	279	4	17	21	17	9	26
93	Hotel	69	rooms	1525 N. Cahuenga Bl	469	10	12	22	20	14	34
	Office	1,500	sf								
	Other	700	sf								
94	Apartments	89	units	1717 N. Bronson Av	436	6	27	29	26	14	40
95	Apartments	236	units	7510 - 7556 Sunset Bl	2,162	65	131	196	124	64	188
	Retail	20,000	sf								
	Restaurant	10,000	sf								
96	Assisted Living	68	units	5245 Santa Monica Bl	2,526	23	43	66	103	108	211
	Retail	51,674	sf								
97	Retail	194,749	sf	5520 Sunset Bl	5,509	110	83	193	231	242	473
98	Retail	15,000	sf	926 Scyamore Av	1,161	93	16	109	37	98	135
	Office	74,154	sf								
99	Restaurant	3,236	sf	5777 Hollywood Bl	1,868	92	86	178	74	49	123
	Retail	5,275	sf								
100	School	350	students	1717 Gramercy Pl	738	143	93	236	67	97	164
101	Apartments	162	units	5750 Holllywood Bl	1,180	22	66	78	68	38	106
	Retail	6,000	sf								
102	Apartments	42	units	5400 Hollywood Bl	582	9	21	38	25	19	44
	Retail	6,778	sf								
103	Apartments	42	units	1544 Serrano Av	296	4	18	22	18	10	28
104	Gas Station	10	pump	5420 Sunset Bl	1,628	61	60	121	70	69	139

SELMA+WICOX HOTEL

RELATED PROJECT LIST

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
105	Apartments	54	units	5607 Carlton Way	359	6	22	28	22	12	34
106	Apartments	950	units	6701 Sunset Bl	17,824	445	545	990	841	760	1601
	Retail	185,000	sf								
	Hotel	308	rooms								
	Office	95,000	sf								
107	Residential	108	units	5555 Hollywood Bl	892	13	44	57	48	33	81
	Retail	9,937	sf								
108	Apartments	88	units	525 Wilton Pl	449	6	28	34	27	14	41
109	Parking Lot	70	spaces	2000 N. Fuller Av	700	35	35	70	35	35	70
110	Hotel	100	rooms	6322 De Longpre Av	7,157	345	169	514	194	260	454
	Office	233,665	sf								
	Market	40,000	sf								
	Restaurant	9,133	sf								
	Apartments	200	units								
111	Condominiums	13	units	6915 Melrose Av	396	2	12	14	96	54	35
	Retail	7,500	sf								
112	NBC Universal Plan			100 Universal City Plaza	19,139	1,271	489	1,760	307	1,391	1,698
113	John Anson Ford Theaters	311	seats	2580 Cahuenga Bd	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Restaurant	5,400	sf	No construction by study year							
	Office	30	employee								
114	Retail	17,000	sf	925 La Bea Av	810	66	11	77	24	71	95
	Office	53,000	sf								
115	Retail	17,000	sf	904 La Bea Av	2,072	25	68	93	106	80	186
	Apartments	169	units								
116	Apartments	84	units	707 N. Cole Av	236	2	15	17	13	6	19
117	Apartments	8	units	1201 N. La Brea Av	445	3	13	16	19	10	29
	Retail	8,833	sf								
118	Apartments	85	units	901 N. Vine St	-32	4	26	30	-5	1	-4
	Retail	4,000	sf								
	Restaurant	4,000	sf								

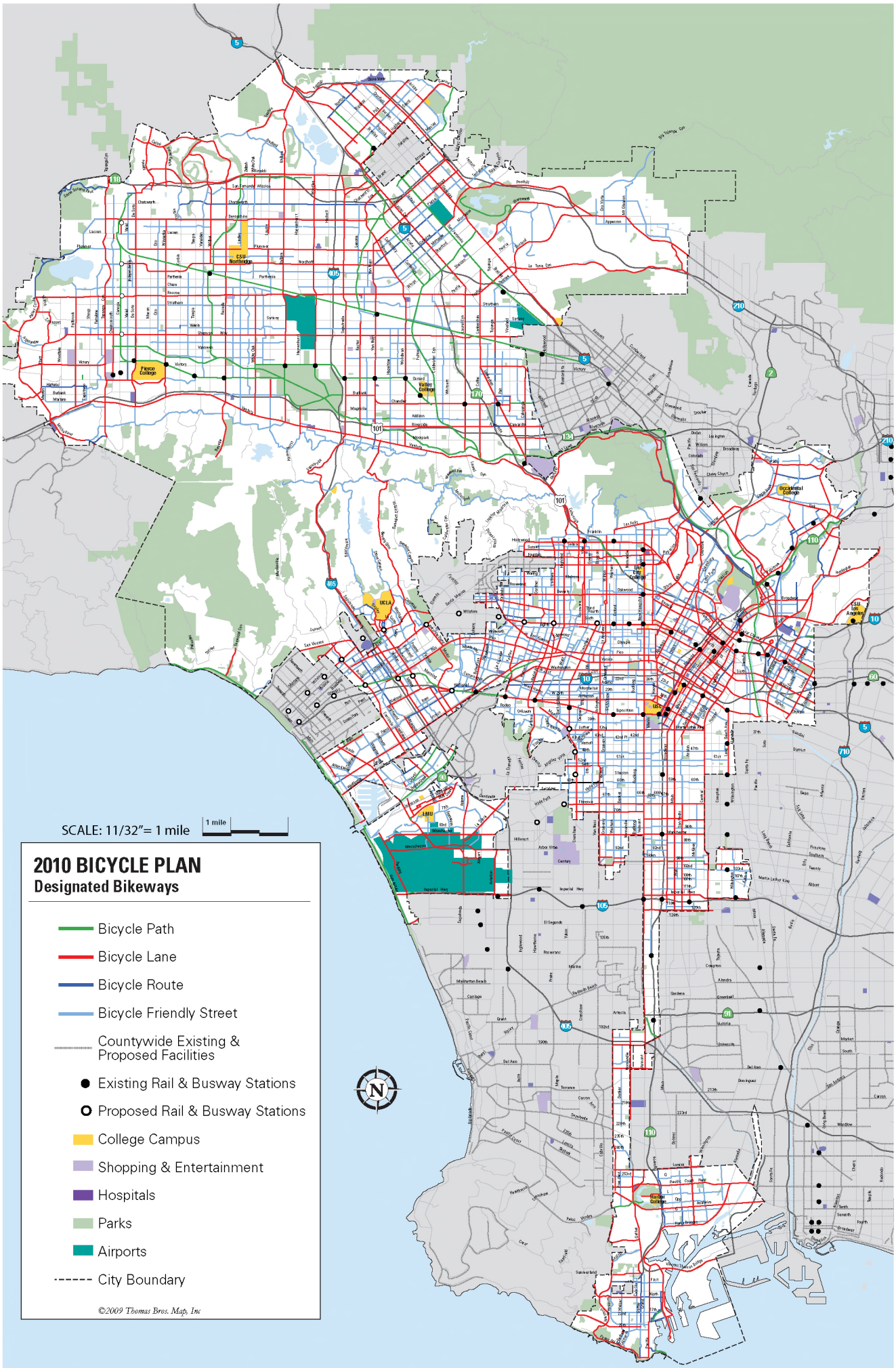
SELMA+WICOX HOTEL

RELATED PROJECT LIST

No.	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
119	Hotel	221	rooms	6409 Sunset Bd	1,285	51	26	77	53	60	113
	Retail	1,893	sf								
120	Apartments	375	units	1310 N. Cole Av	2,226	20	139	159	139	58	197
	Restaurant	2,800	sf								
121	Restaurant (net)	785	sf	1277 N. Western Av	-204	-2	-1	-3	-12	-13	-25
122	Apartments	75	units	1276 N. Western Av	1,079	16	46	52	55	42	97
	Retail	13,500	sf								
123	Apartments	270	units	6200 Sunset Bd	2,328	36	115	151	132	83	215
	Retail	12,400	sf								
124	Hotel	216	rooms	1718 Vine Street	1101	58	41	99	35	42	77
	Restaurant	4,354	sf								
125	Hotel	220	room	1400 Cahuenga	1,844	63	53	116	72	58	130
	Restaurant	2,275	sf								
126	Apartments	185	units	1375 N. St. Andrews Pl	1,230	19	75	94	75	40	115
127	Apartments	104	units	1868 Western Avenue	363	-5	18	13	20	7	27
	Retail	13,500	sf								
128	Apartments	75	units	5460 Fountain Avenue	424	7	26	33	23	17	40
129	Apartments	61	units	1627 Western Avenue	702	10	29	39	37	25	62
	Retail	13,374	sf								
130	Market	32,435	sf	1502 N Gardner Street	1522	30	19	49	74	68	142
131	Hotel	140	rooms	1717 N Wilcox Avenue	1244	54	35	89	49	43	92
	Retail	3,500	sf								
132	Restaurant Expand	6,632	sf	1615 N Cahuenga Bl	294	2	1	3	17	7	24
133	Apartments	71	units	1749 La Palmas	426	5	21	26	25	15	40
134	Apartments	185	units	5632 DeLongpre	800	-31	25	-6	50	19	69
135	Office	49,981	sf	7007 Romaine Street	572	63	8	71	17	57	74
	Retail	3,555	sf								
136	Apartments	299	units	5939 Sunset Bl	3731	152	191	343	182	152	334
	Office	36,688	sf								
	Restaurant/Retail	13,279	sf								

APPENDIX G

BICYCLE MASTER PLANS



Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

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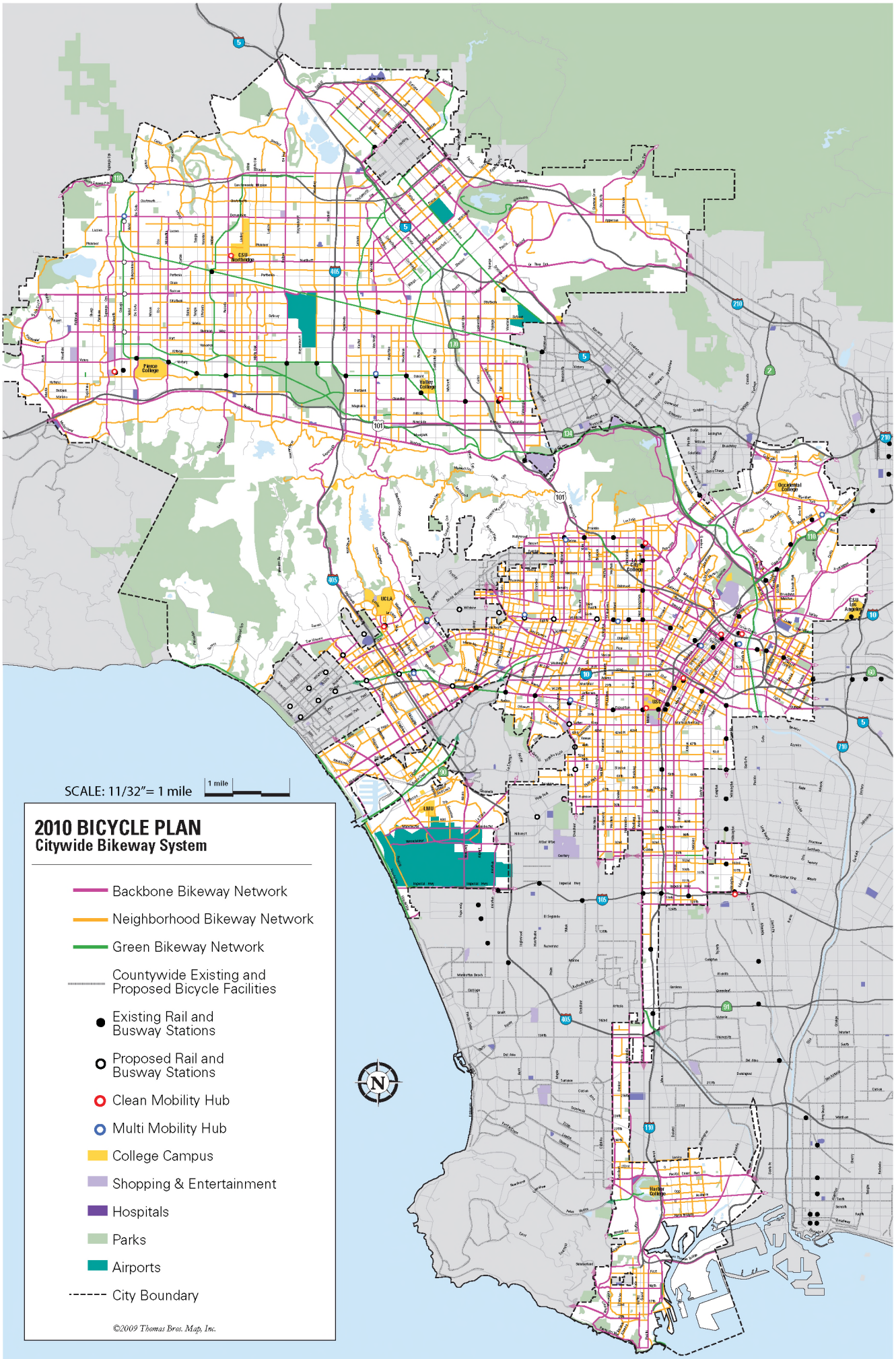

Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

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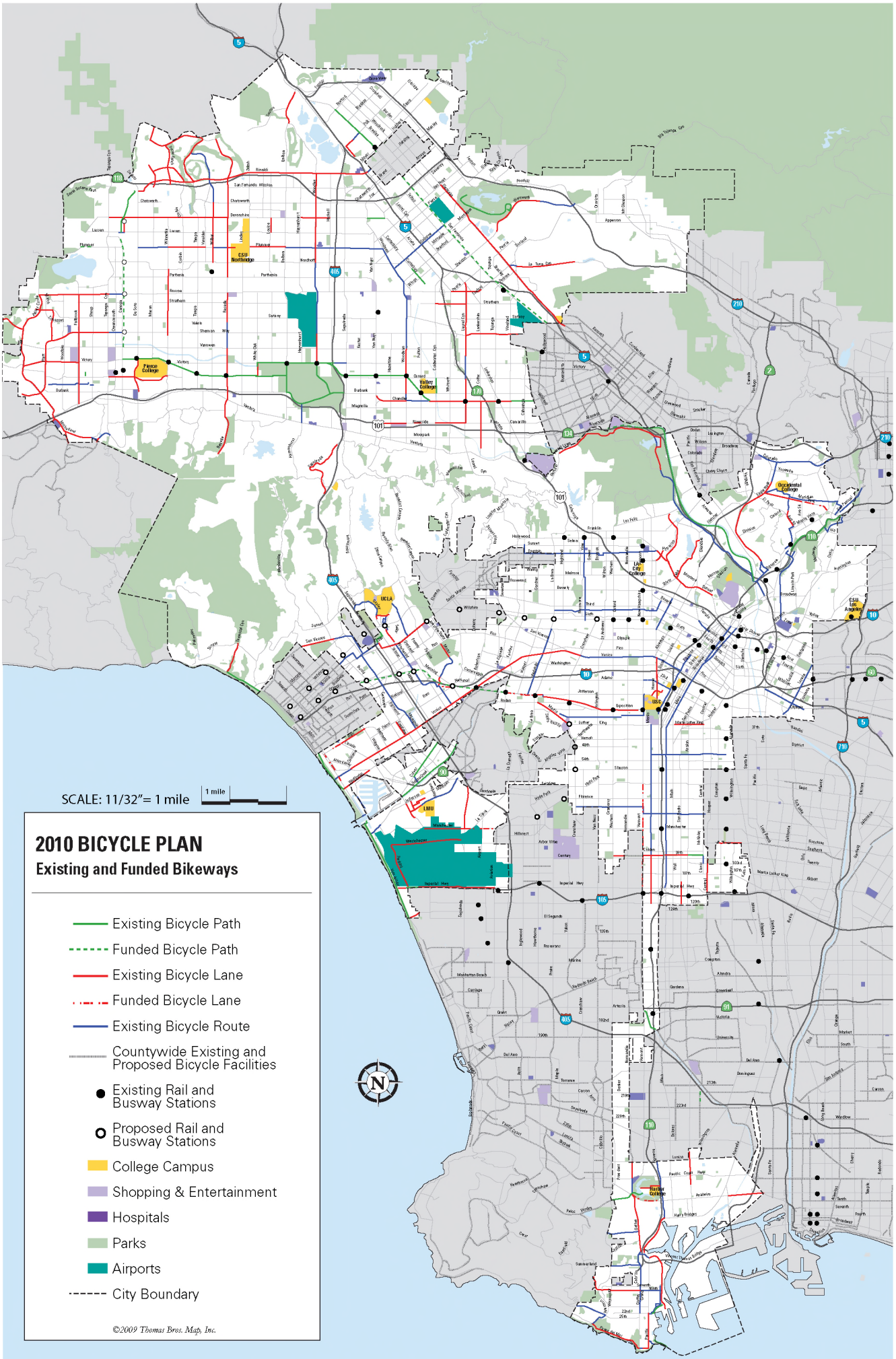

Prepared by City of Los Angeles Planning Department • Graphics Section • March, 2011

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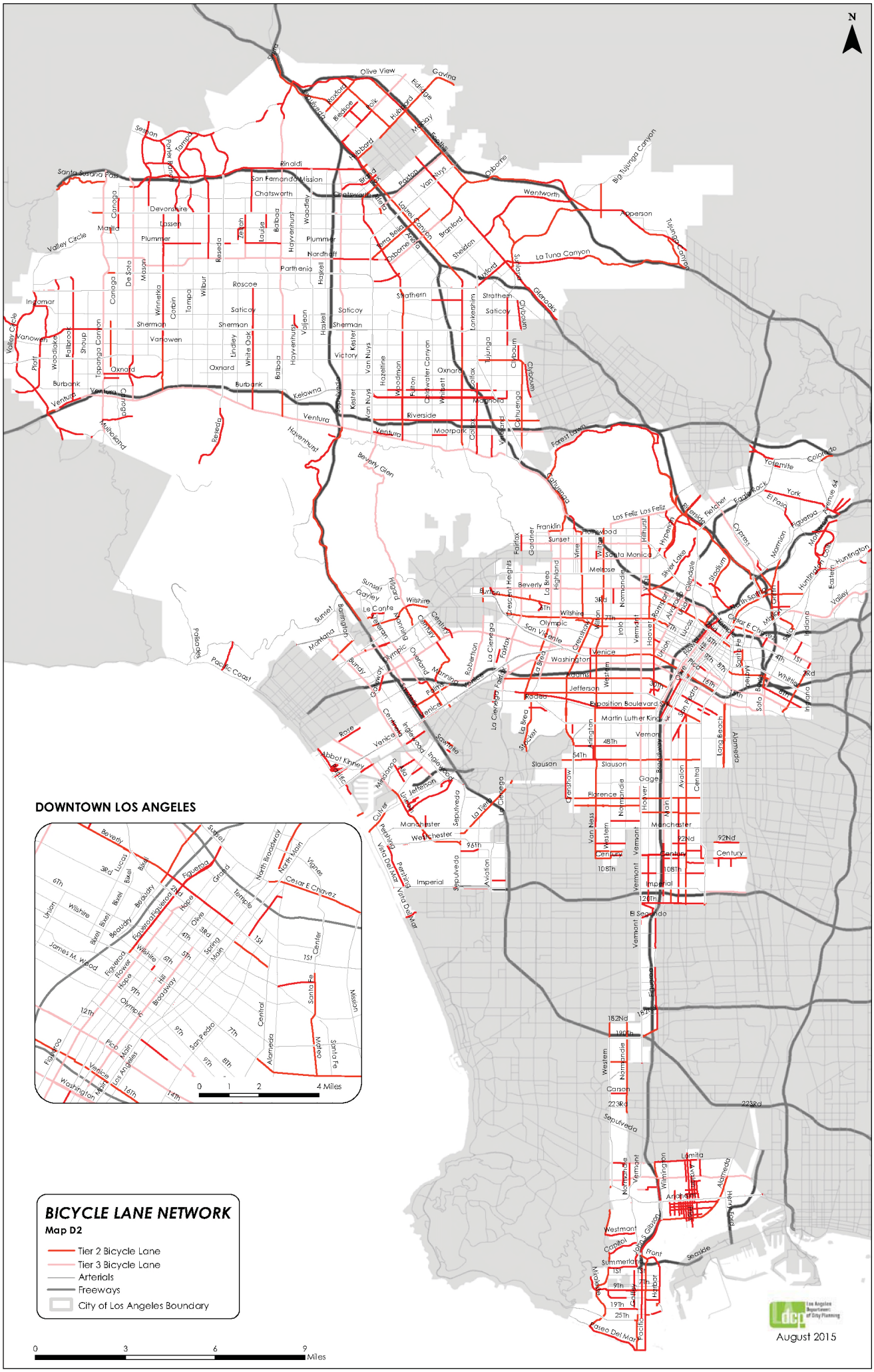
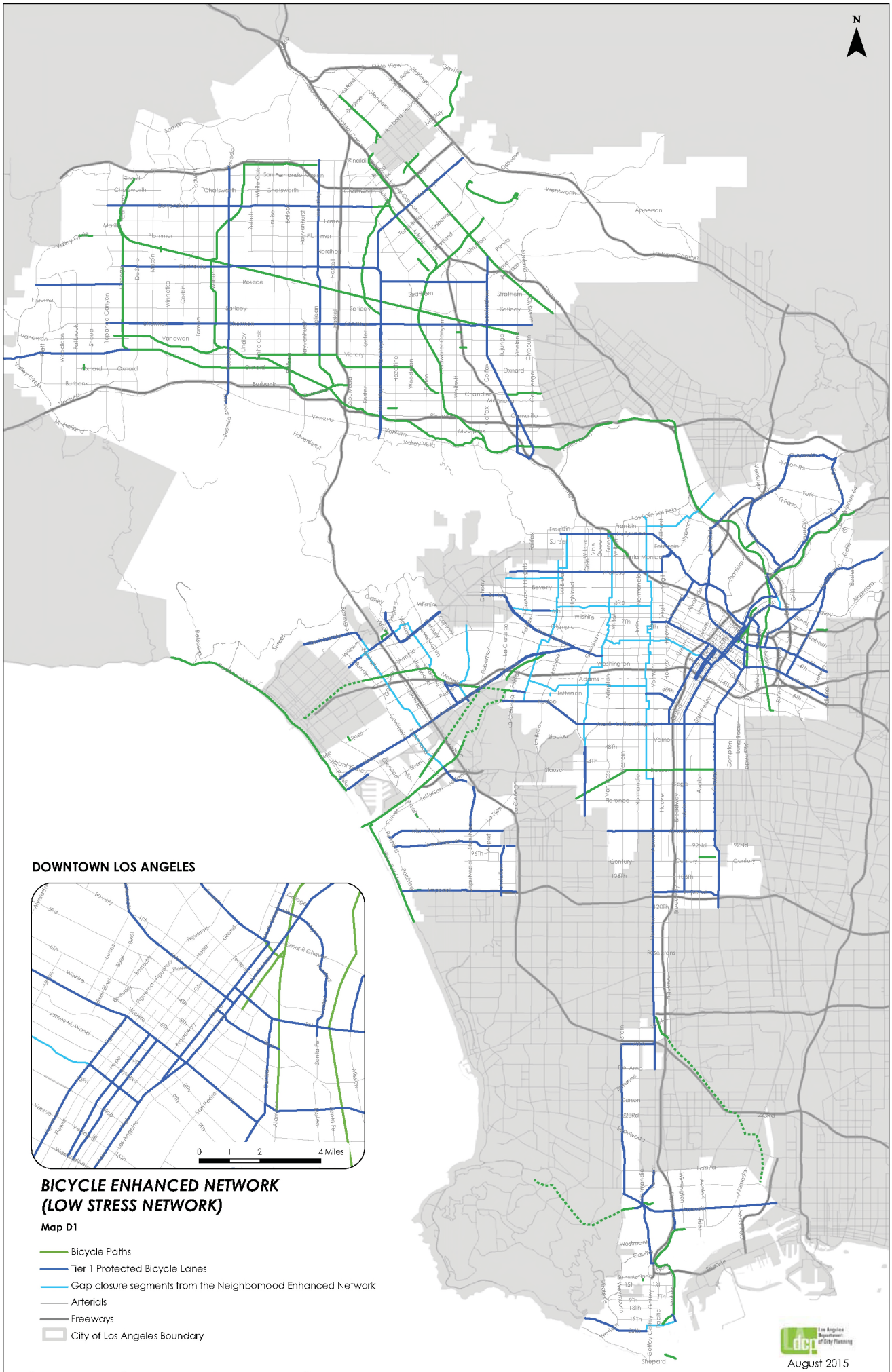

N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE LANE NETWORK
Map D2
Tier 2 Bicycle Lane
Tier 3 Bicycle Lane
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)
Map D1
Bicycle Paths
Tier 1 Protected Bicycle Lanes
Gap closure segments from the Neighborhood Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015

APPENDIX H

LEVEL OF SERVICE WORKSHEETS

ORIGINAL BASELINE

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HIGHLAND AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	lf	Date:	4/7/2017
1	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Left-Through		0							0				0				0	
Through	1427	2	**509**	0	1427	**511**	148	1618	2	**605**	0	1618	2	**606**	0	1618	2	**606**
Through-Right		1							1				1				1	
Right	101	0	101	4	105	105	92	196	0	196	4	200	0	200	0	200	0	200
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	54	1	**54**	4	58	**58**	62	118	1	**118**	4	122	1	**122**	0	122	1	**122**
Left-Through		0							0				0				0	
Through	1371	2	457	0	1371	457	175	1588	2	529	0	1588	2	529	0	1588	2	529
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2
Through-Right		0							0				0				0	
Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	251	0	251	2	253	253	125	384	0	384	2	386	0	386	0	386	0	386
Left-Through		0							0				0				0	
Through	4	0	**303**	0	4	**308**	0	4	0	**567**	0	4	0	**572**	0	4	0	**572**
Through-Right		0							0				0				0	
Right	48	0	0	3	51	0	130	179	0	0	3	182	0	0	0	182	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		563	*North-South:*		569	*North-South:*			723	*North-South:*			728	*North-South:*			728
	East-West:		303	*East-West:*		308	*East-West:*			567	*East-West:*			572	*East-West:*			572
	SUM:		866	*SUM:*		877	*SUM:*			1290	*SUM:*			1300	*SUM:*			1300
VOLUME/CAPACITY *(V/C)* RATIO:			0.577			0.585				0.860				0.867				0.867
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.477			0.485				0.760				0.767				0.767
LEVEL OF SERVICE (LOS):			A			A				C				C				C

Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2
Override Capacity	0	0	0

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HIGHLAND AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	lf	Date:	4/7/2017
1	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	1231	2	438	0	1231	439	261	1529	2	596	0	1529	2	598	0	1529	2	598
	Through-Right		1							1				1				1	
	Right	82	0	82	5	87	87	176	260	0	260	5	265	0	265	0	265	0	265
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	163	1	163	6	169	169	117	285	1	285	6	291	1	291	0	291	1	291
	Left-Through		0							0				0				0	
	Through	1414	2	474	0	1414	474	128	1585	2	531	0	1585	2	531	0	1585	2	531
	Through-Right		1							1				1				1	
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through		0							0				0				0	
	Through	8	0	29	0	8	29	2	10	0	32	0	10	0	32	0	10	0	32
	Through-Right		0							0				0				0	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	0	100	4	104	104	162	265	0	265	4	269	0	269	0	269	0	269
	Left-Through		0							0				0				0	
	Through	4	0	167	0	4	175	5	9	0	508	0	9	0	516	0	9	0	516
	Through-Right		0							0				0				0	
	Right	63	0	0	4	67	0	169	234	0	0	4	238	0	0	0	238	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		601	North-South:		608	North-South:			881	North-South:			889	North-South:			889
		East-West:		185	East-West:		193	East-West:			527	East-West:			535	East-West:			535
		SUM:		786	SUM:		801	SUM:			1408	SUM:			1424	SUM:			1424
VOLUME/CAPACITY (V/C) RATIO:				0.524			0.534				0.939				0.949				0.949
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.424			0.434				0.839				0.849				0.849
LEVEL OF SERVICE (LOS):				A			A				D				D				D

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HIGHLAND AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/7/2017
2	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SELMA WILCOX HOTEL

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	0	55	**55**	22	79	1	**79**	0	79	1	**79**	0	79	1	**79**
	Left-Through		0							0				0				0	
	Through	1170	2	428	2	1172	429	50	1255	2	488	2	1257	2	489	0	1257	2	489
	Through-Right		1							1				1				1	
	Right	114	0	114	2	116	116	91	208	0	208	2	210	0	210	0	210	0	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	0	35	35	21	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	1344	2	**525**	1	1345	**525**	99	1484	2	**589**	1	1485	2	**590**	0	1485	2	**590**
	Through-Right		1							1				1				1	
	Right	230	0	230	1	231	231	46	283	0	283	1	284	0	284	0	284	0	284
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	305	1	**305**	0	305	**305**	42	356	1	**356**	0	356	1	**356**	0	356	1	**356**
	Left-Through		0							0				0				0	
	Through	956	2	340	2	958	342	100	1085	2	401	2	1087	2	402	0	1087	2	402
	Through-Right		1							1				1				1	
	Right	65	0	65	2	67	67	50	117	0	117	2	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	149	1	149	1	150	150	69	223	1	223	1	224	1	224	0	224	1	224
	Left-Through		0							0				0				0	
	Through	1348	2	**463**	1	1349	**464**	68	1457	2	**508**	1	1458	2	**509**	0	1458	2	**509**
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	25	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		580	*North-South:*		580	*North-South:*			668	*North-South:*			669	*North-South:*			669
		East-West:		768	*East-West:*		769	*East-West:*			864	*East-West:*			865	*East-West:*			865
		SUM:		1348	*SUM:*		1349	*SUM:*			1532	*SUM:*			1534	*SUM:*			1534
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			0.981				1.114				1.116				1.116
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.880			0.881				1.014				1.016				1.016
LEVEL OF SERVICE (LOS):				D			D				F				F				F

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HIGHLAND AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/7/2017
2	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SELMA WILCOX HOTEL

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1				1
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	**45**	0	45	**45**	60	106	1	**106**	0	106	1	**106**	0	106	1	**106**
	Left-Through		0							0				0				0	
	Through	948	2	341	2	950	343	150	1127	2	441	2	1129	2	443	0	1129	2	443
	Through-Right		1							1				1				1	
	Right	76	0	76	2	78	78	119	197	0	197	2	199	0	199	0	199	0	199
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	105	1	105	0	105	105	20	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0							0				0				0	
	Through	1176	2	**462**	2	1178	**463**	70	1282	2	**519**	2	1284	2	**521**	0	1284	2	**521**
	Through-Right		1							1				1				1	
	Right	209	0	209	2	211	211	61	276	0	276	2	278	0	278	0	278	0	278
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	286	1	**286**	0	286	**286**	89	384	1	**384**	0	384	1	**384**	0	384	1	**384**
	Left-Through		0							0				0				0	
	Through	1425	2	495	3	1428	497	111	1579	2	558	3	1582	2	560	0	1582	2	560
	Through-Right		1							1				1				1	
	Right	60	0	60	3	63	63	34	96	0	96	3	99	0	99	0	99	0	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	92	1	92	2	94	94	90	185	1	185	2	187	1	187	0	187	1	187
	Left-Through		0							0				0				0	
	Through	978	2	**343**	2	980	**344**	113	1121	2	**400**	2	1123	2	**401**	0	1123	2	**401**
	Through-Right		1							1				1				1	
	Right	52	0	52	0	52	52	25	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		507	*North-South:*		508	*North-South:*			625	*North-South:*			627	*North-South:*			627
		East-West:		629	*East-West:*		630	*East-West:*			784	*East-West:*			785	*East-West:*			785
		SUM:		1136	*SUM:*		1138	*SUM:*			1409	*SUM:*			1412	*SUM:*			1412
VOLUME/CAPACITY *(V/C)* RATIO:				0.826			0.828				1.025				1.027				1.027
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.758				0.955				0.957				0.957
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011 CAPACITY REDUCED DUE TO HIGH PEDESTRIAN VOLUMES

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/8/2017
3	East-West Street:	HOLLYWOOD BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	23	1	**23**	3	26	**26**	9	33	1	**33**	3	36	1	**36**	0	36	1	**36**
Left-Through		0							0				0				0	
Through	134	0	179	3	137	188	78	216	0	341	3	219	0	350	0	219	0	350
Through-Right		1							1				1				1	
Right	45	0	0	6	51	0	79	125	0	0	6	131	0	0	0	131	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	15	0	15	0	15	15	28	43	0	43	0	43	0	43	0	43	0	43
Left-Through		0							0				0				0	
Through	331	0	**582**	4	335	**586**	93	434	0	**720**	4	438	0	**724**	0	438	0	**724**
Through-Right		0							0				0				0	
Right	236	0	0	0	236	0	0	243	0	0	0	243	0	0	0	243	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	30	1	**30**	0	30	**30**	58	89	1	**89**	0	89	1	**89**	0	89	1	**89**
Left-Through		0							0				0				0	
Through	545	1	293	0	545	295	177	739	1	398	0	739	1	400	0	739	1	400
Through-Right		1							1				1				1	
Right	40	0	40	4	44	44	16	57	0	57	4	61	0	61	0	61	0	61
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	113	1	113	3	116	116	26	142	1	142	3	145	1	145	0	145	1	145
Left-Through		0							0				0				0	
Through	1246	1	**631**	0	1246	**631**	127	1411	1	**729**	0	1411	1	**729**	0	1411	1	**729**
Through-Right		1							1				1				1	
Right	15	0	15	0	15	15	31	46	0	46	0	46	0	46	0	46	0	46
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		605	*North-South:*		612	*North-South:*			753	*North-South:*			760	*North-South:*			760
	East-West:		661	*East-West:*		661	*East-West:*			818	*East-West:*			818	*East-West:*			818
	SUM:		1266	*SUM:*		1273	*SUM:*			1571	*SUM:*			1578	*SUM:*			1578
VOLUME/CAPACITY *(V/C)* RATIO:			0.844			0.849				1.047				1.052				1.052
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.744			0.749				0.947				0.952				0.952
LEVEL OF SERVICE (LOS):			C			C				E				E				E

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/8/2017
3	East-West Street:	HOLLYWOOD BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1				1	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	54	1	54	4	58	58	28	84	1	84	4	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	368	0	476	4	372	490	120	499	0	725	4	503	0	739	0	503	0	738
	Through-Right		1							1				1				1	
	Right	108	0	0	10	118	0	115	226	0	0	10	236	0	0	-1	235	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	19	0	19	0	19	19	44	64	0	64	0	64	0	64	0	64	0	64
	Left-Through		0							0				0				0	
	Through	250	0	350	6	256	356	78	336	0	483	6	342	0	489	-1	341	0	488
	Through-Right		0							0				0				0	
	Right	81	0	0	0	81	0	0	83	0	0	0	83	0	0	0	83	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	74	1	74	0	74	74	92	168	1	168	0	168	1	168	0	168	1	168
	Left-Through		0							0				0				0	
	Through	677	1	359	0	677	362	207	905	1	477	0	905	1	480	0	905	1	480
	Through-Right		1							1				1				1	
	Right	40	0	40	6	46	46	8	49	0	49	6	55	0	55	-1	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	57	1	57	5	62	62	23	82	1	82	5	87	1	87	-1	86	1	86
	Left-Through		0							0				0				0	
	Through	723	1	383	0	723	383	187	932	1	503	0	932	1	503	0	932	1	503
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	30	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		495	North-South:		509	North-South:			789	North-South:			803	North-South:			802
		East-West:		457	East-West:		457	East-West:			671	East-West:			671	East-West:			671
		SUM:		952	SUM:		966	SUM:			1460	SUM:			1474	SUM:			1473
	VOLUME/CAPACITY (V/C) RATIO:			0.635			0.644				0.973				0.983				0.982
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.565			0.574				0.903				0.913				0.912
	LEVEL OF SERVICE (LOS):			A			A				E				E				E

REMARKS: ORIGINAL BASELINE — 10% TDM

CAPACITY REDUCED — DUE TO HIGH PEDESTRIAN VOLUME

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/8/2017
4	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	**38**	0	38	**38**	0	39	1	**39**	0	39	1	**39**	0	39	1	**39**
	Left-Through		0							0				0				0	
	Through	211	0	230	15	226	245	150	367	0	390	15	382	0	405	0	382	0	405
	Through-Right		1							1				1				1	
	Right	19	0	0	0	19	0	3	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	1	7	10	17	17	3	10	1	10	10	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	356	0	**456**	4	360	**465**	99	466	0	**614**	4	470	0	**623**	0	470	0	**623**
	Through-Right		1							1				1				1	
	Right	100	0	0	5	105	0	45	148	0	0	5	153	0	0	0	153	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	**16**	8	24	**24**	53	69	0	69	8	77	0	77	0	77	0	77
	Left-Through		1							1				1				1	
	Through	47	0	63	0	47	71	112	160	0	**229**	0	160	0	**237**	0	160	0	**237**
	Through-Right		0							0				0				0	
	Right	51	1	32	0	51	32	0	53	1	34	0	53	1	34	0	53	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	0	21	0	21	21	7	29	0	**29**	0	29	0	**29**	0	29	0	**29**
	Left-Through		1							1				1				1	
	Through	64	0	**85**	0	64	**85**	38	104	0	133	0	104	0	133	0	104	0	133
	Through-Right		0							0				0				0	
	Right	10	1	7	9	19	11	7	17	1	12	9	26	1	16	0	26	1	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		494	*North-South:*		503	*North-South:*			653	*North-South:*			662	*North-South:*			662
		East-West:		101	*East-West:*		109	*East-West:*			258	*East-West:*			266	*East-West:*			266
		SUM:		595	*SUM:*		612	*SUM:*			911	*SUM:*			928	*SUM:*			928
VOLUME/CAPACITY *(V/C)* RATIO:				0.397			0.408				0.607				0.619				0.619
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.297			0.308				0.507				0.519				0.519
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/8/2017
4	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	41	1	41	0	41	41	0	42	1	42	0	42	1	42	0	42	1	42
Left-Through		0							0				0				0	
Through	422	0	**467**	20	442	**487**	224	659	0	**723**	20	679	0	**743**	0	679	0	**743**
Through-Right		1							1				1				1	
Right	45	0	0	0	45	0	18	64	0	0	0	64	0	0	0	64	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	33	1	**33**	16	49	**49**	18	52	1	**52**	16	68	1	**68**	0	68	1	**68**
Left-Through		0							0				0				0	
Through	270	0	352	6	276	367	84	362	0	527	6	368	0	542	0	368	0	542
Through-Right		1							1				1				1	
Right	82	0	0	9	91	0	81	165	0	0	9	174	0	0	0	174	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	53	0	53	11	64	64	76	131	0	131	11	142	0	142	0	142	0	142
Left-Through		1							1				1				1	
Through	153	0	**206**	0	153	**217**	154	312	0	**443**	0	312	0	**454**	0	312	0	**454**
Through-Right		0							0				0				0	
Right	72	1	52	0	72	52	0	74	1	53	0	74	1	53	0	74	1	53
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	17	0	**17**	0	17	**17**	8	26	0	**26**	0	26	0	**26**	0	26	0	**26**
Left-Through		1							1				1				1	
Through	63	0	80	0	63	80	82	147	0	173	0	147	0	173	0	147	0	173
Through-Right		0							0				0				0	
Right	32	1	16	12	44	20	8	41	1	15	12	53	1	19	0	53	1	19
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		500	*North-South:*		536	*North-South:*			775	*North-South:*			811	*North-South:*			811
	East-West:		223	*East-West:*		234	*East-West:*			469	*East-West:*			480	*East-West:*			480
	SUM:		723	*SUM:*		770	*SUM:*			1244	*SUM:*			1291	*SUM:*			1291
VOLUME/CAPACITY *(V/C)* RATIO:			0.482			0.513				0.829				0.861				0.861
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.382			0.413				0.729				0.761				0.761
LEVEL OF SERVICE (LOS):			A			A				C				C				C

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.032	Δ*v/c* after mitigation:	0.032
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	If	Date:	4/11/2017
5	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	34	**34**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through		0							0				0				0	
	Through	136	0	172	2	138	174	130	270	0	307	2	272	0	309	0	272	0	309
	Through-Right		1							1				1				1	
	Right	36	0	0	0	36	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	1	55	0	55	55	37	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	274	0	**350**	1	275	**354**	92	374	0	**452**	1	375	0	**456**	0	375	0	**456**
	Through-Right		1							1				1				1	
	Right	76	0	0	3	79	0	0	78	0	0	3	81	0	0	0	81	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	**46**	4	50	**50**	0	47	1	**47**	4	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	933	2	322	0	933	322	222	1183	2	410	0	1183	2	410	0	1183	2	410
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	13	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	1	60	0	60	60	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	1575	2	**541**	0	1575	**544**	101	1724	2	**596**	0	1724	2	**599**	0	1724	2	**599**
	Through-Right		1							1				1				1	
	Right	47	0	47	9	56	56	15	63	0	63	9	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		384	*North-South:*		388	*North-South:*			487	*North-South:*			491	*North-South:*			491
		East-West:		587	*East-West:*		594	*East-West:*			643	*East-West:*			650	*East-West:*			650
		SUM:		971	*SUM:*		982	*SUM:*			1130	*SUM:*			1141	*SUM:*			1141
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.655				0.753				0.761				0.761
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.555				0.653				0.661				0.661
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	4/11/2017
5	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
Left-Through		0							0				0				0	
Through	277	0	318	3	280	321	177	462	0	504	3	465	0	507	0	465	0	507
Through-Right		1							1				1				1	
Right	41	0	0	0	41	0	0	42	0	0	0	42	0	0	0	42	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	55	1	55	0	55	55	28	84	1	84	0	84	1	84	0	84	1	84
Left-Through		0							0				0				0	
Through	236	0	301	2	238	308	83	326	0	393	2	328	0	400	0	328	0	400
Through-Right		1							1				1				1	
Right	65	0	0	5	70	0	0	67	0	0	5	72	0	0	0	72	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	121	1	121	7	128	128	0	125	1	125	7	132	1	132	0	132	1	132
Left-Through		0							0				0				0	
Through	1583	2	537	0	1583	537	129	1760	2	606	0	1760	2	606	0	1760	2	606
Through-Right		1							1				1				1	
Right	27	0	27	0	27	27	31	59	0	59	0	59	0	59	0	59	0	59
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	64	1	64	0	64	64	0	66	1	66	0	66	1	66	0	66	1	66
Left-Through		0							0				0				0	
Through	1127	2	410	0	1127	415	261	1422	2	519	0	1422	2	525	0	1422	2	525
Through-Right		1							1				1				1	
Right	102	0	102	16	118	118	31	136	0	136	16	152	0	152	0	152	0	152
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		373	*North-South:*		376	*North-South:*			588	*North-South:*			591	*North-South:*			591
	East-West:		601	*East-West:*		601	*East-West:*			672	*East-West:*			672	*East-West:*			672
	SUM:		974	*SUM:*		977	*SUM:*			1260	*SUM:*			1263	*SUM:*			1263
VOLUME/CAPACITY *(V/C)* RATIO:			0.649			0.651				0.840				0.842				0.842
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.579			0.581				0.770				0.772				0.772
LEVEL OF SERVICE (LOS):			A			A				C				C				C

REMARKS: ORIGINAL BASELINE HIGH PEDESTRIAN VOLUME

CAPACITY REDUCED DUE TO HIGH PEDESTRIAN VOLUME

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 Δ*v/c* after mitigation: 0.002

Significant impacted? NO Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BOULEVARD	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
6	East-West Street:	HOLLYWOOD BOULEVARD	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SUNSET WILCOX HOTEL

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	12	0	**12**	0	12	**12**	29	41	0	**41**	0	41	0	**41**	0	41	0	**41**
Left-Through		1							1				1				1	
Through	675	0	393	0	675	393	71	766	0	549	0	766	0	549	0	766	0	549
Through-Right		1							1				1				1	
Right	38	0	393	0	38	393	47	86	0	549	0	86	0	549	0	86	0	549
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	30	0	30	0	30	30	65	96	0	96	0	96	0	96	0	96	0	96
Left-Through		1							1				1				1	
Through	1221	0	**840**	4	1225	**842**	104	1362	0	**1053**	4	1366	0	**1055**	0	1366	0	**1055**
Through-Right		1							1				1				1	
Right	338	0	840	0	338	842	11	359	0	1053	0	359	0	1055	0	359	0	1055
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	48	1	**48**	3	51	**51**	25	74	1	**74**	3	77	1	**77**	0	77	1	**77**
Left-Through		0							0				0				0	
Through	518	2	259	4	522	261	143	677	2	339	4	681	2	341	0	681	2	341
Through-Right		0							0				0				0	
Right	29	1	29	0	29	29	50	80	1	80	0	80	1	80	0	80	1	80
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	69	1	69	2	71	71	80	151	1	151	2	153	1	153	0	153	1	153
Left-Through		0							0				0				0	
Through	1053	2	**527**	3	1056	**528**	88	1173	2	**587**	3	1176	2	**588**	0	1176	2	**588**
Through-Right		0							0				0				0	
Right	27	1	27	0	27	27	36	64	1	64	0	64	1	64	0	64	1	64
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		852	*North-South:*		854	*North-South:*			1094	*North-South:*			1096	*North-South:*			1096
	East-West:		575	*East-West:*		579	*East-West:*			661	*East-West:*			665	*East-West:*			665
	SUM:		1427	*SUM:*		1433	*SUM:*			1755	*SUM:*			1761	*SUM:*			1761
VOLUME/CAPACITY *(V/C)* RATIO:			0.951			0.955				1.170				1.174				1.174
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.881			0.885				1.100				1.104				1.104
LEVEL OF SERVICE (LOS):			D			D				F				F				F

REMARKS: ORIGINAL BASELINE
CAPACITY REDUCED DUE TO HIGH PED COUNTS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BOULEVARD	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
6	East-West Street:	HOLLYWOOD BOULEVARD	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SUNSET WILCOX HOTEL

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
Left-Through		1							1				1				1	
Through	1059	0	**587**	0	1059	**587**	187	1278	0	**749**	0	1278	0	**749**	0	1278	0	**749**
Through-Right		1							1				1				1	
Right	79	0	587	0	79	587	85	166	0	749	0	166	0	749	0	166	0	749
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	35	0	**35**	0	35	**35**	0	36	0	**36**	0	36	0	**36**	0	36	0	**36**
Left-Through		1							1				1				1	
Through	724	0	514	6	730	517	141	887	0	622	6	893	0	625	0	893	0	625
Through-Right		1							1				1				1	
Right	94	0	514	0	94	517	44	141	0	622	0	141	0	625	0	141	0	625
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	97	1	97	4	101	101	17	117	1	117	4	121	1	121	0	121	1	121
Left-Through		0							0				0				0	
Through	823	2	**412**	6	829	**415**	117	965	2	**483**	6	971	2	**486**	0	971	2	**486**
Through-Right		0							0				0				0	
Right	45	1	45	0	45	45	45	91	1	91	0	91	1	91	0	91	1	91
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	62	1	**62**	3	65	**65**	89	153	1	**153**	3	156	1	**156**	0	156	1	**156**
Left-Through		0							0				0				0	
Through	681	2	341	5	686	343	212	914	2	457	5	919	2	460	0	919	2	460
Through-Right		0							0				0				0	
Right	87	1	87	0	87	87	82	172	1	172	0	172	1	172	0	172	1	172
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		622	*North-South:*		622	*North-South:*			785	*North-South:*			785	*North-South:*			785
	East-West:		474	*East-West:*		480	*East-West:*			636	*East-West:*			642	*East-West:*			642
	SUM:		1096	*SUM:*		1102	*SUM:*			1421	*SUM:*			1427	*SUM:*			1427
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.735				0.947				0.951				0.951
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.661			0.665				0.877				0.881				0.881
LEVEL OF SERVICE (LOS):			B			B				D				D				D

REMARKS: ORIGINAL BASELINE
CAPACITY REDUCED DUE TO HIGH PED COUNTS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BL	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
7	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	0	12	**12**	0	12	0	**12**	0	12	0	**12**	0	12	0	**12**
	Left-Through		1							1				1				1	
	Through	749	0	423	0	749	423	331	1103	0	601	0	1103	0	601	0	1103	0	601
	Through-Right		1							1				1				1	
	Right	25	0	423	0	25	423	0	26	0	601	0	26	0	601	0	26	0	601
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	0	37	0	37	37	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through		1							1				1				1	
	Through	1139	0	**680**	0	1139	**680**	215	1389	0	**880**	0	1389	0	**880**	0	1389	0	**880**
	Through-Right		1							1				1				1	
	Right	73	0	680	0	73	680	68	143	0	880	0	143	0	880	0	143	0	880
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	70	86	0	86	0	86	0	86	0	86	0	86
	Left-Through		0							0				0				0	
	Through	23	0	**62**	1	24	**68**	45	69	0	**208**	1	70	0	**214**	0	70	0	**214**
	Through-Right		0							0				0				0	
	Right	23	0	0	5	28	0	29	53	0	0	5	58	0	0	0	58	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	12	0	**12**	0	12	**12**	0	12	0	**12**	0	12	0	**12**	0	12	0	**12**
	Left-Through		0							0				0				0	
	Through	22	0	49	2	24	51	18	41	0	68	2	43	0	70	0	43	0	70
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		692	*North-South:*		692	*North-South:*			892	*North-South:*			892	*North-South:*			892
		East-West:		74	*East-West:*		80	*East-West:*			220	*East-West:*			226	*East-West:*			226
		SUM:		766	*SUM:*		772	*SUM:*			1112	*SUM:*			1118	*SUM:*			1118
VOLUME/CAPACITY *(V/C)* RATIO:				0.511			0.515				0.741				0.745				0.745
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.411			0.415				0.641				0.645				0.645
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BL	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
7	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		1							1				1				1	
	Through	749	0	401	0	749	401	491	1270	0	669	0	1270	0	669	0	1270	0	669
	Through-Right		1							1				1				1	
	Right	25	0	401	0	25	401	0	26	0	669	0	26	0	669	0	26	0	669
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1							1				1				1	
	Through	923	0	527	0	923	527	144	1104	0	696	0	1104	0	696	0	1104	0	696
	Through-Right		1							1				1				1	
	Right	63	0	527	0	63	527	113	179	0	696	0	179	0	696	0	179	0	696
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	56	0	56	0	56	56	98	156	0	156	0	156	0	156	0	156	0	156
	Left-Through		0							0				0				0	
	Through	126	0	225	2	128	236	35	166	0	397	9	175	0	418	0	175	0	418
	Through-Right		0							0				0				0	
	Right	43	0	0	9	52	0	30	75	0	0	12	87	0	0	0	87	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	47	0	118	3	50	121	53	102	0	176	3	105	0	179	0	105	0	179
	Through-Right		0							0				0				0	
	Right	48	0	0	0	48	0	0	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		534	North-South:		534	North-South:			703	North-South:			703	North-South:			703
		East-West:		248	East-West:		259	East-West:			421	East-West:			442	East-West:			442
		SUM:		782	SUM:		793	SUM:			1124	SUM:			1145	SUM:			1145
VOLUME/CAPACITY (V/C) RATIO:				0.521			0.529				0.749				0.763				0.763
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.421			0.429				0.649				0.663				0.663
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BOULEVARD	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
8	East-West Street:	SUNSET BOULEVARD	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1				1	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	22	1	**22**	3	25	**25**	56	79	1	**79**	3	82	1	**82**	0	82	1	**82**
	Left-Through		0							0				0				0	
	Through	545	1	278	0	545	278	142	704	1	374	0	704	1	374	0	704	1	374
	Through-Right		1							1				1				1	
	Right	10	0	10	0	10	10	33	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	3	51	51	22	71	1	71	3	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	952	1	**573**	2	954	**574**	199	1180	1	**690**	2	1182	1	**691**	0	1182	1	**691**
	Through-Right		1							1				1				1	
	Right	194	0	194	0	194	194	0	200	0	200	0	200	0	200	0	200	0	200
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	162	1	**162**	0	162	**162**	0	167	1	**167**	0	167	1	**167**	0	167	1	**167**
	Left-Through		0							0				0				0	
	Through	876	2	318	0	876	318	148	1051	2	398	0	1051	2	398	0	1051	2	398
	Through-Right		1							1				1				1	
	Right	78	0	78	0	*78*	78	64	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	71	1	71	0	71	71	40	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	1364	2	**467**	5	1369	**468**	104	1509	2	**522**	5	1514	2	**524**	0	1514	2	**524**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	20	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		595	*North-South:*		599	*North-South:*			769	*North-South:*			773	*North-South:*			773
		East-West:		629	*East-West:*		630	*East-West:*			689	*East-West:*			691	*East-West:*			691
		SUM:		1224	*SUM:*		1229	*SUM:*			1458	*SUM:*			1464	*SUM:*			1464
	VOLUME/CAPACITY *(V/C)* RATIO:			0.890			0.894				1.060				1.065				1.065
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.820			0.824				0.990				0.995				0.995
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS: ORIGINAL BASELINE
CAPACITY REDUCED DUE TO HIGH PED COUNT

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BOULEVARD	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
8	East-West Street:	SUNSET BOULEVARD	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1			1	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	54	5	59	59	91	147	1	147	5	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	673	1	**365**	0	673	**365**	231	924	1	**514**	0	924	1	**514**	0	924	1	**514**
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	45	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	**77**	5	82	**82**	24	103	1	**103**	5	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	599	1	350	4	603	352	159	776	1	440	4	780	1	442	0	780	1	442
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	0	103	0	103	0	103	0	103	0	103	0	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	256	1	**256**	0	256	**256**	0	264	1	**264**	0	264	1	**264**	0	264	1	**264**
	Left-Through		0							0				0				0	
	Through	1411	2	495	0	1411	495	152	1606	2	581	0	1606	2	581	0	1606	2	581
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	59	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	39	0	39	39	27	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	1106	2	**402**	7	1113	**404**	183	1323	2	**494**	7	1330	2	**496**	0	1330	2	**496**
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	56	159	0	159	0	159	0	159	0	159	0	159
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		442	*North-South:*		447	*North-South:*			617	*North-South:*			622	*North-South:*			622
		East-West:		658	*East-West:*		660	*East-West:*			758	*East-West:*			760	*East-West:*			760
		SUM:		1100	*SUM:*		1107	*SUM:*			1375	*SUM:*			1382	*SUM:*			1382
VOLUME/CAPACITY *(V/C)* RATIO:				0.800			0.805				1.000				1.005				1.005
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.730			0.735				0.930				0.935				0.935
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: ORIGINAL BASELINE
CAPACITY REDUCED DUE TO HIGH PED COUNT

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	VINE ST	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/11/2017
9	East-West Street:	HOLLYWOOD BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	95	1	**95**	0	95	**95**	36	134	1	**134**	0	134	1	**134**	0	134	1	**134**
Left-Through		0							0				0				0	
Through	609	2	305	0	609	305	89	716	2	358	0	716	2	358	0	716	2	358
Through-Right		0							0				0				0	
Right	156	1	112	0	156	112	35	196	1	129	0	196	1	129	0	196	1	129
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	30	1	30	0	30	30	31	62	1	62	0	62	1	62	0	62	1	62
Left-Through		0							0				0				0	
Through	1089	1	**578**	0	1089	**578**	102	1224	1	**663**	0	1224	1	**663**	0	1224	1	**663**
Through-Right		1							1				1				1	
Right	66	0	66	1	67	67	33	101	0	101	1	102	0	102	0	102	0	102
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	20	1	**20**	1	21	**21**	34	55	1	**55**	1	56	1	**56**	0	56	1	**56**
Left-Through		0							0				0				0	
Through	481	2	241	3	484	242	67	563	2	282	3	566	2	283	0	566	2	283
Through-Right		0							0				0				0	
Right	58	1	0	0	58	0	71	131	1	0	0	131	1	0	0	131	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	89	1	89	0	89	89	42	134	1	134	0	134	1	134	0	134	1	134
Left-Through		0							0				0				0	
Through	1088	1	**556**	4	1092	**558**	68	1189	1	**620**	4	1193	1	**622**	0	1193	1	**622**
Through-Right		1							1				1				1	
Right	24	0	24	0	24	24	25	50	0	50	0	50	0	50	0	50	0	50
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		673	*North-South:*		673	*North-South:*			797	*North-South:*			797	*North-South:*			797
	East-West:		576	*East-West:*		579	*East-West:*			675	*East-West:*			678	*East-West:*			678
	SUM:		1249	*SUM:*		1252	*SUM:*			1472	*SUM:*			1475	*SUM:*			1475
VOLUME/CAPACITY *(V/C)* RATIO:			0.876			0.879				1.033				1.035				1.035
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.776			0.779				0.933				0.935				0.935
LEVEL OF SERVICE (LOS):			C			C				E				E				E

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

REMARKS: ORIGINAL BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VINE ST	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/11/2017
9	East-West Street:	HOLLYWOOD BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	130	1	**130**	0	130	**130**	94	228	1	**228**	0	228	1	**228**	0	228	1	**228**
Left-Through		0							0				0				0	
Through	1024	2	512	0	1024	512	141	1196	2	598	0	1196	2	598	0	1196	2	598
Through-Right		0							0				0				0	
Right	234	1	203	0	234	203	46	287	1	236	0	287	1	236	0	287	1	236
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	46	1	46	0	46	46	29	76	1	76	0	76	1	76	0	76	1	76
Left-Through		0							0				0				0	
Through	951	1	**500**	0	951	**501**	112	1092	1	**591**	0	1092	1	**592**	0	1092	1	**592**
Through-Right		1							1				1				1	
Right	48	0	48	2	50	50	41	90	0	90	2	92	0	92	0	92	0	92
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	37	1	37	1	38	38	38	76	1	76	1	77	1	77	0	77	1	77
Left-Through		0							0				0				0	
Through	931	2	**466**	4	935	**468**	82	1041	2	**521**	4	1045	2	**523**	0	1045	2	**523**
Through-Right		0							0				0				0	
Right	71	1	0	0	71	0	55	128	1	0	0	128	1	0	0	128	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	62	1	**62**	0	62	**62**	39	103	1	**103**	0	103	1	**103**	0	103	1	**103**
Left-Through		0							0				0				0	
Through	641	1	362	6	647	365	95	755	1	444	6	761	1	447	0	761	1	447
Through-Right		1							1				1				1	
Right	82	0	82	0	82	82	49	133	0	133	0	133	0	133	0	133	0	133
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		630	*North-South:*		631	*North-South:*			819	*North-South:*			820	*North-South:*			820
	East-West:		528	*East-West:*		530	*East-West:*			624	*East-West:*			626	*East-West:*			626
	SUM:		1158	*SUM:*		1161	*SUM:*			1443	*SUM:*			1446	*SUM:*			1446
VOLUME/CAPACITY *(V/C)* RATIO:			0.813			0.815				1.013				1.015				1.015
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.743			0.745				0.943				0.945				0.945
LEVEL OF SERVICE (LOS):			C			C				E				E				E

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

REMARKS: ORIGINAL BASELINE

CAPACITY REDUCED

DUE TO HIGH PED VOLUME

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VINE ST	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/11/2017
10	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	106	1	**106**	1	107	**107**	33	142	1	**142**	1	143	1	**143**	0	143	1	**143**
Left-Through		0							0				0				0	
Through	742	2	371	0	742	371	182	946	2	473	0	946	2	473	0	946	2	473
Through-Right		0							0				0				0	
Right	173	1	11	0	173	11	53	231	1	38	0	231	1	38	0	231	1	38
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	65	1	65	0	65	65	29	96	1	96	0	96	1	96	0	96	1	96
Left-Through		0							0				0				0	
Through	1075	1	**605**	0	1075	**605**	85	1193	1	**686**	0	1193	1	**686**	0	1193	1	**686**
Through-Right		1							1				1				1	
Right	134	0	134	0	134	134	41	179	0	179	0	179	0	179	0	179	0	179
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	52	1	**52**	0	52	**52**	74	128	1	**128**	0	128	1	**128**	0	128	1	**128**
Left-Through		0							0				0				0	
Through	901	2	324	3	904	326	55	983	2	359	3	986	2	360	0	986	2	360
Through-Right		1							1				1				1	
Right	72	0	72	1	73	73	20	94	0	94	1	95	0	95	0	95	0	95
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	162	1	162	0	162	162	26	193	1	193	0	193	1	193	0	193	1	193
Left-Through		0							0				0				0	
Through	1359	2	**471**	4	1363	**472**	61	1461	2	**520**	4	1465	2	**522**	0	1465	2	**522**
Through-Right		1							1				1				1	
Right	54	0	54	0	54	54	44	100	0	100	0	100	0	100	0	100	0	100
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		711	*North-South:*		712	*North-South:*			828	*North-South:*			829	*North-South:*			829
	East-West:		523	*East-West:*		524	*East-West:*			648	*East-West:*			650	*East-West:*			650
	SUM:		1234	*SUM:*		1236	*SUM:*			1476	*SUM:*			1479	*SUM:*			1479
VOLUME/CAPACITY *(V/C)* RATIO:			0.897			0.899				1.073				1.076				1.076
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.827			0.829				1.003				1.006				1.006
LEVEL OF SERVICE (LOS):			D			D				F				F				F

	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--
No. of Phases				4				4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				1				1				1				1				1
Override Capacity				0				0				0				0				0

REMARKS: ORIGINAL BASELINE
CAPACITY REDUCED DUE TO HIGH PED VOLUME

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VINE ST	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/11/2017
10	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1				1
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	104	1	104	1	105	105	69	176	1	**176**	1	177	1	**177**	0	177	1	**177**
Left-Through		0							0				0				0	
Through	1138	2	**569**	0	1138	**569**	173	1345	2	673	0	1345	2	673	0	1345	2	673
Through-Right		0							0				0				0	
Right	182	1	19	0	182	19	49	237	1	44	0	237	1	44	0	237	1	44
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	107	1	**107**	0	107	**107**	42	152	1	152	0	152	1	152	0	152	1	152
Left-Through		0							0				0				0	
Through	967	1	553	0	967	553	199	1195	1	**703**	0	1195	1	**703**	0	1195	1	**703**
Through-Right		1							1				1				1	
Right	138	0	138	0	138	138	69	211	0	211	0	211	0	211	0	211	0	211
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	64	1	64	0	64	64	69	135	1	135	0	135	1	135	0	135	1	135
Left-Through		0							0				0				0	
Through	1288	2	**459**	4	1292	**461**	68	1395	2	**510**	4	1399	2	**511**	0	1399	2	**511**
Through-Right		1							1				1				1	
Right	90	0	90	1	91	91	41	134	0	134	1	135	0	135	0	135	0	135
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	163	1	**163**	0	163	**163**	25	193	1	**193**	0	193	1	**193**	0	193	1	**193**
Left-Through		0							0				0				0	
Through	1140	2	411	6	1146	413	88	1263	2	469	6	1269	2	471	0	1269	2	471
Through-Right		1							1				1				1	
Right	92	0	92	0	92	92	49	144	0	144	0	144	0	144	0	144	0	144
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		676	*North-South:*		676	*North-South:*			879	*North-South:*			880	*North-South:*			880
	East-West:		622	*East-West:*		624	*East-West:*			703	*East-West:*			704	*East-West:*			704
	SUM:		1298	*SUM:*		1300	*SUM:*			1582	*SUM:*			1584	*SUM:*			1584
VOLUME/CAPACITY (*V/C*) RATIO:			0.944			0.945				1.151				1.152				1.152
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.874			0.875				1.081				1.082				1.082
LEVEL OF SERVICE (LOS):			D			D				F				F				F

REMARKS: ORIGINAL BASELINE
CAPACITY REDUCED DUE TO HIGH PED VOLUME

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

CURRENT BASELINE

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HIGHLAND AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	4/7/2017
1	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Left-Through		0							0				0				0	
Through	1427	2	**509**	0	1427	**511**	148	1618	2	**605**	0	1618	2	**606**	0	1618	2	**606**
Through-Right		1							1				1				1	
Right	101	0	101	4	105	105	92	196	0	196	4	200	0	200	0	200	0	200
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	55	1	**55**	4	59	**59**	62	119	1	**119**	4	123	1	**123**	0	123	1	**123**
Left-Through		0							0				0				0	
Through	1371	2	457	0	1371	457	175	1588	2	529	0	1588	2	529	0	1588	2	529
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2
Through-Right		0							0				0				0	
Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	252	0	252	2	254	254	125	385	0	385	2	387	0	387	0	387	0	387
Left-Through		0							0				0				0	
Through	4	0	**304**	0	4	**309**	0	4	0	**568**	0	4	0	**573**	0	4	0	**573**
Through-Right		0							0				0				0	
Right	48	0	0	3	51	0	130	179	0	0	3	182	0	0	0	182	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		564	*North-South:*		570	*North-South:*			724	*North-South:*			729	*North-South:*			729
	East-West:		304	*East-West:*		309	*East-West:*			568	*East-West:*			573	*East-West:*			573
	SUM:		868	*SUM:*		879	*SUM:*			1292	*SUM:*			1302	*SUM:*			1302
VOLUME/CAPACITY *(V/C)* RATIO:			0.579			0.586				0.861				0.868				0.868
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.479			0.486				0.761				0.768				0.768
LEVEL OF SERVICE (LOS):			A			A				C				C				C

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HIGHLAND AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	lf	Date:	4/7/2017
1	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
Left-Through		0							0				0				0	
Through	1231	2	**439**	0	1231	**440**	261	1529	2	**598**	0	1529	2	**599**	0	1529	2	**599**
Through-Right		1							1				1				1	
Right	85	0	85	5	90	90	176	264	0	264	5	269	0	269	0	269	0	269
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	170	1	**170**	6	176	**176**	117	292	1	**292**	6	298	1	**298**	0	298	1	**298**
Left-Through		0							0				0				0	
Through	1414	2	474	0	1414	474	128	1585	2	531	0	1585	2	531	0	1585	2	531
Through-Right		1							1				1				1	
Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	18	0	**18**	0	18	**18**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
Left-Through		0							0				0				0	
Through	8	0	29	0	8	29	2	10	0	32	0	10	0	32	0	10	0	32
Through-Right		0							0				0				0	
Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	104	0	104	4	108	108	162	269	0	269	4	273	0	273	0	273	0	273
Left-Through		0							0				0				0	
Through	4	0	**171**	0	4	**179**	5	9	0	**512**	0	9	0	**520**	0	9	0	**520**
Through-Right		0							0				0				0	
Right	63	0	0	4	67	0	169	234	0	0	4	238	0	0	0	238	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		609	*North-South:*		616	*North-South:*			890	*North-South:*			897	*North-South:*			897
	East-West:		189	*East-West:*		197	*East-West:*			531	*East-West:*			539	*East-West:*			539
	SUM:		798	*SUM:*		813	*SUM:*			1421	*SUM:*			1436	*SUM:*			1436
VOLUME/CAPACITY *(V/C)* RATIO:			0.532			0.542				0.947				0.957				0.957
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.432			0.442				0.847				0.857				0.857
LEVEL OF SERVICE (LOS):			A			A				D				D				D

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HIGHLAND AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/7/2017
2	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SELMA WILCOX HOTEL

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	0	55	**55**	22	79	1	**79**	0	79	1	**79**	0	79	1	**79**
	Left-Through		0							0				0				0	
	Through	1170	2	428	2	1172	429	50	1255	2	488	2	1257	2	489	0	1257	2	489
	Through-Right		1							1				1				1	
	Right	114	0	114	2	116	116	91	208	0	208	2	210	0	210	0	210	0	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	0	35	35	21	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	1345	2	**525**	1	1346	**526**	99	1485	2	**589**	1	1486	2	**590**	0	1486	2	**590**
	Through-Right		1							1				1				1	
	Right	230	0	230	1	231	231	46	283	0	283	1	284	0	284	0	284	0	284
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	305	1	**305**	0	305	**305**	42	356	1	**356**	0	356	1	**356**	0	356	1	**356**
	Left-Through		0							0				0				0	
	Through	957	2	341	2	959	342	100	1086	2	401	2	1088	2	402	0	1088	2	402
	Through-Right		1							1				1				1	
	Right	65	0	65	2	67	67	50	117	0	117	2	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	149	1	149	1	150	150	69	223	1	223	1	224	1	224	0	224	1	224
	Left-Through		0							0				0				0	
	Through	1349	2	**464**	1	1350	**464**	68	1458	2	**509**	1	1459	2	**509**	0	1459	2	**509**
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	25	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		580	*North-South:*		581	*North-South:*			668	*North-South:*			669	*North-South:*			669
		East-West:		769	*East-West:*		769	*East-West:*			865	*East-West:*			865	*East-West:*			865
		SUM:		1349	*SUM:*		1350	*SUM:*			1533	*SUM:*			1534	*SUM:*			1534
VOLUME/CAPACITY *(V/C)* RATIO:				0.981			0.982				1.115				1.116				1.116
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.881			0.882				1.015				1.016				1.016
LEVEL OF SERVICE (LOS):				D			D				F				F				F

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	HIGHLAND AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/7/2017
2	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SELMA WILCOX HOTEL

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1				1
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	45	1	**45**	0	45	**45**	60	106	1	**106**	0	106	1	**106**	0	106	1	**106**
Left-Through		0							0				0				0	
Through	951	2	343	2	953	345	150	1130	2	443	2	1132	2	445	0	1132	2	445
Through-Right		1							1				1				1	
Right	79	0	79	2	81	81	119	200	0	200	2	202	0	202	0	202	0	202
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	105	1	105	0	105	105	20	128	1	128	0	128	1	128	0	128	1	128
Left-Through		0							0				0				0	
Through	1180	2	**463**	2	1182	**464**	70	1286	2	**521**	2	1288	2	**522**	0	1288	2	**522**
Through-Right		1							1				1				1	
Right	209	0	209	2	211	211	61	276	0	276	2	278	0	278	0	278	0	278
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	286	1	**286**	0	286	**286**	89	384	1	**384**	0	384	1	**384**	0	384	1	**384**
Left-Through		0							0				0				0	
Through	1432	2	497	3	1435	499	111	1586	2	561	3	1589	2	563	0	1589	2	563
Through-Right		1							1				1				1	
Right	60	0	60	3	63	63	34	96	0	96	3	99	0	99	0	99	0	99
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	92	1	92	2	94	94	90	185	1	185	2	187	1	187	0	187	1	187
Left-Through		0							0				0				0	
Through	983	2	**345**	2	985	**346**	113	1126	2	**402**	2	1128	2	**402**	0	1128	2	**402**
Through-Right		1							1				1				1	
Right	52	0	52	0	52	52	25	79	0	79	0	79	0	79	0	79	0	79
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		508	*North-South:*		509	*North-South:*			627	*North-South:*			628	*North-South:*			628
	East-West:		631	*East-West:*		632	*East-West:*			786	*East-West:*			786	*East-West:*			786
	SUM:		1139	*SUM:*		1141	*SUM:*			1413	*SUM:*			1414	*SUM:*			1414
VOLUME/CAPACITY *(V/C)* RATIO:			0.828			0.830				1.028				1.028				1.028
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.758			0.760				0.958				0.958				0.958
LEVEL OF SERVICE (LOS):			C			C				E				E				E

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011 CAPACITY REDUCED DUE TO HIGH PEDESTRIAN VOLUMES

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/8/2017
3	East-West Street:	HOLLYWOOD BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	**24**	3	27	**27**	9	34	1	**34**	3	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	135	0	183	3	138	192	78	217	0	345	3	220	0	354	0	220	0	354
	Through-Right		1							1				1				1	
	Right	48	0	0	6	54	0	79	128	0	0	6	134	0	0	0	134	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	15	0	15	0	15	15	28	43	0	43	0	43	0	43	0	43	0	43
	Left-Through		0							0				0				0	
	Through	332	0	**583**	4	336	**587**	93	435	0	**721**	4	439	0	**725**	0	439	0	**725**
	Through-Right		0							0				0				0	
	Right	236	0	0	0	236	0	0	243	0	0	0	243	0	0	0	243	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	30	1	**30**	0	30	**30**	58	89	1	**89**	0	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	545	1	293	0	545	295	177	739	1	399	0	739	1	401	0	739	1	401
	Through-Right		1							1				1				1	
	Right	41	0	41	4	45	45	16	58	0	58	4	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	1	113	3	116	116	26	142	1	142	3	145	1	145	0	145	1	145
	Left-Through		0							0				0				0	
	Through	1246	1	**631**	0	1246	**631**	127	1411	1	**729**	0	1411	1	**729**	0	1411	1	**729**
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	31	46	0	46	0	46	0	46	0	46	0	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		607	*North-South:*		614	*North-South:*			755	*North-South:*			762	*North-South:*			762
		East-West:		661	*East-West:*		661	*East-West:*			818	*East-West:*			818	*East-West:*			818
		SUM:		1268	*SUM:*		1275	*SUM:*			1573	*SUM:*			1580	*SUM:*			1580
VOLUME/CAPACITY *(V/C)* RATIO:				0.845			0.850				1.049				1.053				1.053
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.750				0.949				0.953				0.953
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/8/2017
3	East-West Street:	HOLLYWOOD BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	62	1	62	4	66	66	28	92	1	92	4	96	1	96	0	96	1	96
Left-Through		0							0				0				0	
Through	373	0	**502**	4	377	**516**	120	504	0	**752**	4	508	0	**766**	0	508	0	**765**
Through-Right		1							1				1				1	
Right	129	0	0	10	139	0	115	248	0	0	10	258	0	0	-1	257	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	19	0	**19**	0	19	**19**	44	64	0	**64**	0	64	0	**64**	0	64	0	**64**
Left-Through		0							0				0				0	
Through	257	0	357	6	263	363	78	343	0	490	6	349	0	496	-1	348	0	495
Through-Right		0							0				0				0	
Right	81	0	0	0	81	0	0	83	0	0	0	83	0	0	0	83	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	74	1	**74**	0	74	**74**	92	168	1	**168**	0	168	1	**168**	0	168	1	**168**
Left-Through		0							0				0				0	
Through	677	1	362	0	677	365	207	905	1	481	0	905	1	484	0	905	1	483
Through-Right		1							1				1				1	
Right	47	0	47	6	53	53	8	56	0	56	6	62	0	62	-1	61	0	61
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	57	1	57	5	62	62	23	82	1	82	5	87	1	87	-1	86	1	86
Left-Through		0							0				0				0	
Through	723	1	**383**	0	723	**383**	187	932	1	**503**	0	932	1	**503**	0	932	1	**503**
Through-Right		1							1				1				1	
Right	43	0	43	0	43	43	30	74	0	74	0	74	0	74	0	74	0	74
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		521	*North-South:*		535	*North-South:*			816	*North-South:*			830	*North-South:*			829
	East-West:		457	*East-West:*		457	*East-West:*			671	*East-West:*			671	*East-West:*			671
	SUM:		978	*SUM:*		992	*SUM:*			1487	*SUM:*			1501	*SUM:*			1500
VOLUME/CAPACITY *(V/C)* RATIO:			0.652			0.661				0.991				1.001				1.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.582			0.591				0.921				0.931				0.930
LEVEL OF SERVICE (LOS):			A			A				E				E				E

REMARKS: CURRENT BASELINE 10% TDM

CAPACITY REDUCED DUE TO HIGH PEDESTRIAN VOLUME

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/8/2017
4	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	**38**	0	38	**38**	0	39	1	**39**	0	39	1	**39**	0	39	1	**39**
	Left-Through		0							0				0				0	
	Through	214	0	233	15	229	248	150	370	0	393	15	385	0	408	0	385	0	408
	Through-Right		1							1				1				1	
	Right	19	0	0	0	19	0	3	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	1	8	10	18	18	3	11	1	11	10	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	357	0	**458**	4	361	**467**	99	467	0	**616**	4	471	0	**625**	0	471	0	**625**
	Through-Right		1							1				1				1	
	Right	101	0	0	5	106	0	45	149	0	0	5	154	0	0	0	154	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	18	0	**18**	8	26	**26**	53	72	0	72	8	80	0	80	0	80	0	80
	Left-Through		1							1				1				1	
	Through	47	0	65	0	47	73	112	160	0	**232**	0	160	0	**240**	0	160	0	**240**
	Through-Right		0							0				0				0	
	Right	51	1	32	0	51	32	0	53	1	34	0	53	1	34	0	53	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	0	21	0	21	21	7	29	0	**29**	0	29	0	**29**	0	29	0	**29**
	Left-Through		1							1				1				1	
	Through	64	0	**85**	0	64	**85**	38	104	0	133	0	104	0	133	0	104	0	133
	Through-Right		0							0				0				0	
	Right	52	1	48	9	61	52	7	61	1	56	9	70	1	60	0	70	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		496	*North-South:*		505	*North-South:*			655	*North-South:*			664	*North-South:*			664
		East-West:		103	*East-West:*		111	*East-West:*			261	*East-West:*			269	*East-West:*			269
		SUM:		599	*SUM:*		616	*SUM:*			916	*SUM:*			933	*SUM:*			933
VOLUME/CAPACITY *(V/C)* RATIO:				0.399			0.411				0.611				0.622				0.622
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.299			0.311				0.511				0.522				0.522
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/8/2017
4	East-West Street:	SELMA AV	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	41	1	41	0	41	41	0	42	1	42	0	42	1	42	0	42	1	42
Left-Through		0							0				0				0	
Through	464	0	**509**	20	484	**529**	224	702	0	**766**	20	722	0	**786**	-2	720	0	**784**
Through-Right		1							1				1				1	
Right	45	0	0	0	45	0	18	64	0	0	0	64	0	0	0	64	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	41	1	**41**	16	57	**57**	18	60	1	**60**	16	76	1	**76**	-2	74	1	**74**
Left-Through		0							0				0				0	
Through	277	0	363	6	283	378	84	369	0	539	6	375	0	554	-1	374	0	552
Through-Right		1							1				1				1	
Right	86	0	0	9	95	0	81	170	0	0	9	179	0	0	-1	178	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	65	0	65	11	76	76	76	143	0	143	11	154	0	154	-1	153	0	153
Left-Through		1							1				1				1	
Through	153	0	**218**	0	153	**229**	154	312	0	**455**	0	312	0	**466**	0	312	0	**465**
Through-Right		0							0				0				0	
Right	72	1	52	0	72	52	0	74	1	53	0	74	1	53	0	74	1	53
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	17	0	**17**	0	17	**17**	8	26	0	**26**	0	26	0	**26**	0	26	0	**26**
Left-Through		1							1				1				1	
Through	63	0	80	0	63	80	82	147	0	173	0	147	0	173	0	147	0	173
Through-Right		0							0				0				0	
Right	74	1	54	12	86	58	8	84	1	54	12	96	1	58	-1	95	1	58
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		550	*North-South:*		586	*North-South:*			826	*North-South:*			862	*North-South:*			858
	East-West:		235	*East-West:*		246	*East-West:*			481	*East-West:*			492	*East-West:*			491
	SUM:		785	*SUM:*		832	*SUM:*			1307	*SUM:*			1354	*SUM:*			1349
VOLUME/CAPACITY *(V/C)* RATIO:			0.523			0.555				0.871				0.903				0.899
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.423			0.455				0.771				0.803				0.799
LEVEL OF SERVICE (LOS):			A			A				C				D				C

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

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.032	*Δv/c* after mitigation:	0.028
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	4/11/2017
5	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	0	34	**34**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through		0							0				0				0	
	Through	136	0	172	2	138	174	130	270	0	307	2	272	0	309	0	272	0	309
	Through-Right		1							1				1				1	
	Right	36	0	0	0	36	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	1	55	0	55	55	37	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	274	0	**351**	1	275	**355**	92	374	0	**453**	1	375	0	**457**	0	375	0	**457**
	Through-Right		1							1				1				1	
	Right	77	0	0	3	80	0	0	79	0	0	3	82	0	0	0	82	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	48	1	**48**	4	52	**52**	0	49	1	**49**	4	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	933	2	322	0	933	322	222	1183	2	410	0	1183	2	410	0	1183	2	410
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	13	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	1	60	0	60	60	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	1575	2	**541**	0	1575	**544**	101	1724	2	**596**	0	1724	2	**599**	0	1724	2	**599**
	Through-Right		1							1				1				1	
	Right	48	0	48	9	57	57	15	64	0	64	9	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		385	*North-South:*		389	*North-South:*			488	*North-South:*			492	*North-South:*			492
		East-West:		589	*East-West:*		596	*East-West:*			645	*East-West:*			652	*East-West:*			652
		SUM:		974	*SUM:*		985	*SUM:*			1133	*SUM:*			1144	*SUM:*			1144
VOLUME/CAPACITY *(V/C)* RATIO:				0.649			0.657				0.755				0.763				0.763
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.557				0.655				0.663				0.663
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WILCOX AV	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	4/11/2017
5	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
Left-Through		0							0				0				0	
Through	280	0	**321**	3	283	**324**	177	466	0	**508**	3	469	0	**511**	0	469	0	**511**
Through-Right		1							1				1				1	
Right	41	0	0	0	41	0	0	42	0	0	0	42	0	0	0	42	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	55	1	**55**	0	55	**55**	28	84	1	**84**	0	84	1	**84**	0	84	1	**84**
Left-Through		0							0				0				0	
Through	237	0	307	2	239	314	83	327	0	399	2	329	0	406	0	329	0	406
Through-Right		1							1				1				1	
Right	70	0	0	5	75	0	0	72	0	0	5	77	0	0	0	77	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	132	1	132	7	139	139	0	136	1	136	7	143	1	**143**	0	143	1	**143**
Left-Through		0							0				0				0	
Through	1583	2	**537**	0	1583	**537**	129	1760	2	**606**	0	1760	2	606	0	1760	2	606
Through-Right		1							1				1				1	
Right	27	0	27	0	27	27	31	59	0	59	0	59	0	59	0	59	0	59
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	64	1	**64**	0	64	**64**	0	66	1	**66**	0	66	1	66	0	66	1	66
Left-Through		0							0				0				0	
Through	1127	2	415	0	1127	420	261	1422	2	525	0	1422	2	**530**	0	1422	2	**530**
Through-Right		1							1				1				1	
Right	117	0	117	16	133	133	31	152	0	152	16	168	0	168	0	168	0	168
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		376	*North-South:*		379	*North-South:*			592	*North-South:*			595	*North-South:*			595
	East-West:		601	*East-West:*		601	*East-West:*			672	*East-West:*			673	*East-West:*			673
	SUM:		977	*SUM:*		980	*SUM:*			1264	*SUM:*			1268	*SUM:*			1268
VOLUME/CAPACITY *(V/C)* RATIO:			0.651			0.653				0.843				0.845				0.845
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.581			0.583				0.773				0.775				0.775
LEVEL OF SERVICE (LOS):			A			A				C				C				C

REMARKS: CURRENT BASELINE — HIGH PEDESTRIAN VOLUME

Version: 1i Beta; 8/4/2011 — CAPACITY REDUCED DUE TO HIGH PEDESTRIAN VOLUME

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BOULEVARD	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
6	East-West Street:	HOLLYWOOD BOULEVARD	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SUNSET WILCOX HOTEL

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

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	**12**	0	12	**12**	29	41	0	**41**	0	41	0	**41**	0	41	0	**41**
	Left-Through		1							1				1				1	
	Through	675	0	393	0	675	393	71	766	0	549	0	766	0	549	0	766	0	549
	Through-Right		1							1				1				1	
	Right	38	0	393	0	38	393	47	86	0	549	0	86	0	549	0	86	0	549
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	30	0	30	30	65	96	0	96	0	96	0	96	0	96	0	96
	Left-Through		1							1				1				1	
	Through	1222	0	**840**	4	1226	**842**	104	1363	0	**1053**	4	1367	0	**1055**	0	1367	0	**1055**
	Through-Right		1							1				1				1	
	Right	338	0	840	0	338	842	11	359	0	1053	0	359	0	1055	0	359	0	1055
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	49	1	**49**	3	52	**52**	25	75	1	**75**	3	78	1	**78**	0	78	1	**78**
	Left-Through		0							0				0				0	
	Through	519	2	260	4	523	262	143	678	2	339	4	682	2	341	0	682	2	341
	Through-Right		0							0				0				0	
	Right	30	1	30	0	*30*	30	50	81	1	81	0	81	1	81	0	81	1	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	71	1	71	2	73	73	80	153	1	153	2	155	1	155	0	155	1	155
	Left-Through		0							0				0				0	
	Through	1053	2	**527**	3	1056	**528**	88	1173	2	**587**	3	1176	2	**588**	0	1176	2	**588**
	Through-Right		0							0				0				0	
	Right	27	1	27	0	27	27	36	64	1	64	0	64	1	64	0	64	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		852	*North-South:*		854	*North-South:*			1094	*North-South:*			1096	*North-South:*			1096
		East-West:		576	*East-West:*		580	*East-West:*			662	*East-West:*			666	*East-West:*			666
		SUM:		1428	*SUM:*		1434	*SUM:*			1756	*SUM:*			1762	*SUM:*			1762
VOLUME/CAPACITY *(V/C)* RATIO:				0.952			0.956				1.171				1.175				1.175
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.882			0.886				1.101				1.105				1.105
LEVEL OF SERVICE (LOS):				D			D				F				F				F

REMARKS: CURRENT BASELINE
CAPACITY REDUCED DUE TO HIGH PED COUNTS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BOULEVARD	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
6	East-West Street:	HOLLYWOOD BOULEVARD	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SUNSET WILCOX HOTEL

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

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		1							1				1				1	
	Through	1059	0	**587**	0	1059	**587**	187	1278	0	**749**	0	1278	0	**749**	0	1278	0	**749**
	Through-Right		1							1				1				1	
	Right	79	0	587	0	79	587	85	166	0	749	0	166	0	749	0	166	0	749
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	0	**35**	0	35	**35**	0	36	0	**36**	0	36	0	**36**	0	36	0	**36**
	Left-Through		1							1				1				1	
	Through	731	0	518	6	737	521	141	894	0	626	6	900	0	629	0	900	0	629
	Through-Right		1							1				1				1	
	Right	94	0	518	0	94	521	44	141	0	626	0	141	0	629	0	141	0	629
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	102	1	102	4	106	106	17	122	1	122	4	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	828	2	**414**	6	834	**417**	117	970	2	**485**	6	976	2	**488**	0	976	2	**488**
	Through-Right		0							0				0				0	
	Right	56	1	56	0	56	56	45	103	1	103	0	103	1	103	0	103	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	**72**	3	75	**75**	89	163	1	**163**	3	166	1	**166**	0	166	1	**166**
	Left-Through		0							0				0				0	
	Through	681	2	341	5	686	343	212	914	2	457	5	919	2	460	0	919	2	460
	Through-Right		0							0				0				0	
	Right	87	1	87	0	87	87	82	172	1	172	0	172	1	172	0	172	1	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		622	*North-South:*		622	*North-South:*			785	*North-South:*			785	*North-South:*			785
		East-West:		486	*East-West:*		492	*East-West:*			648	*East-West:*			654	*East-West:*			654
		SUM:		1108	*SUM:*		1114	*SUM:*			1433	*SUM:*			1439	*SUM:*			1439
VOLUME/CAPACITY *(V/C)* RATIO:				0.739			0.743				0.955				0.959				0.959
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.669			0.673				0.885				0.889				0.889
LEVEL OF SERVICE (LOS):				B			B				D				D				D

REMARKS: CURRENT BASELINE
CAPACITY REDUCED DUE TO HIGH PED COUNTS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BL	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
7	East-West Street:	SELMA AV	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	0	13	**13**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		1							1				1				1	
	Through	749	0	426	0	749	426	331	1087	0	595	0	1087	0	595	0	1087	0	595
	Through-Right		1							1				1				1	
	Right	25	0	426	0	25	426	0	25	0	595	0	25	0	595	0	25	0	595
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	0	37	0	37	37	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		1							1				1				1	
	Through	1140	0	**682**	0	1140	**682**	215	1366	0	**866**	0	1366	0	**866**	0	1366	0	**866**
	Through-Right		1							1				1				1	
	Right	75	0	682	0	75	682	68	144	0	866	0	144	0	866	0	144	0	866
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	70	86	0	86	0	86	0	86	0	86	0	86
	Left-Through		0							0				0				0	
	Through	23	0	**62**	1	24	**68**	45	68	0	**206**	1	69	0	**212**	0	69	0	**212**
	Through-Right		0							0				0				0	
	Right	23	0	0	5	28	0	29	52	0	0	5	57	0	0	0	57	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	12	0	**12**	0	12	**12**	0	12	0	**12**	0	12	0	**12**	0	12	0	**12**
	Left-Through		0							0				0				0	
	Through	23	0	50	2	25	52	18	41	0	68	2	43	0	70	0	43	0	70
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		695	*North-South:*		695	*North-South:*			879	*North-South:*			879	*North-South:*			879
		East-West:		74	*East-West:*		80	*East-West:*			218	*East-West:*			224	*East-West:*			224
		SUM:		769	*SUM:*		775	*SUM:*			1097	*SUM:*			1103	*SUM:*			1103
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.517				0.731				0.735				0.735
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.413			0.417				0.631				0.635				0.635
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BL	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
7	East-West Street:	SELMA AV	Projection Year:	2017	Peak Hour:	PM	Reviewed by:		Project:	Selma-Wilcox Hotel

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

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		1							1				1				1	
	Through	749	0	408	0	749	408	491	1247	0	657	0	1247	0	657	0	1247	0	657
	Through-Right		1							1				1				1	
	Right	25	0	408	0	25	408	0	25	0	657	0	25	0	657	0	25	0	657
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	19	0	19	0	19	19	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through		1							1				1				1	
	Through	931	0	544	0	931	544	144	1084	0	697	0	1084	0	697	0	1084	0	697
	Through-Right		1							1				1				1	
	Right	81	0	544	0	81	544	113	195	0	697	0	195	0	697	0	195	0	697
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	56	0	56	0	56	56	98	155	0	155	0	155	0	155	0	155	0	155
	Left-Through		0							0				0				0	
	Through	126	0	225	2	128	236	35	162	0	390	9	171	0	411	0	171	0	411
	Through-Right		0							0				0				0	
	Right	43	0	0	9	52	0	30	73	0	0	12	85	0	0	0	85	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	0	23	0	23	23	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	51	0	122	3	54	125	53	105	0	176	3	108	0	179	0	108	0	179
	Through-Right		0							0				0				0	
	Right	48	0	0	0	48	0	0	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		551	North-South:		551	North-South:			704	North-South:			704	North-South:			704
		East-West:		248	East-West:		259	East-West:			413	East-West:			434	East-West:			434
		SUM:		799	SUM:		810	SUM:			1117	SUM:			1138	SUM:			1138
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.540				0.745				0.759				0.759
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.433			0.440				0.645				0.659				0.659
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BOULEVARD	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
8	East-West Street:	SUNSET BOULEVARD	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 0 WB--	0 0	NB-- 0 SB--	EB-- 0 WB--	0 0	NB-- 0 SB--	EB-- 0 WB--	0 0		NB-- 0 SB--	EB-- 0 WB--	0 0		NB-- 0 SB--	EB-- 0 WB--	0 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1			1
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	**22**	3	25	**25**	56	79	1	**79**	3	82	1	**82**	0	82	1	**82**
	Left-Through		0							0				0				0	
	Through	545	1	278	0	545	278	142	704	1	374	0	704	1	374	0	704	1	374
	Through-Right		1							1				1				1	
	Right	10	0	10	0	10	10	33	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	49	1	49	3	52	52	22	72	1	72	3	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	953	1	**574**	2	955	**575**	199	1181	1	**691**	2	1183	1	**692**	0	1183	1	**692**
	Through-Right		1							1				1				1	
	Right	194	0	194	0	194	194	0	200	0	200	0	200	0	200	0	200	0	200
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	162	1	**162**	0	162	**162**	0	167	1	**167**	0	167	1	**167**	0	167	1	**167**
	Left-Through		0							0				0				0	
	Through	876	2	318	0	876	318	148	1051	2	398	0	1051	2	398	0	1051	2	398
	Through-Right		1							1				1				1	
	Right	78	0	78	0	*78*	78	64	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	71	1	71	0	71	71	40	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	1365	2	**467**	5	1370	**469**	104	1510	2	**523**	5	1515	2	**524**	0	1515	2	**524**
	Through-Right		1							1				1				1	
	Right	37	0	37	0	37	37	20	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		596	*North-South:*		600	*North-South:*			770	*North-South:*			774	*North-South:*			774
		East-West:		629	*East-West:*		631	*East-West:*			690	*East-West:*			691	*East-West:*			691
		SUM:		1225	*SUM:*		1231	*SUM:*			1460	*SUM:*			1465	*SUM:*			1465
VOLUME/CAPACITY *(V/C)* RATIO:				0.891			0.895				1.062				1.065				1.065
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.821			0.825				0.992				0.995				0.995
LEVEL OF SERVICE (LOS):				D			D				E				E				E

REMARKS: CURRENT BASELINE
CAPACITY REDUCED DUE TO HIGH PED COUNT

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	CAHUENGA BOULEVARD	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
8	East-West Street:	SUNSET BOULEVARD	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 0 WB--	0 0	NB-- 0 SB--	EB-- 0 WB--	0 0	NB-- 0 SB--	EB-- 0 WB--		0 0	NB-- 0 SB--	EB-- 0 WB--		0 0	NB-- 0 SB--	EB-- 0 WB--		0 0
ATSAC-1 or ATSAC+ATCS-2?			1			1				1				1				1
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	5	65	65	91	153	1	153	5	158	1	158	0	158	1	158
	Left-Through		0							0				0				0	
	Through	673	1	**365**	0	673	**365**	231	924	1	**514**	0	924	1	**514**	0	924	1	**514**
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	45	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	**82**	5	87	**87**	24	108	1	**108**	5	113	1	**113**	0	113	1	**113**
	Left-Through		0							0				0				0	
	Through	603	1	352	4	607	354	159	780	1	442	4	784	1	444	0	784	1	444
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	0	103	0	103	0	103	0	103	0	103	0	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	256	1	**256**	0	256	**256**	0	264	1	**264**	0	264	1	**264**	0	264	1	**264**
	Left-Through		0							0				0				0	
	Through	1411	2	495	0	1411	495	152	1606	2	581	0	1606	2	581	0	1606	2	581
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	59	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	39	0	39	39	27	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	1115	2	**405**	7	1122	**407**	183	1332	2	**497**	7	1339	2	**499**	0	1339	2	**499**
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	56	159	0	159	0	159	0	159	0	159	0	159
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		447	*North-South:*		452	*North-South:*			622	*North-South:*			627	*North-South:*			627
		East-West:		661	*East-West:*		663	*East-West:*			761	*East-West:*			763	*East-West:*			763
		SUM:		1108	*SUM:*		1115	*SUM:*			1383	*SUM:*			1390	*SUM:*			1390
VOLUME/CAPACITY *(V/C)* RATIO:				0.806			0.811				1.006				1.011				1.011
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.736			0.741				0.936				0.941				0.941
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: CURRENT BASELINE
CAPACITY REDUCED DUE TO HIGH PED COUNT

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VINE ST	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/11/2017
9	East-West Street:	HOLLYWOOD BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	95	1	**95**	0	95	**95**	36	134	1	**134**	0	134	1	**134**	0	134	1	**134**
Left-Through		0							0				0				0	
Through	609	2	305	0	609	305	89	716	2	358	0	716	2	358	0	716	2	358
Through-Right		0							0				0				0	
Right	156	1	112	0	156	112	35	196	1	129	0	196	1	129	0	196	1	129
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	30	1	30	0	30	30	31	62	1	62	0	62	1	62	0	62	1	62
Left-Through		0							0				0				0	
Through	1089	1	**578**	0	1089	**578**	102	1224	1	**663**	0	1224	1	**663**	0	1224	1	**663**
Through-Right		1							1				1				1	
Right	66	0	66	1	67	67	33	101	0	101	1	102	0	102	0	102	0	102
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	20	1	**20**	1	21	**21**	34	55	1	**55**	1	56	1	**56**	0	56	1	**56**
Left-Through		0							0				0				0	
Through	482	2	241	3	485	243	67	564	2	282	3	567	2	284	0	567	2	284
Through-Right		0							0				0				0	
Right	58	1	0	0	58	0	71	131	1	0	0	131	1	0	0	131	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	89	1	89	0	89	89	42	134	1	134	0	134	1	134	0	134	1	134
Left-Through		0							0				0				0	
Through	1089	1	**557**	4	1093	**559**	68	1190	1	**620**	4	1194	1	**622**	0	1194	1	**622**
Through-Right		1							1				1				1	
Right	24	0	24	0	24	24	25	50	0	50	0	50	0	50	0	50	0	50
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		673	*North-South:*		673	*North-South:*			797	*North-South:*			797	*North-South:*			797
	East-West:		577	*East-West:*		580	*East-West:*			675	*East-West:*			678	*East-West:*			678
	SUM:		1250	*SUM:*		1253	*SUM:*			1472	*SUM:*			1475	*SUM:*			1475
VOLUME/CAPACITY *(V/C)* RATIO:			0.877			0.879				1.033				1.035				1.035
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.777			0.779				0.933				0.935				0.935
LEVEL OF SERVICE (LOS):			C			C				E				E				E

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

REMARKS: CURRENT BASELINE

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VINE ST	Year of Count:	2017	Ambient Growth (%):	1	Conducted by:	LF	Date:	4/11/2017
9	East-West Street:	HOLLYWOOD BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	130	1	**130**	0	130	**130**	94	228	1	**228**	0	228	1	**228**	0	228	1	**228**
Left-Through		0							0				0				0	
Through	1024	2	512	0	1024	512	141	1196	2	598	0	1196	2	598	0	1196	2	598
Through-Right		0							0				0				0	
Right	234	1	203	0	234	203	46	287	1	236	0	287	1	236	0	287	1	236
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	46	1	46	0	46	46	29	76	1	76	0	76	1	76	0	76	1	76
Left-Through		0							0				0				0	
Through	951	1	**501**	0	951	**502**	112	1092	1	**593**	0	1092	1	**594**	0	1092	1	**594**
Through-Right		1							1				1				1	
Right	50	0	50	2	52	52	41	93	0	93	2	95	0	95	0	95	0	95
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	39	1	39	1	40	40	38	78	1	78	1	79	1	79	0	79	1	79
Left-Through		0							0				0				0	
Through	936	2	**468**	4	940	**470**	82	1046	2	**523**	4	1050	2	**525**	0	1050	2	**525**
Through-Right		0							0				0				0	
Right	71	1	0	0	71	0	55	128	1	0	0	128	1	0	0	128	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	62	1	**62**	0	62	**62**	39	103	1	**103**	0	103	1	**103**	0	103	1	**103**
Left-Through		0							0				0				0	
Through	648	1	365	6	654	368	95	763	1	448	6	769	1	451	0	769	1	451
Through-Right		1							1				1				1	
Right	82	0	82	0	82	82	49	133	0	133	0	133	0	133	0	133	0	133
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		631	*North-South:*		632	*North-South:*			821	*North-South:*			822	*North-South:*			822
	East-West:		530	*East-West:*		532	*East-West:*			626	*East-West:*			628	*East-West:*			628
	SUM:		1161	*SUM:*		1164	*SUM:*			1447	*SUM:*			1450	*SUM:*			1450
VOLUME/CAPACITY *(V/C)* RATIO:			0.815			0.817				1.015				1.018				1.018
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.745			0.747				0.945				0.948				0.948
LEVEL OF SERVICE (LOS):			C			C				E				E				E

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	3	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	3	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	3	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	3	0

	No. of Phases	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	ATSAC-1 or ATSAC+ATCS-2?	Override Capacity
EXISTING CONDITION	3	0	0	1	0
EXISTING PLUS PROJECT	3	0	0	1	0
FUTURE CONDITION W/O PROJECT	3	0	0	1	0
FUTURE CONDITION W/ PROJECT	3	0	0	1	0
FUTURE W/ PROJECT W/ MITIGATION	3	0	0	1	0

REMARKS: CURRENT BASELINE

CAPACITY REDUCED

DUE TO HIGH PED VOLUME

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VINE ST	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
10	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1				1
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	**106**	1	107	**107**	33	142	1	**142**	1	143	1	**143**	0	143	1	**143**
	Left-Through		0							0				0				0	
	Through	742	2	371	0	742	371	182	946	2	473	0	946	2	473	0	946	2	473
	Through-Right		0							0				0				0	
	Right	173	1	11	0	173	11	53	231	1	38	0	231	1	38	0	231	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	65	1	65	0	65	65	29	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	1075	1	**605**	0	1075	**605**	85	1193	1	**686**	0	1193	1	**686**	0	1193	1	**686**
	Through-Right		1							1				1				1	
	Right	134	0	134	0	134	134	41	179	0	179	0	179	0	179	0	179	0	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	52	1	**52**	0	52	**52**	74	128	1	**128**	0	128	1	**128**	0	128	1	**128**
	Left-Through		0							0				0				0	
	Through	902	2	325	3	905	326	55	984	2	359	3	987	2	361	0	987	2	361
	Through-Right		1							1				1				1	
	Right	72	0	72	1	73	73	20	94	0	94	1	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	162	1	162	0	162	162	26	193	1	193	0	193	1	193	0	193	1	193
	Left-Through		0							0				0				0	
	Through	1360	2	**471**	4	1364	**473**	61	1462	2	**521**	4	1466	2	**522**	0	1466	2	**522**
	Through-Right		1							1				1				1	
	Right	54	0	54	0	54	54	44	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		711	*North-South:*		712	*North-South:*			828	*North-South:*			829	*North-South:*			829
		East-West:		523	*East-West:*		525	*East-West:*			649	*East-West:*			650	*East-West:*			650
		SUM:		1234	*SUM:*		1237	*SUM:*			1477	*SUM:*			1479	*SUM:*			1479
VOLUME/CAPACITY *(V/C)* RATIO:				0.897			0.900				1.074				1.076				1.076
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.827			0.830				1.004				1.006				1.006
LEVEL OF SERVICE (LOS):				D			D				F				F				F

REMARKS: CURRENT BASELINE
CAPACITY REDUCED DUE TO HIGH PED VOLUME

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	VINE ST	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	LF	Date:	4/11/2017
10	East-West Street:	SUNSET BL	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	SELMA-WILCOX HOTEL

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB-- 0 EB-- 0 WB--		0	NB-- 3 SB-- 0 EB-- 0 WB--		0	NB-- 3 SB-- 0 EB-- 0 WB--		0		NB-- 3 SB-- 0 EB-- 0 WB--		0		NB-- 3 SB-- 0 EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1			1			1
Override Capacity			0			0			0				0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	1	106	106	69	177	1	177	1	178	1	178	0	178	1	178
	Left-Through		0							0				0				0	
	Through	1138	2	569	0	1138	569	173	1345	2	673	0	1345	2	673	0	1345	2	673
	Through-Right		0							0				0				0	
	Right	182	1	19	0	182	19	49	237	1	44	0	237	1	44	0	237	1	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	107	0	107	107	42	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	967	1	553	0	967	553	199	1195	1	703	0	1195	1	703	0	1195	1	703
	Through-Right		1							1				1				1	
	Right	138	0	138	0	138	138	69	211	0	211	0	211	0	211	0	211	0	211
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	64	1	64	0	64	64	69	135	1	135	0	135	1	135	0	135	1	135
	Left-Through		0							0				0				0	
	Through	1293	2	461	4	1297	463	68	1400	2	512	4	1404	2	513	0	1404	2	513
	Through-Right		1							1				1				1	
	Right	91	0	91	1	92	92	41	135	0	135	1	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	163	1	163	0	163	163	25	193	1	193	0	193	1	193	0	193	1	193
	Left-Through		0							0				0				0	
	Through	1147	2	413	6	1153	415	88	1270	2	471	6	1276	2	473	0	1276	2	473
	Through-Right		1							1				1				1	
	Right	92	0	92	0	92	92	49	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		676	North-South:		676	North-South:			880	North-South:			881	North-South:			881
		East-West:		624	East-West:		626	East-West:			705	East-West:			706	East-West:			706
		SUM:		1300	SUM:		1302	SUM:			1585	SUM:			1587	SUM:			1587
VOLUME/CAPACITY (V/C) RATIO:				0.945			0.947				1.153				1.154				1.154
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.877				1.083				1.084				1.084
LEVEL OF SERVICE (LOS):				D			D				F				F				F

REMARKS: CURRENT BASELINE
CAPACITY REDUCED DUE TO HIGH PED VOLUME

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

APPENDIX B

COMMUNITY PLAN LAND USE INFORMATION

APPENDIX C

CIRCULATION SYSTEM, STREET STANDARDS, STREET AERIALS

(Some aerial photos may not represent full current conditions)

APPENDIX D

TRANSIT ROUTES

APPENDIX E

TRAFFIC VOLUME DATA

APPENDIX F

RELATED PROJECT TRIP GENERATION

APPENDIX G

BICYCLE MASTER PLANS

APPENDIX H

LEVEL OF SERVICE WORKSHEETS

ORIGINAL BASELINE

CURRENT BASELINE

May Sirinopwongsagon
Los Angeles City Planning Department
200 N. Spring St., Room 763
LA, CA 90012

April 26, 2018

RE: VTT-74406
CPC-2016-2601-VZC-HD-CUB-ZAA-SPR
ENV-2016-2602-MND
6421-64291/2 Selma Avenue, 1600-1604 N. Wilcox Avenue

Dear Ms. Sirinopwongsagon and/or other appropriate City Planners,

This letter is an addendum to my previous letter, dated March 22, 2018, on this matter. Previously, I thought that the applicant was pursuing a Zone Variance to permit outdoor dining/food and drink service above the ground floor. I see they are not requesting that entitlement and wish to address that. I apologize for my mistake.

The requested Zone Change from C-4 to C-2 to allow the rooftop use is a clever scheme to get out of a required Variance by the applicant, but it should not be indulged or granted by the Planning Dept.

To permit a rooftop bar/lounge, or any outdoor food/drink service above the ground floor, a Zone Variance needs to be granted. Section 12.14-A,1(b)(3) of the LA Municipal Code states: "In connection with the stores, shops or businesses listed in Paragraph (a) all activities, other than incidental storage and outdoor eating areas for ground floor restaurants, shall be conducted wholly within a completely enclosed building." Another project in the area that requested this variance is The Dream Hotel, next door at 6415 Selma. That determination (CPC-2007-3931-ZC-HD-CU-CUP-ZV-SPR) states "Notwithstanding LAMC Section 12.14 A.1 (b)(3) the project shall be allowed the consumption of food and beverages, including alcohol, to take place outdoors on the 8th floor and the rooftop area in lieu of being conducted in a ground floor restaurant or entirely within a completely enclosed building as is otherwise required." Other Zone Variances the City has recently granted to allow Outdoor Eating Areas above the ground floor are: CPC-2008-3440-ZC-CUB-CU-ZV-DA-HD (2013) - 1720-1770 Vine Street, CPC-2009-3416-TDR-CUB-CU-CUW-ZV-SN-DA-ZAD-SPR-GB (2010) - 695-699 Figueroa Street, ZA-2001-1210-CUB-ZV (2001) - 550 Flower Street.

I am aware that the Planning Dept. and Department of Building and Safety sometimes rely on a 1961 Zoning Administrator's Interpretation (ZAI 1808) in approving Outdoor Dining Areas above the ground floor, but this application is flawed and an abuse of their authority.

First off, the definition of Outdoor Eating Areas was established in 1990 by legislation, after the 1961 ZAI 1808, and therefore supersedes any application of ZAI 1808 when interpreting any rules and regulations applicable to Outdoor Eating Areas. Secondly, ZAI 1808 never considered Outdoor Eating Areas above the ground floor. Thirdly, ZAI 1808 is very clear in allowing outdoor dining areas that are "incidental" to the main "Restaurant,

Exhibit E

Café, Eating Establishment or Refreshment Facility". The rooftop bar/lounge being sought is not an incidental use but a significant entity on it's own with 2 separate bars.

Furthermore, to use ZAI 1808 (which never considered Outdoor Eating Areas above the ground floor) in establishing rules and regulations which conflict with the adopted legislation of the City Council is an err and abuse of discretion. Regardless of the Planning Dept. and LADBS's past practice, the Planning Dept. cannot continue to rely on that practice if it can be demonstrated that such a practice is contrary to law. Moreover, the City's approval of process for Outdoor Eating Areas in general demonstrates ambiguity and inconsistency. If the City is to formally change the rules and regulations relating to Outdoor Eating Areas above the ground floor, it must do so through a Code Amendment or through a new ZAI that would inherently consider the 1990 legislation that defined Outdoor Eating Areas. The City Council, if it does not want to do that on a citywide policy, should at least require that this project obtain a Zone Variance in order to permit the consumption of food and/or drinks by the patrons of the proposed rooftop bar/lounge. You can change the zone from C-4 to C-2 if you so desire, but it will not authorize the use of ZAI 1808 in granting the rooftop use, the proper Zone Variance will still be required.

As demonstrated above, a Zone Variance is required in order to permit an Outdoor Dining Area/Bar/Lounge above the ground floor. As required by the Multiple Approvals Ordinance, "applicants shall file applications at the same time for all approvals reasonably related and necessary to complete the project." If the applicant intends to have an Outdoor Bar/Lounge Area above the ground floor, they must include the Zone Variance as part of the entitlements sought in conjunction with the Site Plan Review application. Site Plan Review reviews and approves, in part, the proposed operations and the proposed location of those operations of a given project. In this instance, the Site Plan Review is considering a roof top deck with a bar/lounge and thus a Zone Variance would be reasonably related and necessary to complete the project.

To not file all foreseen applications and requests at the same time is to piecemeal a project and a serious and clear violation of CEQA. This opens the City up to costly litigation if allowed to continue.

If the applicant does not intend to have an Outdoor Bar/Lounge Area above the ground floor, then imposing Conditions of Approval prohibiting an Outdoor Bar/Lounge Area on the rooftop should be agreeable to the applicant.

Thank you,

David Carrera
6530 Leland Way
L.A., CA 90028

May Sirinopwongsagon
Los Angeles City Planning Department
200 N. Spring St., Room 763
LA, CA 90012

March 22, 2018

RE: VTT-74406
CPC-2016-2601-VZC-HD-CUB-ZAA-SPR
ENV-2016-2602-MND
6421-64291/2 Selma Avenue, 1600-1604 N. Wilcox Avenue

Dear Ms. Sirinopwongsagon and/or other appropriate City Planners,

I, and my neighborhood, have some serious concerns about CPC-2016-2601-VZC-HD-CUB-ZAA-SPR and related cases that are before you.

First, let me be very clear: Our overwhelming concern is with the proposed activated rooftop AND our experience with this applicant. I am asking you to DENY the CUB for the rooftop and to add appropriate conditions to the SPR to protect the community from future abuse of the above-ground outdoor space.

I hope you're aware that there's an over-concentration of alcohol sales in Hollywood. The community is vastly impacted from the negative effects of so much alcohol and the people and behavior that it attracts. Noise is one of the greatest impacts that the people who live here deal with. Outdoor/rooftop locations are the most egregious creators of this disruptive and invasive noise. Outdoor ground level spaces have been horrible enough, but once the source of the noise is outside and put up into the air, even 30 feet up, it multiplies the problem. Two rooftop uses in the recent past, The Kress and Drai's at the W Hotel, both caused awful problems. I used to hear the Kress every night it was open and it was on Hollywood Blvd. and well over 1600 feet away from our house (per Zimas). The rooftop was entitled and sworn to be a quiet bar for 36 people with "background, ambient music only"by this same applicant, Richard Heyman. Soon after opening it became a full-on nightclub with blasting music and flashing lights. Currently we are experiencing problems from the new Dream Hotel's rooftop at 6417 Selma, next door, which is also the same applicant and operators before you on this case. Though the intent of its CUB conditions are clearly for it not to be a disruption, it is being operated at night as a nightclub, and has been a disruption. It can serve alcohol till 2AM and has a 4AM closure. It lacks tight, detailed conditions, and has no expiration, hence no incentive to operate responsibly. If it had a earlier closure, this would not be happening. Nightclubs, including this one, don't even start to get loud and packed until 11:30PM-12 midnight.

It is not just rooftop bars that have been a problem, but bars outdoors of any kind that are not properly conditioned. At 1430 Cahuenga is a nightclub called Lure with an outdoor patio that for years we've had terrible noise issues with. I live over 1000-feet away (according to Zimas) and this is what I often experience: With the TV on, I will hear and feel a thumping bass and music that sounds like someone is parked in front of our house blasting their car stereo. See case file ZA 2004-5422(CUB)(ZV)(PA2) for more details of the problems we experience here.

These are not one-off anecdotes but are quite common with outdoor/rooftop spaces. Rooftop uses are generally harder to trace if and when they become a problem, and the LAMC noise ordinance is all but useless. How does one measure DB levels at the property line when the source is 160-feet in the air? In general, noise impacts are very erratic, arbitrary, and unpredictable. One location will be greatly impacted and a few feet away it will be minimal. Noise issues can change with the weather and which way the wind is blowing. When nightclubs and bars are at ground level, at least the noise is easily traced and more predictable and contained, but when raised in the air the impacts change and so does any accountability. Furthermore, a lot of operators don't care about noise violation tickets, figuring it as the cost of doing business and in no way are citations a disincentive for them. Events might earn the operator tens of thousands (even hundreds of thousand) of dollars a night, why would they care about a $200 ticket? Regardless, there is scarce and difficult enforcement for these quality of life issues, which is why the discretionary actions before you should be carefully considered and responsibly decided.

Hollywood has seen an explosion of hotel-with-activated-rooftop-development projects in the last couple years with at least 6 other hotel rooftops within 500-feet of this hotel. When the radius is widened out to 1,500- feet, there are at least 10. This is an important and significant fact. So many rooftops serving alcohol will clearly have a cumulative noise impact, and with so many competing potential suspects, make enforcement of noise regulations daunting if not outright impossible.

There are only a few conditions in a Zoning Administrators tool bag to prevent these locations from becoming de facto nightclubs. They are an earlier closing time, no Live Entertainment/DJ, no amplified music, and no cover charge/restricted access. CUB's should have effective, all-encompassing, comprehensive conditions for a worst-case scenario. Many CUB's lack them and it makes enforcement frustrating and exhausting, and a waste of resources in time and money for LAPD and the City.

It is also easier to apply conditions ahead of time than try and add them after problems arise. Getting a bad operator to comply and be a good neighbor is not an easy task. Not only does it require a lot of resources from LAPD, Building and Safety, and Planning, it is not an expeditious process. Revocation of a grant typically takes 3-6 years. In the meantime, neighbors and the community suffer.

In the past, I have recommended rooftop CUB conditions that are helpful in preventing these worst case scenarios from happening. This project/applicant is different. They have a track record and I have to say, shame on me, because they have not fooled me just once, but twice.

As I mentioned earlier, the same applicant before you in this case worked to entitled the Kress and was insistent on the rooftop use. I used to hear the Kress every night it was open and it was on Hollywood Blvd. and well over 1600 feet away from my house. The rooftop was entitled and sworn, by this same applicant, to be a quiet bar for 36 people with "background, ambient music only", but soon after opening became a full-on nightclub with blasting music

and flashing lights. He explained it away by blaming it on the operator and that he was not at fault, even though he was the one that vouched for it.

The second example we have from this applicant AND operator is right next door at the Dream Hotel, 6417 Selma, at their rooftop called the Highlight Room. Again, they swore and promised repeatedly that the rooftop would not be a nuisance. It is and has been since it's third day of opening. It clearly operates as a nightclub. When I am impacted by noise, I just do not guess who the violator is. When I have the energy and intend to complain, I get up and trace the noise. After lying in bed past midnight and hearing songs clear as day, I have traced the noise many, many times to the Highlight Room. Please confer with LAPD VICE what kind of operator they have been. I know in the past, they have been cited at least twice for Public Dancing (I believe the pool gets covered to turn into a dance floor) and at least twice for requiring an admission/cover charge/table fee to get in. Both of which they are not allowed to do. I do not know the latest enforcement actions, but keep in mind that the real impactful time is the better weather of summer and fall, which I am not looking forward to. Many reviews on Yelp also attest to it being a club, and their own website has pictures and advertises DJ's, which aren't allowed.

In considering CUB's, a lot of emphasis has always been placed on the operator and the operation and if they have a track record or not. These guys do, and it's not good. They have a long history of misrepresentation and manipulation. They're not honoring their conditions next door, they've pulled shenanigans (which I will discuss) already on this project, and they don't deserve any benefit of doubt. There is no doubt, we know what they do and have done.

I ask that the rooftop CUB be DENIED and conditions be applied to the SPR to thwart an end run such as special events and ABC one-day catering permits.

Requested SPR conditions regarding the rooftop are:
- closing time of 10PM
- no amplified music
- no live music
- no live entertainment
- no DJ/karaoke
- no dancing
- no special events
- Any music, sound, noise, or vibration shall not be audible or felt beyond that part of the premises which is under the control of the applicant
- After-hour use of the facility, other than routine maintenance and clean-up, is not permitted
- The applicant shall not sublet the premises to outside "promoters" for nightclub activity.

The second major issue we have with the project is the fact that it is illegally piecemealing it's entitlements under CEQA.

On January 14, 2016 I wrote DCP a letter (attached) regarding ZA 2015- 2671 (CUB), ENV 2015-2672-MND at this same location, 6421 West Selma Ave., 90028, by this same applicant, and clearly informed Planning of the applicant 's intention for the property.

My letter stated: "The applicant is the same owner/developer/applicant for the abutting property under construction to the east at 6415 Selma (Dream Hotel I), in which the recent entitlement CPC-2007-3931-ZC-HD-CU-CUP-ZV-SPR, and most recent ZA 2013-3504(ZV) which was considered by the City in the spring of 2014, were sought and granted. At the latest time of those entitlements, the project before you (and more) was planned and known by the applicant and not disclosed in any CEQA document or action.

The attachment "HIRC- Marketing-Company Teaser" is the applicant's fundraising brochure that clearly shows the restaurant "Tao" presented in ZA 2015-2671/ ENV 2015-2672-MND before you. It also shows their plan for another hotel (in the past known as Dream II) where the ostensibly now declared one-story retail building has been submitted as part of this project before you. The date on the brochure appears to be 4-11-2014. I received this brochure in May of 2014 and was contacted much earlier than that about a "Dream II" project. There are a few other red flags about the piecemealing than just the brochure. Please review the building permit history for 6421 Selma, the project before you. Apparently they were claiming at first, and for a long time, that they intended to build three levels, approx. 60,000 sq. ft., of underground "storage". It seemed so ridiculous that not even Building & Safety bought their ruse. It has now been declared to be just what it looks like- parking. Could it be parking for a future hotel that they plan to build but that they are not divulging? Please investigate the building permit history with Building & Safety. Furthermore, why is the applicant listed as "6421 Selma Wilcox Hotel, LLC" if they do not plan to build a hotel here? "

As I pointed out in that letter, and reiterate here, to not file all foreseen applications and requests at the same time is to piecemeal a project and a serious and clear violation of CEQA. This opens the City up to costly litigation if allowed to continue. It was unmistakingly obvious at that time, January of 2016 that the applicant would later file for future discretionary actions, which by their own admission in their brochure they had planned, and they now have sought. And if a layperson like myself could plainly see that those entitlements would be sought in the future, it is more than reasonable to expect that the professionals in the Planning Dept could see it as well, and can see it now in retrospect. It is a clear disregard for the law. Based on the premeditated strategy to entitle the project in pieces, all the discretionary actions before you should be DENIED.

Findings:

Zone Variance
LAMC Section 12.27

1. *That strict application of the provisions of the Zoning Ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the Zoning regulations.*

Denial of the request to permit outdoor dining on the rooftop will not result in practical difficulty or unnecessary hardship. This fact is best supported by the existence of viable hotels in Hollywood that do not have rooftop bars.

The general purpose and intent of the zoning regulations are defined in Section 12.02 of LAMC " to encourage the most appropriate use of land; to conserve and stabilize the value of property…. and to promote health, safety, and the general welfare all in accordance with the comprehensive plan." Outdoor and rooftop bars have already proven to be disruptive and problematic. Enforcement of the Noise Ordinance is virtually non-existent and when eventually pursued is ineffectual and a waste of City resources. Rooftop bars run down surrounding property values and degrade the health and general welfare of surrounding community members through lack of sleep.

2. *That there are special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.*

The lot in question is flat, rectangular and free of any obstructions whatsoever. There are no limiting physical conditions, special circumstances, topography, location or surroundings of any kind that necessitate this variance. The applicant may be trying to put too much on the lot, but there is nothing about the lot that is any different or disadvantaged than any other lot in the vicinity. This finding simply cannot be made.

The applicant states in their findings that " the Property's unique features" are different to other properties in the immediate vicinity. How, and what is unique about this property? They do not say, and it is a fact that there is nothing unique about this property or a difference in any other property nearby.

3. *That such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.*

The variance is clearly not necessary for preservation and enjoyment of a substantial property right in the vicinity. For every hotel with rooftop bar in the area, I can show you 3 hotels without a rooftop bar. There is no special circumstances, practical difficulty, or unnecessary hardships that necessitates this variance. The applicant just wants to make more money. If there were any of those things, every ad all hotels would have rooftop bars.

4. *That the granting of such variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.*

The granting of the variance WILL be materially detrimental to public welfare in the vicinity. The residential buildings in the immediate area and the residential neighborhood near by will have a lower quality of life and suffer from the impacts of this project. A rooftop deck without will create intrusive noise for all the surrounding residences within 2000 feet, possibly further. A rooftop with 100 people, let alone 277 plus, only talking could easily negatively affect the area within 1000 feet. This is one reason why LAMC Section 12.14-A,1(b)(3) requires a variance for outdoor eating areas above ground level. This is not conjecture on my

part. We have a lot of experience living around a lot of alcohol consumption, clubs, restaurants and bars. We have experience with rooftop bars. Two rooftop uses in the recent past, The Kress and Drai's at the W Hotel, both caused awful problems. The Kress is particularly relevant here because the same applicant before you in this case worked to entitled the Kress and was insistent on the rooftop use. I used to hear the Kress every night it was open and it was on Hollywood Blvd. and well over 1600 feet away from my house. The rooftop was entitled and sworn, by this same applicant, to be a quiet bar for 36 people with "background, ambient music only", but soon after opening became a full-on nightclub with blasting music and flashing lights. Currently we are experiencing problems from the new Dream Hotel's rooftop at 6417 Selma. Though the intent of its CUB conditions are clearly for it not to be a disruption, and not operated as a nightclub, it is being operated at night as a nightclub, and has been a disruption. Nightclubs and bars don't even start to get loud and packed until 11:30PM-12 midnight.
Rooftop uses are harder to trace if and when they become a problem, and the LAMC noise ordinance is all but useless. How does one measure DB levels at the property line when the source is 100-feet in the air? Furthermore, a lot of operators don't care about noise violation tickets, figuring it as the cost of doing business and in no way are citations a disincentive for them. Events might earn the operator tens of thousands of dollars a night, why would they care about a $200 ticket? Regardless, there is virtually no enforcement for these quality of life issues.

5. *That the granting of such variance will not adversely affect any element of the General Plan*.

The granting of the variance WILL adversely affect the Noise Element and Framework Element of the General Plan. Chapter III of the Noise Element of the General Plan states that the Goal of the Plan is " A City where noise does not reduce the quality of urban life." Objective 2 (Non airport) of the Plan states " Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses." The Policy states " 2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance." Objective 3 (Land Use Development) of the Plan states "Reduce or eliminate noise impacts associated with proposed development of land and changes in land use", and the Policy states" Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts."

Goal 3C and Objective 3.7 of the Framework Element of the General Plan state "Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents" and "Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved" respectively.

The residential buildings in the immediate area and the residential neighborhood near by will have a lower quality of life and suffer from the impacts of this project. A rooftop deck will create intrusive noise for all the surrounding residences within 2000 feet, possibly further. Not only is there existing residential neighborhoods within 600- feet, there are three future

mixed-use developments directly to the north and south of this project within 200-feet. The hotel with the rooftop proposed does not conform to the General Plan cited above.

Site Plan Review
LAMC Section 16.05

1. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Project is NOT in substantial conformance with the purposes, intent and provision of the General Plan and Hollywood Community Plan.

Chapter III of the Noise Element of the General Plan states that the Goal of the Plan is " A City where noise does not reduce the quality of urban life." Objective 2 (Non airport) of the Plan states " Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses." The Policy states " 2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance." Objective 3 (Land Use Development) of the Plan states "Reduce or eliminate noise impacts associated with proposed development of land and changes in land use", and the Policy states" Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts."

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The residential buildings in the immediate area and the residential neighborhood near by will have a lower quality of life and suffer from the impacts of this project. A rooftop deck will create intrusive noise for all the surrounding residences within 2000 feet, possibly further. A rooftop with 100 people only talking could easily negatively affect the area within 1000 feet. This is one reason why LAMC Section 12.14-A,1(b)(3) requires a variance for outdoor eating areas above ground level. The hotel with the rooftop proposed does not conform to the General Plan cited above.

The 1988 Hollywood Community Plan, Objective #3 states "To encourage the preservation and enhancement of the varied and distinctive residential character of the Community…". Under the Policies Chapter, Land Use, Commerce, Features headings, the Plan states for the Hollywood Center (both sides Hollywood and Sunset Blvds., between La Brea and Gower) that " 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." Though this project is not considered to be in the Center, the spirit that the Community Plan encourages here applies.

The hotel rooftop deck proposed, will not enhance any surrounding residential community and is against the idea for the Center to be built with residential and commercial uses that coexist and operate in harmony with each other. The project is not compatible with surrounding residential neighborhoods as the Plan desires.

2. That 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 project will not be compatible with existing and future development on adjacent and neighboring properties, mainly due to it's activated rooftop.

3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The Project is not a residential project. It is a business operation and with an activated rooftop that does not minimize impacts to it's neighbors but generates impacts to its neighbors.

Conditional Use Beverage
LAMC Section 12.24-W,1,

1.) *that the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.*

A rooftop with alcohol service will NOT provide a service that is essential, and especially will NOT be beneficial to the community. It will have the great potential to be a nuisance to the community by disturbing thousands of residents in the quiet enjoyment of their property. Both food and alcohol are readily and widely available in the immediate area, so the project will not be providing any service to the community than the community already has in abundance.

2.) *that the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety;*

The operation and significant feature of rooftop alcohol sales will degrade the surrounding neighborhood, both commercial and residentially zoned. More alcohol in an already alcohol over-concentrated area will further jeopardize public safety via drunk driving, and the accompanying crime and behavior that goes along with so much alcohol consumption.

3.) *that the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan*

The project does NOT conform to the purpose, intent or provision of the General Plan. Chapter III of the Noise Element of the General Plan states that the Goal of the Plan is " A City where noise does not reduce the quality of urban life." Objective 2 (Non airport) of the Plan states " Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive

uses." The Policy states " 2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance." Objective 3 (Land Use Development) of the Plan states "Reduce or eliminate noise impacts associated with proposed development of land and changes in land use", and the Policy states" Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts."

A rooftop bar and special events will create intrusive noise for all the surrounding residential areas within 2000 feet, possibly further. A rooftop use with just 100 people only talking and under the influence of alcohol could easily affect residential area within 1000 feet, depending on weather. This is one reason why LAMC requires a variance for outdoor eating area above ground level. Any rooftop use does not conform in any way to the General Plan cited above.

In the 1988 Hollywood Community Plan, Objective #3 states "To encourage the preservation and enhancement of the varied and distinctive residential character of the Community…". Under the Policies Chapter, Land Use, Commerce, Features headings, the Plan states for the Hollywood Center (both sides Hollywood and Sunset Blvds., between La Brea and Gower) that " Future development should be compatible with existing commercial development, surrounding residential neighborhoods…Developments combining residential and commercial uses are especially encouraged in this Center area."

Any rooftop bar use, with or without live entertainment, amplified music, special events, etc. will not enhance any surrounding residential community and is against the idea for the Center to be built with residential and commercial uses that coexist and operate in harmony with each other as the Plan desires.

The three additional Findings required for alcohol use (and my response):

1.)that the proposed use will not adversely affect the welfare of the pertinent community;
Rooftop alcohol sales and consumption will negatively affect the community, as has already been stated, and as has already been demonstrated in the past at such venues as The Kress (6608 Hollywood Blvd.). This type of use will cause the surrounding residential areas to deteriorate. Quiet, law abiding and beneficial persons being negatively impacted from rooftop intrusive noise will abandon the community and move to areas without such problems. The only people who will want to live here will be young and here to "party". I have seen this happen in sub- neighborhoods and certain apartment buildings in Hollywood for the last 12 years. The good residents leave because of all the nightclubs, noise, drinking and partying that goes on in Hollywood. This is a fact and the results of rooftop CUB's do not need speculation or hypothesis. We know what happens when people and alcohol and elevation are combined in the out of doors. Residents and community suffering is the outcome.

2.)that the granting of the application will not result in an ***undue concentration*** *of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and*

disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area;
There is an overconcentration of alcohol licenses in the area. The pending license is in Census Tract 1907. It has 54 on-sale retail licenses! This more than abundantly serves the public convenience.
The Census Tract is permitted to have a maximum of 3 on-site licenses. The Census Tract does not need one more and aside from this application before you there are many more in the planning stages. This is an over-concentration by any definition and the weight of so many establishments is crushing the area. It does not need one more.

3.)that the proposed use ***will not detrimentally affect nearby residentially zoned communities*** *in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, -hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine*
The proposed use WILL detrimentally affect nearby residentially zoned communities because it is an outdoor bar and special events that is not enclosed and 100 feet in the air. This fact has been demonstrated over and over in the immediate area including right next door at the applicant own Dream Hotel. To reiterate that set of facts- they not following the rules there, they most likely will not do it here.

MND:

The MND is wholly inadequate in regards to operational noise. First off, there is a discrepancy between the hearing notice and the MND in regards to the rooftop seating. The Hearing Notice states 187 seats for the roofdeck. The MND studied seating for 73 on the roof, a difference of 114 seats, which is extremely significant. It is also in complete denial about the impacts from actual operating rooftops such as Dream.
The MND also states: "This rooftop area could host events including DJ performances with amplified music". The Hearing Notice does not state that live music is being sought.

Based on the foregoing facts and testimony, I urge you to DENY the Zone Variance and rooftop CUB.

In Los Angeles we all argue over the impacts of new projects. Historical Preservation, parking, traffic, affect us all equally and in our shared spaces. But noise intrusion into someone's home is a completely different thing. I think it is reasonable, and a right, to want to enjoy one's private personal home without someone or something entering and disturbing us.

Thank you for your time,

David Carrera
6530 Leland Way
L.A., CA 90028

Department of City Planning
Expedited Processing Section
200 N. Spring St., Room 721
Los Angeles, CA 90012
Attn: Heather Bleemers

January 14, 2016

RE: ZA 2015- 2671 (CUB)
ENV 2015-2672-MND
6421-6429 West Selma

Dear Ms. Bleemers and/or other appropriate City Planners,

There are some worrying details about the requested entitlements ZA 2015-2671(CUB) and ENV-2015-2672-MND before you. I have concerns with both the environmental MND and also with the CUB specifically.

I believe that the applicant is piecemealing multiple projects, which is a clear violation of CEQA, and opens the City up to costly litigation if allowed to continue.

The applicant is the same owner/developer/applicant for the abutting property under construction to the east at 6415 Selma (Dream Hotel I), in which the recent entitlement CPC-2007-3931-ZC-HD-CU-CUP-ZV-SPR, and most recent ZA 2013-3504(ZV) which was considered by the City in the spring of 2014, were sought and granted. At the latest time of those entitlements, the project before you (and more) was planned and known by the applicant and not disclosed in any CEQA document or action.

The attachment "HIRC- Marketing-Company Teaser" is the applicant's fundraising brochure that clearly shows the restaurant "Tao" presented in ZA 2015-2671/ ENV 2015-2672-MND before you. It also shows their plan for another hotel (in the past known as Dream II) where the ostensibly now declared one-story retail building has been submitted as part of this project before you. The date on the brochure appears to be 4-11-2014. I received this brochure in May of 2014 and was contacted much earlier than that about a "Dream II" project. There are a few other red flags about the piecemealing than just the brochure. Please review the building permit history for 6421 Selma, the project before you. Apparently they were claiming at first, and for a long time, that they intended to build three levels, approx. 60,000 sq. ft., of underground "storage". It seemed so ridiculous that not even Building & Safety bought their ruse. It has now been declared to be just what it looks like- parking. Could it be parking for a future hotel that they plan to build but that they are not divulging? Please investigate the building permit history with Building & Safety. Furthermore, why is the applicant listed as "6421 Selma Wilcox Hotel, LLC" if they do not plan to build a hotel here?

In regards to the CUB directly, Hollywood has an over-concentration of alcohol sales and the community is vastly impacted from the negative effects of so much alcohol and the people and behavior that that attracts. We really don't need any more. The over-concentration not only adversely affects the quality of life for residents, but LAPD's limited resources. Also, please keep in mind that there are many thousands of new residential units being built, or in the planning stages, in Hollywood. This increased density of residents will create more conflict in the future between the people living here and the people that come to party (and the businesses that cater to that partying). Careful planning and thoughtful conditions should be applied to all new and renewing entitlements to minimize any future conflicts. It can be very helpful to review an intended operator and their desired business plan, but a CUB is a land grant, not an operational grant, and we have seen much abuse of this in the past. Applicants say all kinds of things, and even if true, things happen, plans change, bills need to be paid, and their business model changes.

At 20,000 sq.ft. and 333 seats this is a big space and has the very real potential to sink to the lowest common dominator to stay in business, which would be to emphasize alcohol sales, where all the money is, and be come a de facto bar or nightclub. The bar/lounge area is already a substantial 2,000+ sq. ft.

If you see to grant this request, please attach meaningful and effective conditions to protect the community. I request the following conditions:

- closing time of 11PM
- no live entertainment
- no dancing
- Any music, sound, noise, or vibration shall not be audible or felt beyond that part of the premises which is under the control of the applicant
- no cover charge or requirement to buy tickets (restricted access)
- no restricting age (can't do this with a type 47 anyhow, but should be stated)
- no bottle service
- no 3rd party or special events
- 1-year Plan Approval
- Plan Approval for change of Owner/Operator
- 5-year grant

I know Planning no longer likes to add alcohol related conditions into CUB's but they are important to still include because ABC copies the CUB conditions into the ABC license, where the conditions then becomes enforceable. I have seen ABC conditions in recent CUB's be put into a separate paragraph for ABC in the determination. Maybe that can be done here as well.

The condition *Any music, sound, noise, or vibration shall not be audible or felt beyond that part of the premises which is under the control of the applicant* is vital. Even though they are not requesting any outdoor areas, we have experienced serious noise issues from fully enclosed establishments. Just because a bar or restaurant is fully enclosed does not guarantee they will not be a nuisance noise-wise. Only relying on the LAMC noise ordinance

is inadequate. The LAMC noise ordinance condition is weak, cumbersome, and essentially unenforceable (a cop will never show up and do anything), and it gives a false sense of security to community. The above suggested condition is concrete and clear.

The applicant's representative has claimed that the project would entail the elimination of two CUB's on the neighboring parcel so even with the addition of this CUB, the project will equal a net minus of 1 CUB for the area. All of which sounds like a good thing, but when this idea is looked at a little closer, it does not necessarily add up. First off, the two existing CUB's are a 3,174 sq. ft. restaurant and a 1,650 sq. ft. piano bar, which combined, add up to 4,824 sq. ft. and are less than one quarter of the proposed request before you of 20,624 sq. ft. So they are getting a net increase of 15,800 sq. ft. of CUB floor area. Secondly, how do we know they will not apply for one or two new CUB's in the future in the supposed adjoining retail/commercial space ? If there is a way to condition that no new CUB's for these parcels can be granted, then that would be a potential positive for the community. Are they willingly to agree to a condition of approval that no more CUB's will be sought or granted for the rest of the development?

Lastly, in case you have not read the October 6, 2014 letter from LAPD Chief Charlie Beck and LAPD Captain Zarcone to Linn Wyatt, I have attached it here for your information and as part of the record. They understand the issues we face living here, and I am hoping you can too. I am cautiously optimistic we are leaving the partying, drinking, drugging, and throwing-up-in-the-street phase behind, and with the Planning Dept.'s help and guidance start to grow up and become a nice place to live.

Thank you,

David Carrera
6530 Leland Way
LA, CA 90028

Connect Create Collaborate

May Sirinopwongsagon <may.sirinopwongsagon@lacity.org>

6421 Selma/1600 Wilcox, VTT-74406, CPC-2016-2601-VZC-HD-CUB-ZAA-SPR, ENV-2016-2602-MND

Casey Maddren <cmaddren@gmail.com> Mon, Mar 26, 2018 at 9:55 PM
To: May Sirinopwongsagon <may.sirinopwongsagon@lacity.org>, craig.bullock@lacity.org, 39467@lapd.online

March 26, 2018

May Sirinopwongsagon, City Planner
200 N. Spring St. Room 621
Los Angeles, CA 90012

Re: 6421 Selma/1600 Wilcox

Case Nos.: VTT-74406, CPC-2016-2601-VZC-HD-CUB-ZAA-SPR, ENV-2016-2602-MND

OPPOSE ITEM 3 - VESTING ZONE CHANGE AND HEIGHT DISTRICT CHANGE

OPPOSE ITEM 4 - CUP FOR SALE/DISPENSING OF ALCOHOLIC BEVERAGES IN CONJUNCTION WITH NEW RESTAURANT, IN-ROOM MINI-BARS, ROOFTOP BAR/LOUNGE

Dear Ms. Sirinopwongsagon,

I am writing to express my strong objections to approval of two of the requests listed in the recent hearing notice for this project.

A. Piecemealing
This is piecemealing, pure and simple. This project has already been approved. State law prohibits the gradual approval of a project in increments over time. CEQA requires that all requested entitlements be included in the initial project proposal to allow the planning agency to review and citizens to comment on the WHOLE project.

B. Alcohol
It is unbelievable that the DCP is considering the approval of yet another liquor permit in the Hollywood area. LAPD Chief Beck wrote to the DCP in 2014 to explain that the area was oversaturated at that time, and that it was contributing to a rise in violent crime. Since then the DCP has granted many more permits, and violent crime has risen every year. I'm attaching the most recent stats for the Hollywood Division. They show that for the year to date there has been a 25% increase in violent crime over 2017. Between the restaurant, the rooftop bar, and the in-room mini-bars, granting this request would allow guests access to alcohol 24/7. Hollywood is awash in booze already, and approving this will only make a bad situation worse.

To make matters worse, this project appears to be about 500 feet from Selma Elementary School. I was stunned when the DCP approved the tommie hotel, also on Selma, which will rise on a site about 300 feet from the school, especially since the MND for that project didn't even mention the school in the section entitled "Surrounding Uses". **When we add in the Dream Hotel and Mama Shelter, this means that when all projects are completed we will have four hotels serving a full line of alcohol less than three blocks from an elementary school. While I'm sure the party scene will be most intense at night, these establishments will be serving alcohol throughout the day. Allowing this degree of alcohol concentration in such close proximity to a school will significantly increase the chance of a child being hit by a drunk driver.**

C. Live Entertainment
While the hearing notice does not directly refer to live entertainment, it's pretty much certain that this is one of the things that the phrase "other accessory uses" refers to. If this is the case, it is deeply disturbing that the DCP has not explicitly stated that live entertainment will be offered. Citizens rely on public agencies to give complete and accurate information about projects that impact their community. If down the road we find out that the developer is indeed offering live

entertainment, it will be clear that the DCP has chosen to provide cover for real estate investors instead of serving the community.

I ask that you deny item 3 (vesting zone change and height district change) and item 4 (CUP for sale of alcohol in conjunction with new restaurant, in-room mini-bars, rooftop bar/lounge).

Sincerely,
Casey Maddren
2141 Cahuenga Blvd., Apt. 17
Los Angeles, CA 90068

LAPD Hlwd Stats 180317.pdf
44K

COMPSTAT
Hollywood Area Profile
02/18/18 - 03/17/18



AREA
COMMANDING OFFICER: Cory S. Palka
Rank: CAPT-III
Date of Rank: August 10, 2014
Date Assigned Area: March 6, 2016
LAPD Appointment Date: July 7, 1986



PATROL DIVISION
COMMANDING OFFICER: Jonathan S. Pinto
Rank: CAPT-I
Date of Rank: May 1, 2017
Date Assigned Area: May 1, 2017
LAPD Appointment Date: January 22, 1996

CRIME STATISTICS for week ending 03/17/18

VIOLENT CRIMES	02/18/18 TO 03/17/18	01/21/18 TO 02/17/18	% Change	01/21/18 TO 02/17/18	12/24/17 TO 01/20/18	% Change	YTD 2018	YTD 2017	% Change	YTD 2018	YTD 2016	% Change
HOMICIDE	1	2	-50.0%	2	1	100.0%	4	0	N.C.*	4	1	300.0%
RAPE (121,122)	8	5	60.0%	5	4	25.0%	16	18	-11.1%	16	19	-15.8%
RAPE (815,820,821)	3	8	-62.5%	8	2	300.0%	12	11	9.1%	12	15	-20.0%
TOTAL RAPE	11	13	-15.4%	13	6	116.7%	28	29	-3.4%	28	34	-17.6%
ROBBERY	39	55	-29.1%	55	63	-12.7%	141	95	48.4%	141	104	35.6%
AGGRAVATED ASSAULTS	47	54	-13.0%	54	65	-16.9%	151	121	24.8%	151	120	25.8%
TOTAL VIOLENT	98	124	-21.0%	124	135	-8.1%	324	245	32.2%	324	259	25.1%

PROPERTY CRIMES	02/18/18 TO 03/17/18	01/21/18 TO 02/17/18	% Change	01/21/18 TO 02/17/18	12/24/17 TO 01/20/18	% Change	YTD 2018	YTD 2017	% Change	YTD 2018	YTD 2016	% Change
BURGLARY	29	39	-25.6%	39	41	-4.9%	97	92	5.4%	97	114	-14.9%
MOTOR VEHICLE THEFT	43	37	16.2%	37	45	-17.8%	115	132	-12.9%	115	125	-8.0%
BTFV	97	142	-31.7%	142	136	4.4%	338	365	-7.4%	338	326	3.7%
PERSONAL/OTHER THEFT	146	149	-2.0%	149	129	15.5%	395	356	11.0%	395	396	-0.3%
TOTAL PROPERTY	315	367	-14.2%	367	351	4.6%	945	945	0.0%	945	961	-1.7%
TOTAL PART I	413	491	-15.9%	491	486	1.0%	1269	1190	6.6%	1269	1220	4.0%

Child/Spousal Abuse (Part I & II)*	49	49	0.0%	49	45	8.9%	127	126	0.8%	127	105	21.0%
SHOTS FIRED	0	1	-100.0%	1	7	-85.7%	6	4	50.0%	6	6	0.0%
SHOOTING VICTIMS	1	1	0.0%	1	4	-75.0%	5	5	0.0%	5	3	66.7%

ARREST STATISTICS for week ending 03/17/18

ARRESTS	02/18/18 TO 03/17/18	01/21/18 TO 02/17/18	% Change	01/21/18 TO 02/17/18	12/24/17 TO 01/20/18	% Change	YTD 2018	YTD 2017	% Change	YTD 2018	YTD 2016	% Change
HOMICIDE	1	0	N.C.*	0	0	N.C.*	1	0	N.C.*	1	1	0.0%
RAPE	1	1	0.0%	1	0	N.C.*	2	1	100.0%	2	6	-66.7%
ROBBERY	14	15	-6.7%	15	26	-42.3%	48	42	14.3%	48	33	45.5%
AGGRAVATED ASSAULT**	39	53	-26.4%	53	45	17.8%	131	85	54.1%	131	104	26.0%
BURGLARY	2	16	-87.5%	16	8	100.0%	24	13	84.6%	24	24	0.0%
LARCENY	23	33	-30.3%	33	12	175.0%	67	45	48.9%	67	92	-27.2%
MOTOR VEHICLE THEFT	10	15	-33.3%	15	11	36.4%	35	43	-18.6%	35	24	45.8%
TOTAL VIOLENT	55	69	-20.3%	69	71	-2.8%	182	128	42.2%	182	144	26.4%
TOTAL PART I	90	133	-32.3%	133	102	30.4%	308	229	34.5%	308	284	8.5%
TOTAL ALL ARRESTS	560	858	-34.7%	858	656	30.8%	1909	1701	12.2%	1909	2609	-26.8%

*Part II Child/Spousal Abuse Simple Assaults not included in Part I Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.
**Statistics include domestic violence.
N.C. - Not Calculable

Statistics are based on the date the crime or arrest occurred.
Arrest statistics include arrests made by outside agencies.

Connect Create Collaborate

May Sirinopwongsagon <may.sirinopwongsagon@lacity.org>

VTT-74406,CPC-2016-2601-VZC-HD-CUB-ZAA-SPR

Scott Campbell <aftonneighbor@gmail.com> Tue, Mar 27, 2018 at 11:46 PM
To: may.sirinopwongsagon@lacity.org
Cc: Laurie Goldman <laurielgoldman@earthlink.net>, Kira Teshima <KTeshima@sheppardmullin.com>, aftonneighbor@gmail.com

Dear Ms. Sirinopwongsagon –

Thank you for the opportunity to weigh in on the Selma-Wilcox Hotel project. Our organization has carefully vetted this project and determined that it is compatible with the 'hotel row' that the community has long desired for this area of Hollywood.

Please find our letter of support attached. We hope you approve this project.

Take Care,

Scott

Scott Campbell

President, Founding Board Member

HNC

Hollywood Network Coalition

323-252-9870

HNC letter - Mar 2018.docx
21K

H N C

Hollywood Network Coalition

Laurie Goldman, *Chair*
Scott Campbell, *President*
David Carrera, *V. President*
Dave Gajda, *V. President*
Chris Pearson, *V. President*
Todd Warner, *Secretary*
Denise DeCarlo, *Treasurer*
George Abou-Daoud
Fabio Conti
Alfredo Hernandez

Edward V. Hunt
Grant King
Toby Johnson
Jose Malagon
Jacques Massachi
Sharyn Romano
Susan Sempers
Thaddeus Hunter Smith
Gary Taglyan

March 27, 2018

Ms. May Sirinopwongsagon
Department of City Planning
200 North Spring Street, RM 621
Los Angeles, CA 90012
E-mail: may.sirinopwongsagon@lacity.org

RE: VTT-74406
CPC-2016-2601-VZC-HD-CUB-ZAA-SPR

Dear Ms. Sirinopwongsagon,

Hollywood Network Coalition (HNC) is pleased to advise you of our recommendation for the above referenced case. We are a broad-based organization of Hollywood residents, businesses, educational institutions, and non-profit organizations.

As President of this organization, I have lived and worked in Hollywood for almost 20 years. I have been a homeowner for most of that time, a renter, and a worker for the whole time. I was also President and Vice-President of the Central Hollywood Neighborhood Council for 10 years from 2004 to 2014.

We are pleased to support the applicant and their hotel project in the neighborhood. I've known the applicants for over ten years, back when I was President of Central Hollywood Neighborhood Council and co-chair of its PLUM Committee. I know they work very hard to create projects that honor the great history of Hollywood as an entertainment destination.

The community, including the neighborhood council, the Cahuenga Coalition, and the Hollywood Chamber have long desired this area to be 'hotel row' for our many tourists so they may stay in Hollywood longer than it takes to snap a few pictures of the Stars on the Walk of Fame.

This project will activate both Selma and Wilcox, creating an exciting and vibrant neighborhood. I look forward to bringing my friends and family to visit the project when it's completed.

I hope you support this project. On behalf of HNC, I thank you for considering our recommendation. Please include HNC in your future notifications.

Sincerely,

Scott Campbell

Scott Campbell, President
323.252.9870 / AftonNeighbor@gmail.com

UNITEHERE! Local 11

464 Lucas Ave., Suite 201 • Los Angeles, California 90017 • (213) 481-8530 • FAX (213) 481-0352

To: Members of the Los Angeles City Planning Commission,
& Los Angeles Department of City Planning

cc. May Sirinopwongsagon
LA City Planning Department

RE: Dream Phase 2 Hotel project; Initial Study/Mitigated Negative Declaration ,

case No. ENV-2016-2602-MND;

6421-6429 W Selma Ave & 1600-1604 N Wilcox Ave; Hollywood..

This letter is written on behalf of the 28,000 members of UNITE HERE! Local 11, the hospitality and restaurant employees' union. Our members live and work across LA and Orange County, including in the City of West Hollywood, and, Phoenix, Arizona. The Mitigated Negative Declaration fails to adequately analyze multiple significant environmental impacts from the proposed project. Various points of analysis in the MND are in error, are incomplete, or are absent from it entirely. The MND is inadequate for the purposes of CEQA and local law, and should not be adopted. **A full Project-Specific Environmental Impact Report must be prepared.**

The Applicant Improperly Piecemeals Several DREAM Projects

All DREAM projects should proceed together in order to fulfill the basic Legislative goals for CEQA, and comply with the statute. CEQA is constructed around an inclusive definition of "project" for the purpose of preventing public agencies from segmenting projects in a way that diminishes apparent environmental impacts. CEQA mandates "that environmental considerations do not become submerged by chopping a large project into many little ones -- each with a minimal potential impact on the environment - which cumulatively may have disastrous consequences." Bozung v. LAFCO (1975) 13 Cal.3d 263, 283-84 (1975); City of Santee v. County of San Diego (1989) 214 Cal.App.3d 1438, 1452. Before undertaking a project, the lead agency must assess the environmental impacts of all reasonably foreseeable phases of a project and a public agency may not segment a large project into two or more smaller projects in order to mask serious environmental consequences.

The MND identifies several nearby projects specifically, but fails to note that a critical fact; that these are projects proposed, built, and controlled by applicant. In addition to the proposed project, there are three other major hotel projects built, under construction, or recently approved by the city. They are:

- [open]The Dream Phase I (as it is called by Applicant) with 178 rooms, and at least 4581 sq.ft bar/restaurant use.

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- [under construction] A hotel at 12-story hotel at 1541 Wilcox currently under construction by applicant, with 200 hotel rooms. 1862 sq.ft bar, 4595 Restaurant and Bar
- [post-approval] The Tommie Hotel project at 6516 Selma Avenue, approximately 100 feet from the Project Site, would have 212 hotel, rooms, a 2,308 square feet cafe, & 11,148 square feet restaurant/bar use.

From those facts it appears, and with approval of this MND would functionally be, a single major project comprising upwards of 630 hotel rooms, six or more bars/restaurant spaces in addition to the approved and existing 20,624 sq. ft restaurant on this project site and project's proposed 5,041 rooftop bar, approximating nearly 50,000 square feet of active bar/nightclub/bar & restaurant space within 0 to 350 feet of the project site. These large hotels and bar projects taken together would cover major portions of that block of the land along Selma and Wilcox, with significant contiguous portions to their property (such as Dream Phase I and Phase II, and the Tao Restaurant properties). And applicants have stated further goals for up to potentially 2000 hotel rooms in the area.

Applicant Richard Heyman has spoken publicly about his company's intention of creating an "integrated urban resort," as quoted in a July, 2017 LA Times interview by Roger Vincent (see below). However, neither Heyman nor his company have ever properly presented this full plan for an "integrated urban resort" to the City Planning Department, Planning Commission, City Council, or the public, thus abrogating the rights of public input and review under CEQA and engaging in improper project piecemealing.

Traffic Impacts & Cumulative Analysis

MND improperly dismisses future-with-project impacts, and cumulative traffic impacts. The traffic assessment indicates at least 4 significant traffic impacts, at the Hollywood and Wilcox intersection, and the 4A Selma and Wilcox intersection, and for 4B Selma and Wilcox intersection. The stated mitigations are speculative, or based in voluntary action of others neither the city nor the applicant can control or guarantee. Their ephemeral nature of proposed "mitigations" in the Transportation Demand Management and Monitoring Program (TDMMP) for the identified traffic impacts are not brought below a threshold of significance within the scope of the project.

Mitigations of significant impacts cannot be differed in this way. Even if implemented there is no guarantee the TDMMP will function to the levels desired or expected; thus, the project would create significant impacts that would then be incredibly difficult to correct or mitigate effectively. The trip reduction credits applied to analysis within the MND (70% to the 1,809 sq.ft restaurant, 60% to the rooftop bar) represent a 24% total reduction in estimated car trips and are not properly justified, masking other potentially significant impacts from traffic generated by the operation of the hotel.

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Additionally, the MND Future Without Project using Current Baseline identifies that six of the ten studied intersections would be at Level of Service E or F during AM and PM peaks by 2020. This MND fails to address the cumulative impacts on traffic from this project plus the dozens of other proposed projects. While a project-specific Environmental Impact Report may be unable to answer every problem arising from the vast array of new development occurring in Hollywood, it is imperative upon DCP and the City to undertake a full and comprehensive cumulative traffic impact study immediately, and with this project.

The State Department of Transportation has repeatedly encouraged the city to do this in letters filed on several other nearby projects (such as Crossroads Hollywood, see attached). By failing to properly study potentially significant cumulative impacts of this and related projects (including adjacent projects *by the same applicant)*, this MND serves to mask those potential impacts for the whole of the Hollywood plan area and vital commercial corridors on Sunset and Hollywood Boulevards.

GHG/Climate Analysis Is Flawed and Outdated

MND does not adequately assess potentially significant impacts on air quality and greenhouse gas emissions from mobile sources, fixed sources, and construction activities. As the project as proposed is not in compliance with current zoning as implemented by both the Hollywood Community Plan and site-specific D limitation imposed via ordinance, the conclusion that there is no inconsistency with SCAQMD Air Quality Management Plan, or the rules in use as drafted by the SCAQMD is also in error and may reach potentially significant impacts if the project is built without mitigation measures.

The Project's GHG emissions are likely significant, and the refusal to include any climate change mitigation measures is dubious. Also, although the MND identifies GHG reduction strategies set forth in the Climate Change Scoping Plan, 2016-2040 SCAG RTP/SCS Actions and Strategies, the Green LA Plan (DEIR, 4.4-53), and the LA Sustainable City pLAn, the MND fails to include the vast majority of the measures in the documents as design features or as mitigation measures. Moreover, the Green LA Plan and LA Sustainable City pLAn were not designed to comply with recent GHG laws like SB32, and were never formally reviewed or evaluated in any CEQA document.

Also, the GHG analysis and conclusions in MND is outdated and needs to be recirculated in light of *Newhall Ranch* and the new SB32 targets. In 2016, the Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. The MND must also consider the 2050 long-term reduction goal set forth by Executive Order S-3-05, which requires California to reduce its statewide emissions to 80 percent below 1990 levels by 2050. By failing to demonstrate compliance

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with these additional reduction goals, the Project's GHG impact analysis is incomplete and inadequate, and the Project's GHG emissions are insufficiently addressed and mitigated.[1]

Project-specific information disclosed in the IS/MND appears to be omitted from the air model used in Appendix C. As a result, the project's construction and operational emissions are underestimated. A Project-specific EIR should be prepared to include an updated GHG analysis that adequately evaluates the impacts that the construction and operation of the Project will have on global climate change and the State's 2035 emissions targets. This apparent discrepancy in land uses between the IS/MND and the air model provided in Appendix C presents a significant issue.

The MND Ignores The Need For Housing At The Site

The Project is zoned for apartment or residential. MND p. 3-117. Yet no housing is provided. According to the UCLA Ziman Center, Los Angeles housing prices have grown about four times faster than incomes since 2000 and "affordable housing production and preservation needs to accelerate." http://www.anderson.ucla.edu/Documents/areas/ctr/ziman/2014-08WPrev.pdf

Los Angeles is the least affordable rental market in the country, according to Harvard University's Joint Center for Housing Studies, and its been ranked the second-least affordable region for middle-class people seeking to buy a home. http://www.latimes.com/opinion/editorials/la-ed-affordable-housing-part-1-20150111-story.html

The City of Los Angeles' Housing Needs Assessment indicates that through September 30, 2021, 20,426 additional housing units are needed in the City for very low-income, 12,435 for low-income, and 13,728 are for moderate income.
http://planning.lacity.org/HousingInitiatives/HousingElement/Text/Ch1.pdf

The City's General Plan reflects this urgent need for affordable housing. *See City of Los Angeles General Plan Housing Element* Goal 1 "A City where housing production and preservation result in an

[1] We also question the MND's reliance on statewide mobile source reduction programs and, most seriously, treating measures having nothing to do with the Project as mitigation for the Project impacts. *See California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures* pp. 32 and A3 at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf ("in order for a project or measure that reduces emissions to count as mitigation of impacts, the reductions have to be 'additional.' Greenhouse gas emission reductions that are otherwise required by law or regulation would appropriately be considered part of the existing baseline. Thus, any resulting emission reduction cannot be construed as appropriate (or additional) for purposes of mitigation under CEQA.") This concept is known as additionality – greenhouse gas emission reductions that are otherwise required by law or regulation are appropriately considered part of the baseline and, pursuant to CEQA Guideline § 15064.4(b)(1), a new project's emission should be compared against that existing baseline. *See* http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf. Emissions reductions that would occur without the Project should not normally qualify as Project mitigation. Thus, this Project needs to do its own fair share, with enforceable, detailed Project-specific mitigations – aside from existing statewide and local measures -- governed by performance standards to guarantee efficacy.

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adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs"; Policy 1.1.1 "Expand affordable home ownership opportunities and support current homeowners in retaining their homeowner status"; Policy 1.1.2 Expand affordable rental housing; Objective 2.5 "Promote a more equitable distribution of affordable housing opportunities throughout the City"; Policy 2.5.1 "Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers"; and Policy 2.5.2 "Foster the development of new affordable housing units citywide and within each Community Plan area". http://planning.lacity.org/HousingInitiatives/HousingElement/Text/Ch6.pdf.

The same affordability concerns must be addressed under the governing Hollywood Community Plan and Redevelopment Plan. *See City of Los Angeles Hollywood Community Plan* Objective 3 "To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community . . . [a]dditional low and moderate-income housing is needed in all parts of this Community"; *Hollywood Redevelopment Plan* Goal 300.9 "Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population"; Goal 410.4 "At least fifteen percent (15%) of all new or rehabilitated units developed within the Project Area by public or private entities or persons other than the Agency shall be for persons and families of low or moderate income; and of such fifteen percent, not less than forty percent (40%) thereof shall be for very low income households"; and Goal 412 "The social needs of the community include but are not limited to the need for day care facilities, housing for very low and low income persons including the elderly, the homeless, and runaways, educational and job training facilities, counseling programs and facilities." http://planning.lacity.org/complan/pdf/HwdCpTxt.pdf; http://www.crala.org/internetsite/Projects/Hollywood/upload/HollywoodRedevelopmentPlan.pdf.

With no housing component, this Project likely is General, Community and Redevelopment Plan inconsistent, not in the "general welfare," and the City may be paying mere lip service to the mandates of its governing Plans. This matters to the 28,000 members of Local 11, who wants to ensure that our members and all fellow Angelenos can afford to live in Los Angeles. This Project does nothing to address these affordable housing goals and policies, and the MND is silent on the affordable housing issue and inconsistency related thereto. *The MND should be recirculated to meaningfully address the affordable housing issue, including a housing nexus study*.

Land Use Findings Cannot Be Made

The CEQA, land use, and other concerns addressed in this letter must be adequately addressed to make the required City Code findings. The entitlements are discretionary, not by right. If the numerous errors and deficiencies discussed herein are not cured, City decisionmakers should reject

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Relevant Group's requested discretionary entitlements because the findings cannot be made. Among the specific findings required include:

- The Project conforms with the public necessity, convenience, general welfare and good zoning practice (*see e.g.,* GPA under LAMC § 12.32.C; VTT under 17.15.C.2; ZC under § 12.32.C.3; CUPs under § 12.24.E.2);
- will enhance the built environment in the surrounding neighborhood or perform a function/service that is essential or beneficial to the community, city, or region (*see e.g.,* CUPs under 12.24.E.1);
- compatible with and will not adversely affect or further degrade adjacent properties (*see e.g.*, CUPs under 12.24.E.2; SPR under § 16.05.F.2);
- substantially conforms to the purpose, intent, and provisions of the General Plan and applicable community or specific plans (*see e.g.,* CUP under LAMC § 12.24.E.3; SPR under § 16.05.F.1).

Conclusion

The MND for this project leaves many potentially significant impacts unaddressed on traffic impacts from the project (cumulative and project specific); Air Quality, Greenhouse Gas Emissions, and cumulative project impacts, and the dangers of project piecemealing for what is in actuality a single 2-300 Million Dollar development. The project requires a full Environmental Impact Report be done to properly and completely assess and analyze the myriad significant and cumulative impacts it would have on the environment and residents. The MND is woefully incomplete and should not be adopted. *A full Project-Specific EIR must be prepared.*

Respectfully,
Elle Farmer
Research Analyst
UNITE HERE! Local 11

UNITEHERE! Local 11

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[[[The following are excerpts from a July 2017 interview about the "Integrated Urban Resort" Projects, and marketing materials used by Applicants, Richard Heyman's *Relevant Group* (Previously Five Chairs Development), and the EB-5 Regional Investment Center they control, *Hollywood International Regional Center* circa 2014/15.]]]

The Dream Hotel is the centerpiece of a $110-million development in Hollywood.



By **Roger Vincent**

JULY 8, 2017, 3:00 AM

From top to bottom, the futuristic-looking Dream Hotel tries hard to live up to its name.

The centerpiece of a $110-million hospitality complex, it features a front lobby and bar that will open entirely onto the street — providing a new way to enjoy an indoor-outdoor experience in Southern California.

On the rooftop, it has a pool for daytime lounging that in the evening can be converted into a dance floor at the flick of a switch.

"It's an integrated urban resort," said Dream developer Richard Heyman, who helped build the House of Blues nightclub that invigorated the Sunset Strip in the 1990s.

And there are four restaurants where patrons can choose to dine, including the first West Coast outpost of Asian-themed Tao, one of highest-grossing restaurant groups in the country.

Now, after a decade-long odyssey to market, the slim nine-story tower is expected to open next week.

But it's hoped that the boutique lodging with 178 rooms will be more than just the latest entrant in a hot Hollywood market, where two other high-end hotels are expected to open this year.

The idea is that it will be a cornerstone of a new zone of hotels, restaurants, bars and shops similar to Manhattan's trendy Meatpacking District, where an old urban industrial district has become an upscale neighborhood flush with restaurants, shops and hotels.

- A .pdf copy of the full news article is also included.

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With retractable pool and Tao restaurant, flashy Dream Hotel anchors new Hollywood revival

The Dream Hotel is the centerpiece of a $110-million development in Hollywood.



By **Roger Vincent**

JULY 8, 2017, 3:00 AM

From top to bottom, the futuristic-looking Dream Hotel tries hard to live up to its name.

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On the rooftop, it has a pool for daytime lounging that in the evening can be converted into a dance floor at the flick of a switch.

“It’s an integrated urban resort,” said Dream developer Richard Heyman, who helped build the House of Blues nightclub that invigorated the Sunset Strip in the 1990s.

And there are four restaurants where patrons can choose to dine, including the first West Coast outpost of Asian-themed Tao, one of highest-grossing restaurant groups in the country.

Now, after a decade-long odyssey to market, the slim nine-story tower is expected to open next week.

But it's hoped that the boutique lodging with 178 rooms will be more than just the latest entrant in a hot Hollywood market, where two other high-end hotels are expected to open this year.

The idea is that it will be a cornerstone of a new zone of hotels, restaurants, bars and shops similar to Manhattan's trendy Meatpacking District, where an old urban industrial district has become an upscale neighborhood flush with restaurants, shops and hotels.

Already, the once-neglected neighborhood southwest of the intersection of Hollywood Boulevard and Vine Street has seen stylish boutiques and gluten-free restaurants edge out tattoo parlors and dive bars in recent years.

Now, with billions of dollars' worth of new development complete or underway on nearby Vine, the blocks around the Dream Hotel at Cahuenga Boulevard and Selma Avenue are seeing a wave of investment targeting locals out for good time and out-of-towners trying to avoid Hollywood's most touristy haunts.

Still, the Dream complex is long on flash.

The hotel — with a cutout facade that changes color at night — was conceived by Killefer Flammang Architects, which was the project architect. The hotel interiors were designed by Rockwell Group in a Modernist style with a nod to master mid-century architect Richard Neutra.

Other buildings in the nearly block-sized complex are made of reclaimed bricks, and house eateries and bars. Among them is the fancy Avenue nightclub furnished with wood, marble, leather and a $50,000 cuckoo clock. A working pawn shop off the alley serves as the not-so-secret entrance to Beauty & Essex, a Hollywood version of a Lower East Side restaurant of the same name run by celebrity chef Chris Santos.

There is also Luchini, a pizza parlor brew pub connecting the alley to Cahuenga Boulevard, and a few pop-up shops are planned.

The Dream complex is influenced by live theater, with each restaurant displaying its own sense of theatricality, said architect Shawn Sullivan of Rockwell Group, a New York interior design firm known for creating stage sets and high-end restaurants and hotels.

Tao, for example, is intended to feels like it is set on the steps of an ancient temple, an impression enhanced by a vast scale unapparent from the street.

Visitors enter through a corridor lined with stone columns before emerging into a wide bar where a 20-foot statue of a multiarmed goddess known as Quan-Yin looms tall in the distance under a high wooden bow-truss

ceiling. Tables for diners are on the broad, wide steps leading to the goddess as well as on the floor in front of the statue and balconies looking down on it.

"The stairway itself is part of the stage," Sullivan said. "Celebrities who might normally prefer a quiet VIP room may prefer the steps."

Tao in Las Vegas was the highest-grossing restaurant in the United States last year with nearly $48 million in sales, according to Restaurant Business magazine. The two Tao restaurants in New York were also among the country's top-grossing eateries. The Hollywood Tao is fourth in the chain, and paparazzi are already staking it out.

The rooftop pool was a project in itself. It features a floor that is raised by a $300,000 hydraulic lift made by a Canadian firm that has created complex water features for Cirque du Soliel. The goal is to keep the roof, which has a 500-person capacity, active from breakfast through late-night cocktails.

Visitors can reach the roof without passing through the lobby by entering from an alley that has been taken over by the Dream complex. The alley, once a haven for drug dealers, is now covered in slate flagstones and set off by ivy-covered pergolas.

Hospitality industry analyst Bruce Baltin of PKF Consulting said the Dream, like the splashy nearby W Hotel and renovated historic Hollywood Roosevelt Hotel, is a "lifestyle" hotel, pitched to people more interested in having a special experience than the reliable predictability of a chain.

"Hollywood is a hot market right now," he said. "Hotels in Hollywood are doing very well."

The area used to be considered a low-priced alternative for lodging in Los Angeles, but demand for rooms has been growing as the entertainment industry rediscovers the neighborhood alongside tech business newcomers, he said.

That has enabled operators to charge more, with the Dream's nightly rates expected to start at about $300.

Two other hotels will open in Hollywood this year: The 216-room Kimpton Everly Hotel at 1800 Argyle Ave. and the 112-room Hampton Inn & Suites at 1133 Vine St.

Baltin predicts the additional rooms will drive the area's overall hotel room occupancy rate down slightly to a still-healthy 78% by the end of this year, while average room rates compared with last year will tick up $11 to $267 a night.

The development is part of an overall hotel construction surge in the state, according to consulting firm Atlas Hospitality Group.

There were 130 hotels with a combined 18,271 rooms under construction at the end of June, a 17% increase over the same period last year, Atlas said. Los Angeles County leads the way with 4,585 rooms.

But for all the demand, getting the Dream Hotel to market wasn't easy. The developers secured city approvals in 2008, but then the financial crisis hit.

Grant King, who co-founded Relevant Group with Heyman, said he spent years in Shanghai, raising money through the federal EB-5 program, which provides green cards to immigrant investors who put up a minimum investment of $500,000 for development in targeted areas.

King raised about $300 million, which he and Heyman will also use to fund development of four more hotels in the neighborhood and several additional restaurants. Work on some of them is already underway.

"We're trying to create our own Meat Packing District," King said. "Hollywood and Highland is Times Square. This will be Meat Packing."

Competing developer Shaul Kuba, whose company CIM Group owns the Hollywood and Highland entertainment center, said the Dream project elevates Hollywood in general.

"The entire corridor going east from Highland is slowly getting better," Kuba said. "A project of this magnitude and vision is positive in all directions."

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ALSO

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For The Record

JUL. 8, 2017, 3:10 PM

A previous version of this article stated that the hotel was conceived in a Modernist style reminiscent of architect Richard Neutra by Killefer Flammang Architects. It was the hotel interiors that were designed in that style by Rockwell Group.

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Alejandro Huerta <alejandro.huerta@lacity.org>

SCH # 2015101073 Crossroad Hollywood

1 message

Lin, Alan S@DOT <alan.lin@dot.ca.gov> Thu, Jun 15, 2017 at 7:56 AM
To: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>
Cc: "alejandro.huerta@lacity.org" <alejandro.huerta@lacity.org>, "Watson, DiAnna@DOT" <dianna.watson@dot.ca.gov>, "Kibe, Joseph@DOT" <joseph.kibe@dot.ca.gov>, "Saghafi, Abdolhossein@DOT" <abdi.saghafi@dot.ca.gov>, Patrick Gibson <PGibson@gibsontrans.com>, Sarah Drobis <SDrobis@gibsontrans.com>, Emily Wong <ewong@gibsontrans.com>

Hard copy to the Lead Agency.

Alan Lin, P.E.

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LA-2017-00912-DEIR Crossroad Hollywood.pdf
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June 15, 2017

Mr. Alejandro Huerta
Department of City Planning
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: Crossroad Hollywood
SCH # 2015101073
Ref. IGR/CEQA No. 151044AL-NOP
GTS # LA-2017-00912-DEIR-AL
Vic. LA-101/PM 6.24 to 7.683

Dear Mr. Huerta:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project is to redevelop a mixed-use development that integrates Crossroads of the World, a designated City Cultural-Historic Monument.

The Project would retain, preserve, and rehabilitate Crossroads of the World and remove all other existing uses on the Project Site, including surface parking lots and approximately 172,573 square feet of existing floor area consisting of 84 residential units and commercial/retail and office uses. The Project would include eight new mixed-use buildings with residential, hotel, commercial/retail, office, entertainment, and restaurant uses, and one new stand-alone retail building. Upon buildout, the Project would include approximately 1,432,500 square feet of floor area consisting of 950 residential units, 308 hotel rooms, approximately 95,000 square feet of office uses, and approximately 185,000 square feet of commercial/retail uses.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. However, the City may use the Level of Service (LOS) methodology until The Governor's Office of Planning and Research (OPR) complete its CEQA Guideline to implement SB743 (https://www.opr.ca.gov/s_sb743.php).

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

We have the following comments after review the environmental document:

1. CMP methodology is not adequate when analyzing freeway impacts. Consultation with Caltrans is necessary for the Lead Agency and traffic consultant to determine significance criteria of the State facilities for all future projects.

2. The project will generate 15,005 daily trips and 1,283/3879 AM/PM peak hour trips. There are 145 related projects in the project vicinity. Therefore, cumulative impacts on the mainline would occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate cumulative traffic impacts in the future.

3. On June 6, 2017, traffic consultant presented a proposal regarding traffic impact locations and potential mitigation measures for Caltrans' consideration. The developer is willing to make a fair share contribution toward future improvements on the State facility, within the Hollywood community area. The developer agrees to sign a Traffic Mitigation Agreement with Caltrans prior to circulation of the FEIR.

4. Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

5. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

Caltrans will continue to work with the Lead Agency and/or traffic consultant closely in an effort to evaluate traffic impacts, identify potential improvements, and complete a Traffic Mitigation Agreement before the FEIR release. If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # 07-LA-2017-00912AL-DEIR.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

CAJA Environmental Services, LLC

15350 Sherman Way, Suite 315
Van Nuys, CA 91406
Phone 310-469-6700

March 27, 2018

Los Angeles Department of City Planning
200 N. Spring Street, Los Angeles, CA 90012

Re: Responses to Comments on the Selma Wilcox Project (Project)

The City of Los Angeles (City) prepared a Mitigated Negative Declaration (the MND) for ENV-2016-1602-MND (the Project) pursuant to the California Environmental Quality Act (CEQA), CEQA Guidelines and the City's environmental review procedures.

The City received one written comment on the MND:

- Unite Here Local 11, dated January 24, 2017

The individual comments contained within the written comments are provided below and identified as **Comment X**. Responses to the comments are also provided below and identified as "**Response to Comment X**".

Based on our technical review, the written comments do not raise any new CEQA issues and do not require any change to any conclusion in the MND. The written comments do not provide substantial evidence that further review under CEQA is required or that the Project may have a significant environmental impact. As analyzed in the MND, the whole of the record supports the conclusion that the impacts would be less than significant as proposed.

Seth Wulkan
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CAJA is an environmental consulting firm that specializes in environmental planning, research, and documentation for public and private sector clients. For over 25 years, CAJA and its predecessor company Christopher A. Joseph & Associates have offered a broad range of environmental consulting services with a particular emphasis on CEQA and NEPA documentation.

Seth Wulkan has over 10 years of experience and is responsible for all aspects of preparation of environmental review documents. He began his career with CAJA in 2007. Mr. Wulkan is proficient in drafting all sections of environmental review documents; incorporating technical reports into documents; and personally corresponding with public and private sector clients. Mr. Wulkan

regularly participates in team strategy meetings from the beginning of the environmental review process through the final project hearings. Mr. Wulkan graduated with college honors from UCLA and completed a Certificate Program in Sustainability at UCLA Extension

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Unite Here Comment 1

This letter is written on behalf of the 28,000 members of UNITE HERE! Local 11, the hospitality and restaurant employees' union. Our members live and work across LA and Orange County, including in the City of West Hollywood, and, Phoenix, Arizona. The Mitigated Negative Declaration fails to adequately analyze multiple significant environmental impacts from the proposed project. Various points of analysis in the MND are in error, are incomplete, or are absent from it entirely. The MND is inadequate for the purposes of CEQA and local law, and should not be adopted. **A full Project-Specific Environmental Impact Report must be prepared.**

Response to Unite Here 1

The comment serves as an introduction to the commenter's concerns. The concerns are expanded in the comments below. Each concern is also responded to below.

The comment states that the MND prepared for the Project fails to comply with the requirements of CEQA, but bases the statement on unsubstantiated opinion and speculation. (*Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 393 [substantial evidence does not include argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, evidence that is not credible, or evidence of economic or social impacts that do not contribute to or are not caused by physical environmental impacts].) The comment does not raise any new CEQA issues and does not require any change to any conclusion in the MND. There is no substantial evidence in the record or in the comment showing that subsequent environmental review is necessary or that the Project may cause significant adverse impacts (Pub. Res. Code § 21166; CEQA Guidelines § 15162).

CEQA Guidelines section 15064 requires the lead agency to determine if a project will have a significant effect based on substantial evidence. CEQA Guidelines section 15382 defines the term "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." In compliance with the CEQA Guidelines, and in light of the whole record, the lead agency accurately determined the significant effects of the Project.

As demonstrated by the MND, the whole of the record supports the conclusion that the Project, as proposed, would have less than significant impacts.

Unite Here Comment 2

The Applicant Improperly Piecemeals Several DREAM Projects

All DREAM projects should proceed together in order to fulfill the basic Legislative goals for CEQA, and comply with the statute. CEQA is constructed around an inclusive definition of "project" for the purpose of preventing public agencies from segmenting projects in a way that diminishes apparent environmental impacts. CEQA mandates "that environmental considerations do not become submerged by chopping a large project into many little ones -- each with a

minimal potential impact on the environment - which cumulatively may have disastrous consequences." Bozung v. LAFCO (1975) 13 Cal.3d 263, 283-84 (1975); City of Santee v. County of San Diego (1989) 214 Cal.App.3d 1438, 1452.

Before undertaking a project, the lead agency must assess the environmental impacts of all reasonably foreseeable phases of a project and a public agency may not segment a large project into two or more smaller projects in order to mask serious environmental consequences.

The MND identifies several nearby projects specifically, but fails to note that a critical fact; that these are projects proposed, built, and controlled by applicant. In addition to the proposed project, there are three other major hotel projects built, under construction, or recently approved by the city. They are:

- [open]The Dream Phase I (as it is called by Applicant) with 178 rooms, and at least 4581 sq.ft bar/restaurant use.
- [under construction] A hotel at 12-story hotel at 1541 Wilcox currently under construction by applicant, with 200 hotel rooms. 1862 sq.ft bar, 4595 Restaurant and Bar
- [post-approval] The Tommie Hotel project at 6516 Selma Avenue, approximately 100 feet from the Project Site, would have 212 hotel, rooms, a 2,308 square feet cafe, & 11,148 square feet restaurant/bar use.

From those facts it appears, and with approval of this MND would functionally be, a single major project comprising upwards of 630 hotel rooms, six or more bars/restaurant spaces in addition to the approved and existing 20,624 sq. ft restaurant on this project site and project's proposed 5,041 rooftop bar, approximating nearly 50,000 square feet of active bar/nightclub/bar & restaurant space within 0 to 350 feet of the project site. These large hotels and bar projects taken together would cover major portions of that block of the land along Selma and Wilcox, with significant contiguous portions to their property (such as Dream Phase I and Phase II, and the Tao Restaurant properties). And applicants have stated further goals for up to potentially 2000 hotel rooms in the area.

Applicant Richard Heyman has spoken publicly about his company's intention of creating an "integrated urban resort," as quoted in a July, 2017 LA Times interview by Roger Vincent (see below). However, neither Heyman nor his company have ever properly presented this full plan for an "integrated urban resort" to the City Planning Department, Planning Commission, City Council, or the public, thus abrogating the rights of public input and review under CEQA and engaging in improper project piecemealing.

Response to Unite Here 2

For purposes of CEQA coverage, a "project" is defined as comprising "the whole of an action" that has the potential to result in a direct or reasonably foreseeable indirect physical change to the environment. (CEQA Guidelines § 15378(a).) Thus, the term "project" refers to the activity for which approval is sought, not to each separate governmental approval that may be required for the activity to

occur. (CEQA Guidelines § 15378(c).) Under this definition of a project, the lead agency must describe the project to encompass the entirety of the activity that is proposed for approval. This ensures that all potential impacts of the proposed project will be examined before it is approved. (CEQA Guidelines § 15378(a), (d).) The project description should not include existing, ongoing activities not proposed for approval even though they may be related to the activity that is proposed for approval. (*El Dorado County Taxpayers for Quality Growth v. County of El Dorado* (2004) 122 Cal.App.4th 1591; *see also*, *Fat v. County of Sacramento* (2002) 97 Cal.App.4th 1270.) Related activities that are similar in nature and that serve the same purpose are separate projects (as opposed to a single project) if they are independently considered for approval and one activity is not a foreseeable consequence of the other. (*Sierra Club v. West Side Irrig. Dist.* 2005) 128 Cal.App.4th 690 [city's agreements with two water districts for assignments of rights to Central Valley Project water were separate projects because the assignments were independent of each other and were approved by separate irrigation districts].)

In *Laurel Heights v Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, the court set forth the standards for determining whether reasonably foreseeable future activities must be included in a project description and for determining whether the impacts of those activities must be analyzed in an environmental document. The court established a two-pronged test (*Id.* at 396):

> We hold that an EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects.

This standard is consistent with the principle that environmental considerations do not become submerged by chopping a large project into many little ones – each with a minimal potential impact on the environment – which cumulatively may have disastrous consequences. (*Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283-284.)

For the first prong, the Project is not a reasonably foreseeable consequence of the Dream hotel and/or the Tommie hotel projects because each activity can operate successfully and without the development of the other. Moreover, neither the Project, the Dream hotel nor the Tommie hotel are conditioned upon completion of the other in the way that other piecemealing CEQA cases have articulated. (*Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora* (2007) 155 Cal.App.4th 1214 [because there was a strong connection between the road alignment and the completion of the proposed home improvement center, the court concluded that the home improvement center and the road alignment were part of a single CEQA project, even though they could have been completed separately]; *El Dorado County Taxpayers for Quality Growth*, 122 Cal.App.4th at 1600 [future expansion was not a foreseeable consequence of project approval because decision to allow future expansion would depend more on environmental, social, and political factors].)

Put succinctly, all three hotel projects are legally required to be independently considered and not a foreseeable consequence of the other. The hotels have independent utility, are located on separate legal lots and, in the case of the Tommie hotel, located on a separate city block, and are not predicated on each other. Denial of one would not eliminate the effectiveness of the other two. The prior approval of the Tommie hotel and Dream hotel projects and its current independent commercial use demonstrates

severable utility of each hotel project. Moreover, this evidence demonstrates this is not a piecemeal approach, but a conscientious approach to develop separate parcels with similar uses.

For the second prong concerning a change of the initial project, the Project would not change neither the Tommie nor the Dream hotels, and vice versa. As stated above, the City has previously considered and approved the development of the Tommie hotel and Dream hotel projects; the Project's use was neither included nor intended to be a part of the original development of those separately-operated hotels. Furthermore, the Project will not expand the density and/or intensity that is included in the current Tommie hotel and Dream hotel configurations.

Unite Here Comment 3

Traffic Impacts & Cumulative Analysis

MND improperly dismisses future-with-project impacts, and cumulative traffic impacts. The traffic assessment indicates at least 4 significant traffic impacts, at the Hollywood and Wilcox intersection, and the 4A Selma and Wilcox intersection, and for 4B Selma and Wilcox intersection. The stated mitigations are speculative, or based in voluntary action of others neither the city nor the applicant can control or guarantee. Their ephemeral nature of proposed "mitigations" in the Transportation Demand Management and Monitoring Program (TDMMP) for the identified traffic impacts are not brought below a threshold of significance within the scope of the project.

Mitigations of significant impacts cannot be differed in this way. Even if implemented there is no guarantee the TDMMP will function to the levels desired or expected; thus, the project would create significant impacts that would then be incredibly difficult to correct or mitigate effectively. The trip reduction credits applied to analysis within the MND (70% to the 1,809 sq.ft restaurant, 60% to the rooftop bar) represent a 24% total reduction in estimated car trips and are not properly justified, masking other potentially significant impacts from traffic generated by the operation of the hotel.

Response to Unite Here 3

The proposed mitigation for significant impacts at Selma Avenue and Wilcox Avenue is, as stated, implementation of a Transportation Demand Management Plan (TDM Plan) included as MM-Traffic-2 in the MND. The goals of a TDM Plan is to reduce the number of vehicles in and out of the area. The City of Los Angeles Department of Transportation (LADOT) provides a list of potential trip generation measures in their Traffic Impact Study Guidelines, December 2016 (Traffic Guidelines). These Traffic Guidelines, under the Transportation Mitigation Measures Heading, state: "*In addition to traditional traffic flow considerations, mitigation programs must primarily aim to minimize the demand for trips by single-occupancy vehicles through transportation demand management (TDM) strategies.*" (Traffic Guidelines, pg. 18.) The proposed TDM Plan to mitigate Project impacts is in keeping with this goal (Project Plan).

The mitigation monitoring of the TDM Plan includes annual review of the effectiveness of the Project Plan. Requirements are to conduct counts to assure that the TDM goals, which reduce the significant impact below significance, are met. Traditionally, if they are not met, an opportunity to modify the Project

Plan with another monitoring within six (6) months is required. If the TDM goals are still not met, penalties will be implemented.

Mitigation is not deferred with the TDM Plan. (*Citizens for a Sustainable Treasure Island v. City & County of San Francisco* (2014) 227 Cal.App.4th 1036, 1059; *Friends of Oroville v. City of Oroville* (2013) 219 CA4th 832, 838 [a mitigation performance standard is sufficient if it identifies the criteria the agency will apply in determine that the impact will be mitigated].) An obligation to reduce vehicle trips is required with annual monitoring. If the monitoring report indicates that goals are not met, penalties are implemented. This will repeat annually as the Project demonstrates compliance or refines the mitigation plan and they can meet the TDM goals.

As stated in the Project traffic study, the ITE trip generation rates are estimated without regard for the nature of the Project's vicinity in terms of transit, walking, or interaction with the traffic on the surrounding roadways. Project trip reduction credits were noted in the summary trip generation table. Internal trips reductions are for persons who are already on the site and go to another venue on site. This practice does not create a new vehicle trip. A 50% internal trip credit was approved by LADOT and applied to the restaurants because it is highly likely that half or more of the patrons will be guests of the hotel. Some of the patrons of the restaurants will not be driving directly to the site to eat as their main destination point. Instead, they may be passing by the site on their way to or from a main destination point. An estimated and approved by LADOT reduction for a 20% pass-by rate for the ground floor restaurant and 10% pass-by rate for the rooftop restaurant/bar. Note that the pass-by credits are not applied at the nearest intersection to the site where turning movements may be needed to access the site.

Unite Here Comment 4

> Additionally, the MND Future Without Project using Current Baseline identifies that six of the ten studied intersections would be at Level of Service E or F during AM and PM peaks by 2020. This MND fails to address the cumulative impacts on traffic from this project plus the dozens of other proposed projects. While a project-specific Environmental Impact Report may be unable to answer every problem arising from the vast array of new development occurring in Hollywood, it is imperative upon DCP and the City to undertake a full and comprehensive cumulative traffic impact study immediately, and with this project.
>
> The State Department of Transportation has repeatedly encouraged the city to do this in letters filed on several other nearby projects (such as Crossroads Hollywood, see attached). By failing to properly study potentially significant cumulative impacts of this and related projects (including adjacent projects *by the same applicant)*, this MND serves to mask those potential impacts for the whole of the Hollywood plan area and vital commercial corridors on Sunset and Hollywood Boulevards.

Response to Unite Here 4

The City addresses cumulative impacts in the future analysis scenario. An extensive effort to identify other projects in the study area is prepared with information from LADOT and Department of City Planning. These related projects traffic volumes are added to the study intersections determined in the Future Without Project evaluation. Any improvements to the street system that may be implemented by

the related projects are not included in the future analysis. In addition, a 1% per year ambient growth rate is added to the existing traffic conditions to account for any growth in the area and/or potential additional related projects not identified in the search for reasonably foreseeable related projects. This 1% ambient growth rate that is included in the analysis is conservative because the County of Los Angeles has estimated a smaller growth rate than 1%. Based on the Los Angeles County Congestion Management Program (CMP) estimated traffic growth rates for the West/Central Los Angeles area is 0.17% per year between 2015 and 2025. A copy of the CMP growth factor from Appendix D, Guidelines for CMP Transportation Impact Analysis, 2010 Congestion Management Program for Los Angeles County is attached as Exhibit A. This worst-case consideration of future conditions inflates the volume to capacity and level of service at the study intersections. LADOT provides a sliding scale for significant traffic impacts. The higher the level of service (LOS), the fewer Project trips that can be added before a significant impact is identified. In this way, the cumulative traffic by the related projects is addressed by the Project.

The State Department of Transportation letter, attached hereto as Exhibit B includes the number of vehicle trips created by the Crossroads project. There is then a statement that cumulative impacts on the mainline would occur and a reminder to the decision-makers that they should be aware of the cumulative impacts on the mainline and be prepared to mitigate cumulative impacts in the future. As stated in the previous paragraph, the City addresses cumulative impacts with increase in the background growth for future conditions with related project and ambient growth. This increase in the background growth allows for less growth by a proposed project before a significant impact occurs. If a significant impact occurs in future conditions with the Project, the impact would then be required to mitigate to a level below significance or disclose a significant unavoidable impact.

Unite Here Comment 5

GHG/Climate Analysis Is Flawed and Outdated

MND does not adequately assess potentially significant impacts on air quality and greenhouse gas emissions from mobile sources, fixed sources, and construction activities. As the project as proposed is not in compliance with current zoning as implemented by both the Hollywood Community Plan and site-specific D limitation imposed via ordinance, the conclusion that there is no inconsistency with SCAQMD Air Quality Management Plan, or the rules in use as drafted by the SCAQMD is also in error and may reach potentially significant impacts if the project is built without mitigation measures.

The Project's GHG emissions are likely significant, and the refusal to include any climate change mitigation measures is dubious. Also, although the MND identifies GHG reduction strategies set forth in the Climate Change Scoping Plan, 2016-2040 SCAG RTP/SCS Actions and Strategies, the Green LA Plan (DEIR, 4.4-53), and the LA Sustainable City pLAn, the MND fails to include the vast majority of the measures in the documents as design features or as mitigation measures. Moreover, the Green LA Plan and LA Sustainable City pLAn were not designed to comply with recent GHG laws like SB32, and were never formally reviewed or evaluated in any CEQA document.

Response to Unite Here 5

The comment challenges the air quality and GHG impacts conclusions for the Project in the MND based on unsubstantiated opinion. Under Public Resources Code section 21082.2(c), "[a]rgument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."

The Project would be consistent with the growth projections in the South Coast Air Quality Management Plan. The site's zoning and Community Plan land use designations allow for the hotel and restaurant uses. As such, their contribution to cumulative air quality impacts in the region have been accounted for in the air quality planning for the South Coast Air Basin.

Currently, there are no applicable California Air Resources Board, South Coast Air Quality Management District (SCAQMD), or City s significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative levels. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced emissions. Therefore, consistent with CEQA Guidelines section 15064(h)(3), the City, as lead agency, has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions, not limited to building efficiency measures. The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, the MND concludes based on substantial evidence that the Project's impacts are not cumulatively considerable.

As an initial matter, there is no requirement that the Project be "GHG neutral." The MND contains the analysis of the Project's GHG impacts required under CEQA. It is a generally accepted fact that shifting a GHG-emitting activity from one location to another creates no net change in cumulative GHG emissions. A fundamental difficulty in the analysis of GHG emissions is the global nature of the existing and cumulative future conditions. Changes in GHG emissions can be difficult to attribute to a particular planning program or project because the planning effort or project may cause a shift in the locale for some type of GHG emissions, rather than causing "new" GHG emissions. As a result, there is a lack of clarity as to whether an individual project's GHG emissions represent a net global increase, reduction, or no change in GHGs that would exist if the project were not implemented. The analysis of the Project's GHG emissions is particularly conservative in that it assumes that all of its GHG emissions are new additions to the atmosphere when they are likely not.

Unite Here Comment 6

> Also, the GHG analysis and conclusions in MND is outdated and needs to be recirculated in light of *Newhall Ranch* and the new SB32 targets. In 2016, the Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. The MND must also consider the 2050 long-term reduction goal set forth by Executive Order S-3-05, which

requires California to reduce its statewide emissions to 80 percent below 1990 levels by 2050. By failing to demonstrate compliance with these additional reduction goals, the Project's GHG impact analysis is incomplete and inadequate, and the Project's GHG emissions are insufficiently addressed and mitigated.[1]

Response to Unite Here 6

The climate change analysis is consistent with the California Supreme Court's ruling in *Ctr. For Biological Diversity v. Cal. Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204 (*Newhall Ranch*) case and does not base its significance finding on comparison to a business-as-usual approach. Rather, it discloses emissions associated with construction and operation of the project for informational purposes and bases its significance findings on CEQA Guidelines and a focus on the Project's consistency with State, regional, and local climate action plans. The GHG analysis analyzes how the Project would be consistent with the goal of reducing 1990 emissions by 40% by 2030 and beyond, as mandated by Executive Order B-30-15. Specifically, the analysis finds that the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Orders S-3-05 and B-30-15.

Unite Here Comment 7

Project-specific information disclosed in the IS/MND appears to be omitted from the air model used in Appendix C. As a result, the project's construction and operational emissions are underestimated. A Project-specific EIR should be prepared to include an updated GHG analysis that adequately evaluates the impacts that the construction and operation of the Project will have on global climate change and the State's 2035 emissions targets. This apparent discrepancy in land uses between the IS/MND and the air model provided in Appendix C presents a significant issue.

Response to Unite Here 7

The Project as analyzed in the air quality model is consistent with the traffic study and uses the SCAQMD's approved and accepted CalEEMod model for analyzing project impacts for both construction and operations. The GHG analysis does analyze how the Project would be consistent with the 2020 and later goals from both Executive Orders and climate change legislation. For example, the analysis looks at

---

[1] We also question the MND's reliance on statewide mobile source reduction programs and, most seriously, treating measures having nothing to do with the Project as mitigation for the Project impacts. *See California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures* pp. 32 and A3 at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf ("in order for a project or measure that reduces emissions to count as mitigation of impacts, the reductions have to be 'additional.' Greenhouse gas emission reductions that are otherwise required by law or regulation would appropriately be considered part of the existing baseline. Thus, any resulting emission reduction cannot be construed as appropriate (or additional) for purposes of mitigation under CEQA.") This concept is known as additionality – greenhouse gas emission reductions that are otherwise required by law or regulation are appropriately considered part of the baseline and, pursuant to CEQA Guideline § 15064.4(b)(1), a new project's emission should be compared against that existing baseline. *See* http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf. Emissions reductions that would occur without the Project should not normally qualify as Project mitigation. Thus, this Project needs to do its own fair share, with enforceable, detailed Project-specific mitigations – aside from existing statewide and local measures -- governed by performance standards to guarantee efficacy.

the goals of reducing 1990 emissions by 40% by 2030 and beyond, as mandated by Executive Order B-30-15. The analysis finds that the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Orders S-3-05 and B-30-15.

Unite Here Comment 8

The MND Ignores The Need For Housing At The Site

The Project is zoned for apartment or residential. MND p. 3-117. Yet no housing is provided. According to the UCLA Ziman Center, Los Angeles housing prices have grown about four times faster than incomes since 2000 and "affordable housing production and preservation needs to accelerate." http://www.anderson.ucla.edu/Documents/areas/ctr/ziman/2014-08WPrev.pdf

Los Angeles is the least affordable rental market in the country, according to Harvard University's Joint Center for Housing Studies, and its been ranked the second-least affordable region for middle-class people seeking to buy a home. http://www.latimes.com/opinion/editorials/la-ed-affordable-housing- part-1-20150111-story.html

The City of Los Angeles' Housing Needs Assessment indicates that through September 30, 2021, 20,426 additional housing units are needed in the City for very low-income, 12,435 for low-income, and 13,728 are for moderate income. http://planning.lacity.org/HousingInitiatives/HousingElement/Text/Ch1.pdf

The City's General Plan reflects this urgent need for affordable housing. *See City of Los Angeles General Plan Housing Element* Goal 1 "A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs"; Policy 1.1.1 "Expand affordable home ownership opportunities and support current homeowners in retaining their homeowner status"; Policy 1.1.2 Expand affordable rental housing; Objective 2.5 "Promote a more equitable distribution of affordable housing opportunities throughout the City"; Policy 2.5.1 "Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers"; and Policy 2.5.2 "Foster the development of new affordable housing units citywide and within each Community Plan area". http://planning.lacity.org/HousingInitiatives/HousingElement/Text/Ch6.pdf.

The same affordability concerns must be addressed under the governing Hollywood Community Plan and Redevelopment Plan. *See City of Los Angeles Hollywood Community Plan* Objective 3 "To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community . . . [a]dditional low and moderate-income housing is needed in all parts of this Community"; *Hollywood Redevelopment Plan* Goal 300.9 "Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population"; Goal 410.4 "At least fifteen percent (15%) of all new or rehabilitated units developed within the Project Area by public or private entities or persons other than the Agency shall be for

persons and families of low or moderate income; and of such fifteen percent, not less than forty percent (40%) thereof shall be for very low income households"; and Goal 412 "The social needs of the community include but are not limited to the need for day care facilities, housing for very low and low income persons including the elderly, the homeless, and runaways, educational and job training facilities, counseling programs and facilities." http://planning.lacity.org/complan/pdf/HwdCpTxt.pdf; http://www.crala.org/internetsite/Projects/Hollywood/upload/HollywoodRedevelopmentPlan.pdf.

With no housing component, this Project likely is General, Community and Redevelopment Plan inconsistent, not in the "general welfare," and the City may be paying mere lip service to the mandates of its governing Plans. This matters to the 28,000 members of Local 11, who wants to ensure that our members and all fellow Angelenos can afford to live in Los Angeles. This Project does nothing to address these affordable housing goals and policies, and the MND is silent on the affordable housing issue and inconsistency related thereto. *The MND should be recirculated to meaningfully address the affordable housing issue, including a housing nexus study*.

Response to Unite Here 8

This comment is a recitation of an unverified study and does not raise any specific environmental issues concerning the Project's compliance with federal, state, and/or local regulation, and, therefore, does not require a response. (*Citizens for E. Shore Parks v. State Lands Comm'n* (2011) 202 Cal.App.4th 549 [comments that do not raise a significant environmental question need not be responded to].) The Project complies with federal, state and local regulations.

Additionally, this comment does not allege any inconsistency with mandatory objectives or policies related to either the General Plan, the Community Plan or the Redevelopment Plan. Moreover, an applicant is not required to incorporate or analyze any or all of the commenter's land use suggestions, such as the inclusion of an affordable housing component into this Project. (*In re Bay-Delta Programmatic Envt'l Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1157, 1164 [the court ruled that the lead agency did not have to assess a use proposed by the petitioners when it would be inconsistent with the fundamental purpose of the project].) The Project at hand is intended to attract more tourists in effort to further the goal of enhancing the Community Plan area. The inclusion of affordable housing would be wholly inconsistent with this primary purpose of the Project, and, therefore, need not be analyzed or implemented.

Unite Here Comment 9

Land Use Findings Cannot Be Made

The CEQA, land use, and other concerns addressed in this letter must be adequately addressed to make the required City Code findings. The entitlements are discretionary, not by right. If the numerous errors and deficiencies discussed herein are not cured, City decisionmakers should reject Relevant Group's requested discretionary entitlements because the findings cannot be made. Among the specific findings required include:

- The Project conforms with the public necessity, convenience, general welfare and good

zoning practice (*see e.g.,* GPA under LAMC § 12.32.C; VTT under 17.15.C.2; ZC under § 12.32.C.3; CUPs under § 12.24.E.2);

- will enhance the built environment in the surrounding neighborhood or perform a function/service that is essential or beneficial to the community, city, or region (*see e.g.,* CUPs under 12.24.E.1);

- compatible with and will not adversely affect or further degrade adjacent properties (*see e.g.*, CUPs under 12.24.E.2; SPR under § 16.05.F.2);

- substantially conforms to the purpose, intent, and provisions of the General Plan and applicable community or specific plans (*see e.g.,* CUP under LAMC § 12.24.E.3; SPR under § 16.05.F.1).

Response to Unite Here 9

This comment correctly identifies the controlling state and local regulations for the Project-related discretionary approvals sought. As identified in Los Angeles Municipal Code (LAMC), the approval of the Project's entitlements and MND are discretionary determinations that require the decision-maker to make certain findings in compliance with LAMC, CEQA and other land use and planning laws. These required findings include a determination that Project is "consistent and in harmony with the General Plan, preventing adverse effects, and [will not] adversely affect the pertinent community or public health" and is in compliance with the design standards outlined in LAMC section 17.05. Additionally, under the CEQA, the City must find that the Project would not have a significant effect on the environment based on the Project's MND.

As evidenced by the record, the required findings were made and are supported by substantial evidence in the document and in the record.

Unite Here Comment 10

Conclusion

The MND for this project leaves many potentially significant impacts unaddressed on traffic impacts from the project (cumulative and project specific); Air Quality, Greenhouse Gas Emissions, and cumulative project impacts, and the dangers of project piecemealing for what is in actuality a single 2-300 Million Dollar development. The project requires a full Environmental Impact Report be done to properly and completely assess and analyze the myriad significant and cumulative impacts it would have on the environment and residents. The MND is woefully incomplete and should not be adopted. *A full Project-Specific EIR must be prepared.*

Response to Unite Here 10

The comment constitutes a conclusion to the comment letter. The comment letter does not provide substantial evidence that supports a finding that further CEQA review of the Project beyond the MND is required or the Project may have a significant environmental impact. As analyzed in the MND, the impacts of the Project are less than significant.

15350 Sherman Way, Suite 315
Van Nuys, CA 91406
Phone 310-469-6700

Exhibit A

Exhibit D-1

GENERAL TRAFFIC VOLUME GROWTH FACTORS

RSA	Representative City/Place	2010	2015	2020	2025	2030	2035
7	Agoura Hills	1.000	1.020	1.041	1.052	1.063	1.075
8	Santa Clarita	1.000	1.145	1.291	1.348	1.405	1.461
9	Lancaster	1.000	1.214	1.427	1.676	1.924	2.172
10	Palmdale	1.000	1.134	1.267	1.363	1.458	1.553
11	Angeles Forest	1.000	1.151	1.301	1.394	1.487	1.580
12	West S.F. Valley	1.000	1.027	1.054	1.068	1.083	1.097
13	Burbank	1.000	1.024	1.049	1.063	1.077	1.092
14	Sylmar	1.000	1.024	1.049	1.071	1.093	1.114
15	Malibu	1.000	1.027	1.054	1.075	1.096	1.117
16	Santa Monica	1.000	1.014	1.028	1.038	1.049	1.059
17	West/Central L.A.	1.000	1.007	1.014	1.024	1.034	1.044
18	South Bay/LAX	1.000	1.013	1.026	1.035	1.044	1.053
19	Palos Verdes	1.000	1.025	1.051	1.061	1.071	1.081
20	Long Beach	1.000	1.076	1.152	1.160	1.168	1.177
21	Vernon	1.000	1.073	1.146	1.158	1.170	1.182
22	Downey	1.000	1.052	1.104	1.116	1.127	1.139
23	Downtown L.A.	1.000	1.009	1.018	1.030	1.042	1.054
24	Glendale	1.000	1.014	1.027	1.041	1.055	1.068
25	Pasadena	1.000	1.041	1.082	1.098	1.115	1.131
26	West Covina	1.000	1.023	1.046	1.066	1.086	1.106
27	Pomona	1.000	1.081	1.161	1.190	1.219	1.248

(1.024 - 1.007)/10 years X 100 = .017%

Exhibit B

Alejandro Huerta <alejandro.huerta@lacity.org>

SCH # 2015101073 Crossroad Hollywood

1 message

Lin, Alan S@DOT <alan.lin@dot.ca.gov> Thu, Jun 15, 2017 at 7:56 AM
To: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>
Cc: "alejandro.huerta@lacity.org" <alejandro.huerta@lacity.org>, "Watson, DiAnna@DOT" <dianna.watson@dot.ca.gov>, "Kibe, Joseph@DOT" <joseph.kibe@dot.ca.gov>, "Saghafi, Abdolhossein@DOT" <abdi.saghafi@dot.ca.gov>, Patrick Gibson <PGibson@gibsontrans.com>, Sarah Drobis <SDrobis@gibsontrans.com>, Emily Wong <ewong@gibsontrans.com>

Hard copy to the Lead Agency.

Alan Lin, P.E.

Project Coordinator

State of California

Department of Transportation

District 7, Office of Transportation Planning

Mail Station 16

100 South Main Street

Los Angeles, CA 90012

(213) 897-8391 Office

(213) 897-1337 Fax

LA-2017-00912-DEIR Crossroad Hollywood.pdf
873K

DEPARTMENT OF TRANSPORTATION
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Making Conservation
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June 15, 2017

Mr. Alejandro Huerta
Department of City Planning
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: Crossroad Hollywood
SCH # 2015101073
Ref. IGR/CEQA No. 151044AL-NOP
GTS # LA-2017-00912-DEIR-AL
Vic. LA-101/PM 6.24 to 7.683

Dear Mr. Huerta:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project is to redevelop a mixed-use development that integrates Crossroads of the World, a designated City Cultural-Historic Monument.

The Project would retain, preserve, and rehabilitate Crossroads of the World and remove all other existing uses on the Project Site, including surface parking lots and approximately 172,573 square feet of existing floor area consisting of 84 residential units and commercial/retail and office uses. The Project would include eight new mixed-use buildings with residential, hotel, commercial/retail, office, entertainment, and restaurant uses, and one new stand-alone retail building. Upon buildout, the Project would include approximately 1,432,500 square feet of floor area consisting of 950 residential units, 308 hotel rooms, approximately 95,000 square feet of office uses, and approximately 185,000 square feet of commercial/retail uses.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. However, the City may use the Level of Service (LOS) methodology until The Governor's Office of Planning and Research (OPR) complete its CEQA Guideline to implement SB743 (https://www.opr.ca.gov/s_sb743.php).

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

We have the following comments after review the environmental document:

1. CMP methodology is not adequate when analyzing freeway impacts. Consultation with Caltrans is necessary for the Lead Agency and traffic consultant to determine significance criteria of the State facilities for all future projects.

2. The project will generate 15,005 daily trips and 1,283/3879 AM/PM peak hour trips. There are 145 related projects in the project vicinity. Therefore, cumulative impacts on the mainline would occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate cumulative traffic impacts in the future.

3. On June 6, 2017, traffic consultant presented a proposal regarding traffic impact locations and potential mitigation measures for Caltrans' consideration. The developer is willing to make a fair share contribution toward future improvements on the State facility, within the Hollywood community area. The developer agrees to sign a Traffic Mitigation Agreement with Caltrans prior to circulation of the FEIR.

4. Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

5. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

Caltrans will continue to work with the Lead Agency and/or traffic consultant closely in an effort to evaluate traffic impacts, identify potential improvements, and complete a Traffic Mitigation Agreement before the FEIR release. If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # 07-LA-2017-00912AL-DEIR.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Conformed Copy

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March 23, 2018

RECEIVED
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PROJECT PLANNING

VIA HAND DELIVERY

May Sirinopwongsagon
Planning Commission Hearing Officer
Los Angeles Advisory Agency
Department of City Planning
200 N. Spring Street, Room 621
Los Angeles, CA 90012

Re: TAO HOTEL - Objections to the Site Plan Review, Zone Change, Height District Change, Conditional Use Permit-Alcohol, Mitigated Negative Declaration and all other entitlements for the Selma Wilcox Hotel Project located at 6421-6429 W. Selma Ave. and 1600-1604 N. Wilcox Ave; CPC-2016-2601-VZC-HD-CUB-ZAA-SPR; VTT-74406; ENV-2016-2602-MND and related cases.

NOTE: In a separate, but coordinated cover letter, we attach a single copy of the voluminous exhibits that support this Project comment letter for the record. This Project comment letter (original and 3 copies) will be submitted without multiple reproduction of the Exhibits, and reference can be made to the record for the supporting documentation.

Dear Ms. Sirinopwongsagon and Advisory Agency:

I. INTRODUCTION.

This firm and the undersigned represent The Sunset Landmark Investments, LLC (hereinafter "Sunset Landmark"). Please keep this office on the list of interested persons to receive timely notice of all hearings and determinations related to the proposed approval of an eight-story hotel at 6421-6429 W. Selma Avenue and 1600-1604 N. Wilcox Avenue, commonly known as the Selma Wilcox Hotel Project ("Tao Hotel" or "Project"). Pursuant to Public Resources Code Section 21167(f), provide a copy of each and every Notice of Determination issued by the City in connection with this Project. Sunset Landmark adopts and incorporates by reference all Project objections raised by themselves and all others during the environmental review and land use entitlement processes.

II. CITY COUNCIL MUST DENY ALL APPLICATIONS FOR TAO HOTEL BECAUSE THE PROJECT AS PROPOSED IS UNLAWFUL.

Sunset Landmark Investments respectfully submits this letter and accompanying exhibits, demanding that the City Council deny all above-referenced applications submitted by the owner/applicant for the following reasons:

(1) The entire concept for the Tao Hotel is to create an over-developed, nuisance-generating, "party hotel" as part of a whole line of similar projects developed by the same developer for the purpose of injecting foreign investment money into a place where none of this was planned, and for which the infrastructure is not designed to support. The developer asks for the "sun, the moon, and the stars" when there is not a hint that the scope of this request is appropriate.

(2) The City relies upon facially invalid interpretations of LAMC 12.22 A18 and 12.12 C4 (**Exhibit 1** [Summary of Zoning Administrator Interpretation dated May 18, 2000 and Zoning Engineer Memo dated February 10, 2009]) to claim that R5 zone density is permitted on commercially zoned lots in Regional Center Commercial land use designations across the City, including Hollywood, and, even more incredibly, that the authorized residential unit density limit is "unlimited" as to hotel rooms because City Council failed to specify a guest room limit in LAMC 12.12 C. Based upon these ludicrous interpretations, that are injecting more than double unit density into Regional Commercial Centers across the City without any textual support in the LAMC sections cited, and without environmental review of the cumulative impacts, the City claims the Tao Hotel can have 114 rooms. Thus, the Project as proposed is unlawful because it proposes a project more than 104 hotel rooms which is the lawful number of guest rooms in the C4 or C2 zone in which this site lies. The hotel will therefore be a monster building, twice the size the City planned for in the Hollywood Community Plan, the Hollywood Redevelopment Plan, and the City's zoning.

(3) The Project as proposed is inconsistent with the permanent "D" Development Limitation of 2:1 Floor Area Ratio ("FAR") imposed on the site as part of the General Plan Consistency Case 86-835-GPC and applicable City ordinances (**Exhibit 2** [Hollywood General Plan/Zoning

Consistency Program]). Having imposed this 2:1 FAR limit in 1988 to protect the Hollywood community from negative environmental impacts as part of an extensive General Plan Consistency process (**Exhibit 3** [Ordinance 165660]), the City has no authority under Government Code Section 65860 or CEQA to remove the permanent "D" Development Limitation until:

a. The City demonstrates that the negative impacts of overdense development on Hollywood's deficient infrastructure have been mitigated to the maximum extent feasible as part of a lawful comprehensive community planning process (and then comprehensively adjust the 1988 General Plan Consistency Program density restrictions in accordance with the comprehensive review of the community planning process); or

b. The City reduces density on other land in the Community Plan area on a 1 to 1 basis for each parcel of land it purports to increase density (in order to maintain the density limit imposed in the 1988 Hollywood Community Plan and Hollywood General Plan Consistency Program). Such a Floor Area Transfer Program was authorized in the Hollywood Community Plan Section 511, but was never implemented by the former redevelopment agency or its successor agency, CRA/LA; or

c. The City demonstrates compliance with the required enactment of the Transportation Plan identified in the 1988 Hollywood Community Plan Revision process and the 1986/2003 Hollywood Redevelopment Plan process, and guaranteed by the City in Ordinance 165660 to provide a substitute mitigation to the 2:1 FAR density restriction imposed on these parcels in 1988.

The FAR limit of 2:1 was imposed as a CEQA mitigation measure as part of a comprehensive planning process that occurred in conjunction with the 1988 Hollywood Community Plan Revision **and** the 1988 Hollywood General Plan Consistency Program. As extensively documented in **Exhibit 2**, there is no reasonable dispute that a comprehensive downzoning of Hollywood occurred in 1988 because significant negative impacts would occur if the City's 1946 zoning densities were allowed to be constructed

without limitation -- which is what the City is doing on a parcel by parcel based now.

Based upon this zoning history, the Tao Hotel Project is actually asking for a rezoning that authorizes a taller and larger building than allowed by law. The City and Developer, once again presume the City can just enact a new ordinance and it will override Ordinance 165,660 that imposed the 2:1 FAR "D" Development Limitation.

Because the City proposes to erase the FAR density limit without complying with any of these requirements so as to avoid cumulative negative impacts in raising density without protecting the Hollywood community with equally effective mitigation measures, its action is unlawful and cannot be approved. Napa Citizens for Honest Government v. Napa County Board of Supervisors (2001) 91 Cal.App.4th 342, 358-359 ("We therefore hold that a governing body must state a legitimate reason for deleting an earlier adopted mitigation, and must support that statement of reason with substantial evidence. If no legitimate reason for the deletion has been stated, or if the evidence does not support the governing body's finding, the land use plan, as modified by the deletion or deletions, is invalid and cannot be enforced.") See also Federation of Hillside & Canyon Associations v. City of Los Angeles (2000) 83 Cal.App.4th 1252 , 1261 (City must assure that mitigation measures "will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded.")

The City may not replace the 2:1 FAR density limit of Ordinance 165,660 without a valid reason. Such a valid reason would be that the long awaited Transportation Plan mitigation has been enacted, or a valid new community plan process that includes proper cumulative impact review has been completed. Neither of those things have occurred due to the City's ongoing neglect of the force of law of its general plan.

(4) The former redevelopment agency, its lawful successor CRA/LA, and the Los Angeles City Council have violated their duties imposed by the Hollywood Redevelopment Plan, and cited in Ordinance 165,660 as a valid basis to modify the mitigation measure of the 2:1 FAR limit imposed in 1988, by failing to adopt the mandatory Transportation Plan that must be in place before the CRA/LA has legal authority to authorize any increase on

this property above 2:1 FAR. We have confirmed with CRA/LA that it never completed and the City Council never enacted the Transportation Plan required by the Hollywood Redevelopment Plan before increases in density would be allowed. Because the Hollywood Redevelopment Plan was adopted by City Ordinance Nos. 161202 and 175236, any project approved without the mandatory Transportation Plan violates City Ordinances 161202 and 175236. (**Exhibit 6** [Ordinances Incorporating Hollywood Redevelopment Plan as City Law].) CRA/LA has been sued by Hollywood Heritage for CRA/LA's more than three decade dereliction of duty to complete any of the implementing programs of the Hollywood Redevelopment Plan. This significantly includes failure to complete and adopt a protective and mitigating Transportation Plan. Therefore, this Project as proposed at nearly double the authorized FAR, is unlawful.

(5) The MND prepared by the City for the Tao Hotel is fatally flawed and cannot support a project approval. The MND failed to accurately disclose and analyze the current zoning, FAR, height, and residential density elements of the Project in the project description and the land use sections of the MND. Moreover, the MND failed to adequately analyze air quality, land use, noise, traffic, and greenhouse gas emissions.

(6) This is the fifth alcohol-soaked "Animal House" party hotel proposed by the same developer group within a few hundred feet of each other – yet the City Environmental Review Unit acts as if they are unrelated. This piecemealing of what has been touted in the media as a "new hotel district" by the developer somehow is allowed to roll out bit-by-bit and piece-by-piece without the comprehensive review CEQA requires. Even more astounding is the fact the City actually approved an MND for a piece of this building in 2015 without requiring review of even the whole building. This is professional environmental review malpractice. It used to be that the City enforced CEQA to prevent developer fraudulent applications of pieces of a larger project. Arviv Enterprises v. South Valley Area Planning Commission (2002) 101 Cal.App.4th 1333. Now the City colludes to ignore and openly defy CEQA's duties.

For all of these basic reasons, most of them fundamental planning concepts apparently thrown out the window by the City Planning Director and his employees, the City Planning Commission and Advisory Agency must exercise restraint by not

rubberstamping another planning disaster in Hollywood fueled by greed and foreign investors with no stake in the integrity of the City's planning processes.

III. RELEVANT FACTS AND BACKGROUND.

The Project site sits within a portion of the Hollywood Community Plan specifically planned and zoned in the 1980s to comply with the mandate of Government Code Section 65860, subdivision (d) ("AB 283"). AB 283 required the City to make its zoning consistent with its General Plan land use designations.

The land use densities adopted in the 1988 Hollywood Community Plan were less dense than the land use densities allowed in the City's 1946 Zoning Ordinance. To make its zoning consistent with the 1988 Hollywood Community Plan, the City Council adopted numerous ordinances, including Ordinance No. 165660, to limit density and height because the area was so distant from high capacity transit. **(Exhibits 2 & 3.)** The City staff, as it has done for four previous hotel projects by this developer, ignores the 2:1 FAR limitation placed on the Project site (via the 1990 Ordinance No. 165660 to restrict these parcels using a "D" Development Limitation), which was specifically imposed to avoid City-acknowledged area wide significant environmental impacts if development was allowed to proceed at the densities under the City's 1946 Zoning ordinance and its 1973 Hollywood Community Plan.

Under the City's Hollywood General Plan Consistency Program, the widespread use of "D" Development Conditions like the one imposed on the Tao Hotel parcel were determined by the City Council to be necessary to bring the City's 1988 Hollywood Community Plan and zoning into conformity, as mandated by Government Code Section 65860(d) and the settlement agreement in litigation brought to enforce the City's mandatory duty to make its zoning consistent with its General Plan. The City made express findings that the "D" Development limitations were imposed to avoid environmental impacts – thus, the mitigation of impacts was incorporated into the City's zoning rules and general plan in order to make the mitigation measure legally enforceable.

Now the developer asks the City to override Ordinance No. 165,660, just like it purported to do on this developer's other projects in the vicinity. In accordance with the Napa and Hillside Federation cases cited above, the City has to show it has a valid basis to allow a density increase when the long-delayed CRA/LA transportation plan required in Ordinance 165,660 as a mitigation measure has never been completed. The developer offers no legitimate basis to take the proposed action. The entire project concept is a

giant noise-generating party hotel proposed next to sensitive receptors who have already bitterly complained about the nuisance noise from the other hotel of this developer.

IV. THE LAWFUL NUMBER OF HOTEL ROOMS IS SET BY THE MUNICIPAL CODE AT 200 SQUARE FEET OF LOT AREA WHICH IS MUCH LESS THAN THE 114 ROOMS PROPOSED BY THE DEVELOPER.

The number of hotel rooms permitted by the express language of LAMC Sections 12.16 or 12.14 is set forth. The math is simple: Divide the appropriate lot size square feet by 200 sf per unit equals the authorized number of hotel rooms. These facts are verifiable. At the moment, the lawful number of units cannot be determined because it appears that the developer has engaged in some kind of piecemeal scheme to count lot area of another building that is not part of this project. Further study of this highly improper process requires the Advisory Agency and Planning Hearing Officer to sever the two projects and count only the lot area where the Tao Hotel is proposed.

Nowhere in the environmental review documents is there a complete, honest, and open explanation of the staff's "logic" and math showing how it determined that 114 hotel rooms was permissible. The Planning staff's obscuring of the basis of their decision telegraphs that even City staff lacks confidence in the legality of a May 18, 2000 Zoning Administrator Interpretation of the zoning code and the February 10, 2009 Zoning Engineer memo. As summarized at page 222 of the LADBS Zoning Manual, the Zoning Administrator claims without any credible basis that a reference in LAMC 12.22-A.18 to R5 land uses are permissible. Closer examination of this "interpretation" reveals that it is a fabrication. The ZAI is unlawful because the Zoning Administrator has undertaken to re-write the Municipal Code, which is a power only held by the City Council.

Additionally, because of the

The plain language of Section 12.22-A,18 does not authorize R5 residential density for a mixed use project in the regional center commercial land use designation. The first portion of LAMC Section 12.22-A,18 provides:

> "18. Developments Combining Residential and Commercial Uses. Except where the provisions of Section 12.24.1 of this Code apply, notwithstanding any other provision of this chapter to the contrary, the

> following uses shall be permitted in the following zones subject to the following limitations: (Amended by Ord. No. 163,679, Eff. 7/18/88.)
>
> (a) Any use permitted in the R5 Zone on any lot in the CR, C1, C1.5, C2, C4 or C5 Zones provided that such lot is located within the Central City Community Plan Area or within an area designated on an adopted community plan as "Regional Center" or "Regional Commercial". Any combination of R5 uses and the uses permitted in the underlying commercial zone shall also be permitted on such lot." (Emphasis added.)

The express language applies only to permitted **uses**, not to permitted residential dwelling unit density expressed in lot area regulation. It is silent as to residential dwelling unit density. Thus, the "theory" that LAMC Section 12.22-A,18 "allows" R5 residential dwelling unit **density** is incorrect, and omission of any reference to it by City staff has the effect of misleading the public.

Even more damning however is the fact that LAMC Section 12.22C, where one would expect to find exceptions stated for lot area residential unit densities, is silent on the question of whether R5 density ought to be allowed in commercially zoned lots in Regional Center land use designations. Silence in no way can be interpreted by a City official as authority to provide for such an exception – especially one which would more than double hotel room densities without any environmental review or notice to anyone.

The undisclosed Zoning Administrator Interpretation of LAMC Section 12.22-A,18(a) is void as contrary to the plain language of the law. If the City Planner is relying on a May 18, 2000 Zoning Administrator Interpretation of LAMC 12.22-A as the basis to allow a R5 zone residential unit density in the Tao Hotel, that reliance is unlawful. The Interpretation reads as follows:

> "One question related to density that arises is whether to apply R5 lot area requirements or R3 / R4 lot area requirements as referenced in the lot area requirements of C zones. In the enforcement of this section, the Zoning Administrator has determined that the lot area requirements of the R5 zone are to be applied to projects subject to this

> section. **Although it is not explicitly stated in the section**, the last sentence of the section **implies** applying area requirements of R5 zone, not R3 or R4 zone. This interpretation has been confirmed by the Office of Zoning Administrator who reviewed the original staff report for the ordinance." (Emphasis added.)

While the Zoning Administrator may possess the authority to clarify an ambiguity in a municipal code provision, he or she has no authority to re-write a City ordinance. Only the City Council has that authority. There is no lawful basis to "interpret" LAMC Section 12.22A18(a) related to authorized "uses" as permitting R5 residential unit density which if it was allowed as the Zoning Administrator claims, the exception would be written into LAMC Section 12.22C – Lot Area.

Stacking one misreading of the LAMC on top of another the City is also relying upon the City's Zoning Manual, page 66, which asserts that because LAMC Section 12.12C4, related to rules for the R5 Zone, is silent as to minimum lot area per hotel guest room, it must be interpreted to mean guest room density is "unlimited." This contention is contrary to basic principles for the construction of a law or ordinance. If the residential unit density for R5 zones was "unlimited", it would say so – it would not be silent. Omission means no authority is granted. If the omission is a mistake, then the proper action of the Zoning Administrator or Zoning Engineer would be to refer the problem to the City Planning Commission for review and enactment of a legislative amendment. The Zoning Engineer does not possess the legislative power of the City Council – especially when releasing unlimited density into thousands of acres of Regional Center Commercial land would have huge environmental impacts.

Additionally, for any code provision to permit "unlimited" density is inconsistent with the entire concept of having a General Plan. The purpose of the General Plan is to determine anticipated future population, and plan for that growth by allocating where in the City the densities are needed and appropriate to meet the expected demand within the planning time frame. To suggest that any part of a zoning code, which implements the density limits of a General Plan, can allow "unlimited" density, is to create a giant loophole that would encourage abusive project applications such as the over dense, noise generating, party hotel that Tao Hotel is destined to become.

The City Planning staff appears to have relied upon the improper Zoning Administrator and Zoning Engineer Interpretations as a pretense to more than double the residential dwelling unit density for the Tao Hotel above that authorized in the LAMC

Sections 12.14 and 12.16. The May 18, 2000 Zoning Administrator Interpretation and the February 10, 2009 Zoning Engineer memo are void because they violate **the plain language of LAMC Section 12.22A18(a) and the absence of an exception in LAMC Section 12.22 C**. And even if this were so, under no circumstances may a City staff member seize upon the absence of a residential unit density limit in LAMC Section 12.12 C4 to "mean" the sky's the limit. That is not how zoning ordinances work. While the Zoning Administrator or Zoning Engineer may have authority to make reasonable interpretations of language actually used by the City Council, he or she has no authority to devise "interpretations," untethered to any fair reading of a municipal code provision. If this is not true, then the Zoning Administrator and Zoning Engineer just became a Los Angeles super legislature to re-write City Council laws. Of course, this is not lawful behavior.

VI. THE CURRENT ZONING OF THE TAO HOTEL WAS ENACTED UNDER THE COMPREHENSIVE GENERAL PLAN CONSISTENCY PROGRAM AS A DOWNZONING MITIGATION MEASURE AND THEREFORE SUCH MITIGATION MEASURE CANNOT BE MODIFIED BY SIMPLE REPEAL, AS THE DEVELOPER HAS ASKED THE CITY TO DO AGAIN AND AGAIN.

Since 1971, the Legislature has required in Government Code Section 65860(a) that all general law cities and counties make their zoning consistent with the adopted general plan. In this way, the Legislature sought to ensure that real planning occurred for the future development of cities and counties, and that the zoning actually implemented it.

Although this law did not apply to charter cities, most of them voluntarily undertook to make their zoning consistent with their general plan – except one. Los Angeles' 1946 zoning code had densities far in excess of the capability of the City's infrastructure to hold it – 10 million people. The City's first community plans concluded after environmental review that the infrastructure could only support between 4 and 5 million residents.

The City Council refused to downzone to make its zoning law consistent with the density its community plans said could realistically be accommodated. Thus, the City Council during the mid- and late-1970s continued to allow developers to construct projects consistent with the 1946 zoning, but grossly inconsistent with the general plans of the City.

A. The Legislature In 1979 Mandated That Los Angeles Make Its Zoning Ordinances (Codes) Consistent With Its General Plans.

Responding to calls for intervention, the State Legislature in Assembly Bill 283 ("AB 283") amended Government Code section 65860 to add subdivision (d) that applied to the City of Los Angeles:

> "(a) **County or city zoning ordinances shall be consistent with the general plan of the county or city** by January 1, 1974. A zoning ordinance shall be consistent with a city or county general plan only if: (i) The city or county has officially adopted such a plan, and (ii) The various land uses authorized by the ordinance are compatible with the objectives, policies, general land uses, and programs specified in such a plan.
>
> * * *
>
> **(d) Notwithstanding Section 65803, this section shall apply in a charter city of 2,000,000 or more population to a zoning ordinance adopted prior to January 1, 1979, which zoning ordinance shall be consistent with the general plan of such city by July 1, 1982.**" (Emphasis added)

Subdivision (d) required the City to make all of its zoning ordinances (municipal code provisions) and zoning maps consistent with its adopted general plan no later than 1981, and then after amendment, 1982. The City instead sued the State of California claiming that the act was unconstitutional.

After the City won in the trial court, the State prevailed in the Court of Appeal and the California Supreme Court denied review. Thus, the Court of Appeal's decision in City of Los Angeles v. State of California (1982) 138 Cal.App.3d 526 made the consistency requirement between general plans and zoning ordinances a mandatory duty of the City.

B. Center For Law In The Public Interest Sues To Force City To Comply With The State Consistency Requirement Of AB 283 (Government Code § 65860(d)).

Because the Court of Appeal decision did not order the City to comply with state law, the City continued to drag its feet in commencing proceedings to downzone properties to make all zoning ordinances and maps conform with City general plans. The Center for Law In The Public Interest then initiated litigation seeking a writ of mandate to force the City to comply with the state law. In Federation of Hillside and Canyon Associations et al. v. City of Los Angeles (C 526616), the Superior Court quickly issued a writ ordering the City to make its zoning code consistent within 120 days. For reasons not relevant to the issues in this case, the City ultimately entered into a stipulated judgment with the Federation and other plaintiffs to take longer to complete the project under a court-appointed monitor to oversee the consistency process and report back to the Court – a process which ended up taking more than a decade.

C. The Hollywood Community Plan Zoning Map Was Made Consistent With The Hollywood Community Plan In Case Numbers 83-368 and 86-835-GPC And Supported With Recirculation Of The Original Hollywood Community Plan EIR (EIR No. CPC-1070-GP/ZC) and the Hollywood Redevelopment Plan EIR (SCH No. 85052903).

As the City carried out the AB 283 consistency process under the supervision of a court monitor, it complied with CEQA by recirculating the Hollywood Community Plan EIR in May 1988 and the January 1986 Hollywood Redevelopment Plan EIR in May 1988. The General Plan Consistency Program, as explained under oath by the City's former Planning Director, was necessary to significantly reduce the City's zoning density to conform with its 35 community plans. (**Exhibit 2** [Hollywood General Plan Consistency Proceedings; Declaration of Cal Hamilton].) From spring of 1988 to early 1990, the City carried out the Hollywood General Plan Consistency Program to bring itself in compliance with Government Code Section 65680(d) and the Hillside Federation settlement agreement. (**Exhibit 2**.) The downzoning of the Hollywood Community Plan, in the form of changes to the Community Plan and imposition of permanent "D" Development and "Q" Qualified Conditions, were expressly required as a mitigation measure to avoid infrastructure failures across the Hollywood Community Plan area – until the CRA and City implemented a Transportation Plan. (Id.) Documents of the City and CRA acknowledge that these reductions in density were required **until such time as the Transportation Plan was enacted**. (**Exhibit 2**.)

A similar process was carried out for every community plan across the City until 200,000 lots were downzoned to protect the City's residents from serious negative impacts of deficient public services infrastructure to support the overly-intense City zoning map densities dating back to 1946.

The subject properties for the Tao Hotel (SubArea 90) were expressly down zoned as to FAR to 2:1, as set in Ordinance 165,660. (**Exhibit 3**.) In downzoning these lots, the City was made findings relied upon by the public and the monitoring court in the Hillside Federation litigation that it would enforce the mitigation measure of downzoning by incorporating the changes into zoning, including the zoning changes now in place on the Project Site for the Tao Hotel. These limits of density remain in place and binding today because, incredibly, 30 years later neither the former CRA, nor its successor agency, nor the City, ever enacted the promised Transportation Plan to provide the required planning framework and infrastructure to enable increases in authorized density. The record in this case is devoid of any evidence the Transportation Plan was ever enacted, and it fact we have verified with CRA/LA it was never enacted. In fact, Hollywood Heritage has sued the CRA/LA for non-performance and completion of any of the Hollywood Redevelopment Plan implementing programs, including the never completed Transportation Plan.

Our Court of Appeal, in a case against the City of Los Angeles over its General Plan Framework, made quite clear that when the City adopts mitigation measures to implement a general plan, it has a duty to make sure they are carried out:

> "CEQA requires the agency to find, based on substantial evidence, that the mitigation measures are 'required in, or incorporated into, the project' . . . ([Public Resources Code] § 21081; [CEQA] Guidelines, § 15901, subd. (b).) In addition, the agency 'shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures.' ([Public Resources Code] § 21081.6, subd. (b))(fn.4) and must adopt a monitoring program to ensure that the mitigation measures are implemented. ([Public Resources Code] § 21081.6, subd. (a)). The purpose of these requirements is to ensure that feasible mitigation measures *will actually be implemented* as a condition of development, and not

> merely adopted and then neglected or disregarded. (See [Public Resources Code § 21002.1, subd. (b).)(fn. 5)"
>
> [Footnote 4 by the Court]: "A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, incorporating the mitigation measures into the plan, policy, regulation, or project design." (§ 21081.6, subd. (b).) **In the context of this statute, to incorporate mitigation measures into a project means to amend the project so that the mitigation measures necessarily will be implemented, such as by reducing the scope of the project or requiring that mitigation measures be implemented as a condition of the project.** (See Guidelines, § 15126.4, subd. (a)(1)(A), and former § 15126, subd. (c), both distinguishing mitigation measures proposed by the project proponent from those 'required as conditions of approving the project.')"
>
> [Footnote 5 by the Court]: "'Each public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.' (§ 21002.1, subd. (b).)" Federation of Hillside and Canyon Associations v. City of Los Angeles (2000) 83 Cal.App.4th 1252, 1260-1261 (italic emphasis by the Court, bold and underline emphasis added.)

Based upon this precedent, there can be no serious claim by the City that it does not have a legal duty to assure full implementation of the Hollywood Community Plan General Plan Consistency Program in order to protect the health, safety and environmental welfare of the community. That includes maintaining the permanent D

Limitation until alternative mitigation measures are comprehensively evaluated and imposed to protect the Hollywood community.

D. Because The FAR Restrictions Were Adopted Environmental Mitigation Measures To Avoid Significant Impacts, The City Council May Not Amend Or Delete These Mitigation Measure Enactments Without Full Disclosure And Analysis In An EIR, As Well As A Comprehensive Planning Process That Accounts For The Potential Cumulative Negative Impacts Of Ignoring General Plan Consistency Program Measures.

This case, like many cases in Hollywood recently, poses the question of whether the City may bring its Hollywood Community Plan and zoning into consistency with the density projections underlying the Plan for a moment in time (1988) (what would be called "paper consistency'), and then begin an incremental parcel by parcel removal of the density limits imposed as a mitigation measure to comply with the Community Plan's density limits. The answer is obvious: such modification of community-wide mitigation may not be removed or changed without a new comprehensive general plan and zoning consistency process such as what occurs in association with amendment of an entire community plan. Nor, of course, has any proper or adequate level of disclosure and analysis of this type been provided in the instant MND, further rendering it deficient and in violation of CEQA.

This conclusion is supported by two important limitations on the City Council's authority. First, parcel-based general plan amendments were prohibited as part of the 1969 City Charter amendments to the Planning Department provisions. These critical Charter amendments were enacted by the People to: (1) enforce the comprehensive planning goals of the People in having a meaningful General Plan, and (2) eliminate the very parcel-based rezoning scam that led to the conviction of a City Councilmember for bribery.

Second, the adoption of the City's General Plan Consistency recommendations for Hollywood was a comprehensive set of recommended reductions in permitted FAR, height, and uses intended to enforce the density planned for in the 1988 Hollywood Community Plan. These critical reductions in density, collectively brought Hollywood's zoning density into consistency with its general plan density.

It is still unclear how quickly after the City certified to the Court in the Hillside Federation case that the City's general plan consistency was "complete" that it began to

quietly allow developers to apply for general plan amendments and/or zoning changes to change that reduced density zoning without maintaining the protective effect of the density limits until alternative plans, like the Transportation Plan of the CRA, were in place.

Parcel-by-parcel, the City is asserting it has the authority to simply rezone every parcel in the City without regard to whether the present zoning, FAR limits, permanent "D" or "Q" conditions were imposed as a mitigation measure of the City's General Plan Consistency Program. The Palladium Project, the Columbia Square Project, 5901 Sunset Project, the Dream, Wilcox and Selma Hotels (the same applicant as the Tao Hotel) and many other projects within a short distance from the Tao Hotel, all include rezoning that purported to lawfully wipe out General Plan Consistency mitigation measures imposed on those lots. Incredible density increases are being authorized, including as proposed in this Project, without disclosure in the MND or the Staff Recommendation Report to the public or analysis of the potential negative cumulative impact on the Hollywood General Plan Consistency Program.

In essence, the City has embarked on a giant expansion of density in Hollywood without even bothering to lawfully complete a Hollywood Community Plan Update that analyzed it and justified changes to the current limitations imposed on many parcels of land in the Hollywood Community Plan area.

In recent years, the City undertook to revise and update the Hollywood Community Plan. Unfortunately, the City Planning Department's environmental review and planning process for that comprehensive planning activity went off the rails. The trial court, the Hon. Allan Goodman, found the City's planning and environmental review process for the Hollywood Community Plan Update ("HCPU") was "fatally flawed". Multiple groups sued the City over the HCPU because it used demonstrably false and inflated population projections to try to justify massive increases in density. Additionally, the City failed to properly conduct environmental analysis related to the HCPU.

Accordingly, neither in the EIR for the now rescinded HCPU, nor in the EIR or MND for individual projects where the City proposes to wipe out protective mitigation measures of the General Plan Consistency Program, including the MND in this case, has the City ever analyzed and accounted for its incremental increases in density without regard to the potential negative impacts on the community. The City has simply presumed it can do it because no one has previously objected to it.

Our client and many other community organizations strenuously object. The City could only remove General Plan Consistency Program mitigation down zoning as part of the next comprehensive update of its Hollywood Community Plan, and only if it does so in full compliance with CEQA. That clearly has not yet happened. In the alternative, assuming that a parcel-based general plan amendment is lawful, which it is not, then any rezoning that upzones parcel(s) in the Hollywood Community Plan area could only be lawful if the City Council downzones other parcel(s) to maintain the cumulative protective balance of the General Plan Consistency Program. Such a density transfer program was contemplated in Section 511 of the Hollywood Redevelopment Plan, but like the 30 year absence of an adopted Transportation Plan, the redevelopment agency nor CRA/LA ever completed a Density Transfer program in Hollywood. With each unmitigated parcel-by-parcel removal of a General Plan Consistency Program mitigation zoning provision, the City has engaged in an extremely serious and unaccounted for densification of the Hollywood Community Plan area that is inconsistent with the density for which it is currently planned.

VII. THE FORMER REDEVELOPMENT AGENCY'S FAILURE TO PREPARE A TRANSPORTATION PLAN MEANS THAT NO INCREASES IN DEVELOPMENT DENSITY CAN BE GRANTED UNDER THE "D" DEVELOPMENT LIMITATION.

Even if the "D" Development Limitation remained in place on the Tao Hotel property, its density could not be properly increased because the former redevelopment agency and the Los Angeles City Council have failed for 30 years to prepare a Transportation Plan intended as a substitute mitigation measure. As written in plain language and as explained in a letter from CRA in August 1988, the intent of all the reductions in density adopted as part of the Consistency Program was to keep them in place until the Transportation Plan was completed. Thus, the program intent was expressly acknowledged by the CRA itself.

Since 1986, when the Hollywood Redevelopment Plan was first approved, the former redevelopment agency committed to developing and adopting a Transportation Plan. This critical plan has never been completed and it has been sued over the failure to do so twice. Nonetheless, the former redevelopment agency, and now the CRA/LA, has begun approving development permits in the Redevelopment Plan area without knowing whether or not the cumulative impact of development has reach critical thresholds. The Redevelopment Plan EIR specifically concluded that Hollywood would have unacceptable levels of traffic service when average FAR for the entire Plan area reached 2:1. We now possess evidence that the City has reached the 2:1 density which obligates

CRA/LA to immediately commence a plan to reduce the impacts on the infrastructure of Hollywood. CRA/LA refuses to acknowledge that the 2:1 threshold has been reached and is shirking its duties under the Hollywood Redevelopment Plan that would entitle any owner to access the land use benefits of the Plan.

Under the Plan, the former redevelopment agency, and now the CRA/LA, was required to prepare a plan for how to constrain and protect Hollywood's transportation infrastructure if average FAR reached 2:1. Recently, Barron McCoy of the CRA/LA gave a letter to the City of Los Angeles claiming that development activity has not yet reached 2:1, but his letter was unsupported with any evidence. It was bold assertion with no supporting evidence, substantial or otherwise, behind it. If the City and the CRA/LA cannot show their math, they have no credible evidence to support proceeding to approve any more increases in development such as the Tao Hotel, until such time as they can prove it.

We understand that the former redevelopment agency, and the CRA/LA, has not submitted any of the required transportation monitoring reports to the City for years. In the absence of an adopted and enforceable Transportation Plan, and ongoing noncompliance with monitoring commitments of the former redevelopment agency, there would be no valid basis for the City or CRA/LA to allow any increase in density.

The developer's attorneys in the other cases by the developer tried to skirt this issue by claiming that since the 1988 Hollywood Community Plan and the Hollywood General Plan/Zoning Consistency Program were adopted, the Metrorail Red Line was added as a transportation improvement. The Hollywood Community Plan, Hollywood Redevelopment Plan and the Hollywood General Plan/Zoning Consistency Program all took into account the planned subway improvement. (**Exhibit 2**.) It is shown on the maps and zoning was put in place to encourage the greatest density immediately adjacent to the stations. The Red Line is a "red herring" of the developer's attorneys. All plans acknowledged that the former redevelopment agency was required to undertake and develop major street improvements, improve traffic management systems, carry out transportation demand management initiatives, in order to avoid system failure at average FAR densities above 2:1 throughout the Hollywood core. The utter failure to complete a transportation plan lies at the feet of the former redevelopment agency and the Los Angeles City Council. No one should be distracted by the waving of a Red Line subway map by the developer's attorneys. They cannot make excuses for the City and redevelopment agency's failures.

By approving Land Use Entitlements for the Tao Hotel project, the City would violate the General Plan/Zoning Consistency Program's limitation placed on the property because the Project cannot be approved for FAR above 2:1 without a completed CRA/LA Transportation Plan. The permanent "D" Development Limitation cannot be removed from this parcel of land without the City and CRA/LA satisfying all of its requirements, including a completed Transportation Plan. Since 1986, the former redevelopment agency had failed to complete and enact the Transportation Specific Plan to avoid significant impacts from increased density development – an ongoing violation being carried forward by the CRA/LA – the Tao Hotel site may only be developed to a density of 2:1. Having approved the Project with a density nearly two times the authorized density, the City Council would violate law if it approved this Project as currently proposed.

VIII. THE MITIGATED NEGATIVE DECLARATION VIOLATES CEQA. BECAUSE THERE IS NO SHOWING THAT SIGNIFICANT IMPACTS ARE NOT POSSIBLE, AN EIR IS REQUIRED.

The City has chosen to prepare a mitigated negative declaration ("MND") for the Tao Hotel project, just like it did for the Wilcox Hotel, the Selma Hotel, and a chunk of the proposed Tao Hotel. The choice blatantly and unquestionably violates the California Environmental Quality Act ("CEQA"), found at Public Resources Code § 21000, *et seq.*, because the evidence in the MND shows that the Project will likely have a significant impact in several areas examined herein.

An MND may only be used for a project where the public agency can demonstrate that, with the mitigation measures incorporated in the MND, "*clearly no* significant effect on the environment would occur, and [] there is *no* substantial evidence in light of the whole record before the public agency that the project, as revised, *may* have a significant impact on the environment." (CEQA § 21064.5, emphasis added; Guidelines § 15070 (b), 15369.5.) Thus, the MND here must show "clearly" that there is *no* substantial evidence that the Tao Hotel may cause a significant impact on the environment in Hollywood. The City must prepare an EIR if there is any substantial evidence in the record that would support a fair argument that a significant impact is possible, regardless of any other evidence in the record. Parker Shattuck Neighbors v. Berkeley City Council (2013) 222 Cal.App.4th 768,776; Friends of "B" Street v. City of Hayward (1980) 106 Cal.App.3d 988, 1002. The determination of whether a fair argument exists is a question of law. Sierra Club v. County of Sonoma (1992) 6 Cal.App.4th 1307, 1319.

A strong presumption in favor of requiring preparation of an Environmental Impact Report ("EIR") is built into CEQA. This presumption is reflected in what is known as the "fair argument" standard, under which an agency must prepare an EIR whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment. Laurel Heights Improvement Ass'n v. Regents of the Univ. of Cal. (1993) 6 Cal.4th 1112, 1123; No Oil, Inc. v. City of Los Angeles (1974) 13 Cal.3d 68, 75.

Under CEQA and the CEQA Guidelines, if a project may cause a significant effect on the environment, then the lead agency must prepare an EIR. Pub. Res. Code §§ 21100, 21151. A project "may" have a significant effect on the environment if there is a "reasonable probability" that it will result in a significant impact. No Oil, Inc. v. City of Los Angeles, supra, 13 Cal.3d at 83 n. 16. If any aspect of the project may result in a significant impact on the environment, an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines § 15063(b)(1).

The fair argument test is a "low threshold" test for requiring the preparation of an EIR. No Oil., supra,13 Cal.3d at 84. This standard reflects a preference for requiring an EIR to be prepared, and a preference for resolving doubts in favor of environmental review. Mejia v. City of Los Angeles (2005) 130 Cal.App.4th 322, 332.

CEQA Guidelines Section 15384(a) defines "substantial evidence" as "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached . . . ." (Emphasis added.) Under Pub. Res. Code Sections 21080(e), 21082.2(c), and CEQA Guidelines Sections 15064(f)(5) and 15384, facts, reasonable assumptions predicated on facts, and expert opinions supported by facts can constitute substantial evidence.

An agency must prepare an EIR whenever it can be fairly argued on the basis of substantial evidence that a project may have a significant environmental impact. If there is substantial evidence both for and against preparing an EIR, then the agency must prepare the EIR.

There is substantial evidence in the MND, considered together with its technical appendices, showing the possibility that the Tao Hotel will cause a significant adverse impact on the environment in several topic areas. Substantial evidence supports a fair argument that there will in fact be a significant effect as to construction noise. Further, the MND fails to show "clearly" that there will be no significant impact on air quality,

greenhouse gas emissions, land use, and cumulative traffic. The evidence in the City's own CEQA document shows conclusively that a full environmental impact report is required for this Project. Gentry v. City of Murietta (1995) 36 Cal.App.4th 1359, 1399-1400 ("an agency may adopt a negative declaration only if there is no substantial evidence that the project '*may*' have a significant effect on the environment." [Emphasis in original.])

A. The Project Description is Deficient and Masks Potential Significant Impacts.

The City did not provide a full and accurate Project description for the MND circulated to the public for review. Nowhere does the MND disclose that the Project as proposed conflicted with the current C4 or proposed C2 zoning limitations on residential unit density (number of hotel rooms). And while it begrudgingly acknowledged that there was a "D" Development Limitation that restricted the FAR to 2:1, there was no disclosure to the public and decision makers that the City committed in 1988 to the density limit on the Project site unless or until a density transfer program was created under Hollywood Redevelopment Plan Section 511, or a Transportation Plan was created under Section 518.1 thereof. In fact, none of the terms of Ordinances 165,660 are described that would have illustrated that the current law does not allow anything close to the massive size of the Tao Hotel.

Additionally, the MND's use of not one but two baselines is an open admission that the City's MND for the "Tao Restaurant and Retail Project" was nothing but analysis of a chunk of an overall project that was required, at a minimum, to be analyzed in the same environmental document. Under what theory did the City approve an MND for a partial complete building, and then issued building permits for it when an application for another piece of the same building was to be later sought? What kind of three card Monte game is the City playing with the public and those whose lives are affected by this Project?

It is time for the City Hearing officers to stop signing their names to facially invalid environmental review documents, and require this development scam to prepare a full EIR for all of his known and unknown hotel aspirations.

"Where an agency fails to provide an accurate project description, or fails to gather information and undertake an adequate environmental analysis in its initial study, a negative declaration is inappropriate." Nelson v. County of Kern (2010) 190 Cal.App.4th 252, 267 (emphasis added).

"An accurate and complete project description is necessary for an intelligent evaluation of the potential environmental impacts of the agency's action." City of Redlands v. County of San Bernardino (2002) 96 Cal.App.4th 398, 406. Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal . . . and weigh other alternatives in the balance.' [Citations omitted]." Center for Sierra Nevada Conservation v. County of El Dorado (2012) 202 Cal.App.4th 1156, 1171.

Here, in violation of CEQA, the City's project description fails to include the full zoning history of the site, including the fact that Ordinance 165,660 imposed the 2:1 FAR limit as an adopted mitigation measure for the Hollywood Community Plan and Hollywood General Plan/Zoning Consistency Program EIRs. The project description also omits the City's "logic" in applying a May 2000 Zoning Administrator Interpretation and February 2009 Zoning Engineer memo to enable the reviewing public to comprehend that the Project involved a building with more than twice the number of hotel rooms as allowed by the correctly applied zoning code for the applicable commercial zoning. If the City is relying on a Zoning Interpretation, it must be cited and appended to the environmental review documents instead of gaslighting the public by pretending this reality does not exist.

On more than one occasion, when the City or CEQA consultants for developers have no answer regarding violations of land use laws of the City, they simply omit the analysis. This was done here. By purposely omitting key aspects of the zoning history and various interpretations it relied upon, such omissions led to a fatally flawed analysis of other issues in the MND.

B. The MND's Land Use Analysis Fails To Disclose Significant Land Use Impacts.

In City Planning Case No. 86-835 GPC [General Plan Consistency], the City prepared and/or recirculated an EIR for the Hollywood Community Plan in support of the consistency program. (**Exhibit 2**.) At various times in 1988-1990, the City approved resolutions and enacted ordinances to impose PERMANENT "D" Development Limitations of Subarea Map parcels throughout the Hollywood Community Plan and Redevelopment Plan area.

In Ordinance 165,660 dated May 6, 1990, as part of AB 283 compliance under City Planning Case 86-835- GPC, the City enacted the ordinance that imposed the

permanent "D" Development Limitation on the Tao Hotel property, which was located within Subarea 90 on the General Plan Consistency map. (**Exhibit 2.**) LAMC Section 12.32 regarding D Development conditions expressly provides that "D" Development Limitations are permanent (until revised in the next community plan revision process).

The City's supporting EIR for these actions (Hollywood Plan Revision Environmental Impact Report (SCH NO. 87-112504)) concluded that without reductions in authorized density to mitigate or avoid significant environmental impacts, the City's infrastructure in Hollywood would suffer overwhelming impacts that endangered public health and safety (including police and fire response times). The imposition of the AB 283 "D" Development Limitation on the Tao Hotel site, and many parcels in Hollywood, was intended to avoid environmental impacts from over-dense development, unless and until the CRA completed a Transportation Plan to avoid those significant impacts. That the former redevelopment agency would be responsible for balancing the infrastructure issues through the Transportation Plan was summarized in a "Next Steps Hollywood Community Plan Revision" memo made public in the midst of the planning process. This memo explains that it was necessary to limit development by right to reduced densities which the CRA called "practical buildout", or 36 million square feet of development, instead of the "theoretical buildout" of the zoning from the City's 1946 zoning code, which would have allowed 88 million square feet. (**Exhibit 2.**)

The City has been on notice that it could not remove the permanent "D" Development Limitation until such time as the CRA/LA (successor agency to the former redevelopment agency) prepared the Transportation Plan it committed to complete in the 1986 Hollywood Redevelopment Plan, and supported it with new environmental analysis showing that the adopted Transportation Plan solved the risks of environmental harm that had justified imposition of the permanent "D" Development Limitation in the first place.

Accordingly, the "D" Development Limitation cannot be removed by the City Council as it proposes to do in this case, and substituted with a new CONDITIONAL "Q" condition and "D" Development Limitation. The permanent "D" Development Limitation, given that it was imposed to avoid significant environmental harm from over-dense development, and that it was required to be imposed in order to bring the City into compliance with Government Code Section 65680(d) under a legal settlement, means that it cannot be removed until the CRA/LA completes and adopts a Transportation Plan that eliminates the potential environmental harm from development at a FAR greater than the 2:1 imposed on this parcel.

None of this critical land use history was included in either the Project Description or the Land Use analysis of the MND materials. In fact, due to its complexity, and because the Project as proposed grossly violates the 2:1 FAR limit imposed by the "D" Development Limitation under the General Plan/Zoning Consistency program, the City, and now CRA/LA, must prepare an EIR to explain these complexities and provide the public an opportunity for participation in the CEQA process.

Accordingly, the MND fails to properly disclose and analyze the proper Project description or disclose, analyze and mitigate the land use impacts of the proposed Project, which nearly doubles the authorized FAR, and more than doubles the authorized number of hotel rooms.

C. CONCLUSION REGARDING ENVIRONMENTAL REVIEW.

In sum, the MND fails on multiple grounds, and as to multiple types of environmental effects, to meet the test for a mitigated negative declaration. It has failed to show no possibility of a significant impact on the environment as to air quality, noise and vibration, greenhouse gas emissions, and traffic. An EIR is clearly required.

IX. SUMMATION.

The Tao Hotel is an ill-conceived, noise generating nuisance "party hotel" that should have never come out of a Planning Department conference room. Multiple deliberate misconstructions of the LAMC are used to unlawfully increase the residential unit density, FAR, and height of the building. There is no legitimate basis to approve this Project as proposed. Given the numerous hotels of the same developer in the immediate vicinity, it is time for the City to acknowledge that this multi-hotel project must be analyzed comprehensively in a full EIR.

Very truly yours,

Daniel Wright

DANIEL WRIGHT
FOR
THE SILVERSTEIN LAW FIRM, APC

DEW:vl
cc: Client

City Planning Commission
Los Angeles City Council Chamber, Room 340
200 N. Spring St.,
LA, CA 90012

June 7, 2018

RE: Item # 10, June 14, 2018 agenda
CPC-2016-2601-VZC-HD-CUB-ZAA-SPR
6421-6429 1/2 Selma Avenue
1600-1604 N. Wilcox Avenue

Dear Commissioners,

My overwhelming concern with this project is with the proposed activated rooftop AND our experience with this applicant. I am asking you to DENY the CUB for the rooftop and to add appropriate conditions to the SPR to protect the community from future abuse of the above-ground outdoor space.

I have spoken in front of this Commission many times before about this same subject of bars on rooftops of hotels in Hollywood. This case is different because this applicant is a known entity with a track record of operating a hotel rooftop bar, and it's not good.

My first experience with this applicant, Richard Heyman, was in 2007 when he helped entitle a "restaurant" and "Banquet Hall" on Hollywood Blvd. known as The Kress. The rooftop was entitled and sworn, by this same applicant, to be a quiet bar for 36 people with "background, ambient music only", but soon after opening became a full-on nightclub with blasting music and flashing lights. I used to hear the Kress every night it was open and it was on Hollywood Blvd. and well over 1600 feet away from my house. He explained it away by blaming it on the operator and that he was not at fault, even though he was the one that personally vouched for it.

We do not need to go that far back in time for an example of poor operation and ignoring conditions from the applicant though. We only have to go right next door to the applicant's current operation at the Dream Hotel, 6417 Selma, and accompanying rooftop, the Highlight Room.

Once again, they swore and promised repeatedly during the entitlement process that the rooftop would not be a nuisance. It is and has been since it's third day of opening. It clearly operates as a nightclub. And even though it's CUB (CPC-2007-3931-ZC-HD-CUB-ZV-SPR) is very liberal, the intent of its conditions are clearly for it not to be a disruption and not be operated as a nightclub, which it clearly and obviously is. Last summer it was cited twice by LAPD for Public Dancing (it is my understanding that the pool gets covered to turn into a dance floor), and two separate times for requiring an admission/cover charge/table fee to get in. Both of

which are not allowed by the conditions. The cover charge violation is modus operandi.

Please, do not take my word for this. Please google "Dream Hotel" and "The Highlight Room". Read the reviews on Yelp, look at pictures, and even better- go by the location yourself. Please keep in mind that bars and nightclubs, including this one, don't even start to get loud and packed until 11:30PM-12 midnight. But if you even visit at 9 or 10:00, I'd bet you dollars to donuts that you will not be allowed in. Also keep in mind that they are on their best behavior right now leading up to this hearing and finishing this entitlement process. They have recently scrubbed their website of all incriminating pictures and tailored it for any official investigation. I also want to add that when I am impacted by noise, I just do not guess who the violator is. When I have the energy and intend to complain, I get up and trace the noise. After lying in bed past midnight and hearing songs clear as day, I have traced the noise many, many times to the Highlight Room.

Traditionally, the City has placed a lot of emphasis on an operator and whether they are "good" or "bad". Even though CUB's are land grants, they always reward the good but rarely sanction the bad. The applicant before you has a long history of misrepresentation and manipulation. They're not honoring their conditions next door, they've pulled shenanigans on this project and previous projects, and they don't deserve any benefit of doubt. There is no doubt- we know what they've done, and have a solid base to predict what they'll do.

Briefly, those misdeeds are:

- this project is illegally piecemealing it's entitlements under CEQA.

In 2015, they filed for and were subsequently granted a CUB, ZA 2015- 2671 (CUB), for this same property. At that time, they had plans for this hotel. The attachment "HIRC- Marketing-Company Teaser" is the applicant's fundraising brochure that clearly shows the restaurant "Tao" presented in ZA 2015-2671. It also shows their plan for another hotel (this hotel before you and in the past known as Dream II) which at that time in 2015/2016 they said was going to be a one-story retail building. The date on the brochure appears to be 4-11-2014. I received this brochure in May of 2014 and was contacted much earlier than that about a "Dream II" project. There are a few other red flags about the piecemealing than just the brochure. Please review the building permit history for 6421 Selma, the project before you. Apparently they were claiming at first, and for a long time, that they intended to build three levels, approx. 60,000 sq. ft., of underground "storage". It seemed so ridiculous that not even Building & Safety bought their ruse. It has now been declared to be just what it looks like- parking. Parking for a future hotel that they planned all along to build but were not divulging. Please investigate the building permit history with Building & Safety. Furthermore, the applicant was listed as "6421 Selma Wilcox Hotel, LLC" at that time; "hotel" being the operative word.

- Dream Hotel entitlement next door at 6417 Selma.

Aside from grievances with the CUB already explained above, there are some other alarming irregularities with that building process that do not inspire trust with this applicant. The determinations that regulated that project, CPC-2007-3931-ZC-HD-CUB-ZV- SPR and ZA 2013-3504-ZV, required 77 on-site parking spaces. There is zero on-site parking, and there was never any parking built. Ever. There is a B&S permit to convert the parking to a gym, office, etc., but there was nothing ever built to convert. So not only is there zero of 77 onsite parking as required by Planning but because that parking did not count as Floor Area, and was somehow converted to countable Floor Area, the project exceeded it's discretionary allowable FAR.

Finishing up, I want to offer the fact of why you should legally reject the rooftop bars/food service outright: To permit a rooftop bar/lounge, or any outdoor food/drink service above the ground floor, a Zone Variance needs to be granted.

Section 12.14-A,1(b)(3) of the LA Municipal Code states: "In connection with the stores, shops or businesses listed in Paragraph (a) all activities, other than incidental storage and outdoor eating areas for ground floor restaurants, shall be conducted wholly within a completely enclosed building." Another project in the area that requested this variance is The Dream Hotel, next door at 6415 Selma. That determination (CPC-2007-3931-ZC-HD-CU-CUP-ZV-SPR) states "Notwithstanding LAMC Section 12.14 A.1 (b)(3) the project shall be allowed the consumption of food and beverages, including alcohol, to take place outdoors on the 8th floor and the rooftop area in lieu of being conducted in a ground floor restaurant or entirely within a completely enclosed building as is otherwise required." Other Zone Variances the City has recently granted to allow Outdoor Eating Areas above the ground floor are: CPC-2008-3440-ZC-CUB-CU-ZV-DA-HD (2013) - 1720-1770 Vine Street, CPC-2009-3416-TDR-CUB-CU-CUW-ZV-SN-DA-ZAD-SPR-GB (2010) - 695-699 Figueroa Street, ZA-2001-1210-CUB-ZV (2001) - 550 Flower Street.

I am aware that the Planning Dept. and Department of Building and Safety sometimes rely on a ZAI 1808 in approving Outdoor Dining Areas above the ground floor, but this application is flawed and an abuse of their authority.

First off, the definition of Outdoor Eating Areas was established in 1990 by legislation, after the 1961 ZAI 1808, and therefore supersedes any application of ZAI 1808 when interpreting any rules and regulations applicable to Outdoor Eating Areas. Secondly, ZAI 1808 never considered Outdoor Eating Areas above the ground floor. Thirdly, ZAI 1808 is very clear in allowing outdoor dining areas that are "incidental" to the main "Restaurant, Café, Eating Establishment or Refreshment Facility". The rooftop bar/lounge being sought is not an incidental use but a significant entity on it's own with 2 separate bars.

Furthermore, to use ZAI 1808 (which never considered Outdoor Eating Areas above the ground floor) in establishing rules and regulations which conflict with the adopted legislation of the City Council is an err and abuse of discretion. Regardless

of the Planning Dept. and LADBS's past and current practice, the Planning Dept. cannot continue to rely on that practice if it can be demonstrated that such a practice is contrary to law. Moreover, the City's approval of process for Outdoor Eating Areas in general demonstrates ambiguity and inconsistency. If the City is to formally change the rules and regulations relating to Outdoor Eating Areas above the ground floor, it must do so through a Code Amendment or through a new ZAI that would inherently consider the 1990 legislation that defined Outdoor Eating Areas. The City Council, if it does not want to do that on a citywide policy, should at least require that this project obtain a Zone Variance in order to permit the consumption of food and/or drinks by the patrons of the proposed rooftop bar/lounge. You can change the zone from C-4 to C-2 if you so desire, but it will not authorize the use of ZAI 1808 in granting the rooftop use, the proper Zone Variance will still be required. I have attached ZAI 1808 to read for yourself.

As demonstrated above, a Zone Variance is required in order to permit an Outdoor Dining Area/Bar/Lounge above the ground floor. As required by the Multiple Approvals Ordinance, "applicants shall file applications at the same time for all approvals reasonably related and necessary to complete the project." If the applicant intends to have an Outdoor Bar/Lounge Area above the ground floor, they must include the Zone Variance as part of the entitlements sought in conjunction with the Site Plan Review application. Site Plan Review reviews and approves, in part, the proposed operations and the proposed location of those operations of a given project. In this instance, the Site Plan Review is considering a roof top deck with a bar/lounge and thus a Zone Variance would be reasonably related and necessary to complete the project.

And lastly, the MND is wholly inadequate in regards to operational noise. First off, there is a discrepancy between the Hearing Notice/Staff Report and the MND in regards to the rooftop seating. The Hearing Notice states 187 seats for the roofdeck. The MND studied seating for 73 on the roof, a difference of 114 seats, which is extremely significant. It is also in complete denial about the impacts from actual operating rooftops such as Dream.

Thank you,

David Carrera
6530 Leland Way
L.A., CA 90028

June 11, 2018

VIA HAND DELIVERY & EMAIL:

City Planning Commission
City of Los Angeles
200 N. Spring St., Room 340
Los Angeles, CA 90012
cpc@lacity.org

RE: Item 10, CPC Hearing June 14, 2018; Dream II Hotel Project; CPC-2016-2601-VZC-HD-CUB-ZAA-SPR, ENV-2016-2602-MND, VTT-74406

Dear Honorable City Planning Commission:

I write to express my opposition to the referenced project known as the Dream II hotel (Project) based on the extensive comments made by others opposing the Project already on the record, incorporated in their entirety by this reference, and based on my observations discussed below.

In short, the Project seems to be merely a component of a larger, urban-resort enterprise envisioned by the owners and corporate officers of the Relevant Group (Applicants) for the southern portion of the city block bounded by Wilcox Ave./N. Cahuenga Blvd. and Hollywood Blvd./Selma Ave. (Site). The Site has already been redeveloped with the Dream hotel (Dream I) and Tao restaurant (Tao), with several additional businesses adjacent to the Dream I. However, the Project, Dream I, and Tao has undergone environmental review in isolation of one another and not within the context of this urban-resort enterprise. This piecemealed environmental review seems improper given the ultimate goal of the Applicants and potentially masks significant environmental impacts caused by the resulting development of the Site.

Therefore, I respectfully ask the City Planning Commission (CPC) to ***reject all requested approvals until an environmental impact report*** (EIR) is prepared to fully study the environmental impacts caused by turning this Project and the of this larger, urban-resort hotel project.

PERSONAL OBSERVATIONS

To provide CPC a complete context of the Project within the context of this larger enterprise, the following observations and important regarding the Applicants and the operations at Dream I and Tao.

In December 2017, I was hired as a barista in the lobby coffee/bar area of the Dream I hotel. I remained in this role until mid-May of 2018. In that time, I served many guests and patrons of the Dream I/Tao enterprise, with coffee and/or alcohol when requested. During my employment, I observed many signs that all the businesses currently open at the Site, including the Tao restaurant, the rooftop restaurant known as the Highlight Room at the Dream I hotel, Beauty & Essex, the Avenue club, and Luchini Pizzeria, were being operated as though they were a single interdependent enterprise.

Orientation: During my first day on the job, my orientation and training were held at the Tao Restaurant. I witnessed many other new employees for the Dream I and other establishments which

received their orientation and training within the Tao Restaurant, including large multi-day hiring events in anticipation of the summer rush at the hotel and connected properties.

Corporate Culture: From my first day of orientation through my entire employment, I had the understanding that the restaurants, clubs, and Dream I was a single enterprise that was controlled by the same overall group of owners (Applicant). This understanding was shared by my fellow employees and managers, which often talked about the total "experience" the array of businesses were creating for patrons, with our ultimate boss being the Applicants regardless of the business we worked for. This understanding was reinforced by the Highlight Room employee handbook I received, which shows prominent images of "Hollywood International Regional Center" principals Richard Heyman and Grant King.[1] The full connection between the businesses was also made clear by the marketing materials I've seen which talk about all the businesses on-site as though they are all pieces of the same whole.[2]

Employee Transfers & Patronage: Employees understand that they work for a family of interrelated businesses, and I observed and heard about many individuals changing or transferring jobs between the various business within the single enterprise. For instance, through informal conversations between supervisors, employees of the Dream I or Highlight room could transfer to the Tao restaurant. Alternatively,
I was also instructed, verbally and by way of my employee handbook,[3] that I was not allowed to visit other on-site businesses without express permission from my direct supervisor and informing the general manager of the business beforehand. Under the "Nightclub" section of Applicants' employee handbook, this policy was to "enable our staff to promote the brand.

Operations: During my employment as a barista, we served pastries that were entirely sourced from the Tao restaurant kitchen. There is a door on the Western side of the back-of-house area of the Dream I hotel that leads into the Tao kitchen, which is never locked. I would pick up the pastries from the Tao kitchen and deliver them to the coffee/bar area in theDream I hotel. I observed fellow employees at other locations in the Dream I and Tao regularly moving food and other items between these locations.

On several occasions during the performance of my duties I observed Tao cooks complete food preparation activities for the Highlight Room at the Dream I, particularly when the restaurant was open for normal business at the same time the Dream I hotel had large special events. I was lead to believe this was a normal practice. I also observed the head chef of Tao give orders to the Highlight cooks as they prepared meals for patrons at the Highlight. Based on my personal observations, the smaller Highlight kitchen cannot meet by itself the large demand for food preparation when the Highlight is open and when the Dream I hosts special events, approximately once a week.

The Tao kitchen also makes all employee meals served in the employee cafeteria within the Dream I hotel. That employee cafeteria is used by all Dream Hotel employees that are employed within the hotel enterprise.

I witnessed employees called "Receivers," who process and distribute deliveries to the enterprise including all shipments related to food, beverage, and alcohol services. The Receivers take

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[1] See attached below.
[2] See attached
[3] See attached Employee handbook, p. 14

deliveries at the main loading dock at the back of the Dream I hotel, then proceed to distribute the shipments throughout the Site. On numerous occasions, I saw them take deliveries to the Tao, Highlight, my coffee/bar, and the other respective restaurants and clubs.

Valet and Parking Operations:

The valet parking in front of both the Dream hotel and the Tao Restaurant appear to be a single continuous endeavor. It's not clear to patrons or guests, or to other staff, if the valet stand is for one or the other business. Customers drive up and hand over their cars to the valet and then pick which destination they are patronizing. The Tao, the Highlight, the Dream, and the other restaurants and clubs adjacent to it, appear to use share parking across all the enterprise. I have learned this new Dream 2 hotel plans to use off-site parking at a Relevant Group Hotel just a few hundred feet away on Wilcox. It is my understanding that since Tao Restaurant has relatively few parking spaces but seats 330 most cars for its valet are parked elsewhere off-site.

CONCLUSION

Based on the extensive comments made by others opposing the Project already on the record, incorporated in their entirety by this reference, and based on my observations in this letter it is apparent the Project seems to be merely a component of a larger, urban-resort enterprise. This is an urban-resort envisioned by the owners and corporate officers of the Relevant Group (Applicants) for the southern portion of the city block bounded by Wilcox Ave./N. Cahuenga Blvd. and Hollywood Blvd./Selma Ave. I ask the city planning commission to deny all requested entitlements and certifications for this project; I further ask that a full Environmental Impact Report be done studying the masked significant environmental impacts caused by the resulting development.

Respectfully,



Daniel Pope

Attachments: [pages 4-8]

General Managers & Assistant General Managers



ANDREW SIDDEN
General Manager
AVENUE



NICHOLAS QUINTINAR
General Manager
HIGHLIGHT



KEVIN BRADY
General Manager
TAO Restaurant



BRENDAN DUTTON
General Manager
Beauty & Essex



BILLY LESCKE
General Manager
Luchini



JONATHAN WADE
Assistant General Manager
AVENUE



KONSTANTINS KABILAFKAS
Food & Beverage Manager
HIGHLIGHT | DREAM



ERYCK CHAIREZ
Assistant General Manager
TAO Restaurant



PATRICK PRUDENT
Assistant General Manager
Beauty & Essex

HOLLYWOOD INTERNATIONAL REGIONAL CENTER (HIRC)



RICHARD HEYMAN
Principle



GRANT KING
Principle



DEMIEN FARRELL
Director of
Development



ELENA PIKOR
Vice President of Finance &
Asset Management



SCOTT BARACK
China Director HIRC



ANDREW SHANE
Chief Financial Officer

THE HIGHLIGHT ROOM AT [illegible]

We do not offer parking for Highlight Room employees. Employees are encouraged to use public transportation, UBER/LYFT, street parking and/or one of the parking lots or garages in the neighborhood.

MANAGER OFFICE

The manager office is never to be considered employee space or "break room." No staff at any time should be in the offices without a manager present and manager approval. You must be courteous to others in the office at all times. Disruption of management offices will not be tolerated under any circumstances.

FIRE SAFETY

Before the start of business every night, check your area, and locate a fire extinguisher. It is your responsibility to know where the fire extinguishers are and how to use them. As part of your training, periodic instruction will be given as to the details of fire extinguisher use. In case of emergency evacuation, the rendezvous point and proper exiting routes will be reviewed.

DINING at TAO GROUP RESTAURANTS

We are happy to have you dine with us as a guest. If you wish to dine as a guest in the restaurant, a discount will be given as per the below guidelines. If you wish to be a guest at any of the company properties on a day off, we require you to inform the General Manager or Assistant General Manager so a reservation can be made. Unfortunately, if you decide to make a reservation on your own or if you choose to come in without a reservation or without Management approval, you may not receive a discount. Luchini does not offer reservations, however you can use your discount sitting at one of the tables (bar not included). Discounts and/or incentives do not apply during peak hours.

Discounts are not available unless you are dining at the table. Please remember to tip your server on the total amount before discount.

The employee discounts and guidelines are as follows:

- All exempt employees are given a 50% discount for them and up to 1 guest; if they have more than one guest, it is a 30% disco unt.
- All non-exempt employees are given a 30% discount for them and up to 1 guest; if they have more than one guest it is a 20% discount.
- The employee MUST be present and eating to receive the discount.
- The discount CANNOT be used with other discounts such as Buddha $$ or comps from Management.
- The discount CANNOT be used during prime time (Sun-Wed 6:30-10:30 pm, Thurs-Sat 6:30-11:00 pm) and CANNOT be used during busy convention weeks or holiday weekends.
- A reservation for dinner MUST be made through your department head.
- Anything outside these parameters must go through your department head.

NIGHTCLUB

To better enable our staff to promote the brand, employees may patronize any Company venue on days when they are not scheduled to work. If you wish to be a guest at a Company property, we ask that you first obtain approval from your manager. You must be 21 years of age to visit.

Secure | https://www.dreamhotels.com/hollywood/meetings-and-events-en.html

DESTINATIONS▸ GALLERY OFFERS BLOG PRESS 1-323-844-6417

WHO WE ARE ROOMS WHAT YOU GET DINING & NIGHTLIFE MEETINGS & EVENTS LOCAL FLAIR

BOO NOW

For more information,
visit: www.taolosangeles.com



BEAUTY & ESSEX

With an operational pawnshop entrance, the breathtaking design transforms the space into seductive, bi-level, indoor/outdoor restaurant and lounge with a twenty foot skylight and dramatic crystal chandeliers, perfect for events.

HIGHLIGHTS:

- Dynamic two level space
- 3 full service bars featuring premium mixology
- 2 Outdoor terrace + courtyard spaces
- Private dining room
- Acclaimed cuisine by Chef Owner Chris Santos

To book your reservation click here

For more information, visit: beautyandessex.com



AVENUE

Evoking the intrigue of a grand estate frozen in time, Avenue re-appropriates traditional design

here to search

2:20 PM 6/6/2018

Secure | https://www.dreamhotels.com/hollywood/meetings-and-events-en.html

DESTINATIONS▸ GALLERY OFFERS BLOG PRESS 1-323-844-6417

WHO WE ARE ROOMS WHAT YOU GET DINING & NIGHTLIFE MEETINGS & EVENTS LOCAL FLAIR

BOO NOW

- 31 boardroom style



TAO ASIAN BISTRO

TAO offers a distinct sense of discovery as guests descend into a multi-level space. The subterranean restaurant is intended to feel as if it has been there for decades but unearthed recently to reveal the artifacts within.

Highlights:

- Dynamic two level space
- 4 Private dining rooms
- Large full service bar featuring premium mixology
- Acclaimed cuisine by Chef Partners Ralph Scamardella
- Gargoyle sculpture with custom animations
- Barrel vault ceiling with original bow trusses

here to search

2:19 PM 6/6/2018

Secure | https://www.dreamhotels.com/hollywood/who-we-are-en.html

DREAM LOS ANGELES | HOLLYWOOD

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Pulsing with energy, glamour and a rebellious spirit, Dream Hotels and TAO Group have partnered to create a modern oasis; a California Dream come true. Featuring 178 artfully decorated guest rooms coupled with a vibrant offering of nightlife and dining, Dream Hollywood playfully blurs the lines between fantasy and reality. We invite you to explore and be the star of your own adventure.



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Tao Las Vegas partners Lou Abin, Richard Wolf, Marc Packer, Noah Tepperberg and Jason Strauss

The 150,000-square-foot property, almost as big as a block of midtown Manhattan, is a new cornerstone for Tao Group, featuring the 300-seat Asian eatery Tao Los Angeles; a rooftop restaurant called the Highlight Room, with a lounge, pool, grill, and views all the way to the Hollywood sign; Beauty & Essex, a flexible dining space with a vintage pawn shop; a nightclub called Avenue—all designed by the award-winning Rockwell Group—as well as Luchini Pizzeria & Bar, designed by Studio Collective, for late-night eating, located conveniently near Avenue. All of the venues are accessible from a pebblestone street created to make the Tao world feel quite intimate, and it does. Ideally for Tao Group, guests will book rooms at the Dream Hollywood—whose interiors, designed by the Rockwell Group, pay homage to the city's iconic Midcentury Modern architecture—and never have to leave the property, much like an experience in Las Vegas.



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With five properties under Tao Group's cool canopy and a dream hotel above, Hollywood is having an unexpected resurgence



Both shiny modern and a glamorous throwback, Dream Hollywood is the new boutique hotel to book.

The brainchild of four guys who summered in the Hamptons— Noah Tepperberg, Jason Strauss, Richard Wolf, and Marc Packer—Tao Group is one of the country's premier restaurant and nightlife companies, with a portfolio that includes the biggest revenue drivers in both New York City and Las Vegas. But it's the group's new property in Los Angeles that is getting a whole lot of buzz right now. It's located in what was once a less-than-appealing part of Hollywood—the corner of Selma Avenue and North Cahuenga Boulevard—but Tao Group and its partners at Dream Hotels had a long-term vision to build a community buzzing with nightlife and restaurants, and that is just what they have done. "It's important to put Hollywood back on the map," says Ajit Mehrotra, general manager of Dream Hollywood, "making it one of LA's stable neighborhoods similar to Beverly Hills, West Hollywood, and other iconic LA locations."



June 1, 2018

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Connect Create Collaborate

James Williams <james.k.williams@lacity.org>

Case # CPC-2016-2601-VZC-HD-CUB-ZAA-SPR..Selma Wilcox Hotel .. 6421 Selma Ave.

1 message

poonsy6603@aol.com <poonsy6603@aol.com> Sun, Jun 10, 2018 at 3:36 PM
To: cpc@lacity.org
Cc: james.k.williams@lacity.org

Dear Mr. Williams,

We are submitting comment for the Selma Wilcox Hotel...
Item#10..
Planning Commission Hearing Thursday, June 14, 2018
8:30AM

CPC-2016-2601-VZC-HD-CUB-ZAA-SPR
CEQA: ENV-2016-2602-MND

6421-6429 1/2 & 1699-1604 N. Wilcox Ave.

Thank you, as always,
Jim and Ann Geoghan

To Whom It May Concern:

As area residents impacted by on going noise and music, through the nights from The Dream Hotel and other Roof Top Deck entertainment venues in the area, and many more proposed for the area we would like to express our opposition to the Selma Wilcox (Dream II) Hotel Roof Top Deck with plans for two bars, and the proliferation of more Roof Top Decks in the area.

Three new hotels are going up on Selma Ave.
The Dream Hotel II (Selma Wilcox Hotel), and TWO others..
That's in addition to MaMa Shelter and Dream Hotel on Selma,

That's FIVE HOTELS within TWO Selma Ave. blocks, all have Roof Top Deck entertainment venues and the new ones have proposed Roof Top Decks.

*At least 15 hotels are planned for the area and all will request and get Roof Top Decks.

Residential projects are also including Roof Top Decks.

The Dream Hotel has been a big problem...

It operates an illegal nightclub on their Roof Top.

They have been a problem since their 3rd day of opening.

Last summer they were busted twice for public dancing and twice for charging a cover charge, both of which they are not allowed to do.

Please take this into consideration as you deliberate on Dream Hotel II, which has plans for TWO Roof Top Bars...

When these projects are presented at hearings and at our Neighborhood Council Meetings, all kinds of promises are made regarding noise, music, cut off hours, claiming communities will be respected..everything to appease stakeholders

and curry favor and garner support and approval from NC board members.

But they do not keep their promises.

So what happens as 17 more hotels with Roof Top Decks go up, many on residential streets, in addition to all the residential projects planned for the area, also requesting Roof Top Decks?

Who will be monitoring all these open Roof Top Deck entertainment venues?

Is 'Residential Hollywood' supposed to be calling LAPD, Vice, and contacting Council District CD13, and other CD offices, every day and night, as cumulative music and noise from all these entertainment venues continue every night, throughout the night, and into the wee hours of the morning???

How livable will Hollywood be with 15 more hotels going up here, and many new residential projects, all requesting Roof Top Decks if they're all granted?.

Hollywood is socked in by HILLS to the north and the sound from all these venues goes up into the HILLS with nowhere else to go...

Out of respect for surrounding residential communities, The Hollywood Bowl has regular sound checks..
Maybe our future will be sound checks for all the Roof Top Deck entertainment venues of Hollywood....

Please remember that people and families still do live in Hollywood..

Dancing on roof tops sounds great...and IS great.... in the movies...
...but here, in the real world, where people, and families, live.... and with so many open air Roof Top entertainment venues, the partying and dancing and music should be required to be moved INDOORS by a certain hour.....and SERIOUSLY monitored...

For Hotels and Residential Buildings with intrusive Roof Top Deck entertainment, that don't take this seriously, there should be, and must be consequences.

Better yet, just don't approve them.

Thank you for your attention,

Jim and Ann Geoghan
Whitley Heights
CD4

*"By my count, there are another 15 hotels proposed for Hollywood." ...Leron Gubler
New Hotels..Sept. 13, 2017
http://hollywoodchamber.biz/

Connect Create Collaborate

James Williams <james.k.williams@lacity.org>

Case #CPC-2016-2601-VZC-HD-CUB-ZAA-SPR Selma Wilcox Hotel, 6421 Selma Avenue

1 message

Susan Harmon <susanh@me.com> Sun, Jun 10, 2018 at 4:28 PM
To: cpc@lacity.org
Cc: james.k.williams@lacity.org

Dear Mr. Williams,

We are submitting comment for the Selma Wilcox Hotel, Item 10, Planning Commission Hearing, Thursday, June 14, 2018 at 8:30am

CPC-201602601-VZC-HD-CUB-ZAA-SPR
CEQA: ENV-2016-2602-MND

6421-6429 1/2 & 1699-1604 N.WILCOX AVE.

Thanks very much,
Susan and Robert Harmon

To Whom It May Concern:

We are neighbors living in close proximity to the Dream Hotel and other roof top deck entertainment (e.g. Mama's Shelter) in this area of Hollywood. There have been many nights where we have either been awakened by the loud music blaring from one of the establishments or have not been able to get to sleep at all due to the loud music. The music has gone on to as late at 3:00am in the morning. We can't imagine that the music has to be loud enough for us to hear so many blocks away. And that it has to go on into the wee hours of the morning. With the new hotel, the Selma Wilcox Hotel going up soon (and other proposed hotels), we would like to say that we are opposed to their roof top deck proposal(s) and all the night noise it might bring to the surrounding residents trying to get a good night's sleep.

Thank you so much for your consideration.

Sincerely,
Susan and Robert Harmon
Whitley Heights
CD4

United Neighborhoods for Los Angeles

www.un4la.com

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Casey Maddren, President
Grace Yoo, Treasurer
Kim Lamorie, Secretary
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Jack Humphreville
Richard Platkin
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June 10, 2018

City Planning Commission
Department of City Planning
200 N. Spring St.
Los Angeles, CA 90012

Re: Selma/Wilcox Hotel
6421-6429½ West Selma
CPC-2016-2601-VZC-HD-CUB-ZAA-SPR
CEQA: ENV-2016-2602-MND

Dear Commissioners,

United Neighborhoods for Los Angeles has reviewed the entitlements requested by the applicant for the project currently under construction at 6421 Selma. We strongly object to the approval of these entitlements, since work has already begun on the project that was previously approved by the Department of City Planning. The idea of considering a zone change, an expanded liquor permit and reduced setbacks for a project that is already under construction is both absurd and illegal. Our detailed comments follow.

1. Piecemealing

This is one of the most egregious examples of piecemealing that we have seen. The developer has begun construction on a smaller project that was previously

approved. While the structures that constitute the project were by-right, the liquor permit triggered environmental assessment under CEQA, which involved the preparation and review of an MND. **It is now clear that the previously approved project was merely a placeholder that the developer applied for in order to get permits to start construction. This is a shocking demonstration, not only of the developer's dishonesty, but of their contempt for the community and the planning process in general.**

CEQA requires that an applicant submit plans for a project in its entirety so that it can be comprehensively evaluated as part of the environmental assessment. The developer clearly has pulled a bait and switch here. They did not submit plans for the project that they actually intended to build, and are now requesting additional entitlements for the project they meant to build all along. This "new" project should be rejected in its entirety.

2. Zone Change and Height District Change

Is the DCP seriously considering granting a zone change for a project that is currently under construction? It's clear that the applicant intended all along to build a project substantially different from what was approved in 2016.

A zone change should be granted only under exceptional circumstances, not simply because a developer has asked for one. The City of LA approves zone changes far too often. **A February 2017 investigation by the LA Times found that LA grants requests for zone changes 90% of the time. This shows that the City has no commitment to planning, and instead sees growth as an ad hoc, case-by-case process.**

The DCP is currently in the process of updating the Hollywood Community Plan, and should refrain from granting any zone changes, height district changes, or general plan amendments until that process is completed.

3. Live Entertainment

There are many problems with the request for live entertainment, a central issue being that the request was not mentioned in the notice for the March 28, 2018 hearing, nor in the summary included in the CPC agenda for June 14. Is the DCP intentionally withholding this information from the public? The Mitigated Negative Declaration for the project (ENV-2016-3751-MND) clearly states that live entertainment is planned. It also says the outdoor courtyard area, which will offer live entertainment, will be allowed to stay open until 2:00 am.

The assurances that live entertainment on the rooftop deck will not be audible because it will take place in an enclosed area are not credible. **Loud music disrupting residents' rest during early morning hours has been an ongoing problem. It has especially been a problem at the Dream Hotel, another project, adjacent to this one, built by the same developer. When the Dream Hotel was constructed, we were told that mitigation measures would prevent any disruptions due to loud music. Clearly these assurances were worthless. DCP approved live entertainment as part of that project but does nothing to monitor the situation, leaving the LAPD to try to rein in the operators of a hotel that has no concern for the well-being of the community.**

To hear how live entertainment at the Dream Hotel is impacting the community, please view these two videos recorded by a Hollywood resident on the 1900 block of Whitley Ave., approximately one half mile away.

Video w/ Audio Recorded Friday, June 7, 1:00 am
[YouTube Title Mistakenly Cites June 8]
https://www.youtube.com/watch?v=upVgkM5RDjg&feature=youtu.be

Video w/ Audio Recorded Friday, June 1, 12:30 am
https://www.youtube.com/watch?v=TLmLFZVjyOM&feature=youtu.be

4. Liquor Permit

The project is located less than 500 feet from Selma Avenue Elementary and Larchmont Charter School. If we look at the same developer's Dream Hotel, it's clear that alcohol sales are a major part of their business model. Already on Selma the Dream Hotel and Mama Shelter are serving alcohol, as will the tommie when it's completed, and still another proposed hotel at Selma and Schrader has also requested a liquor permit. Granting yet another liquor permit to a hotel operating on Selma will only increase the chances of a drunk driver heading down Selma during the period when children are leaving school. If this hotel was located less than 500 feet from your child's school, would you hand them a liquor permit?

In the DCP's letter dated March 18, 2016 regarding approval of associated case no. ZA-2015-2671-CUB, it states that there are 54 on-site ABC locations in this census tract, which indicates the area is already oversaturated. It goes on to say that within a 1,000 ft. radius of the project there are 30 Type 47 ABC locations and 10 Type 48. How much booze do we need?

The same letter also states that Crime Reporting District No. 646 reported 1,870 crimes in 2014, over 10 times the citywide average of 163. Research shows that alcohol density is related to violent crime.

Regulating Density of Alcohol Outlets a Promising Strategy to Improve Public Health
https://www.jhsph.edu/news/news-releases/2013/jernigan-alcohol-density.html

Quote from a press release on report by Johns Hopkins Center on Alcohol Marketing and Youth:

"The authors cite several examples of the significant relationship between alcohol outlet density, consumption and harms: in Los Angeles County, researchers estimated that every additional alcohol outlet was associated with 3.4 incidents of violence per year, and in New Orleans, researchers predicted that a 10 percent increase in the density of outlets selling alcohol for off-premise consumption would increase the homicide rate by 2.4 percent."

Central Hollywood's recent history seems to bear out researchers' findings that alcohol density is related to violent crime. In October 2014 Chief Beck wrote to the DCP, saying that the Hollywood area was already "oversaturated" with ABC locations, and asking that the DCP exercise more restraint in granting liquor

permits. The DCP ignored his request, granting a mounting number of permits (recently granting a Master CUP covering 10 locations on a single block at 6200 Hollywood Blvd.). **Violent crime in Hollywood has increased every year since Chief Beck wrote his letter. It has gone up 16.5% YTD over 2017 according to the most recent LAPD stats. (See attached Compstat report dated May 26, 2018.)**

For these reasons we believe this project should be rejected in its entirety. The applicants have not been honest in their dealings with the City, and the idea of requesting a zone change for a project currently under construction is outrageous. While we understand the need for more hotels, there is absolutely no need to grant one additional alcohol permit in the Hollywood area. There are already an abundance of drinking options for residents and tourists. And the applicants have shown by their poor oversight of live entertainment at the Dream Hotel that they have no regard for the community's needs.

Thank you for your time.

Sincerely,
Casey Maddren, President
United Neighborhoods for Los Angeles

THE SILVERSTEIN LAW FIRM
A Professional Corporation

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PASADENA, CALIFORNIA 91101-1504
PHONE: (626) 449-4200 FAX: (626) 449-4205
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WWW.ROBERTSILVERSTEINLAW.COM

June 12, 2018

SENT VIA EMAIL cpc@lacity.org,
james.k.williams@lacity.org,
may.sirinopwongsagon@lacity.org
AND MAIL
City Planning Commission
Department of City Planning
City of Los Angeles
200 N. Spring Street, Room 532
Los Angeles, CA 90012

Re: Objections to Agenda Item No. 10 of the June 14, 2018 City Planning Commission Meeting re: the Site Plan Review, Zone Change, District Change, Conditional Use Permit, Mitigated Negative Declaration and all other entitlements for the Tao Hotel, Dream II Hotel, Selma Wilcox Hotel project located at 6421-6429 ½ W. Selma Avenue, Los Angeles; CPC-2016-2601-VZC-HD-CUB-ZAA-SPR; ENV-2016-2602-MND;

Honorable Commissioners:

I. INTRODUCTION.

This firm and the undersigned represent The Sunset Landmark Investments, LLC (hereinafter "Sunset Landmark"). Please keep this office on the list of interested persons to receive timely notice of all hearings and determinations related to the proposed approval of an eight-story mixed-use building at 6421-6429 ½ W. Selma Avenue, commonly known as either the Tao Hotel, Dream Hotel II, or Selma Wilcox Hotel ("Project"). Sunset Landmark adopts and incorporates by reference all Project objections raised by themselves and all others during the environmental review and land use entitlement processes.

II. THE CURRENT PROJECT, AN EXPANSION OF A PREVIOUS PROJECT, PROPOSES TO REMOVE A PERMANENT (INDEFINITE) "D" DEVELOPMENT LIMITATION PREVIOUSLY ADOPTED BY THE CITY COUNCIL AS AN ENFORCEABLE MITIGATION MEASURE WITHOUT FULL DISCLOSURE, JUSTIFICATION, AND SUBSTITUTION OF EQUALLY EFFECTIVE MITIGATION.

The City Planning Department and its Planning Commission persist in an unlawful scheme to remove permanent Q Conditions and "D" Development Limitations imposed in 1988 with the concurrent adoption of the 1988 Hollywood Community Plan and the 1988 General Plan/Zoning Consistency Program. Those enactments came following the City Council taking action *directed mitigation to be enacted into ordinances*, approving the Consistency Program, and expressly finding that:

> "**The Permanent [Q] Qualified Conditions and "D" Development Limitations imposed by this action are necessary: . . . to prevent or mitigate the potential adverse environmental effects of the recommended change**." (City Planning Commission Staff Report and Findings in Support of Amendment of Hollywood Community Plan and General Plan/Zoning Consistency Program, July 28, 1998; emphasis added.)

Lead agencies are required to make mitigation measures legally enforceable to assure they remain in effect. Lincoln Place Tenants Assn. v. City of Los Angeles (2007) 155 Cal.App.4th 425, 445-446 (City of Los Angeles adopted mitigation; then acted unlawfully when it tried to ignore it). The City made the [Q]s and Ds attached to the Project site legally enforceable by enacting them into Ord. No. 165660.

Although we have submitted a copy of the history of the enactment of the Consistency Program's mitigation measures, which includes the 1990 enactment of mitigating FAR limits on the project site, there is nothing in the record demonstrating that the members of the Planning Commission have been fully briefed as to these legally enforceable mitigation measures, and the circumstances under which they might be lawfully modified or removed. To this extent, the City Planning Commission continues to passively "go along" with contentions of real estate developers and City Planning staff that the City may simply use its police power to wipe out the former mitigation measures without accounting for or providing substitute mitigation that is equally effective.

The City has wrongfully claimed in other pending litigation Plaintiffs in those cases contend that the [Q]s and Ds are "permanent"[1] in the sense that they can never be removed. Not so. Napa Citizens for Honest Government v. Napa County Board of Supervisors (2001) 91 Cal.App.4th 342 ("Napa") held that no law prevents a municipality from deleting former mitigation measures, **so long as** the proposed deletion is fully disclosed, analyzed, and justified with valid reasons supported by substantial evidence in a subsequent environmental document. Id. at 359-360. However, if the agency fails to disclose, study and justify the proposed deletion with substantial evidence, then the deletion is unlawful. Id. That is the case here, where the MND merely acknowledges the existence of the existing "D" Limitation on the Project site, and then simply states that a new "D" Limitation, the one requested by the developer, will "allow" the new and much higher density.

The "D" Limitation on the project site shows the City in 1988 proposed to allow the current 2:1 FAR density limit to be exceeded only when substitute mitigation was in place, i.e., a Transportation Program detailed in the Hollywood Redevelopment Plan as intended to mitigate new density. (See Section 518.1(3) of the Hollywood Redevelopment Plan that contemplated the transportation plan as potential mitigation that would substitute for the 2:1 FAR limit.) But 30 years later, the substitute mitigation has never been adopted. Right now, Hollywood Heritage has sued CRA/LA over its failure to prepare and implement various environmental studies and programs, including the Transportation Program that was supposed to be the mitigation that would replace the current 2:1 FAR limit.

There are other ways the City might have maintained the Hollywood density cap, yet still allowed density greater than the 2:1 FAR limit currently on this site. One would be to carry out the density transfer program from historic buildings. Yet that program was never carried out by the City and CRA/LA. Additionally, a comprehensive planning process could also be a legitimate means to adjust all of the existing [Q] and "D" limitations on the site, but a lawful Hollywood Community Plan has not been carried out by the City either.

The City took actions in 1988 to protect the community from uncontrolled density overwhelming the City's infrastructure and safety services. In order to remove the mitigation measures imposed, the City is required to fully disclose the existence of the

---

[1] A "permanent" [Q] and D is a term of art in the City's municipal code. Temporary (Q) Conditions (enclosed with parenthesis) expire if a developer fails to use a land entitlement within six years. Permanent [Q] Conditions and "D" Development Limitations remain in place indefinitely. See LAMC § 12.32.G.2 & 3.

mitigation, analyze why they are or are not feasible (and of course density limits are feasible), provide substantial evidence of how the current limits may be feasibly removed or modified without triggering a land use impact individual to the Project site, and cumulatively.

But the City Planning Department refuses to require lawful environmental review as explained in detail in the Napa case. Therefore, the City remains at risk of proceeding contrary to law.

III. THE CITY HAS FAILED TO STUDY AND PROTECT THE HEALTH AND SAFETY OF PATRONS OF THE TAO RESTAURANT WHERE THE DEVELOPER PROPOSES TO CONDUCT CONSTRUCTION OVER THE TOP OF THE RESTAURANT.

The Project proposes to construct an eight story hotel over the top of the Tao Restaurant while patrons are dining below. It does not appear that the City has disclosed or analyzed precisely what particular measures have been taken to permit an active construction site with a crane will operate over the top of restaurant workers and patrons.

Under a worst case scenario, construction materials or the crane could fall on top of the Tao Restaurant, piercing the roof and injuring workers or patrons. The MND fails to consider the risks inherent in such an operation.

If the Project had been constructed as a single project, as it should have, instead of improper piecemealing, no certificate of occupancy would have been allowed in the restaurant until completion of the building, or at least until the risk of roof penetration had been properly disclosed, addressed, and mitigated.

IV. THE FAILURE TO REQUIRE THE APPLICANT TO PROVIDE OFF STREET AREAS FOR ARRIVING AND DEPARTING HOTEL AND RESTAURANT GUESTS HAS NOT BEEN ADDRESSED.

The existing Dream Hotel is owned and operated by the Applicant or its associated entities. In an disturbed set of incremental requests, the City has turned over the streets surrounding the hotel and Tao Restaurant to the developer. This causes nightly traffic jams, noise, and disturbances, a circumstance that will be only exacerbated by the incremental approval of this project. See attached pictures of the valet signs, post office parking lot taken over by the developer, and half-finished building exists that the site.

V. CONCLUSION.

For the reasons set forth herein, in prior correspondence, and in the serious objections in the record, this case demands a remand to the Planning Department with directions to properly assess prior mitigation measures enacted on the property, protection of patrons and workers of the Tao Hotel, and enforceable parking requirements to end the nightly traffic nightmares the Planning Commission was told would happen, and that are now happening at this site.

Very truly yours,

Daniel Wright

DANIEL E. WRIGHT
FOR
THE SILVERSTEIN LAW FIRM, APC

DEW:vl
cc: Client


URGENT CARE
PUBLIC PARK
$
CONVENIENT TO:
- PLAY HOUSE -
- DREAM HOTEL -
- TAO -
- NEW AVENUE -
- BEAUTY ESSEX -
NO REFUND | NO IN & OUT -


PUBLIC
PARK
$
CONVENIENT TO:
- PLAY HOUSE -
- DREAM HOTEL -
- TAO -
- NEW AVENUE -
- BEAUTY ESSEX -


$10
PUBLIC
PARKING
6:00PM TO 2:00AM
PUBLIC
PARK
$10


GILBERT
HOTEL


Selma
Wilcox


GILBERT
HOTEL
HOTEL
URGENT CARE

CAJA Environmental Services, LLC

15350 Sherman Way, Suite 315
Van Nuys, CA 91406
Phone 310-469-6700

June 11, 2018

Los Angeles Department of City Planning
200 N. Spring Street, Los Angeles, CA 90012

Re: Responses to "Carrera" Comments on the Selma Wilcox Project (Project)

All capitalized terms herein shall have meaning as defined in the Summary Response provided by CAJA dated June 8, 2018.

Carrera Comment 1

I, and my neighborhood, have some serious concerns about CPC-2016-2601-VZC-HD-CUBZAA-SPR and related cases that are before you.

First, let me be very clear: Our overwhelming concern is with the proposed activated rooftop AND our experience with this applicant. I am asking you to DENY the CUB for the rooftop and to add appropriate conditions to the SPR to protect the community from future abuse of the above-ground outdoor space.

Response to Carrera Comment 1

The comment serves as an introduction to the commenter's concerns, and does not require a detailed response. (CEQA Guidelines § 15088(c); *Flanders Found. v. City of Carmel-by-the-Sea* (2012) 202 Cal.App.4th 603, 615; *Rural Landowners Ass'n v. City Council* (1983) 143 Cal.App.3d 1013, 1020.) The concerns are expanded in the comments below. Each concern is also responded to below.

Carrera Comment 2

I hope you're aware that there's an over-concentration of alcohol sales in Hollywood. The community is vastly impacted from the negative effects of so much alcohol and the people and behavior that it attracts. Noise is one of the greatest impacts that the people who live here deal with. Outdoor/rooftop locations are the most egregious creators of this disruptive and invasive noise. Outdoor ground level spaces have been horrible enough, but once the source of the noise is outside and put up into the air, even 30 feet up, it multiplies the problem. Two rooftop uses in the recent past, The Kress and Drai's at the W Hotel, both caused awful problems. I used to hear the Kress every night it was open and it was on Hollywood Blvd. and well over 1600 feet away from our house (per Zimas). The rooftop was entitled and sworn to be a quiet bar for 36 people with "background, ambient music only" by this same applicant, Richard Heyman. Soon after opening it became a full-on nightclub with blasting music and flashing lights. Currently we are experiencing problems from the new Dream Hotel's rooftop at 6417 Selma, next door, which is also the same applicant and operators before you on this case. Though the intent of its CUB conditions are clearly for it not to be a disruption, it is being operated at night as a nightclub, and has been a disruption. It can serve alcohol till 2AM and has a 4AM closure. It lacks tight, detailed conditions, and has no expiration, hence no incentive to operate responsibly. If it had a earlier closure, this would not be happening. Nightclubs, including this one, don't even start to get loud and packed until 11:30PM-12 midnight.

It is not just rooftop bars that have been a problem, but bars outdoors of any kind that are not properly conditioned. At 1430 Cahuenga is a nightclub called Lure with an outdoor patio that for years we've had terrible noise issues with. I live over 1000-feet away (according to Zimas) and this is what I often experience: With the TV on, I will hear and feel a thumping bass and music that sounds like someone is parked in front of our house blasting their car stereo. See case file ZA 2004-5422(CUB)(ZV)(PA2) for more details of the problems we experience here.

These are not one-off anecdotes but are quite common with outdoor/rooftop spaces. Rooftop uses are generally harder to trace if and when they become a problem, and the LAMC noise ordinance is all but useless. How does one measure DB levels at the property line when the source is 160-feet in the air? In general, noise impacts are very erratic, arbitrary, and unpredictable. One location will be greatly impacted and a few feet away it will be minimal. Noise issues can change with the weather and which way the wind is blowing. When nightclubs and bars are at ground level, at least the noise is easily traced and more predictable and contained, but when raised in the air the impacts change and so does any accountability. Furthermore, a lot of operators don't care about noise

violation tickets, figuring it as the cost of doing business and in no way are citations a disincentive for them. Events might earn the operator tens of thousands (even hundreds of thousand) of dollars a night, why would they care about a $200 ticket? Regardless, there is scarce and difficult enforcement for these quality of life issues, which is why the discretionary actions before you should be carefully considered and responsibly decided.

Hollywood has seen an explosion of hotel-with-activated-rooftop-development projects in the last couple years with at least 6 other hotel rooftops within 500-feet of this hotel. When the radius is widened out to 1,500- feet, there are at least 10. This is an important and significant fact. So many rooftops serving alcohol will clearly have a cumulative noise impact, and with so many competing potential suspects, make enforcement of noise regulations daunting if not outright impossible.

There are only a few conditions in a Zoning Administrators tool bag to prevent these locations from becoming de facto nightclubs. They are an earlier closing time, no Live Entertainment/DJ, no amplified music, and no cover charge/restricted access. CUB's should have effective, all-encompassing, comprehensive conditions for a worst-case scenario. Many CUB's lack them and it makes enforcement frustrating and exhausting, and a waste of resources in time and money for LAPD and the City.

It is also easier to apply conditions ahead of time than try and add them after problems arise. Getting a bad operator to comply and be a good neighbor is not an easy task. Not only does it require a lot of resources from LAPD, Building and Safety, and Planning, it is not an expeditious process. Revocation of a grant typically takes 3-6 years. In the meantime, neighbors and the community suffer.

In the past, I have recommended rooftop CUB conditions that are helpful in preventing these worst case scenarios from happening. This project/applicant is different. They have a track record and I have to say, shame on me, because they have not fooled me just once, but twice.

Response to Carrera Comment 2

Contrary to the statement the project is a party hotel, as identified in the MND as the Project's objective the intent of the Project is to:

- Develop a site that combines hotel, retail, and restaurant uses.
- Support infill development and redevelopment in existing urban areas to reduce "greenfield" development and urban sprawl.
- Respond to the continuous demand for new hotel rooms in the City and specifically in the Hollywood sub-market, as identified in the Report of the Chief Legislative Analyst to the Members of the City's Housing, Community and Economic Development Committee dated August 6, 2013.
- Provide a lodging option for leisure and business travelers, tourists and visiting friends/relatives of local residents.
- Target an underserved segment of the tourist market with a hotel concept in Hollywood with proximity to some of the region's most popular tourist, cultural and entertainment destinations.
- Leverage the billions of public investment dollars on local transit facilities and infrastructure, including the Metro Red Line stations located nearby.
- Construct an iconic, contemporary hotel project on Selma Avenue, near Cahuenga Boulevard.
- Contribute to the economic recovery of the City by developing hotel uses that generate local tax revenues, provide new jobs, and host hotel guests who support local businesses, including dining, shopping and entertainment venues nearby.
- Create an architecturally-inspired development that is economically sustainable and compatible with surrounding land uses.

It is true that the Project is seeking a Conditional Use Beverage ("CUB") for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 114-guestroom hotel and restaurant. The Applicant and the Project will adhere strictly to the requirements and conditions set forth in the CUB, including Standardized Training for Alcohol Retailers for all employees involved with the sale of alcoholic beverages.

As thoroughly analyzed in the MND and related Appendix G to the MND, the Project's ambient background music and pool noise levels would be substantially similar to existing ambient noise levels associated with the heavily urbanized project site vicinity. (MND, pg. 4-102 – 4-103.) In addition, any noise levels generated on the pool deck or in the penthouse restaurant would be reduced with distance (approximately 115 feet above grade), and attenuation would be provided by the proposed 6-foot plexiglass wall and perimeter landscaped buffer. According

to the FHWA Noise Barrier Design Handbook, plexiglass carries a sound transmission loss value of approximately 22 dBA. Based on the factors identified above, impacts with respect to noise levels associated with the penthouse and pool deck would be less than significant. Out of an abundance of caution, the Project applicant is also required provide the adjacent uses to the north, south, and west, a building manager contact and phone number to report any loud, unnecessary, and unusual noise, which disturbs the peace or quiet for those uses. This analysis, coupled with the applicable mitigation measures and compliance with local regulations, satisfies CEQA requirements.

Carrera Comment 3

As I mentioned earlier, the same applicant before you in this case worked to entitled the Kress and was insistent on the rooftop use. I used to hear the Kress every night it was open and it was on Hollywood Blvd. and well over 1600 feet away from my house. The rooftop was entitled and sworn, by this same applicant, to be a quiet bar for 36 people with "background, ambient music only", but soon after opening became a full-on nightclub with blasting music and flashing lights. He explained it away by blaming it on the operator and that he was not at fault, even though he was the one that vouched for it.

The second example we have from this applicant AND operator is right next door at the Dream Hotel, 6417 Selma, at their rooftop called the Highlight Room. Again, they swore and promised repeatedly that the rooftop would not be a nuisance. It is and has been since it's third day of opening. It clearly operates as a nightclub. When I am impacted by noise, I just do not guess who the violator is. When I have the energy and intend to complain, I get up and trace the noise. After lying in bed past midnight and hearing songs clear as day, I have traced the noise many, many times to the Highlight Room. Please confer with LAPD VICE what kind of operator they have been. I know in the past, they have been cited at least twice for Public Dancing (I believe the pool gets covered to turn into a dance floor) and at least twice for requiring an admission/cover charge/table fee to get in. Both of which they are not allowed to do. I do not know the latest enforcement actions, but keep in mind that the real impactful time is the better weather of summer and fall, which I am not looking forward to. Many reviews on Yelp also attest to it being a club, and their own website has pictures and advertises DJ's, which aren't allowed.

Response to Carrera Comment 3

Please see Response to Carrera Comment 2.

This comment is unsubstantiated opinion and speculation. (*Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 393 [substantial evidence does not include argument, speculation, unsubstantiated opinion or narrative, evidence that is inaccurate or erroneous, not credible, or evidence of economic or social impacts that do not contribute to or are not caused by physical environmental impacts].) The comment does not raise any new CEQA issues and does not require any change to any conclusion in the MND. There is no substantial evidence in the record or in the comment showing that subsequent environmental review is necessary or that the Project may cause significant adverse impacts (Pub. Res. Code § 21166; CEQA Guidelines § 15162).

Carrera Comment 4

In considering CUB's, a lot of emphasis has always been placed on the operator and the operation and if they have a track record or not. These guys do, and it's not good. They have a long history of misrepresentation and manipulation. They're not honoring their conditions next door, they've pulled shenanigans (which I will discuss) already on this project, and they don't deserve any benefit of doubt. There is no doubt, we know what they do and have done.

I ask that the rooftop CUB be DENIED and conditions be applied to the SPR to thwart an end run such as special events and ABC one-day catering permits. Requested SPR conditions regarding the rooftop are:
- closing time of 10PM
- no amplified music
- no live music
- no live entertainment
- no DJ/karaoke
- no dancing
- no special events
- Any music, sound, noise, or vibration shall not be audible or felt beyond that part of the premises which is under the control of the applicant - After-hour use of the facility, other than routine maintenance and clean-up, is not permitted
- The applicant shall not sublet the premises to outside "promoters" for nightclub activity.

Response to Carrera Comment 4

Please see Response to Comment 2.

This Comment does not allege any significant impact as defined by CEQA. Moreover, the Applicant is not required to incorporate or analyze any or all of the opposition's suggestions, such as the inclusion of noise reduction measures into this Project when there are no identified impacts. (*In re Bay-Delta Programmatic Envt'l Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1157, 1164.)

Carrera Comment 5

The second major issue we have with the project is the fact that it is illegally piecemealing it's entitlements under CEQA. On January 14, 2016 I wrote DCP a letter (attached) regarding ZA 2015- 2671 (CUB), ENV 2015-2672-MND at this same location, 6421 West Selma Ave., 90028, by this same applicant, and clearly informed Planning of the applicant's intention for the property.

My letter stated: "The applicant is the same owner/developer/applicant for the abutting property under construction to the east at 6415 Selma (Dream Hotel I), in which the recent entitlement CPC-2007-3931-ZC-HD-CU-CUP-ZV-SPR, and most recent ZA 2013-3504(ZV) which was considered by the City in the spring of 2014, were sought and granted. At the latest time of those entitlements, the project before you (and more) was planned and known by the applicant and not disclosed in any CEQA document or action.

The attachment "HIRC- Marketing-Company Teaser" is the applicant's fundraising brochure that clearly shows the restaurant "Tao" presented in ZA 2015-2671/ ENV 2015-2672-MND before you. It also shows their plan for another hotel (in the past known as Dream II) where the ostensibly now declared one-story retail building has been submitted as part of this project before you. The date on the brochure appears to be 4-11-2014. I received this brochure in May of 2014 and was contacted much earlier than that about a "Dream II" project. There are a few other red flags about the piecemealing than just the brochure. Please review the building permit history for 6421 Selma, the project before you. Apparently they were claiming at first, and for a long time, that they intended to build three levels, approx. 60,000 sq. ft., of underground "storage". It seemed so ridiculous that not even Building & Safety bought their ruse. It has now been declared to be just what it looks like- parking. Could it be parking for a future hotel that they plan to build but that they are not divulging? Please investigate the building permit history with Building & Safety. Furthermore, why is the applicant listed as "6421 Selma Wilcox Hotel, LLC" if they do not plan to build a hotel here? "

As I pointed out in that letter, and reiterate here, to not file all foreseen applications and requests at the same time is to piecemeal a project and a serious and clear violation of CEQA. This opens the City up to costly litigation if allowed to continue. It was unmistakingly obvious at that time, January of 2016 that the applicant would later file for future discretionary actions, which by their own admission in their brochure they had planned, and they now have sought. And if a layperson like myself could plainly see that those entitlements would be sought in the future, it is more than reasonable to expect that the professionals in the Planning Dept could see it as well, and can see it now in retrospect. It is a clear disregard for the law. Based on the premeditated strategy to entitle the project in pieces, all the discretionary actions before you should be DENIED.

Response to Carrera Comment 5

For purposes of CEQA coverage, a "project" is defined as comprising "the whole of an action" that has the potential to result in a direct or reasonably foreseeable indirect physical change to the environment. (CEQA Guidelines § 15378(a).) Thus, the term "project" refers to the activity for which approval is sought, not to each separate governmental approval that may be required for the activity to occur. (CEQA Guidelines § 15378(c).) Under this definition of a project, the lead agency must describe the project to encompass the entirety of the activity that is proposed for approval. This ensures that all potential impacts of the proposed project will be examined before it is approved. (CEQA Guidelines § 15378(a), (d).) The project description should not include existing, ongoing activities not proposed for approval even though they may be related to the activity that is proposed for approval. (*El Dorado County Taxpayers for Quality Growth v. County of El Dorado* (2004) 122 Cal.App.4th 1591; *see also*, *Fat v. County of Sacramento* (2002) 97 Cal.App.4th 1270.) Related activities that are similar in nature and that serve the same purpose are separate projects (as opposed to a single project) if they are independently considered for approval and one activity is not a foreseeable consequence of the other. (*Sierra Club v. West Side Irrig. Dist.* 2005) 128 Cal.App.4th 690 [city's agreements with two water districts for assignments of rights to Central Valley Project water were separate projects because the assignments were independent of each other and were approved by separate irrigation districts].)

In *Laurel Heights v Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, the court set forth the standards for determining whether reasonably foreseeable future activities must be included in a project description and for determining whether the impacts of those activities must be analyzed in an environmental document. The court established a two-pronged test (*Id.* at 396):

> We hold that an EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects.

This standard is consistent with the principle that environmental considerations do not become submerged by chopping a large project into many little ones – each with a minimal potential impact on the environment – which cumulatively may have disastrous consequences. (*Bozung v. LAFCO* (1975) 13 Cal.3d 263, 283-284.)

For the first prong, the Project is not a reasonably foreseeable consequence of the Dream hotel and/or the Tommie hotel projects because each activity can operate successfully and without the development of the other. Moreover, neither the Project, the Dream hotel nor any other hotel are conditioned upon completion of the other in the way that other piecemealing CEQA cases have articulated. (*Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora* (2007) 155 Cal.App.4th 1214 [because there was a strong connection between the road alignment and the completion of the proposed home improvement center, the court concluded that the home improvement center and the road alignment were part of a single CEQA project, even though they could have been completed separately]; *El Dorado County Taxpayers for Quality Growth*, 122 Cal.App.4th at 1600 [future expansion was not a foreseeable consequence of project approval because decision to allow future expansion would depend more on environmental, social, and political factors].)

Put succinctly, each of the hotel projects are legally required to be independently considered and not a foreseeable consequence of the other. The hotels have independent utility, are located on separate legal lots and, in the case of the Tommie hotel, located on a separate city block, and are not predicated on each other. Denial of one would not eliminate the effectiveness of the other two. The prior approval of the Tommie hotel and Dream hotel projects and its current independent commercial use demonstrates severable utility of each hotel project. Moreover, this evidence demonstrates this is not a piecemeal approach, but a conscientious approach to develop separate parcels with similar uses.

For the second prong concerning a change of the initial project, the Project would not change neither the Tommie nor the Dream hotels, and vice versa. As stated above, the City has previously considered and approved the development of the Tommie hotel and Dream hotel projects; the Project's use was neither included nor intended to be a part of the original development of those separately-operated hotels. Furthermore, the Project will not expand the density and/or intensity that is included in the current Tommie hotel and Dream hotel configurations.

Carrera Comment 6

Zone Variance
LAMC Section 12.27
1. That strict application of the provisions of the Zoning Ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the Zoning regulations.
Denial of the request to permit outdoor dining on the rooftop will not result in practical difficulty or unnecessary hardship. This fact is best supported by the existence of viable hotels in Hollywood that do not have rooftop bars.

The general purpose and intent of the zoning regulations are defined in Section 12.02 of LAMC " to encourage the most appropriate use of land; to conserve and stabilize the value of property.... and to promote health, safety, and the general welfare all in accordance with the comprehensive plan." Outdoor and rooftop bars have already proven to be disruptive and problematic. Enforcement of the Noise Ordinance is virtually non-existent and when eventually pursued is ineffectual and a waste of City resources. Rooftop bars run down surrounding property values and degrade the health and general welfare of surrounding community members through lack of sleep.

2. That there are special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.
The lot in question is flat, rectangular and free of any obstructions whatsoever. There are no limiting physical conditions, special circumstances, topography, location or surroundings of any kind that necessitate this variance. The applicant may be trying to put too much on the lot, but there is nothing about the lot that is any different or disadvantaged than any other lot in the vicinity. This finding simply cannot be made.

The applicant states in their findings that " the Property's unique features" are different to other properties in the immediate vicinity. How, and what is unique about this property? They do not say, and it is a fact that there is nothing unique about this property or a difference in any other property nearby.

3. That such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.
The variance is clearly not necessary for preservation and enjoyment of a substantial property right in the vicinity. For every hotel with rooftop bar in the area, I can show you 3 hotels without a rooftop bar. There is no special circumstances, practical difficulty, or unnecessary hardships that necessitates this variance. The applicant just wants to make more money. If there were any of those things, every ad all hotels would have rooftop bars.

4. That the granting of such variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.
The granting of the variance WILL be materially detrimental to public welfare in the vicinity. The residential buildings in the immediate area and the residential neighborhood near by will have a lower quality of life and suffer from the impacts of this project. A rooftop deck without will create intrusive noise for all the surrounding residences within 2000 feet, possibly further. A rooftop with 100 people, let alone 277 plus, only talking could easily negatively affect the area within 1000 feet. This is one reason why LAMC Section 12.14-A,1(b)(3) requires a variance for outdoor eating areas above ground level. This is not conjecture on my part. We have a lot of experience living around a lot of alcohol consumption, clubs, restaurants and bars. We have experience with rooftop bars. Two rooftop uses in the recent past, The Kress and Drai's at the W Hotel, both caused awful problems. The Kress is particularly relevant here because the same applicant before you in this case worked to entitled the Kress and was insistent on the rooftop use. I used to hear the Kress every night it was open and it was on Hollywood Blvd. and well over 1600 feet away from my house. The rooftop was entitled and sworn, by this same applicant, to be a quiet bar for 36 people with "background, ambient music only", but soon after opening became a full-on nightclub with blasting music and flashing lights. Currently we are experiencing problems from the new Dream Hotel's rooftop at 6417 Selma. Though the intent of its CUB conditions are clearly for it not to be a disruption, and not operated as a nightclub, it is being operated at night as a nightclub, and has been a disruption. Nightclubs and bars don't even start to get loud and packed until 11:30PM-12 midnight.

Rooftop uses are harder to trace if and when they become a problem, and the LAMC noise ordinance is all but useless. How does one measure DB levels at the property line when the source is 100-feet in the air? Furthermore, a lot of operators don't care about noise violation tickets, figuring it as the cost of doing business and in no way are citations a disincentive for them. Events might earn the operator tens of thousands of dollars a night, why would they care about a $200 ticket? Regardless, there is virtually no enforcement for these quality of life issues.

5. That the granting of such variance will not adversely affect any element of the General Plan.
The granting of the variance WILL adversely affect the Noise Element and Framework Element of the General Plan. Chapter III of the Noise Element of the General Plan states that the Goal of the Plan is " A City where noise does not reduce the quality of urban life." Objective 2 (Non airport) of the Plan states " Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses." The Policy states " 2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance." Objective 3 (Land Use Development) of the Plan states "Reduce or eliminate noise impacts associated with proposed development of land and changes in land use", and the Policy states" Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts."

Goal 3C and Objective 3.7 of the Framework Element of the General Plan state "Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents" and "Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved" respectively.

The residential buildings in the immediate area and the residential neighborhood near by will have a lower quality of life and suffer from the impacts of this project. A rooftop deck will create intrusive noise for all the surrounding residences within 2000 feet, possibly further. Not only is there existing residential neighborhoods within 600- feet, there are three future mixed-use developments directly to the north and south of this project within 200-feet. The hotel with the rooftop proposed does not conform to the General Plan cited above.

Response to Carrera Comment 6

The Project does not include a variance request. The Project Description in the MND does not include such a request. Furthermore, as provided in the Notice of Public Hearing for the joint Advisory Agency and Hearing Officer Hearing on March 28, 2018, the requested actions include a Vesting Tentative Tract Map, Vesting Zone Change and Height District Change, Conditional Use Permit for Alcohol, Zoning Administrator's Adjustment for Reduced Side and Rear Yards, and Site Plan Review. The Vesting Tentative Tract Map, Case No. VTT-74406, has since been withdrawn by the Applicant. Accordingly, this comment regarding the sufficiency of variance findings is misplaced. Variance findings are not required

Carrera Comment 7

Site Plan Review
LAMC Section 16.05
1. That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.
The Project is NOT in substantial conformance with the purposes, intent and provision of the General Plan and Hollywood Community Plan.

Chapter III of the Noise Element of the General Plan states that the Goal of the Plan is " A City where noise does not reduce the quality of urban life." Objective 2 (Non airport) of the Plan states " Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses." The Policy states " 2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance." Objective 3 (Land Use Development) of the Plan states "Reduce or eliminate noise impacts associated with proposed development of land and changes in land use", and the Policy states" Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts."

Goal 3C and Objective 3.7 of the Framework Element of the General Plan state "Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents" and "Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved" respectively.

The residential buildings in the immediate area and the residential neighborhood near by will have a lower quality of life and suffer from the impacts of this project. A rooftop deck will create intrusive noise for all the surrounding residences within 2000 feet, possibly further. A rooftop with 100 people only talking could easily negatively affect the area within 1000 feet. This is one reason why LAMC Section 12.14-A,1(b)(3) requires a variance for outdoor eating areas above ground level. The hotel with the rooftop proposed does not conform to the General Plan cited.

The 1988 Hollywood Community Plan, Objective #3 states "To encourage the preservation and enhancement of the varied and distinctive residential character of the Community...". Under the Policies Chapter, Land Use, Commerce, Features headings, the Plan states for the Hollywood Center (both sides Hollywood and Sunset Blvds., between La Brea and Gower) that " 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." Though this project is not considered to be in the Center, the spirit that the Community Plan encourages here applies.

The hotel rooftop deck proposed, will not enhance any surrounding residential community and is against the idea for the Center to be built with residential and commercial uses that coexist and operate in harmony with each other. The project is not compatible with surrounding residential neighborhoods as the Plan desires.

2. That 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 project will not be compatible with existing and future development on adjacent and neighboring properties, mainly due to it's activated rooftop.

3. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The Project is not a residential project. It is a business operation and with an activated rooftop that does not minimize impacts to it's neighbors but generates impacts to its neighbors.

Response to Carrera Comment 7

CEQA does not require the Applicant to be in strict conformance with the General Plan's goals, as goals are qualitative in nature; designed to provide policy guidance rather than to specify a regulatory requirement or prohibition. In order for the City to make a finding for Site Plan Review ("SPR") that a particular project is in substantial conformance with the General Plan, CEQA only requires that the Project be "*compatible* with the objectives, policies, general land uses, and programs specified in" the applicable plan. (Govt. Code § 66473.5.)

The courts have interpreted this provision as requiring that a project be "in agreement or harmony with the terms of the applicable plan, not in rigid conformity with every detail" of it. (*San Franciscans Upholding the Downtown Plan v. City & County of San Francisco* (2002) 102 Cal.App.4th 656, 678 [administrative record supported city's finding, as required by general plan, that Emporium Building retained no substantial market value in its existing condition]; *Naraghi Lakes Neighborhood Pres. Ass'n v. City of Modesto* (2016) 1 Cal.App.5th 9, 17.)

Nevertheless, and contrary to the comment, the Project is in conformance with the Noise Element's Objective 2 and Policy 2.2., as well as Objective 3 of the Land Use Element. While live entertainment and amplified music is contemplated, it is only proposed inside the ground floor restaurant area, and the fully enclosed rooftop bar/lounge area. No live entertainment or amplified music is proposed for the outdoor areas of the Project, including the outdoor pool and lounge area of the rooftop. By only requesting live entertainment and amplified music within these enclosed areas, the Project reduces non-airport intrusive noise to adjacent properties.

Further, the Project is in conformance with Objective 3 of the Hollywood Community Plan. The general plan's framework element identifies the Regional Center Commercial land use as "the focal points of regional commerce identity, and activity." (Framework Element, Chapter 3, Section 3). The framework element further defines Regional Center Commercial as containing "a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services." The Project proposes a mixed-use 114 guest room hotel building in a highly urbanized and commercial neighborhood adjacent similar hospitality uses, and is on a site with a land use designation of "Regional Center Commercial".

The comment is unsubstantiated opinion and speculation. Under Public Resources Code section 21082.2(c), "[a]rgument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."

Carrera Comment 8

Conditional Use Beverage
LAMC Section 12.24-W,1,
1.) that the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.
A rooftop with alcohol service will NOT provide a service that is essential, and especially will NOT be beneficial to the community. It will have the great potential to be a nuisance to the community by disturbing thousands of residents in the quiet enjoyment of their property.

Both food and alcohol are readily and widely available in the immediate area, so the project will not be providing any service to the community than the community already has in abundance.

2.) that the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety;
The operation and significant feature of rooftop alcohol sales will degrade the surrounding neighborhood, both commercial and residentially zoned. More alcohol in an already alcohol over-concentrated area will further jeopardize public safety via drunk driving, and the accompanying crime and behavior that goes along with so much alcohol consumption.

3.) that the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan
The project does NOT conform to the purpose, intent or provision of the General Plan. Chapter III of the Noise Element of the General Plan states that the Goal of the Plan is " A City where noise does not reduce the quality of urban life." Objective 2 (Non airport) of the Plan states "Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses." The Policy states " 2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance." Objective 3 (Land Use Development) of the Plan states "Reduce or eliminate noise impacts associated with proposed development of land and changes in land use", and the Policy states" Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts." A rooftop bar and special events will create intrusive noise for all the surrounding residential areas within 2000 feet, possibly further. A rooftop use with just 100 people only talking and under the influence of alcohol could easily affect residential area within 1000 feet, depending on weather. This is one reason why LAMC requires a variance for outdoor eating area above ground level. Any rooftop use does not conform in any way to the General Plan cited. In the 1988 Hollywood Community Plan, Objective #3 states "To encourage the preservation and enhancement of the varied and distinctive residential character of the Community…". Under the Policies Chapter, Land Use, Commerce, Features headings, the Plan states for the Hollywood Center (both sides Hollywood and Sunset Blvds., between La Brea and Gower) that " Future development should be compatible with existing commercial development, surrounding residential neighborhoods…Developments combining residential and commercial uses are especially encouraged in this Center area." Any rooftop bar use, with or without live entertainment, amplified music, special events, etc. will not enhance any surrounding residential community and is against the idea for the Center to be built with residential and commercial uses that coexist and operate in harmony with each other as the Plan desires.

Response to Carrera Comment 8

While the CUB for alcohol is included on the list of discretionary actions, it does not in and of itself, have a nexus to any CEQA thresholds or impact categories. Under Public Resources Code section 21082.2(c), "[a]rgument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." The findings required for the issuance of a CUB are separate from the CEQA findings required for the Project.

Carrera Comment 9

The three additional Findings required for alcohol use (and my response):

1.) that the proposed use will not adversely affect the welfare of the pertinent community;
Rooftop alcohol sales and consumption will negatively affect the community, as has already been stated, and as has already been demonstrated in the past at such venues as The Kress (6608 Hollywood Blvd.). This type of use will cause the surrounding residential areas to deteriorate. Quiet, law abiding and beneficial persons being negatively impacted from rooftop intrusive noise will abandon the community and move to areas without such problems. The only people who will want to live here will be young and here to "party". I have seen this happen in sub- neighborhoods and certain apartment buildings in Hollywood for the last 12 years. The good residents leave because of all the nightclubs, noise, drinking and partying that goes on in Hollywood. This is a fact and the results of rooftop CUB's do not need speculation or hypothesis. We know what happens when people and alcohol and elevation are combined in the out of doors. Residents and community suffering is the outcome.

2.) that the granting of the application will not result in an ***undue concentration*** *of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area;*
There is an overconcentration of alcohol licenses in the area. The pending license is in Census Tract 1907. It has 54 on-sale retail licenses! This more than abundantly serves the public convenience. The Census Tract is permitted to have a maximum of 3 on-site licenses. The Census Tract does not need one more and aside from this application before you there are many more in the planning stages. This is an over-concentration by any definition the weight of so many establishments is crushing the area. It does not need more.

3.) that the proposed use ***will not detrimentally affect nearby residentially zoned communities*** *in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, -hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine*
The proposed use WILL detrimentally affect nearby residentially zoned communities because it is an outdoor bar and special events that is not enclosed and 100 feet in the air. This fact has been demonstrated over and over in the immediate area including right next door at the applicant own Dream Hotel. To reiterate that set of facts- they not following the rules there, they most likely will not do it here.

Response to Carrera Comment 9

See response to Comment 8.

Carrera Comment 10

MND:

The MND is wholly inadequate in regards to operational noise. First off, there is a discrepancy between the hearing notice and the MND in regards to the rooftop seating. The Hearing Notice states 187 seats for the roof deck. The MND studied seating for 73 on the roof, a difference of 114 seats, which is extremely significant. It is also in complete denial about the impacts from actual operating rooftops such as Dream. The MND also states: "This rooftop area could host events including DJ performances with amplified music". The Hearing Notice does not state that live music is being sought.

Response to Carrera Comment 20

The rooftop seating was the result of clarifications of the Project plans that occurred as the design was advanced to improve circulation on the ground floor and rooftop amenity deck. A Technical Update was provided to the City on March 15, 2018 that analyzed the rooftop changes. The updates do not raise any new CEQA issues and do not require any change to any conclusion in the MND. As analyzed in the MND, the whole of the Project-related record supports the conclusion that the impacts would be less than significant as proposed.

The Project does not propose any live entertainment use which would require a discretionary approval or which would require noticing as part of the currently sought entitlements. Furthermore, the operating conditions of approval recommended by the Los Angeles Police Department include the following condition, which further restricts live entertainment features:

Live entertainment features are permitted provided that live entertainment performances or offerings are confined to the ground floor restaurant and/or bar/lounge areas. Live entertainment features and/or entertainment performances are prohibited on the rooftop areas of the facility. Live entertainment is subject to any required permits to be reviewed and approved by the Los Angeles Police Commission, as applicable. Live entertainment may include but not be limited to live bands, a DJ or karaoke, provided the latter is not conducted in private rooms. No live entertainment or amplified music is permitted in any patio or outdoor areas.

Carrera Comment 21

Based on the foregoing facts and testimony, I urge you to DENY the Zone Variance and rooftop CUB.

In Los Angeles we all argue over the impacts of new projects. Historical Preservation, parking, traffic, affect us all equally and in our shared spaces. But noise intrusion into someone's home is a completely different thing. I think it is reasonable, and a right, to want to enjoy one's private personal home without someone or something entering and disturbing us.

Response to Carrera Comment 21

The comment constitutes a conclusion to the comment letter. This Comment Letter does not provide substantial evidence or a reasonable argument that supports a finding that further CEQA review of the Project beyond the MND is required or the Project may have a significant environmental impact. As analyzed in the MND, the impacts of the Project are less than significant.

CAJA Environmental Services, LLC

15350 Sherman Way, Suite 315
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Phone 310-469-6700

June 11, 2018

Los Angeles Department of City Planning
200 N. Spring Street, Los Angeles, CA 90012

Re: Summary Responses to Comments on the Selma Wilcox Project (Project)

The City of Los Angeles ("City") prepared a Mitigated Negative Declaration – ENV-2016-1602-MND – ("MND") for a new mixed-use 114 guest room hotel ("Project") located at 6421-6429 ½ West Selma Avenue and 1600-1604 North Wilcox Avenue ("Project Site") pursuant to the California Environmental Quality Act of 1970 (Pub. Res. Code § 21000 *et seq.*) ("CEQA"), CEQA Guidelines[1] and the City's environmental review procedures.

The City received the following four (4) written comment letters related to the Project at the March 28, 2018 Joint Hearing of the Hearing Officer and Advisory Agency (collectively, the "Comment Letters"):

- Sunset Landmark Investments (Silverstein Law Firm), dated March 23, 2018
- David Carrera, dated March 22, 2018
- Casey Maddren, dated March 26, 2018
- Los Angeles Unified School District ("LAUSD"), dated March 26, 2018

Responses to the comments are provided in standalone response letters. The individual comments within the Comment Letters will be provided and identified as **Comment "X"**. The individual comments within the Comment Letters will be identified as **Response to Comment "X**".

In summary, based on our technical review, the Comment Letters do not raise any new CEQA issues and do not require any change to any conclusion identified in the MND. The Comment Letters do not provide substantial evidence or a fair argument that further review under CEQA is required, or that the Project may have a significant environmental impact. As analyzed in the MND, the whole of the record supports the conclusion that the Project would result in impacts below a level of significance.

Seth Wulkan
Project Manager
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[1] Reference to CEQA Guidelines in the Response to Comments shall mean 14 C.C.R. § 15000 *et seq.*

CAJA is an environmental consulting firm that specializes in environmental planning, research, and documentation for public and private sector clients. For over 30 years, CAJA and its predecessor company Christopher A. Joseph & Associates have offered a broad range of environmental consulting services with a particular emphasis on CEQA and NEPA documentation.

Seth Wulkan has over 10 years of experience and is responsible for all aspects of preparation of environmental review documents. He began his career with CAJA in 2007. Mr. Wulkan is proficient in drafting all sections of environmental review documents; incorporating technical reports into documents; and personally corresponding with public and private sector clients. Mr. Wulkan regularly participates in team strategy meetings from the beginning of the environmental review process through the final project hearings. Mr. Wulkan graduated with college honors from UCLA and completed a Certificate Program in Sustainability at UCLA Extension.

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June 11, 2018

Los Angeles Department of City Planning
200 N. Spring Street, Los Angeles, CA 90012

Re: Responses to "LAUSD" Comments on the Selma Wilcox Project (Project)

All capitalized terms herein shall have meaning as defined in the Summary Response provided by CAJA dated June 8, 2018.

LAUSD Comment 1

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the Notice of Public Hearing for the subject project. Due to the fact that Selma Avenue Elementary School is located approximately 700 feet west of the proposed project site, LAUSD is concerned about the potential negative impacts of the project to our students, staff and parents traveling to and from the referenced campuses.

Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community (traffic, pedestrian safety, etc.) will occur. Since the project will have a significant impact on LAUSD schools, mitigation measures designed to help reduce or eliminate such impacts are included in this response.

Response to LAUSD Comment 1

The comment serves as an introduction to the commenter's concerns, and does not require a detailed response. (CEQA Guidelines § 15088(c); *Flanders Found. v. City of Carmel-by-the-Sea* (2012) 202 Cal.App.4th 603, 615; *Rural Landowners Ass'n v. City Council* (1983) 143 Cal.App.3d 1013, 1020.). The concerns are expanded in the comments below. Each concern is also responded to below.

However, in the interest of full transparency, please find the following response. As identified above, the nearest school is Selma Elementary School, approximately 700 feet to the west of the Project Site. However, this does not mean the Project Site is in "close proximity" to any schools. As demonstrated in the MND Section 14(iii), Selma Elementary School would be generally shielded from the Project by intervening residential and commercial buildings on Selma Avenue. These intervening structures and redundant street network ensure that construction and operational activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. The study intersections (which currently could include bus routes) would operate at less-than-significant levels. Thus, there would be no impact. The Project does not include any sharp curves, dangerous intersections, or incompatible uses. No off-site traffic improvements are proposed or warranted in the area surrounding the Project Site. Regardless, the Project would notify the LAUSD Transportation Branch regarding proposed construction to ensure that school buses have unrestricted access to schools.

LAUSD Comment 2

Traffic/Transportation

LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective mitigations are employed to reduce construction and operation related transportation impacts on District sites, we ask that the following language be included in the mitigation measures for traffic impacts:

- School buses must have unrestricted access to schools.
- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

Response to LAUSD Comment 2

Please see Response to Comment 1 regarding the Project's commitment to contact LAUSD.

Per the MND, temporary impacts to pedestrian safety could occur along Selma Avenue. In this instance, the Project will be required to comply with and obtain approvals from the Bureau of Street Services and the Department of Building and Safety, pursuant to LAMC section 62.45 (Materials or Equipment in Streets, Permits, Regulations, Fees) and section 91.3306 (Protection of Pedestrians). This compliance will ensure the safety of pedestrians, as the construction area could create hazards. The Adopted MND contained Mitigation Measure 16-1, for protections to pedestrians due to construction safety hazards. These have now become incorporated as regulatory measures of the LAMC and the mitigation measure is no longer needed. Therefore, impacts will be less than significance

Additionally, the MND contains two (2) mitigation measures designed to protect pedestrians and school bus operations to the extent they may be impacted by the project construction. The mitigation measures from the MND demonstrate that the Project would include the applicable and required conditions that LAUSD is requesting. It is expected that construction vehicles would be concentrated around the Project Site and not drive near Selma Avenue Elementary.

Specifically, the Project will comply with Mitigation Measure MM-Traffic-1, which would ensure the safety of pedestrians and other vehicles in general, as the construction area could create hazards of incompatible/slow-moving construction and haul vehicles. Intervening structures and redundant street network ensure that construction activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. Construction activities would be limited to on-site work. Construction activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. Haul trucks and delivery trucks would access the Project Site from Selma Avenue, between Cahuenga Boulevard and Wilcox Avenue. This would not go

near Selma Avenue Elementary. The general haul route is described in Section 2, Project Description, of the MND.

As stated above, construction impacts would be reduced to less than significant levels with Mitigation Measure MM-Traffic-1. The mitigation measure would require that a Construction Traffic Control/Management Plan (the "Plan") be submitted to the LADOT for review and approval prior to the start of construction. The Plan would include information regarding compliance with existing regulations as it pertains to temporary street closures and pedestrian safety measures, as required and approved by the Bureau of Street Services and the Department of Building and Safety.

To the extent mitigation is required, the following mitigation measures address the request made by LAUSD regarding effective mitigation measures to reduce construction and operation related pedestrian safety impacts on LAUSD sites.

- MM-Traffic-1: "A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction-related traffic shall be restricted to off-peak hours."
- MM-Traffic-3: "The developer and contractors shall maintain ongoing contact with administrator of Selma Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (213)580-2950 or (213)580-2900 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained."
- MM-Public-1: "Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area."

The Applicant will employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. These security measures would ensure that valuable materials (e.g., building supplies, metals such as copper wiring) and construction equipment are not easily stolen or abused, and reduce vandalism. This measure would reduce potential construction impacts on police protection services to a less than significant level.

LAUSD Comment 3

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective mitigations are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the mitigation measures for pedestrian safety impacts:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District will provide School Pedestrian Route Maps upon your request.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.

- Haul routes are not to pass by ***any*** school, except when school is ***not*** in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

Response to LAUSD Comment 3

As described in Response to LAUSD Comment 2, the mitigation measures from the MND (text above) show that the Project would include the applicable and required conditions that LAUSD is requesting. It is expected that construction vehicles would be concentrated around the Project Site and not drive near Selma Elementary.

LAUSD Comment 4

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending Selma Avenue Elementary School, their teachers and the staff, as well as to assuage the concerns of the parents of these students. Therefore, the measures set forth in these comments should be adopted as conditions of project approval to offset unmitigated impacts on the affected school students and staff. Thank you for your attention to this matter. If you need additional information please contact me at (213) 241-4674.

Response to LAUSD Comment 4

The comment constitutes a conclusion to the comment letter. This Comment Letter does not provide substantial evidence that supports a finding that further CEQA review of the Project beyond the MND is required or the Project may have a significant environmental impact. As analyzed in the MND, the impacts of the Project are less than significant.

CAJA Environmental Services, LLC

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June 11, 2018

Los Angeles Department of City Planning
200 N. Spring Street, Los Angeles, CA 90012

Re: Responses to "Maddren" Comments on the Selma Wilcox Project (Project)

All capitalized terms herein shall have meaning as defined in the Summary Response provided by CAJA dated June 8, 2018.

Maddren Comment 1

I am writing to express my strong objections to approval of two of the requests listed in the recent hearing notice for this project.

Response to Maddren Comment 1

The comment serves as an introduction to the commenter's concerns, and does not require a detailed response. (CEQA Guidelines § 15088(c); *Flanders Found. v. City of Carmel-by-the-Sea* (2012) 202 Cal.App.4th 603, 615; *Rural Landowners Ass'n v. City Council* (1983) 143 Cal.App.3d 1013, 1020.) The concerns are expanded in the comments below. Each concern is also responded to below.

Maddren Comment 2

A. Piecemealing

This is piecemealing, pure and simple. This project has already been approved. State law prohibits the gradual approval of a project in increments over time. CEQA requires that all requested entitlements be included in the initial project proposal to allow the planning agency to review and citizens to comment on the WHOLE project.

Response to Maddren Comment 2

For purposes of CEQA coverage, a "project" is defined as comprising "the whole of an action" that has the potential to result in a direct or reasonably foreseeable indirect physical change to the environment. (CEQA Guidelines § 15378(a).) Thus, the term "project" refers to the activity for which approval is sought, not to each separate governmental approval that may be required for the activity to occur. (CEQA Guidelines § 15378(c).)

The project description should not include existing, ongoing activities not proposed for approval even though they may be related to the activity that is proposed for approval. (*El Dorado County Taxpayers for Quality Growth v. County of El Dorado* (2004) 122 Cal.App.4th 1591; *see also*, *Fat v. County of Sacramento* (2002) 97 Cal.App.4th 1270.)

Related activities that are similar in nature and that serve the same purpose are separate projects (as opposed to a single project) if they are independently considered for approval and one activity is not a foreseeable consequence of the other. (*Sierra Club v. West Side Irrig. Dist.* (2005) 128 Cal.App.4th 690 [city's agreements with two water districts for assignments of rights to Central Valley Project water

were separate projects because the assignments were independent of each other and were approved by separate irrigation districts].)

In *Laurel Heights v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, the court set forth the standards for determining whether reasonably foreseeable future activities must be included in a project description and for determining whether the impacts of those activities must be analyzed in an environmental documentation. The court established a two-pronged test (*Id.* at 396):

> We hold that an EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects.

For the first prong, the current Project was not a reasonably foreseeable consequence of the existing development because each activity could operate successfully and without the development of the other. Put differently, the proposed hotel project could be approved and developed without the prior approval of the existing on-site development. The Project proposes an unforeseen expansion to ensure the land is achieving its best use for the community; however, the existing development's approval was not predicated on and could not predict this subsequent "buildout."

Moreover, neither the proposed development and the existing development are conditioned upon completion of the other in the way that other piecemealing CEQA cases have articulated. (*Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora* (2007) 155 Cal.App.4th 1214 [because there was a strong connection between the road alignment and the completion of the proposed home improvement center, the court concluded that the home improvement center and the road alignment were part of a single CEQA project, even though they could have been completed separately]; *El Dorado County Taxpayers for Quality Growth*, 122 Cal.App.4th at 1600 [future expansion was not a foreseeable consequence of project approval because decision to allow future expansion would depend more on environmental, social, and political factors].)

Put succinctly, both the proposed Project and the existing development are legally required to be independently considered and not a foreseeable consequence of the other. Each development has independent utility and, while on the same site, are not predicated on each other. Denial of the proposed Project would not eliminate the effectiveness of the existing development.

Maddren Comment 3

B. Alcohol

It is unbelievable that the DCP is considering the approval of yet another liqueur permit in the Hollywood area. LAPD Chief Beck wrote to the DCP in 2014 to explain that the area was oversaturated at that time, and that it was contributing to a rise in violent crime. Since then the DCP has granted many more permits, and violent crime has risen every year. I'm attaching the most recent stats for the Hollywood Division. They show that for the year to date there has been a 25% increase in violent crime over 2017. Between the restaurant, rooftop bar, and the in-room mini-bars, granting this request would allow guests access to alcohol 24/7. Hollywood is awash in booze already, and approving this will only make a bad situation worse.

Response to Maddren Comment 3

As stated in this Comment, the Project is seeking a Conditional Use Beverage ("CUB") for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 114-guestroom hotel and restaurant.

The Applicant and the Project will adhere strictly to the requirements and conditions set forth in the CUB. The CUB recommended conditions of approval require Standardized Training for Alcohol Retailers ("STAR Training"), so all employees involved with the sale of alcoholic beverages shall enroll in the LAPD STAR Training.

While the CUB for alcohol is included on the list of discretionary actions, it does not in and of itself, have a nexus to any CEQA thresholds or impact categories. Under CEQA Section 21082.2(c), "[a]rgument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." The findings required for the issuance of a CUB are separate from the CEQA findings required for the Project.

Maddren Comment 4

To make matters worse, this project appears to be about 500 feet from Selma Elementary School. I was stunned when the DCP approved the Tommie hotel, also on Selma, which will rise on a site about 300 feet from the school, especially since the MND for that project didn't event mention the school in the section entitled "Surrounding Uses". **When we add in the Dream Hotel and Mama Shelter, this means that when all projects are completed we will have four hotels serving a full line of alcohol less than three blocks from an elementary school. While I'm sure the party scene will be most intense at night, these establishments will be serving alcohol throughout the day. Allowing this degree of alcohol concentration in such close proximity to a school will significantly increase the chance of a child being hit by a drunk driver.**

Response to Maddren Comment 4

Selma Avenue Elementary is approximately 700 feet west of the Project Site.

The comment is unsubstantiated opinion and speculation. (*Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 393 [substantial evidence does not include argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, evidence that is not credible, or evidence of economic or social impacts that do not contribute to or are not caused by physical environmental impacts].) The comment does not raise any new CEQA issues and does not require any change to any conclusion in the MND. There is no substantial evidence in the record or in the comment showing that subsequent environmental review is necessary or that the Project may cause significant adverse impacts. (Pub. Res. Code § 21166; CEQA Guidelines § 15162.)

Please see Sunset Landscape Response to Comment 6 and LAUSD Responses to Comment 1 and Comment 2.

Maddren Comment 5

C. Live Entertainment

While the hearing notice does not directly refer to live entertainment, it's pretty much certain that this is one of the things that the phrase "other accessory uses" refers to. If this is the case, it is deeply disturbing that the DCP has not explicitly stated that live entertainment will be offered. Citizens rely on public agencies to give complete and accurate information about projects that impact their community. If down the road we find out that the developer is indeed offering live entertainment, it will be clear that the DCP has chosen to provide cover for real estate investors instead of serving the community.

Response to Maddren Comment 5

The Project does not propose any live entertainment use which would require a discretionary approval or which would require noticing as part of the currently sought entitlements. Furthermore, the operating conditions of approval recommended by the Los Angeles Police Department include the following condition, which further restricts live entertainment features:

Live entertainment features are permitted provided that live entertainment performances or offerings are confined to the ground floor restaurant and/or bar/lounge areas. Live entertainment features and/or entertainment performances are prohibited on the rooftop areas of the facility. Live entertainment is subject to any required permits to be reviewed and approved by the Los Angeles Police Commission, as applicable. Live entertainment may include but not be limited to live bands, a DJ or karaoke, provided the latter is not conducted in private rooms. No live entertainment or amplified music is permitted in any patio or outdoor areas.

Maddren Comment 6

I will ask that you deny item 3 (vesting zone change and height district change) and item 4 (CUP for sale of alcohol in conjunction with new restaurant, in-room mini bars, rooftop bar/lounge).

Response to Maddren Comment 6

The comment constitutes a conclusion to the comment letter. The comment letter does not provide substantial evidence that supports a finding that further CEQA review of the Project beyond the MND is required or the Project may have a significant environmental impact. As analyzed in the MND, the impacts of the Project are less than significant.

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June 11, 2018

Los Angeles Department of City Planning
200 N. Spring Street, Los Angeles, CA 90012

Re: Responses to "Sunset Landmark" Comments on the Selma Wilcox Project (Project)

All capitalized terms herein shall have meaning as defined in the Summary Response provided by CAJA dated June 8, 2018.

Sunset Landmark Comment 1

This firm and the undersigned represent The Sunset Landmark Investments, LLC (hereinafter "Sunset Landmark"). Please keep this office on the list of interested persons to receive timely notice of all hearings and determinations related to the proposed approval of an eight-story hotel at 6421-6429 W. Selma Avenue and 1600-1604 N. Wilcox Avenue, commonly known as the Selma Wilcox Hotel Project ("Tao Hotel" or "Project"). Pursuant to Public Resources Code Section 21167(f), provide a copy of each and every Notice of Determination issued by the City in connection with this Project. Sunset Landmark adopts and incorporates by reference all Project objections raised by themselves and all others during the environmental review and land use entitlement processes.

Response to Sunset Landmark Comment 1

The comment serves as an introduction to the commenter's concerns, and does not require a detailed response. (CEQA Guidelines § 15088(c); *Flanders Found. v. City of Carmel-by-the-Sea* (2012) 202 Cal.App.4th 603, 615; *Rural Landowners Ass'n v. City Council* (1983) 143 Cal.App.3d 1013, 1020.) The concerns are expanded in the comments below. Each concern is also responded to below.

Sunset Landmark Comment 2

Sunset Landmark Investments respectfully submits this letter and accompanying exhibits, demanding that the City Council deny all above-referenced applications submitted by the owner/applicant for the following reasons: (1) The entire concept for the Tao Hotel is to create an over-developed, nuisance-generating, "party hotel" as part of a whole line of similar projects developed by the same developer for the purpose of injecting foreign investment money into a place where none of this was planned, and for which the infrastructure is not designed to support. The developer asks for the "sun, the moon, and the stars" when there is not a hint that the scope of this request is appropriate.

Response to Sunset Landmark Comment 2

The comment is unsubstantiated opinion and speculation. (*Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 393 [substantial evidence does not include argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, evidence that is not credible, or evidence of economic or social impacts that do not contribute to or are not caused by physical environmental impacts].) Moreover, this comment does not raise *specific*, significant environmental question, and therefore, does not warrant a response under CEQA. (*Citizens for E. Shore Parks v. State Lands Comm'n* (2011) 202 Cal.App.4th 549.)

Sunset Landmark Comment 3

(2) The City relies upon facially invalid interpretations of LAMC 12.22 A18 and 12.12 C4 (**Exhibit 1** [Summary of Zoning Administrator Interpretation dated May 18, 2000 and Zoning Engineer Memo dated February 10, 2009]) to claim that R5 zone density is permitted on commercially zoned lots in Regional Center Commercial land use designations across the City, including Hollywood, and, even more incredibly,

that the authorized residential unit density limit is "unlimited" as to hotel rooms because City Council failed to specify a guest room limit in LAMC 12.12 C. Based upon these ludicrous interpretations, that are injecting more than double unit density into Regional Commercial Centers across the City without any textual support in the LAMC sections cited, and without environmental review of the cumulative impacts, the City claims the Tao Hotel can have 114 rooms. Thus, the Project as proposed is unlawful because it proposes a project more than 104 hotel rooms which is the lawful number of guest rooms in the C4 or C2 zone in which this site lies. The hotel will therefore be a monster building, twice the size the City planned for in the Hollywood Community Plan, the Hollywood Redevelopment Plan, and the City's zoning.

Response to Sunset Landmark Comment 3

The comment claims that the City's interpretation of its code is invalid and therefore, the 114 hotel guest rooms is not permitted in the zone. Los Angeles Municipal Code ("LAMC") Sections 12.14.C.3 and 12.11.C.4 allow a density of one guest room for every 200 square feet of lot area in the C2 Zone. However, LAMC Section 12.22.A.18.a and two inter-departmental correspondence dated February 27, 2014 (A. Bell) and May 18, 2000 (P. Kim and R. Janovici) provide an exception for properties in the C2 Zone with a land use designation of Regional Commercial to allow the density of the R5 Zone which does not establish a limitation for guest rooms. However, density would be limited by other development regulations, including maximum floor area ratio for the C2 Zone.

Courts may give deference to an agency's interpretation of a statute or ordinance; however, the degree of deference is fundamentally situational (*Yamaha Corp. of Am. v. State Bd. of Equalization* (1998) 19 Cal.4th 1, 12). "A court assessing the value of an [administrative] interpretation must consider a complex of factors material to the substantive legal issue before it, the particular agency offering the interpretation, and the comparative weight the factors ought in reason to command." (*Id.*) Factors to consider include whether the agency offering the interpretation had written the ordinance under review and whether the agency's interpretation is one that was consistently maintained and of long standing. (*Id.*)

The City's interpretation of LAMC section 12.22.A.18.a is memorialized in inter-departmental correspondence from the Office of the Zoning Administrator and is also featured in the Los Angeles Department of Building and Safety's ("LADBS") Zoning Code Manual. Additionally, the Department of City Planning has consistently applied this interpretation to developments combining residential and commercial uses. As such, the Project's proposed density of 114 rooms complies with the C2 Zone and the City's longtime application of its zoning code regulations.

Sunset Landmark Comment 4

(3) The Project as proposed is inconsistent with the permanent "D" Development Limitation of 2: 1 Floor Area Ratio ("FAR") imposed on the site as part of the General Plan Consistency Case 86-835-GPC and applicable City ordinances (**Exhibit 2** [Hollywood General Plan/Zoning Consistency Program]). Having imposed this 2:1 FAR limit in 1988 to protect the Hollywood community from negative environmental impacts as part of an extensive General Plan Consistency process (**Exhibit 3** [Ordinance 165660]), the City has no authority under Government Code Section 65860 or CEQA to remove the permanent "D" Development Limitation until:

a. The City demonstrates that the negative impacts of overdense development on Hollywood's deficient infrastructure have been mitigated to the maximum extent feasible as part of a lawful comprehensive community planning process (and then comprehensively adjust the 1988 General Plan Consistency Program density restrictions in accordance with the comprehensive review of the community planning process); or

b. The City reduces density on other land in the Community Plan area on a 1 to 1 basis for each parcel of land it purports to increase density (in order to maintain the density limit imposed in the 1988 Hollywood Community Plan and Hollywood General Plan Consistency Program). Such a Floor Area Transfer Program was authorized in the Hollywood Community Plan Section 511, but was never implemented by the former redevelopment agency or its successor agency, CRA/LA; or

c. The City demonstrates compliance with the required enactment of the Transportation Plan identified in the 1988 Hollywood Community Plan Revision process and the 1986/2003 Hollywood Redevelopment Plan process, and guaranteed by the City in Ordinance 165660 to provide a substitute mitigation to the 2: 1 FAR density restriction imposed on these parcels in 1988.

The FAR limit of 2:1 was imposed as a CEQA mitigation measure as part of a comprehensive planning process that occurred in conjunction with the 1988 Hollywood Community Plan Revision **and** the 1988 Hollywood General Plan Consistency Program. As extensively documented in **Exhibit 2**, there is no reasonable dispute that a comprehensive downzoning of Hollywood occurred in 1988 because significant negative impacts would occur if the City's 1946 zoning densities were allowed to be constructed without limitation -- which is what the City is doing on a parcel by parcel based now.

Based upon this zoning history, the Tao Hotel Project is actually asking for a rezoning that authorizes a taller and larger building than allowed by law. The City and Developer, once again presume the City can just enact a new ordinance and it will override Ordinance 165,660 that imposed the 2:1 FAR "D" Development Limitation.

Because the City proposes to erase the FAR density limit without complying with any of these requirements so as to avoid cumulative negative impacts in raising density without protecting the Hollywood community with equally effective mitigation measures, its action is unlawful and cannot be approved. (*Napa Citizens for Honest Govt. v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 358-359 ["We therefore hold that a governing body must state a legitimate reason for deleting an earlier adopted mitigation, and must support that statement of reason with substantial evidence. If no legitimate reason for the deletion has been stated, or if the evidence does not support the governing body's finding, the land use plan, as modified by the deletion or deletions, is invalid and cannot be enforced."]; *Fed. of Hillside & Canyon Ass'n v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1261 [City must assure that mitigation measures "will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded."].)

The City may not replace the 2:1 FAR density limit of Ordinance 165,660 without a valid reason. Such a valid reason would be that the long awaited Transportation Plan mitigation has been enacted, or a valid new community plan process that includes proper cumulative impact review has been completed. Neither of those things have occurred due to the City's ongoing neglect of the force of law of its general plan.

Response to Sunset Landmark Comment 4

The Project Site is subject to a Development "D" Limitation, which limits the maximum permitted FAR in Height District 2 to 2:1, unless additional FAR is approved by the City Planning Commission, subject to an agreement with the Community Redevelopment Agency (CRA). A Vesting Zone and Height District change from C4-2D to [Q]C2-2D has been requested to permit a maximum FAR of 3.7:1 in lieu of the permitted 2:1 FAR. Based on the Project Site's lot area of 21,610.7 square feet, the maximum allowable building area for a 3.7:1 FAR would be approximately 79,957 square feet, which is consistent with the project design.

The current zoning on the Project Site is not an unchangeable mitigation measure under CEQA or the Hollywood Community Plan EIR. The comment asserts that current zoning on the Project Site was adopted as an "mitigation measure" from a 1988 Hollywood General Plan/Zoning Consistency Program ("Consistency Program") and thus the City cannot modify this mitigation measure by legislative act. As stated in the comment, the premise for the "mitigation measure" argument is that FAR limits in Hollywood (including the Project Site) must remain unchanged until the City enacts a mitigation-based Transportation Specific Plan referenced in the nearly 30-year-old documents. The comment improperly conflates the Consistency Program with CEQA mitigation measures. The two are legally distinct and serve different purposes. Accordingly, the argument fails for several reasons.

First, the City already complied with the Consistency Program. The Consistency Program was born by court mandate following the passage of AB 283 and was subject to judicial oversight. The Consistency Program was an implementation tool for complying with the court's order to make Los Angeles' zoning consistent with its General Plan. It was not mitigation per se under CEQA. The Consistency Program contains no long term prohibition on subsequent zone changes or general plan amendments. Most importantly, the court

determined that the City completed the Consistency Program in 1997. Therefore, despite the comment's attempt to resurrect it, the program cannot, and does not, preclude the City from exercising its legislative power to change the Project Site zoning.

Second, even if the Consistency Program or Program EIR for the Hollywood Community Plan ("Hollywood EIR") are considered mitigation measures, the law does not require mitigation measures to apply in perpetuity. "The claim that once a mitigation measure is adopted it never can be deleted is inconsistent with the legislative recognition of the need to modify land use plans as circumstances change." (*Napa Citizens for Honest Govt.*, 91 Cal.App.4th at 358.) There is no statutory authority for the proposition that a change to the zoning or height district may not include the deletion or modification of earlier adopted mitigation measures. (*Id.*) Accordingly, once adopted, a mitigation measure is not binding for all time. *(Id.* at 359.)

We do not agree that the Consistency Program requires CEQA mitigation. We also do not agree that the Consistency Program and the Hollywood EIR are one and the same. The comment fails because Section 3.3 of the Hollywood EIR states that two primary reasons for revising the Hollywood Community Plan are: (1) because the City is under a court order to bring its General Plan and zoning into conformance by March 1988; and (2) the transportation system and other public facilities are services in Hollywood are at, or approaching, capacity today and cannot accommodate additional development . . . without substantial improvements. As we proved above, the City complied with the court order in 1997. In addition, the City has implemented major transportation improvements in Hollywood to improve transit capacity and accommodate development since the late-1980s.

For example, the City built and opened the Metro Red Line and Purple Line that provide heavy rail service for Hollywood and the Project Site. The City opened the Red Line in the mid-1990s and it is one of the busiest rail lines in the transit system. In addition, the City has updated and adopted a new Mobility Element (incorporated by reference) of the General Plan that further provides for transit options in the Hollywood area. The element further plans for adequate transit and vehicular circulation to accommodate existing conditions and growth. The project design and dedications comply with the Mobility Element. Thus, the City has implemented major improvements to the transit and vehicular network to address issues raised in the Hollywood EIR.

Moreover, Section 5 of the Hollywood EIR analyzed traffic impacts and contains recommendations (which are different than binding mitigation) for next steps to be undertaken by the City. Particularly, it recommends (p. 77) that the City identify transportation improvement options, and an implementation plan, for transportation in the Hollywood Community Plan area. The construction and opening of the Metro lines and the transit-enhanced network of streets in the Mobility Element accomplish the goal of the recommendation above. In addition, it recommends that "TDM/TSM plans should be developed and implemented for large scale commercial developments" in the Hollywood area. The Project includes a TDM plan. Thus, for multiple reasons, the City and the Project have accomplished the goals and recommendations of the Hollywood EIR, if it somehow applied in this case. Simply put, circumstances have changed over the last two decades and the City has transit options that allow for continued development. Accordingly, there is no legal merit to the comment's argument that an old transit plan recommendation can forever constrain the City's legislative land use powers.

Finally, the City retains its authority to approve a zone change and height district change for the Project, and is not required to update the entire Hollywood Community Plan to do so as suggested by the comment. The MND is a project-level document (compared to the program-level scope of the Hollywood EIR) that analyzes potential impacts associated with the zone change and height district change, contains mitigation measures as required by CEQA, and provides substantial evidence to support its impact conclusions for the Project.

Sunset Landmark Comment 5

(4) The former redevelopment agency, its lawful successor CRA/LA, and the Los Angeles City Council have violated their duties imposed by the Hollywood Redevelopment Plan, and cited in Ordinance 165,660 as a valid basis to modify the mitigation measure of the 2:1 FAR limit imposed in 1988, by failing to adopt the mandatory Transportation Plan that must be in place before the CRA/LA has legal authority to authorize any increase on this property above 2:1 FAR. We have confirmed with CRA/LA that it never completed and the

City Council never enacted the Transportation Plan required by the Hollywood Redevelopment Plan before increases in density would be allowed. Because the Hollywood Redevelopment Plan was adopted by City Ordinance Nos. 161202 and 175236, any project approved without the mandatory Transportation Plan violates City Ordinances 161202 and 175236. (**Exhibit 6** [Ordinances Incorporating Hollywood Redevelopment Plan as City Law].) CRA/LA has been sued by Hollywood Heritage for CRA/LA's more than three decade dereliction of duty to complete any of the implementing programs of the Hollywood Redevelopment Plan. This significantly includes failure to complete and adopt a protective and mitigating Transportation Plan. Therefore, this Project as proposed at nearly double the authorized FAR, is unlawful.

Response to Sunset Landmark Comment 5

The Project Site is located within the Hollywood Redevelopment Project Area ("HRPA"). Development within the Regional Center Commercial designation is restricted to an average FAR of 4.5:1. The intent for development within the Regional Center Commercial designation is to provide for economic development and guidance of high quality commercial, recreational, and residential urban environment with an emphasis on entertainment-oriented uses. To exceed an FAR of 4.5:1, the Redevelopment Plan requires the CRA/LA, a Designated Local Authority (successor agency to the former CRA of Los Angeles) to make certain findings and enter into an agreement with applicant to ensure that the proposed project will conform to the Redevelopment Plan. All applications within the HRPA requesting a permit for construction, remodeling, improvements, alterations including seismic compliance, demolition and/or signs must be referred to the CRA for both CEQA clearance and permit approval.

On December 29, 2011, the California Supreme Court issued its decision in *California Redevelopment Ass'n v. Matosantos* (2013) 212 Cal.4th 1457. The decision upheld recently enacted state law dissolving all California redevelopment agencies including the Community Redevelopment Agency of Los Angeles (CRA/LA) and made the dissolution of the agencies effective February 1, 2012. CRA is statutorily prohibited from entering any new agreements and is currently only allowed to wind down CRA affairs, including honoring existing obligations and addressing land use issues consistent with CRA's land use powers under the Redevelopment Plan. To date, the CRA has not transferred its land use powers to the City's Department of City Planning.

As discussed above, the Project's requested entitlements include a height district change to remove the existing "D" limitation and permit a maximum FAR of 3.7:1 in lieu of the permitted 2:1 FAR. Accordingly, the provisions set forth in the existing "D" limitation regarding the CRA/LA do not apply to the Project. Furthermore, the proposed FAR is 3.7:1 and thus does not trigger the CRA/LA findings and agreement requirements in the Hollywood Redevelopment Plan, as the Project does not exceed the 4.5:1 FAR threshold.

Sunset Landmark Comment 6

(5) The MND prepared by the City for the Tao Hotel is fatally flawed and cannot support a project approval. The MND failed to accurately disclose and analyze the current zoning, FAR, height, and residential density elements of the Project in the project description and the land use sections of the MND. Moreover, the MND failed to adequately analyze air quality, land use, noise, traffic, and greenhouse gas emissions.

Response to Sunset Landmark Comment 6

The MND lists the current zoning (C4-2D) in the Project Description in the MND on pages 2-4 and Table 2-1. MND pages 2-6 through 2-10 correctly identify the development regulations applicable to the Project Site. These are also discussed in the Land Use section in the MND on pages 3-117 to 3-119. Moreover, this comment is a red-herring as demonstrated by Response to Comment 3 and Response to Comment 4.

The evidence contained in the MND demonstrates a thorough and conservative analysis of air quality, land use, noise, traffic, and greenhouse gas ("GHG") emissions. This comment simply states that the MND does not contain adequate analysis without providing any further explanation or evidence to support the claim. An introductory or conclusory statement does not require a detailed response. (CEQA Guidelines § 15088(c); *Flanders Found. v. City of Carmel-by-the-Sea* (2012) 202 Cal.App.4th 603, 615; *Rural*

Landowners Ass'n v. City Council (1983) 143 Cal.App.3d 1013, 1020.) A comment that does not raise a significant environmental question does need not be responded to. (*Citizens for E. Shore Parks*, 202 Cal.App.4th 549.) Additionally, under Public Resources Code section 21082.2(c), "[a]rgument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."

Sunset Landmark Comment 7

(6) This is the fifth alcohol-soaked "Animal House" party hotel proposed by the same developer group within a few hundred feet of each other - yet the City Environmental Review Unit acts as if they are unrelated. This piecemealing of what has been touted in the media as a "new hotel district" by the developer somehow is allowed to roll out bit-by-bit and piece-by-piece without the comprehensive review CEQA requires. Even more astounding is the fact the City actually approved an MND for a piece of this building in 2015 without requiring review of even the whole building. This is professional environmental review malpractice. It used to be that the City enforced CEQA to prevent developer fraudulent applications of pieces of a larger project. Arviv Enterprises v. South Valley Area Planning Commission (2002) 101 Cal.App.4th 1333. Now the City colludes to ignore & openly defy CEQA's duties.

For all of these basic reasons, most of them fundamental planning concepts apparently thrown out the window by the City Planning Director and his employees, the City Planning Commission and Advisory Agency must exercise restraint by not rubberstamping another planning disaster in Hollywood fueled by greed and foreign investors with no stake in the integrity of the City's planning processes.

Response to Sunset Landmark Comment 7

For purposes of CEQA coverage, a "project" is defined as comprising "the whole of an action" that has the potential to result in a direct or reasonably foreseeable indirect physical change to the environment. (CEQA Guidelines § 15378(a).) Thus, the term "project" refers to the activity for which approval is sought, not to each separate governmental approval that may be required for the activity to occur. (CEQA Guidelines § 15378(c).)

The project description should not include existing, ongoing activities not proposed for approval even though they may be related to the activity that is proposed for approval. (*El Dorado County Taxpayers for Quality Growth v. County of El Dorado* (2004) 122 Cal.App.4th 1591; *Fat v. County of Sacramento* (2002) 97 Cal.App.4th 1270.) Related activities that are similar in nature and that serve the same purpose are separate projects (as opposed to a single project) if they are independently considered for approval and one activity is not a foreseeable consequence of the other. (*Sierra Club v. West Side Irrig. Dist.* 2005) 128 Cal.App.4th 690 [city's agreements with two water districts for assignments of rights to Central Valley Project water were separate projects because the assignments were independent of each other and were approved by separate irrigation districts].)

In *Laurel Heights v Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, the court set forth the standards for determining whether reasonably foreseeable future activities must be included in a project description and for determining whether the impacts of those activities must be analyzed in an environmental documentation. The court established a two-pronged test: "We hold that an EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects." (*Id*. at 396.)

For the first prong, the current Project was not a reasonably foreseeable consequence of the existing development because each activity could operate successfully and without the development of the other. Put differently, the proposed hotel project could be approved and developed without the prior approval of the existing on-site development. The project proposes an unforeseen expansion to ensure the land is achieving its best; however, the existing development's approval was not predicated on and could not predict this subsequent "buildout."

Moreover, neither the proposed development and the existing development are conditioned upon completion of the other in the way that other piecemealing CEQA cases have articulated. (*Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora* (2007) 155 Cal.App.4th 1214 [because there was a strong connection between the road alignment and the completion of the proposed home improvement center, the court concluded that the home improvement center and the road alignment were part of a single CEQA project, even though they could have been completed separately]; *El Dorado County Taxpayers for Quality Growth*, 122 Cal.App.4th at 1600 [future expansion was not a foreseeable consequence of project approval because decision to allow future expansion would depend more on environmental, social, and political factors].)

Put succinctly, both the proposed Project and the existing development are legally required to be independently considered and not a foreseeable consequence of the other. Each development has independent utility and, while on the same site, are not predicated on each other. Denial of the proposed project would not eliminate the effectiveness of the existing development.

Contrary to the statement the project is a party hotel, as identified in the MND as the Project's objective the intent of the Project is to:

- Develop a site that combines hotel, retail, and restaurant uses.
- Support infill development and redevelopment in existing urban areas to reduce "greenfield" development and urban sprawl.
- Respond to the continuous demand for new hotel rooms in the City and specifically in the Hollywood sub-market, as identified in the Report of the Chief Legislative Analyst to the Members of the City's Housing, Community and Economic Development Committee dated August 6, 2013.
- Provide a lodging option for leisure and business travelers, tourists and visiting friends/relatives of local residents.
- Target an underserved segment of the tourist market with a hotel concept in Hollywood with proximity to some of the region's most popular tourist, cultural and entertainment destinations.
- Leverage the billions of public investment dollars on local transit facilities and infrastructure, including the Metro Red Line stations located nearby.
- Construct an iconic, contemporary hotel project on Selma Avenue, near Cahuenga Boulevard.
- Contribute to the economic recovery of the City by developing hotel uses that generate local tax revenues, provide new jobs, and host hotel guests who support local businesses, including dining, shopping and entertainment venues nearby.
- Create an architecturally-inspired development that is economically sustainable and compatible with surrounding land uses.

It is true that the Project is seeking a Conditional Use Beverage ("CUB") for the on-site sale and dispensing of alcoholic beverages incidental to a proposed 114-guestroom hotel and restaurant. The Applicant and the Project will adhere strictly to the requirements and conditions set forth in the CUB, including the Standardized Training for Alcohol Retailers, which requires such training for all employees involved with the sale of alcoholic beverages.

Sunset Landmark Comment 8

III. RELEVANT FACTS AND BACKGROUND.

[The language under this heading is purposely omitted here and we incorporate by reference the language under this heading in the Sunset Landmark Comment Letter.]

Response to Sunset Landmark Comment 8

Please see Response to Comment 4.

Sunset Landmark Comment 9

IV. THE LAWFUL NUMBER OF HOTEL ROOMS IS SET BY THE MUNICIPAL CODE AT 200 SQUARE

FEET OF LOT AREA WHICH IS MUCH LESS THAN THE 114 ROOMS PROPOSED BY THE DEVELOPER

[The language under this heading is purposely omitted here and we incorporate by reference the language under this heading in the Sunset Landmark Comment Letter.]

Response to Sunset Landmark Comment 9

Please see Response to Comment 3.

Sunset Landmark Comment 11

VI. THE CURRENT ZONING OF THE TAO HOTEL WAS ENACTED UNDER THE COMPREHENSIVE GENERAL PLAN CONSISTENCY PROGRAM AS A DOWNZONING MITIGATION MEASURE AND THEREFORE SUCH MITIGATION MEASURE CANNOT BE MODIFIED BY SIMPLE REPEAL, AS THE DEVELOPER HAS ASKED THE CITY TO DO AGAIN AND AGAIN.

[The language under this heading is purposely omitted here and we incorporate by reference the language under this heading in the Sunset Landmark Comment Letter.]

Response to Sunset Landmark Comment 11

This comment contains conclusory statements and does not raise a specific environmental concern related to the Project. No response is required. To the extent a response is required related to the Project's compliance with all applicable land use designations and plans, please see Response to Comment 4.

Sunset Landmark Comment 12

VII. THE FORMER REDEVELOPMENT AGENCY'S FAILURE TO PREPARE A TRANSPORTATION PLAN MEANS THAT NO INCREASES IN DEVELOPMENT DENSITY CAN BE GRANTED UNDER THE "D" DEVELOPMENT LIMITATION.

[The language under this heading is purposely omitted here and we incorporate by reference the language under this heading in the Sunset Landmark Comment Letter.]

Response to Sunset Landmark Comment 12

This comment contains conclusory statements and does not raise a specific environmental concern related to the Project. No response is required. To the extent a response is required related to the Project's compliance with all applicable land use designations and plans, please see Response to Comment 4.

Sunset Landmark Comment 13

VIII. THE MITIGATED NEGATIVE DECLARATION VIOLATES CEQA. BECAUSE THERE IS NO SHOWING THAT SIGNIFICANT IMPACTS ARE NOT POSSIBLE, AN EIR IS REQUIRED.

[The language under this heading is purposely omitted here and we incorporate by reference the language under this heading in the Sunset Landmark Comment Letter.]

Response to Sunset Landmark Comment 13

The comment does not raise any new CEQA issues and does not require any change to any conclusion identified in the MND. There is no substantial evidence in the record or in the comment showing that subsequent environmental review is necessary or that the Project may cause significant adverse impacts (Pub. Res. Code § 21166; CEQA Guidelines § 15162). CEQA Guidelines section 15064 requires the lead agency to determine if a project will have a significant effect based on substantial evidence. CEQA Guidelines section 15382 defines the term "significant effect on the environment" as "a substantial, or

potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." In compliance with the CEQA Guidelines, and in light of the whole record, the lead agency accurately determined the significant effects of the Project. As demonstrated by the MND, the whole of the record supports the conclusion that the Project, as proposed, would have less than significant impacts.

Sunset Landmark Comment 14

A. The Project Description is Deficient and Masks Potential Significant Impacts.

[The language under this heading is purposely omitted here and we incorporate by reference the language under this heading in the Sunset Landmark Comment Letter.]

Response to Sunset Landmark Comment 14

The MND must include an accurate, stable, and consistent description of the proposed project. (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 197.) The project description must contain sufficient specific information about the project to allow a complete evaluation and review of its environmental impacts. (CEQA Guidelines § 15124.) Pursuant to CEQA, a project description, and the accompanying analysis, must be consistent throughout the environmental document. If the project description is inconsistent (*e.g.,* if a project is described differently in different sections of the documents), these shifts prevent the document from serving as a vehicle for intelligent public participation in the decision-making process. (*County of Inyo*, 71 Cal.App.3d at 197.)

Generally, an adequate MND must be "prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences." (*Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20, 26.) However, the project description "should not supply extensive detail beyond that needed for evaluation and review of the environmental impact." (CEQA Guidelines § 15124; *Save Round Valley Alliance v. County of Inyo* (2007) 157 Cal.App.4th 1437). In *Dry Creek,* the leading case on the level of detail in a project description, the court noted that the CEQA Guidelines require a "general description" of a project's characteristics. (70 Cal.App.4th at 28.) This requirement means that the MND must describe the main features of a project, rather than all of the details or particulars. This is consistent with the principle in CEQA Guidelines section 15140, requiring that environmental documents be prepared in plain language so that the public can readily understand them.

The courts have also confirmed that a project description may describe some project components in greater detail than others and need not include information irrelevant to the analysis of significant impacts. (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 533 [court rejected claims that the EIR had to describe the area to be annexed precisely, because the map was sufficient to assess significant impacts and consider mitigation measures and alternatives]; *Cal. Oak Found. v. Regents of Univ. of Cal.* (2010) 188 Cal.App.4th 227, 269; *Mount Shasta Bioregional Ecology Ctr. v. County of Siskiyou* (2012) 210 Cal.App.4th 184, 203.)

The historical information Comment 14 seeks to include in the MND is irrelevant, and does not assist in the evaluation and review of the environmental impact of the Project. Please see Response to Comment 3 through Response to Comment 6 and Response to Comment 13. As demonstrated by those Reponses to Comment, the MND provides a consistent, stable and finite project description that permits review and evaluation of the Project's impacts.

Sunset Landmark Comment 15

B. The MND's Land Use Analysis Fails To Disclose Significant Land Use Impacts.

[The language under this heading is purposely omitted here and we incorporate by reference the language under this heading in the Sunset Landmark Comment Letter.]

Response to Sunset Landmark Comment 15

Please see Response to Comment 4 through Response to Comment 6, Response to Comment 13 and Response to Comment 14.

Sunset Landmark Comment 16

In sum, the MND fails on multiple grounds, and as to multiple types of environmental effects, to meet the test for a mitigated negative declaration. It has failed to show no possibility of a significant impact on the environment as to air quality, noise and vibration, greenhouse gas emissions, and traffic. An EIR is clearly required.

Response to Sunset Landmark Comment 16

The comment letter does not provide substantial evidence that supports a finding that further CEQA review of the Project beyond the MND is required or the Project may have a significant environmental impact. As analyzed in the MND, the impacts of the Project are less than significant.

Sunset Landmark Comment 17

The Tao Hotel is an ill-conceived, noise generating nuisance "party hotel" that should have never come out of a Planning Department conference room. Multiple deliberate misconstructions of the LAMC are used to unlawfully increase the residential unit density, FAR, and height of the building. There is no legitimate basis to approve this Project as proposed. Given the numerous hotels of the same developer in the immediate vicinity, it is time for the City to acknowledge that this multi-hotel project must be analyzed comprehensively in a full EIR.

Response to Sunset Landmark Comment 17

The comment constitutes a conclusion to the comment letter. The comment letter does not provide substantial evidence that supports a finding that further CEQA review of the Project beyond the MND is required or the Project may have a significant environmental impact. As analyzed in the MND, the impacts of the Project are less than significant.