

## **Appendix B**

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### AB 900 Certification and Concurrence Letter

## **Appendix B.1**

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### AB 900 Governor's Certification Letter



## OFFICE OF THE GOVERNOR

### GOVERNOR'S CERTIFICATION GRANTING STREAMLINING FOR THE HOLLYWOOD & WILCOX MIXED-USE PROJECT IN THE CITY OF LOS ANGELES

**I, GAVIN NEWSOM**, Governor of the State of California, in accordance with the authority vested in me by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011, Public Resources Code Section 21178 et seq., make the following determinations:

The Hollywood & Wilcox Mixed-Use Project, a mixed-use residential development in Los Angeles, will invest more than \$120 million dollars in the California economy, create jobs, reduce energy usage and use clean energy, and promote infill development. A copy of the Project's Application, which contains information supporting this certification, is attached as Exhibit 1. All materials associated with this application are available online at: <http://www.opr.ca.gov/ceqa/california-jobs.html>

1. Project Applicant: 6436 Hollywood Blvd LLC and 1624 Wilcox Ave LP
2. Project Description: The Applicant proposes to build 260 multi-family residential dwelling units, up to 10 percent of which would be workforce housing, 11,020 square feet of retail uses, 3,580 square feet of office uses, and 3,200 square feet of restaurant uses. An existing historic structure on the site will be rehabilitated and restored. Approximately 420 parking spaces would be provided in five parking levels: two subterranean, one at-grade level, and two above-grade. The Project would also include 33,750 square feet of open space provided within landscaped courtyards and terraces, a sky deck, and a pool deck.
3. Lead Agency: City of Los Angeles
4. The projects meets the criteria set forth in Public Resources Code Section 21180(b)(1). It is
  - a. A mixed use residential/commercial project (see Exhibit 1, pages 5-6);
  - b. Designed to be eligible for LEED ND Gold rating (see Exhibit 1, page 6);

- c. Designed to achieve a 15-percent greater standard for transportation efficiency than for comparable projects (see Exhibit 1, pages 8-10 and Exhibit 2);
  - d. Located on an in-fill site (see Exhibit 1, page 10);
  - e. Consistent with the Sustainable Communities Strategy for the Southern California region (see Exhibit 1, pages 11-14).
5. As a multifamily residential project, the project will provide unbundled parking for all residential units except for any dwelling units subject to affordability restrictions that prescribe rent or sale prices and for which the cost of parking spaces cannot be unbundled from the cost of the affordable dwelling units pursuant to Public Resources Code Section 21184.5 (see Exhibit 1, page 19).
6. The size and scope of the project clearly establish that the project entails a minimum investment of \$100 million in California through the time of the completion of construction (see Exhibit 1, page 15) in compliance with Public Resources Code Section 21183(a).
7. The project applicant has provided information establishing that the prevailing and living wage requirements of Public Resources Code Section 21183(b) will be satisfied (see Exhibit 1, page 15 and Exhibit 3).
8. The project applicant has provided information establishing that the project will not result in any net additional greenhouse gas emissions (see Exhibit 1, pages 16-18), and the Executive Officer of the California Air Resources Board (CARB) has made the determination that the project does not result in any net additional greenhouse gas emissions (see CARB Determination dated March 13, 2019, attached as Exhibit 4) in compliance with Public Resources Code Section 21183(c).
9. The project applicant has provided information establishing that the project will comply with the requirements for the commercial and organic waste recycling of Public Resources Code Chapter 12.8 (commencing with Section 42649) and 12.9 (commencing with Section 42649.8) of Part 23 of Division 30, as applicable (see Exhibit 1, page 15 and Exhibit 5) in compliance with Public Resources Code Section 21183(d).
10. The project applicant has provided documentation reflecting a binding agreement establishing the requirements set forth in Public Resources Code sections 21183(e), (f), and (g) to undertake mitigation measures, to pay the costs for hearing by the Court of Appeal, and to pay the costs of preparing the record of proceedings (see Exhibit 1, pages 18-19 and Exhibit 6).



Therefore, I hereby certify that the Hollywood & Wilcox Mixed-Use Project is an eligible project under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011, Public Resources Code Section 21178 et seq.

A handwritten signature in black ink, appearing to read "Gavin Newsom", written over a horizontal line.

GAVIN NEWSOM  
Governor of California

October 10, 2019

## **Appendix B.2**

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AB 900 Joint Legislative Budget Committee  
Concurrence Letter

**HOLLY J. MITCHELL**  
CHAIR

SENATE MEMBERS  
PATRICIA C. BATES  
WILLIAM W. MONNING  
JIM NIELSEN  
DR. RICHARD PAN  
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JEFF STONE

# California Legislature

## JOINT LEGISLATIVE BUDGET COMMITTEE

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LUZ RIVAS  
SHIRLEY N. WEBER

November 8, 2019

Ms. Kate Gordon, Director  
Governor's Office of Planning and Research  
State of California  
1400 Tenth Street  
Sacramento, California 95814

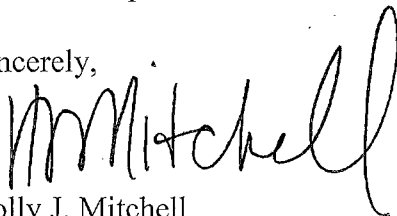
Dear Ms. Gordon:

On October 10, 2019, you informed me that Governor Newsom had determined that the Hollywood & Wilcox Mixed-Use Project in the City of Los Angeles is eligible for streamlined judicial review as initially established under Chapter 354 of 2011 (AB 900, Buchanan).

Assembly Bill 900 provides a streamlined California Environmental Quality Act review process for construction projects that qualify as environmental leadership development projects (ELDPs). Among other requirements, ELDPs must make substantial financial investments within our state; create new high-wage and highly skilled jobs; and not result in any net additional greenhouse gas emissions, as determined by the California Air Resources Board.

The JLBC is tasked with reviewing the information you have provided for its consistency with the AB 900 criteria currently set forth in Public Resources Code section 21178 et seq. Given the information you provided, and a subsequent review by the Legislative Analyst's Office, I concur with the Governor's determination that the project meets those existing statutory criteria. At the same time, I want to acknowledge that some issues and considerations have been raised related to how we may want to define and oversee environmental leadership projects. To that end, it is my hope that the Administration and Legislature will work together to ensure that our law and policies reflect our shared intent for the state.

Sincerely,



Holly J. Mitchell  
Chair

cc: Members of the Joint Legislative Budget Committee  
Ms. Keely Martin Bosler, Director of Finance

## **Appendix B.3**

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### AB 900 Project Application

# **AB 900 Application**

**for the**

## **Hollywood & Wilcox Mixed-Use Project**

Prepared for  
**6436 Hollywood Blvd LLC & 1624 Wilcox Ave LP**

Prepared by



**e y e s t o n e**  
ENVIRONMENTAL

**2121 Rosecrans Avenue, Suite 3355**  
**El Segundo, CA 90245-4744**

**February 2019**

## **Application for Environmental Leadership Development Project**

**Project Title: Hollywood & Wilcox**

**Project Applicant: 6436 Hollywood Blvd LLC and 1624 Wilcox Ave LP**

**Project Location: Los Angeles, California**

### **Project Proposal**

6436 Hollywood Blvd LLC and 1624 Wilcox Ave LP<sup>1</sup> (together, the Applicant) proposes to develop a mixed-use project comprised of 260 multi-family residential dwelling units, up to 10 percent of which would be workforce housing,<sup>2</sup> 11,020 square feet of retail uses, 3,580 square feet of office uses, and 3,200 square feet of restaurant uses (the Project) within the Hollywood Community Plan area of the City of Los Angeles (the City). The subject property is comprised of approximately 1.4 acres located at 6430–6440 Hollywood Boulevard and 1624–1648 Wilcox Avenue (the Project Site). As part of the Project, the existing two-story, 9,000-square-foot Attie Building, a contributing structure to the Hollywood Boulevard Commercial and Entertainment District,<sup>3</sup> located at the corner of Hollywood Boulevard and Wilcox Avenue would be rehabilitated and restored, while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area with a maximum floor area ratio (FAR) of up to 4.5 to 1. Approximately 420 parking spaces would be provided in five parking levels: two subterranean, one at-grade level, and two above-grade levels. The Project would also include 33,750 square feet of open space provided within landscaped courtyards and terraces, a sky deck, and a pool deck.

The Project is located in the Hollywood Community Plan (Community Plan) area of the City. The Community Plan designates the Project Site for Regional Center Commercial land uses, with corresponding permitted zones of C2, C4, RAS3, RAS4, P, and PB. The

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<sup>1</sup> Successor entities to 6436 Hollywood EAT, LLC and Princeton Leasing Limited Partnership, respectively.

<sup>2</sup> Per the Los Angeles Housing and Community Investment Department, the qualifying maximum income level for workforce housing is 150 percent of the area median income based on family size.

<sup>3</sup> The Hollywood Boulevard Commercial and Entertainment District is a 12 block area of the commercial core of Hollywood that contains examples of architecture from the 1920s and 1930s. The district includes 63 contributing properties and was listed in the National Register of Historic Places in 1984. Source: Hollywood Heritage, Inc., “Policies and Procedures,” [www.hollywoodheritage.org/policies-and-procedures](http://www.hollywoodheritage.org/policies-and-procedures), accessed June 26, 2018, and National Park Service, “National Register of Historic Places Inventory—Nomination Form,” <https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/85000704.pdf>, accessed January 23, 2019.

Project Site has two zoning designations under the Los Angeles Municipal Code (LAMC). The two lots that front on Hollywood Boulevard (the Hollywood Parcels) are zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District). The balance of the Project Site (the Wilcox Parcels) is zoned C4-2D (Commercial Height District 2 with Development Limitation). The C4 zone permits a wide array of land uses including commercial, office, residential, retail, and hotel uses. The C4 zone, in conjunction with the Project Site's Regional Center Commercial land use designation, and pursuant to LAMC Section 12.22-A,18, also permits any land use permitted in the R5 (Multiple Residential) zone, which includes multi-family dwellings with a minimum lot area of 200 square feet per dwelling unit. The Height District 2 designation, in conjunction with the C4 zone, does not impose a maximum building height limitation but does impose a maximum FAR of 6:1. The "D" limitation of the Project Site's zoning limits the total floor area contained in all buildings on the Hollywood Parcels to a maximum FAR of 2:1 (per Ordinance No. 165,660, adopted in 1990) and restricts height to maximum of 45 feet; however, a project could exceed the 2:1 FAR subject to certain conditions.<sup>4</sup> There is no height limitation on the Wilcox Parcels. The Hollywood Parcels have the SN designation which indicates that these parcels are located in the Hollywood Signage Supplemental Use District (HSSUD).

The Project includes the development of a mixed-use building up to 15 stories in height, rehabilitation and restoration of the Attie Building, and the addition of a one-story commercial building directly adjacent to the east of the Attie Building. The new development would be stepped back from Hollywood Boulevard and would transition from 45 feet along Hollywood Boulevard to 125 feet, and then to a maximum of 160 feet within the southern portion of the Project Site. Landscaped outdoor courtyards and terraces would be integrated throughout the Project Site.

Rehabilitation and restoration of the Attie Building would occur in accordance with the Secretary of Interior's Standards for Historic Rehabilitation and would include retention and preservation of the existing on-site mural along the west elevation. Upon completion, the Attie Building would continue to be used for commercial uses. Adjacent to the Attie Building, the new low-rise commercial building would replace an existing commercial

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<sup>4</sup> The conditions are: a) The Community Redevelopment Agency Board finds that the project conforms to: (1) the Hollywood Redevelopment Plan, (2) a Transportation Program adopted by the Community Redevelopment Agency Board pursuant to Section 518.1 of the Redevelopment Plan, (3) the Hollywood Boulevard District urban design plan as approved by the City Planning Commission and 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) The project complies with the following two requirements: 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 LAMC Section 12.24-B.3.

building that is a non-contributing structure to the Hollywood Boulevard Commercial and Entertainment District. The new commercial building would be approximately 45 feet in height. This building would be contemporary in design but would incorporate elements from the Attie Building, so that it would complement the contributing structure. A pool deck that would serve the residential uses in the new mixed-use building would be located on the rooftop of the new commercial building.

Community-serving retail would be located along Hollywood Boulevard, and community-serving retail and restaurant uses, together with residential amenities, including a lobby area and lounge, would be located along Wilcox Avenue. An outdoor courtyard, which could be used as an outdoor seating/dining area for a restaurant, would also be incorporated to the north of the commercial use at ground-level along Wilcox Avenue and would be publicly accessible during business hours. Another outdoor courtyard would be accessible to residents only and located at ground-level at the southwestern corner of the Project Site, adjacent to the ground-floor residential amenities. Parking would be provided within two subterranean, one at-grade, and two above-grade levels. The at-grade and above-grade parking levels would be centrally located within the Project Site and would be screened from public view by the commercial uses along Hollywood Boulevard and by the commercial uses, residential amenities, and residential uses along Wilcox Avenue. The residential units would be located on Levels 3 through 15 of the new mixed-use building.

The proposed new development would be modern in design but would take design cues from nearby historic Hollywood buildings, such as the Taft Building at Hollywood Boulevard and Vine Street, the Warner Theater/Pacific Building at Hollywood Boulevard and Wilcox Avenue, the Security Pacific Bank Building at Hollywood Boulevard and Cahuenga Boulevard, and the Equitable Building at Hollywood Boulevard and Vine Street. The proposed mixed use, 15-story building's mostly white exterior combined with accents of color pulled from its neighbors presents a modern building that reflects its surroundings through the use of a solid, cementitious exterior, and its vertical façade rhythm. The stepped design would also reduce the mixed use, 15-story building's perceived height and mass from the generally low-rise development along Hollywood Boulevard. In addition, by adding community-serving retail and restaurant space and the residential amenities on Wilcox Avenue, the Project would promote a pedestrian-friendly environment.

Landscaping would include a mix of trees, shrubs, and large planters and, where feasible, would utilize drought-tolerant plant materials native to Los Angeles. New landscaping would be provided along Wilcox Avenue and in the outdoor seating areas associated with the commercial space and the residential lounge, as well as on the sky deck, fourth floor residential courtyard, and pool deck. The landscape design would incorporate outdoor seating areas.



Vehicular access to the Project Site would be provided via a new driveway on Wilcox Avenue for commercial and residential parking. In accordance with LAMC requirements, the Project would provide a total of 420 vehicular parking spaces, including 387 spaces for the residential units and 33 spaces for the community-serving retail and restaurant uses. The vehicular parking provided accounts for a permitted 10-percent reduction, pursuant to the Los Angeles Bicycle Parking Ordinance (LAMC Section 12.21-A,4). Parking would be provided in two levels of subterranean, one level of at-grade, and two levels of above-grade parking. As discussed above, the parking on Levels 1 and 2 would be centrally located within the Project Site and would be shielded from view from public streets by the commercial uses and residential lobby and amenities. The parking on Level 3 would be screened by the residential uses that would line the western portion of the parking structure. A loading area would be provided within Level 1 and would be shielded from the public right-of-way by the commercial uses on Wilcox Avenue.

The Project would also include short- and long-term bicycle parking, in accordance with LAMC requirements. The Project includes 269 long-term spaces and 35 short-term spaces for both residential and commercial uses. Both short-term and long-term bicycle parking would be located on Level 1.

Pedestrian access to the commercial buildings would be provided via the sidewalks along Hollywood Boulevard and Wilcox Avenue. Pedestrian access to the residential building would be provided by a residential lobby located along Wilcox Avenue.

### **Project Site**

The Project Site is located at the southeast corner of Hollywood Boulevard and Wilcox Avenue in Hollywood. The Project Site is currently occupied by four low-rise commercial buildings that comprise a total of 29,200 square feet of floor area as well as surface parking. Included in this floor area is the 9,000-square-foot Attie Building located at the corner of Hollywood Boulevard and Wilcox Avenue. The Attie Building is a contributing structure to the Hollywood Boulevard Commercial and Entertainment District. Vehicular access to the surface parking is provided via a driveway on Wilcox Avenue.

Landscaping within the Project Site is limited. Two ornamental trees are located along Hollywood Boulevard and two ornamental trees are located within the surface parking lot. These existing trees consist of various non-native species that are not subject

to the City of Los Angeles Protected Tree Relocation and Replacement Ordinance (Ordinance No. 177404).<sup>5</sup>

The Project Site is located in a highly urbanized area characterized by medium to high-density, low- and high-rise commercial and multi-family structures. Surrounding uses include a one-story retail building immediately to the east on Hollywood Boulevard, a three-story hotel to the south, the five-story Hollywood Pacific Theatre (also known as the Warner Pacific Theatre or Warner Hollywood Theatre) building to the north across Hollywood Boulevard, and one-story commercial buildings and surface parking to the west across Wilcox Avenue. The newly constructed ten-story Dream Hotel is also located southeast of the Project Site within the same block.

### **CONSISTENCY WITH STATUTORY REQUIREMENTS FOR CEQA STREAMLINING**

This application was prepared in accordance with the Governor's Guidelines for Streamlining Judicial Review under the California Environmental Quality Act (CEQA), which is provided on the Governor's Office of Planning and Research Website (<http://opr.ca.gov/ceqa/california-jobs.html>).

The following information (in addition to all exhibits) is submitted to establish that the Project satisfies the statutory requirements for CEQA streamlining as further informed by the criteria set forth in the Governor's Guidelines under California Public Resources Code (PRC) Section 21178 et seq.

#### **Information to show the project is residential, retail, commercial, sports, cultural, entertainment, or recreational in nature.**

The Project is mixed-use in nature, including 260 multi-family residential units, up to 10 percent of which would be workforce housing, 11,020 square feet of retail uses, 3,580 square feet of office uses, and 3,200 square feet of residential uses. As part of the Project, the existing two-story, 9,000-square-foot Attie Building located at the corner of Hollywood Boulevard and Wilcox Avenue would be rehabilitated and restored, while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum height of 160 feet. Community-serving retail would be located along Hollywood Boulevard, and community-serving retail and restaurant uses, together

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<sup>5</sup> *The City of Los Angeles Protected Tree Relocation and Replacement Ordinance (Ordinance No. 177404) protects Oak, Southern California Black Walnut, Western Sycamore, and California Bay tree species that are native to Southern California, and excludes trees grown by a nursery or trees planted or grown as part of a tree planting program.*

with residential amenities, including a lobby area and lounge, would be located along Wilcox Avenue. Residential uses would be located on Levels 3 through 15 of the new mixed-use building, which would be located on the southern portion of the Project Site. Upon completion, the Project would include approximately 278,892 square feet of floor area with a maximum FAR of up to 4.5 to 1.

The Project would also provide a variety of open space and recreational amenities. Private open space and recreational amenities available to Project residents would include landscaped courtyards and terraces, a sky deck, a pool deck, gym and yoga studio, theater, library/music room, business center, trellised barbeque area, dog run deck, and private balconies. As part of the Project, two on-site trees would be removed, and the two street trees along Hollywood Boulevard would be retained. In total, the Project would provide 33,750 square feet of open space.

Proposed site plans for the Project, which include renderings, are attached as Exhibit 1.

**Information to show the project will qualify for LEED Gold® certification or better. The application shall specify those design elements that make the project eligible for LEED Gold® certification or better, and the applicant shall submit a binding commitment to delay operating the project until it receives LEED Gold® certification or better. If, upon completion of construction, LEED Gold® certification or better is delayed as a result of the certification process rather than a project deficiency, the applicant may petition the Governor to approve project operation pending completion of the certification process.**

The Project is being designed to achieve LEED Gold® Certification. LEED Gold® Certification for the Project will encourage design and construction decisions that have the potential to reduce energy and water use, promote resource conservation through redevelopment and the sourcing of local construction materials and create healthier indoor environments. Achieving LEED Gold® Certification requires obtaining at least 60 points satisfying eight categories, which can be organized into three overarching themes: Siting and Transportation, Building Performance, and Material Selection. The end result is a positive impact on resource conservation, the built environment, and the local community.

LEED provides a level of flexibility for project to choose the exact credits and project features. At the time of this application, the exact LEED credits and project features that would be selected to achieve LEED Gold® Certification have not yet been finalized. However, some of the design features that are anticipated for contributing to the achievement of LEED Gold® Certification include:

Siting, Transportation, and Mixed Use addresses preservation of undeveloped property by encouraging infill development, adaptive re-use of existing historic buildings, and facilitating pedestrian activity by integrating a diversity of uses and providing convenient access to public transportation. The Project is located in a prime urban location close to transit, entertainment, and employment and will integrate a range of uses including public and private open space. The Project would also rehabilitate and restore the historic Attie Building on the Project Site.

The Project Site is located within a 0.25-mile walking distance of the Los Angeles County Metropolitan Transportation Authority (Metro) Hollywood and Vine Red Line station. The Red Line runs between North Hollywood and Downtown Los Angeles, where it connects to the larger Metro rail network. The Project Site is also well served by Metro and Los Angeles Department of Transportation (LADOT) bus lines, the majority of which provide frequency of service intervals of 15 minutes or less during the A.M. and P.M. peak commute periods. The Project would also include measures to promote and support carpools and ridesharing, bicycle amenities such as racks, and a transportation information center with educational programs, kiosks, and/or other measures. Furthermore, 10 percent of the parking spaces would include EV charges/plug-ins for electric vehicles.

Building Performance emphasizes water and energy efficiency to maximize livability with reduced resource consumption. Consideration will be taken to select high-performance materials, fixtures and appliances to reduce energy consumption by 22 percent in comparison to LEED baseline of ASHRAE 90.1-210, indoor water usage by 35 percent, and outdoor water usage by 30 percent below baseline requirements. Additionally, a construction and demolition waste management plan will maximize recycling.

Material Selection attempts to reduce the building's life cycle impact through the selection of upcycled, recycled and locally sourced materials where feasible and also minimize exposure to environmental toxins by choosing low VOC materials. A few practices being considered are utilizing a whole building life cycle assessment, maximizing naturally ventilated areas within the buildings, and selecting materials that have positive environmental, economic, and social lifecycle impacts.

**Green Building Measures:** The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the USGBC LEED Gold® certification. The Project would incorporate measures and performance standards to support its LEED Gold® certification, which include but are not limited to the following:

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or

minimize the generation of construction waste to 2.5 pounds per square foot of building floor area (LEED Materials and Resources Credit 5 [v4]);

- Incorporation of enhanced indoor air quality strategies such as 10-foot permanent entryway systems at all regularly used exterior entrances, exhaust hazardous gas/chemical storage areas (janitor rooms, trash rooms), and MERV 13 air filtration (LEED Indoor Environmental Air Quality Credit 1 [v4]);
- Bicycle facilities including short-term parking, long-term parking, and on-site shower facilities (LEED Location & Transportation Credit 6 [v4]);
- Provision of outdoor open space equal to or exceeding 30 percent of the total site area (LEED Sustainable Sites Credit 3 [v4]);
- Installation of separate meters for irrigation and indoor fixtures (LEED Water Efficiency Credit 4 [v4]);
- The Project shall provide the equivalent of 105 kilowatts of photovoltaic panels on the Project Site (LEED Energy & Atmosphere Credit 5 [v4]);
- Head island reduction strategies including landscaping on the southwestern end of the proposed building and vegetated roof areas (LEED Sustainable Sites Credit 5 [v4]); and
- The Project would reduce indoor water use by a minimum of 35 percent below LEED baselines by installing water fixtures that exceed applicable standards. (LEED Water Efficiency Credit 2 [v4])

Because final LEED certification is not granted until a project is completed and operational, the Applicant will petition the Governor to approve construction and project operation pending completion of the certification process, as permitted under PRC Section 21178 et seq.

**Information to show the project will achieve at least 15 percent greater transportation efficiency, as defined in PRC Section 21180(c), than comparable projects. The applicant shall provide information setting forth its basis for determining and evaluating comparable projects and their transportation efficiency, and how the project will achieve at least 15 percent greater transportation efficiency. For residential projects, the applicant shall also submit information demonstrating that the number of vehicle trips by residents divided by the number of residents is 15 percent more efficient than for comparable projects. For the purposes of this provision, comparable means a project of the same size, capacity and location type.**

The Project is considered an “infill” project, as it is replacing existing low-density commercial uses with a high-density, mixed-use development, while rehabilitating and

restoring the historic Attie Building. The Project Site is located less than 0.5 mile south of the Hollywood Freeway (US-101), which provides regional transportation between downtown Los Angeles and the San Fernando Valley. The Project Site is served by Hollywood Boulevard, a designated Avenue I in the City of Los Angeles' *Mobility Plan 2035 – An Element of the General Plan* (Mobility Plan) and Wilcox Avenue, a designated Modified Avenue III in the Mobility Plan. The Project Site is also located within 0.25 mile of the Hollywood/Vine Station of the Metro Red Line, which travels between Union Station in downtown Los Angeles and North Hollywood in the San Fernando Valley at 10-minute intervals throughout the day. The Metro Red Line has connecting service to the Metro Purple Line at the Wilshire/Vermont Station, the Metro Gold Line at Union Station, the Metro Blue and Expo Lines at the 7<sup>th</sup> Street/Metro Center Station, and the Metro Orange Line at the North Hollywood Station. The Project Site is also served by numerous transit lines, with a bus stop on the southwest corner of Wilcox Avenue and Hollywood Boulevard that served Metro lines 212, 217, and 222, as well as the LADOT DASH Hollywood line. Additional bus stops for Metro Lines 2/302, 180/181, 210, and 780 are located within a 0.25 mile walking distance on Hollywood Boulevard and Cahuenga Boulevard. Bicycle routes with shared lane markings, or sharrows, are located on Selma Avenue in the vicinity of the Project Site.

The Project's design and location characteristics would encourage non-auto modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc. As noted above, the Project Site is located approximately 0.25 mile from the Metro Hollywood/Vine Station; therefore a 15-percent transit reduction was applied to all land use components of the Project, as allowed by LADOT's *Transportation Impact Study Guidelines* (December 2016). In addition, a conservative 5-percent internal capture reduction was applied to the retail and restaurant uses to account for the synergy of uses within a mixed-use development.

In addition to the Project's vehicle trip reducing design features, a transportation demand management (TDM) program would be implemented to reduce the use of single occupant vehicles by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit as part of the Project's mitigation program. The TDM program would include design features, transportation services, education, and incentives intended to reduce the amount of single occupant vehicles during commuter peak hours. The TDM program would include the following strategies:

- Transportation Information Center, educational programs, kiosks, and/or other measures;
- Promotion and support of carpools and rideshare;
- Bicycle amenities such as racks;
- Parking incentives and support for formation of carpools/vanpools;

- On-site TDM coordinator;
- Mobility Hub support;
- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area; and
- Participation in the Hollywood Transportation Management Organization, when operational.

The TDM program is designed to achieve a 15-percent trip reduction, which exceeds the 5-percent trip reduction that was required in order to mitigate the Project's significant traffic impact. The Project would be subject to annual monitoring to ensure that the actual trips generated by the Project Site are consistent with the TDM reduction target of 15-percent. The monitoring program would continue until the Project has shown that achievement of the peak hour trip requirements has been met for the duration of time determined by LADOT. Should actual trips exceed the trip requirements, the Project would be subject to a penalty program. The penalty program may include the purchase of additional transit passes or a financial penalty to fund areawide transportation improvements or enhancements to the components of the TDM program to increase its effectiveness in meeting trip reduction goals.

The combined effects of the Project's urban infill location along major corridors, proximity to transit, and proposed TDM program would reduce the Project's anticipated vehicular trip generation estimates by approximately 29-35 percent as compared to a comparable mixed-use project in Hollywood and 38-42 percent as compared to a comparable mixed-use project in a suburban area. Therefore, the Project results in at least 15 percent greater transportation efficiency or more.

The AB 900 Traffic Assessment for the Hollywood & Wilcox Project, dated January 18, 2019, is attached as Exhibit 2.

**Information to show the project is located on an infill site, defined at PRC Section 21061.3, and in an urbanized area, as defined at PRC Section 21071**

The Project is located on an infill site. Under PRC Section 21061.3, an "infill site" is defined as a site that "has been previously developed for qualified urban uses." In turn, a "qualified urban use" is defined, pursuant to PRC Section 21072, as "any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses." Additionally, the Project is located in an "urbanized area," which is defined under PRC Section 21071 as "an incorporated city" that meets the criteria of having a population of at least 100,000 persons. The City of Los Angeles has a population of 4,054,400 as of January 1, 2018 according to estimates prepared by the

California Department of Finance. The Project would represent an urban infill development since it would be located on a site that meets the definition of an infill site in an urbanized area and would be considered a qualified urban use.

**For a project that is within a metropolitan planning organization for which a sustainable communities strategy or alternative planning strategy is in effect, information to show the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets. For the purposes of this provision, "in effect" means that the sustainable communities strategy or the alternative planning strategy has been adopted by the metropolitan planning organization, and that the Air Resources Board has accepted the metropolitan planning organization's determination that the sustainable communities strategy or alternative planning strategy meets the adopted greenhouse gas reduction targets and is not the subject of judicial challenge.**

Senate Bill (SB) 375 was signed into law by the Governor on September 30, 2008. This legislation links regional planning for housing and transportation with the greenhouse gas (GHG) reduction goals outlined in Assembly Bill (AB) 32. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Community Strategy to encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so that the region will meet a target, created by the California Air Resources Board (CARB), for reducing GHG emissions.

The Project is within the jurisdiction of the Southern California Association of Governments (SCAG). On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life. The mission of the 2016–2040 RTP/SCS is to provide “leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.” The 2016–2040 RTP/SCS places a greater emphasis on sustainability and integrated planning compared to previous versions of the RTP, and identifies mobility, accessibility, sustainability, and high quality of life, as the principles most critical to the future of the region. As part of this new approach, the 2016–2040 RTP/SCS establishes commitments to develop a Sustainable Communities Strategy to reduce per capita greenhouse gas (GHG) emissions through integrated transportation, land use, housing and environmental planning in order to comply with SB 375, improve public health, and meet



the National Ambient Air Quality Standards (NAAQS). The 2016–2040 RTP/SCS also establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within High Quality Transit Areas (HQTAs). On June 28, 2016, CARB accepted SCAG’s quantification of GHG emission reductions from the 2016 SCS and the determination that the 2016 SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB.<sup>6</sup>

Adopted strategies for the reduction of GHG emissions, as part of the 2016–2040 RTP/SCS, have the potential to significantly change the region’s land use and travel patterns to achieve GHG reductions by 2020, 2035, and 2040. Such strategies include (but are not limited to) the following:

- Compact growth in areas accessible to transit;
- Half of all new development on three percent of the region’s land use;
- More multi-family housing, jobs, and housing closer to transit;
- New housing and job growth focused in HQTAs; and
- Investments in biking and walking infrastructure to improve active transportation options and transit access.

The Project would implement the above strategies for the reduction of GHG emissions and, as such, would be consistent with key GHG reduction strategies provided in the 2016–2040 RTP/SCS. The Project represents an infill development within an existing urbanized area that would concentrate new residential and neighborhood-serving commercial uses within a HQTA (generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor). The Project Site is located approximately 0.25 mile from the Metro Red Line Hollywood/Vine Station. The Metro Red Line runs north-south between North Hollywood and downtown Los Angeles, connecting with the Metro Purple Line at Wilshire Boulevard, the Metro Blue Line in downtown Los Angeles, and the Metro Gold Line at Union Station to the east of the Project Site, and with the Metro Orange Line in North Hollywood to the north of the Project Site. The Metro Red Line has average headways of 10 minutes during weekday morning and afternoon peak periods. The Project Site is also well served by Metro and LADOT bus

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<sup>6</sup> CARB, *Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination*, April 2016.

lines, the majority of which provide frequency of service intervals of 15 minutes or less during the A.M. and P.M. peak commute periods.

In addition, the Applicant shall develop and implement a TDM Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle (SOV) trips by at least 15 percent. The Project would incorporate features for bicyclists and pedestrians, such as exclusive access points, secured bicycle parking facilities or a bicycle valet system, or a bicycle sharing or rental program. Approximately 269 long-term and 35 short-term bicycle parking spaces would also be provided on the Project Site. The Project would enhance pedestrian activity along Hollywood Boulevard and Wilcox Avenue through building design and proposed streetscape amenities by providing ground-level community-serving retail and restaurant use. Streetscape amenities provided by the Project would include a row of street trees on Hollywood Boulevard and Wilcox Avenue, pedestrian-scale lighting fixtures and elements, and landscaped outdoor seating areas. By promoting accessibility to alternative transportation options and improving pedestrian accessibility and circulation within the Project Site, the Project would contribute towards reducing VMT.

SCAG has also identified performance metrics and trends through 2040 that help explain and confirm the GHG reduction benefits of their plan, which include the following:

- Two thirds of new housing will be multi-family;
- Over 55 percent of all jobs and 46 percent of the region's future household growth will be within HQTAs;
- The combined percentage of work trips made by carpooling, active transportation, and public transit would increase by about four percent with a commensurate reduction in the share of commuters traveling by single occupant vehicle;
- The number of Vehicle Miles Traveled (VMT) per capita would be reduced by more than seven percent and vehicle hours traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location-efficient land use patterns and improved transit service; and
- Daily travel by transit would increase by nearly one third, as a result of improved transit service and more transit-oriented development patterns.

The 2016-2040 RTP/SCS is expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 22 percent by 2040.<sup>7</sup> By

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<sup>7</sup> Southern California Association of Governments. *Draft Program Environmental Impact Report for 2016–2040, RTP/SCS, December 2015, Figure 3.8.4-1.*

meeting and exceeding the SB 375 targets for GHG reductions, the 2016–2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state’s GHG emission reduction goals. With incorporation of a TDM Program and the land use transportation characteristics and measures listed below (i.e., LUT-1, LUT-3, LUT-5, LUT-9, SDT-1, and SDT-2), the Project would result in a VMT reduction of approximately 67 percent and would be consistent with the reduction in transportation emission per capita provided in the 2016–2040 RTP/SCS.<sup>8</sup>

As previously discussed, the Project would create a transit-oriented, pedestrian-friendly development consisting of multi-family residential, office, retail, and restaurant uses in the Hollywood community. The Project would provide new housing and employment opportunities within a designated HQTa. Furthermore, with its proximity to public transportation, including local Metro and LADOT bus lines and the Metro Red Line Hollywood/Vine Station, and through the provision of approximately 304 bicycle parking spaces, the Project would facilitate and encourage the use of alternative modes of transportation. Thus, the Project design and location would contribute to fewer single-occupancy trips, a decrease in average vehicle trip lengths, and a decrease in VMT. These and other measures would further promote a reduction in VMT and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG’s 2016–2040 RTP/SCS.

Based on the above, the Project would be consistent with the objectives of SCAG’s 2016–2040 RTP/SCS. Thus, through the implementation of SCAG strategies in the reduction of GHG emissions, the Project would fulfill the MPO’s determination that the sustainable communities strategy meets the adopted GHG reduction targets.

**Information to show that the applicant has notified a lead agency prior to the release of the draft environmental impact report that it intends to certify a project for streamlined environmental review under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011. Written acknowledgment from the lead agency of the applicant’s intent to apply for certification may be used to satisfy this requirement.**

Prior to the circulation of the Draft Environmental Impact Report (DEIR) and well before approval of the project entitlements, the City of Los Angeles, lead agency for the

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<sup>8</sup> Please refer to the Hollywood and Wilcox (Baseline and Operations 2023) CalEEMod Output files provided in Appendix C (Greenhouse Gas Emissions (Operations)). As shown therein, the CAPCOA measures under the Baseline Condition would reduce VMT from 1,184,239 miles to 428,515 miles (64 percent) and under the Project Condition would reduce VMT from 6,328,543 miles to 2,104,241 miles (67 percent).

Project, shall be notified that the Applicant is seeking certification for the Project under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011, as amended by SB 734 and AB 246. Additionally, on August 24, 2016, the Applicant submitted a Master Land Use Permit Application to the City of Los Angeles in connection with the development of the Project.

**Information to show that the project will result in a minimum investment of \$100 million in California through the time of completion of construction.**

The Project will generate more than the required \$100 million minimum investment. Based on current estimates of construction costs for a mixed-use project comprised of 260 multi-family residential dwelling units, approximately 17,800 square feet of community-serving retail, office, and restaurant uses and approximately 420 parking spaces, for a total of approximately 278,892 square feet of floor area, in addition to the restoration of the historic Attie Building, total hard and soft costs of the Project are estimated to be in excess of \$120 million.

**Information to show that the project will satisfy the prevailing and living wage requirements of Public Resources Code section 21183(b).**

The Project will create high-wage, highly skilled jobs that pay prevailing wages and living wages and will comply with all provisions of PRC Section 21183 as amended by AB 246. The Applicant will enter into a project labor agreement to fulfill the requirements of PRC Section 21183.

**Information establishing that the project will comply with requirements for commercial and organic waste recycling in Chapters 12.8 (commencing with Public Resources Code section 42649) and 12.9 (commencing with Public Resources Code section 42649.8, as applicable.**

Trash/recycling rooms would be provided on the ground floor and parking level P1. The Project would comply with PRC Sections 42649 and 42649.8 by providing clearly marked receptacles for organic recycling.

**Information establishing that the project will not result in any net additional greenhouse gas emissions. This information includes (1) a proposed methodology for quantifying the project's net additional greenhouse gas emissions, and (2) documentation that quantifies both direct and indirect greenhouse gas emissions associated with the project's construction and operation, including emissions from the project's projected energy use and transportation related emissions; and quantifies the net emissions of the project after accounting for any mitigation**

**measures. This information is subject to a determination signed by the Executive Officer of the Air Resources Board that the project does not result in any net additional greenhouse gas emissions, following the procedures set forth in section 6 of the Governor's Guidelines.**

The Project Applicant agreed to meet the requirement set forth in PRC Section 21183, subdivision (c) to demonstrate that the Project would result in no net additional GHG emissions through the purchase of voluntary carbon credits sufficient to offset all projected additional GHG emissions. A copy of the commitment letter is provided in Appendix A of Exhibit 3. Project-related GHG emissions would be reduced with the Project Design Features identified below.

The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the USGBC LEED Gold® Certification. The Project would incorporate measures and performance standards to support its LEED Gold® Certification, which include, but are not limited to, the following:

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square foot of building floor area (LEED Materials and Resources Credit 5 [v4]);
- Incorporation of enhanced indoor air quality strategies such as 10-foot permanent entryway systems at all regularly used exterior entrances, exhaust hazardous gas/chemical storage areas (janitor rooms, trash rooms), and MERV 13 air filtration (LEED Indoor Environmental Air Quality Credit 1 [v4]);
- Bicycle facilities including short-term parking, long-term parking, and on-site shower facilities (LEED Location & Transportation Credit 6 [v4]);
- Provision of outdoor open space equal to or exceeding 30 percent of the total site area (LEED Sustainable Sites Credit 3 [v4]);
- Installation of separate meters for irrigation and indoor fixtures (LEED Water Efficiency Credit 4 [v4]);
- The Project shall provide the equivalent of 105 kilowatts of photovoltaic panels on the Project Site (LEED Energy & Atmosphere Credit 5 [v4]);
- Head island reduction strategies including landscaping on the outdoor roof deck on Level 12 (LEED Sustainable Sites Credit 5 [v4]); and

- The Project would reduce indoor water use by a minimum of 35 percent below LEED baselines by installing water fixtures that exceed applicable standards. (LEED Water Efficiency Credit 2 [v4])

The Project characteristics listed below would also serve to reduce GHG emissions and are consistent with the California Air Pollution Control Officer's Association's (CAPCOA's) *Quantifying Greenhouse Gas Mitigation Measures*.<sup>9</sup> CAPCOA's guidance document provides emission reduction values for land-use transportation characteristics and measures and would reduce vehicle trips to and from the Project Site with a corresponding reduction in VMT and associated GHG emissions.

- **Increase Density (LUT-1):** Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies, such as enhanced transit services. The Project would increase the site density from zero dwelling units per acre and 56 jobs per acre to approximately 186 dwelling units per acre and 40 jobs per acre.
- **Increase Diversity of Urban and Suburban Developments (Mixed-Uses) (LUT-3):** The Project would introduce new uses on the Project Site, including new residential, retail, restaurant, and office uses. The Project would locate complementary new residential, retail, restaurant, and office uses in proximity to other existing off-site residential, office, retail, restaurant, and hotel uses. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation (i.e., walking and biking), which would result in corresponding reductions in transportation-related emissions.
- **Increased Destination Accessibility (LUT-4):** The Project would be located in an area that offers access to multiple other nearby retail and entertainment destinations, including Hollywood & Highland Center located approximately 0.4 mile to the west of the Project Site. In addition, the Project Site is located within 5.5 miles of Downtown Los Angeles, a primary job center, also easily accessible by public transportation (including the Metro Red Line, which connects the Hollywood/Highland Station and Hollywood/Vine Station to several stations in Downtown Los Angeles and North Hollywood). The access to multiple destinations in proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions.

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<sup>9</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, 2010.

- **Increase Transit Accessibility (LUT-5):** The Project Site will be located approximately 0.25 from the Metro Red Line Hollywood/Vine Station as well as 12 bus lines on Hollywood Boulevard that would encourage and support use of public transportation. The Project would also provide bicycle parking spaces for the proposed uses to encourage utilization of alternative modes of transportation.
- **Improve Design of Development (LUT-9):** The Project would add community-serving retail and restaurant along Hollywood Boulevard. Additional retail and restaurant uses as well as residential amenities including a lobby area and lounge would be located along Wilcox Avenue. An outdoor courtyard, which could be used as an outdoor seating/dining area for a restaurant, would also be incorporated to the north of the commercial use at ground-level along Wilcox Avenue and would be publicly accessible during business hours. The Project would include a high level of street access, which improves street accessibility and connectivity.
- **Provide Pedestrian Network Improvements (SDT-1):** Project design would provide pedestrian access that minimizes barriers and links the Project Site with existing or planned external streets to encourage people to walk instead of drive. The Project would provide several improvements, such as direct access to the existing off-site pedestrian network including existing off-site sidewalks along Hollywood Boulevard and Wilcox Avenue, to encourage and increase pedestrian activities in the area, which would further reduce VMT and associated transportation-related emissions.
- **Provide Traffic Calming Measures (SDT-2):** The Project would provide traffic calming measures to encourage people to walk or bike instead of using a vehicle. This mode shift results in a decrease in VMT. Streets within 0.5 mile of the Project Site are equipped with sidewalks.

Detailed GHG emissions calculations are provided in Exhibit 3.

**Information documenting a binding agreement between the project proponent and the lead agency establishing the requirements set forth in Public Resources Code sections 21183(d) (all mitigation measures will be conditions of approval and enforceable, and environmental mitigation measures will be monitored and enforced for the life of the obligation), (e) (applicant will pay costs for hearing by Court of Appeal), and (f) (applicant will pay costs of preparing the administrative record).**

The Project Applicant will enter into a binding and enforceable agreement that all mitigation measures required pursuant to this division to certify the project under this chapter shall be conditions of approval of the project, and those conditions will be fully enforceable by the lead agency or another agency designated by the lead agency. In the case of environmental mitigation measures, the Project Applicant agrees, as an ongoing obligation, that those measures will be monitored and enforced by the lead agency for the

life of the obligation. The Project Applicant also agrees to pay the costs of the Court of Appeal in hearing and deciding any case, including payment of the costs for the appointment of a special master if deemed appropriate by the court, in a form and manner specified by the Judicial Council, as provided in the Rules of Court adopted by the Judicial Council pursuant to PRC Section 21185.

**Information to show that (1) private vehicle parking spaces are priced and rented or purchased separately from dwelling units; or (2) the dwelling units are subject to affordability restrictions that prescribe rent or sale prices, and the cost of parking spaces cannot be unbundled from the cost of dwelling units.**

The Project will provide unbundled parking for the residential dwelling units, except for the workforce residential dwelling units.<sup>10</sup>

### **CONSISTENCY WITH PLANNING GOALS, POLICIES, AND OBJECTIVES OF THE CITY OF LOS ANGELES**

As noted above, the Project Site is located within the Hollywood Community Plan area of the City. The Community Plan designates the Project Site for Regional Center Commercial land uses, with corresponding permitted zones of C2, C4, RAS3, RAS4, P, and PB. The Project Site has two zoning designations under the LAMC. The two lots that front on Hollywood Boulevard (the Hollywood Parcels) are zoned C4-2D-SN (Commercial, Height District 2 with Development Limitation, Hollywood Signage Supplemental Use District). The balance of the Project Site (the Wilcox Parcels) is zoned C4-2D (Commercial Height District 2 with Development Limitation). The Hollywood Parcels have the SN designation which indicates that these parcels are located in the HSSUD.

The Project is consistent with many of the goals, policies and objectives of the City of Los Angeles General Plan, the Housing Element, and the City Planning Commission's Do Real Planning policy statement. In addition, all entitlements being considered for approval by the City of Los Angeles conform with the appropriate sections set forth in the Los Angeles Municipal Code and the underlying zoning.

#### **General Plan Framework**

The General Plan Framework includes the following goals, objectives, and policies relevant to the proposed mixed-use development.

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<sup>10</sup> *Per the Los Angeles Housing and Community Investment Department, the qualifying maximum income level for workforce housing is 150 percent of the area median income based on family size.*



*Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

*Policy 3.1.1: Identify areas on the Land Use Diagram and the Community Plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.*

The Project would achieve this City objective by developing a mixed-use development with a diversity of uses. Specifically, the Project would develop a total of 278,892 square feet of floor area, consisting of 260 residential units, up to 10 percent of which would be workforce housing, and approximately 17,800 square feet of community-serving retail, restaurant, and office uses that would support the needs of existing and future residents, businesses, and visitors of the Hollywood community. The Project is also with the Framework Element's Long Range Land Use Diagram for the City's Metro area, which locates the Project Site within a Regional Center designation. Development of the Project would support the intent of the Regional Center designation by providing a mix of retail and restaurant uses that provide employment opportunities and enhance commercial services in the Hollywood area, and 260 new housing units, up to 10 percent of which would be workforce housing, to serve the needs of existing and future residents by providing housing in close proximity to commercial, retail, entertainment, and restaurant uses. The Project is also in an area that is well served by a variety of public transit options. Furthermore, the development of the Project would be consistent with the range of floor area ratios from 1.5:1 to 6:1 contemplated by the Framework Element.

*Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.*

*Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

The Project is located in an area well-served by public transit. The Project Site is located approximately 0.25 mile from the Metro Red Line Hollywood/Vine Station. In addition to the Metro Red Line, the Project Site is served eight Metro bus lines, three LADOT DASH bus lines, and one LADOT Commuter Express line. Furthermore, the Project would provide a total of 304 bicycle parking spaces for residents and visitors. In addition, the ground floor retail and restaurant use and streetscape improvements proposed by the Project would promote walkability in the vicinity of the Project Site. Therefore, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking

and biking, thereby promoting an improved quality of life and facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution.

*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*

*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.*

The Project would develop a new mixed-use development within a Regional Center, along primary transit corridors/boulevards. The Project would rehabilitate and restore the existing Attie Building within the Project Site and create 260 new residential units, up to 10 percent of which would be workforce housing, and approximately 17,800 square feet of retail, restaurant, and office uses. As noted above, the Project Site is also well served by public transit, including eight Metro bus lines, three LADOT DASH bus lines, and one LADOT Commuter Express line, as well as the Metro Red Line Hollywood/Vine Station located within 0.25 mile.

*Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.*

The Project would enhance pedestrian activity along Hollywood Boulevard and Wilcox Avenue through building design and proposed streetscape amenities by providing ground-level community-serving retail and restaurant use. The Attie Building would be rehabilitated and restored, while the adjacent commercial building proposed by the Project would be contemporary with compatible features of the Attie Building. In addition, the proposed mixed-use building would be designed in a modern style but would take design cues from nearby historic Hollywood buildings. Streetscape amenities provided by the Project would include a row of street trees on Hollywood Boulevard and Wilcox Avenue, pedestrian-scale lighting fixtures and elements, and landscaped outdoor seating areas.

## **Housing Element**

The City of Los Angeles is committed to providing affordable housing and amenity-rich sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. The purpose of the Housing Element is to provide guidance for meeting the City's need for housing per the allocation defined in SCAG's Regional Housing Needs Assessment. As shown below, the Project is consistent with the applicable policies set forth in the housing element.

*Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.*

*Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.*

*Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.*

*Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.*

*Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.*

The Project expands residential development in a designated Regional Commercial Center. Specifically, the Project would develop a total of 260 residential units, consisting of studio, one-, two-, and three-bedroom units. In addition, up to 10 percent of the residential units would be designated as workforce housing. Construction of the Project would meet a growing demand for rental housing units in the Hollywood area. The Project would also be located in an area well-served by public transit, including numerous bus stops along Hollywood Boulevard and the Metro Red Line Hollywood/Vine Station, located approximately 0.25 mile east of the Project Site. The Project would also provide 304 bicycle parking spaces and associated amenities within the Project Site to encourage alternative modes of transportation.

## **City Planning Commission—Do Real Planning**

Promoting the ideals of inspired, principled land use planning concepts at a citywide level, the Los Angeles City Planning Commission has fostered new visions with its "Do Real Planning." The proposed Project fulfills several of these important objectives and goals:

Demand a Walkable City: This concept poses the question of whether a project actively welcomes its own users, its neighbors and its passersby. The Project proposes a walkable concept along a major commercial corridor. To invite its own residents as well as the neighborhood, the commercial retail spaces are oriented to the street frontages throughout. The Project is designed to enhance the pedestrian experience by locating community-serving retail along Hollywood Boulevard, and community-serving retail and restaurant uses, together with residential amenities, including a lobby area and lounge, along Wilcox Avenue.

Offer Basic Design Standards: The proposed new development would be modern in design but would take design cues from nearby historic Hollywood buildings, such as the Taft Building at Hollywood Boulevard and Vine Street, the Warner Theater/Pacific Building at Hollywood Boulevard and Wilcox Avenue, the Security Pacific Bank Building at Hollywood Boulevard and Cahuenga Boulevard, and the Equitable Building at Hollywood Boulevard and Vine Street. The proposed building's mostly white exterior combined with accents of color pulled from its neighbors presents a modern building that reflects its surroundings through the use of a solid, cementitious exterior, and its vertical façade rhythm. The stepped design would also reduce the building's perceived height and mass from the generally low-rise development along Hollywood Boulevard. In addition, by adding community-serving retail and restaurant space and the residential amenities on Wilcox Avenue, the Project would promote a pedestrian-friendly environment.

Require Transit Around Density: The area is well-served by local and regional transit. The Metro Red Line Hollywood/Vine Station is approximately 0.25 mile away from the Project Site. The Project Site is also well served by Metro and LADOT bus lines, the majority of which provide frequency of service intervals of 15 minutes or less during the A.M. and P.M. peak commute periods.

Locate Jobs Near Housing: The Commission observes that “the time for segregating jobs from housing in Los Angeles has passed.” The Commission observes that the City has “several stale business boulevards and districts that are ripe for renovation; in these traditionally commercial-only locations, we must include both jobs and housing in the mix.” Hollywood Boulevard is a commercial corridor primed for the renovation proposed by the Commission insofar as the project brings both jobs and housing into the mix with a proposed mixed-use development.

Produce Green Buildings: This concept proposes a menu of benefits that any developer who will commit to building a LEED Gold® Certified project can expect in return from the Department of City Planning. Effective November 1, 2008, a mixed-use project of 50,000 gross square feet or more of floor area in excess of six stories is subject to the green building program standard of sustainability. The Project complies with the City's

green building requirements, which came to fruition after the City Planning Commission expressed its own vision to promote green buildings.

Identify Smart Parking Requirements: This concept seeks to revisit the “one size fits all” suburban parking standards and to eliminate the mandate for acres of parking spaces and parking lots that often occupy prime street frontage. The parking proposed will be contained within the Project’s interior subterranean parking levels and concealed from street view, thereby eliminating the existing parking lots that occupy prime street frontage.

Exhibit 1

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Project Site Plans

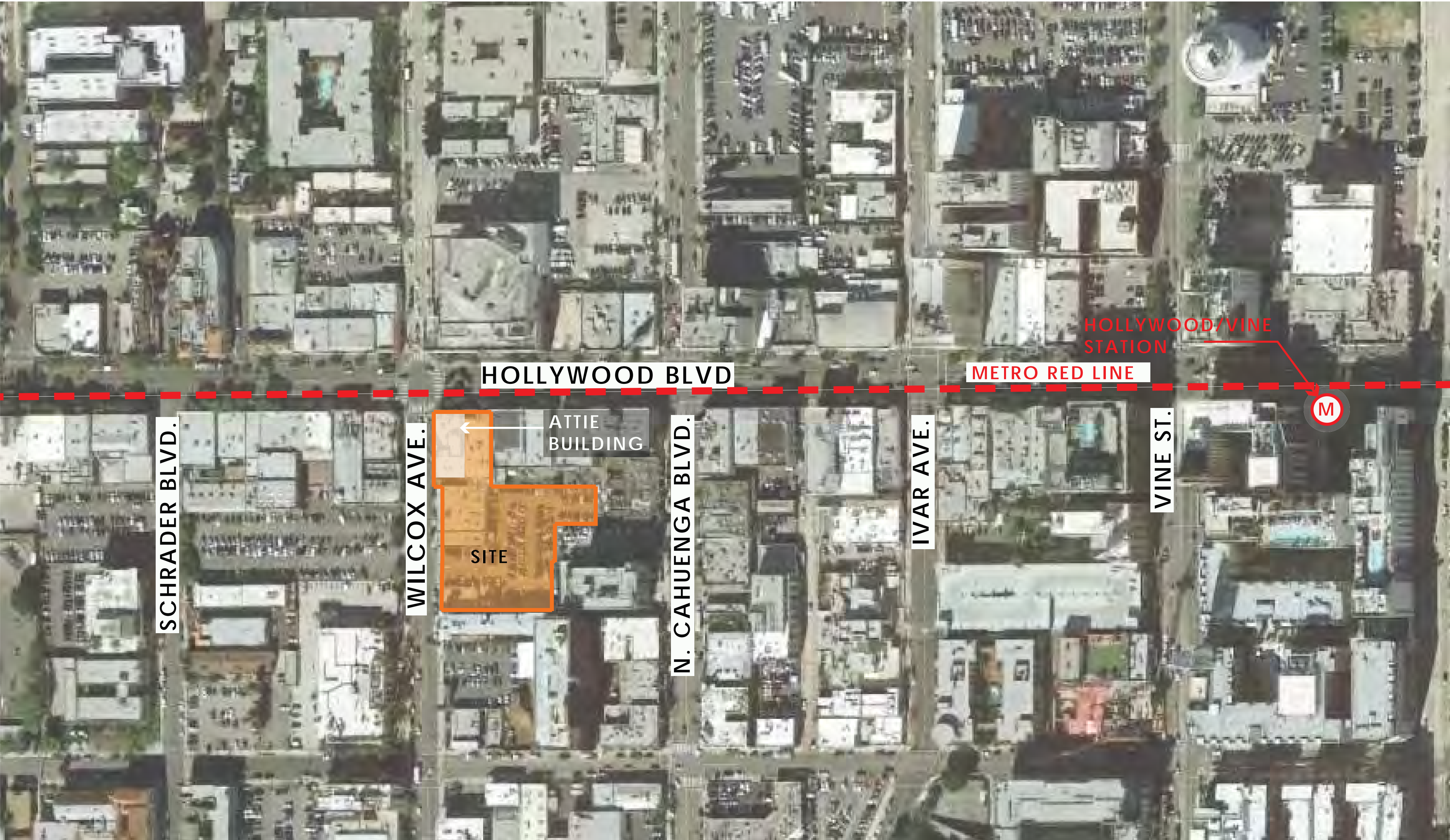




# HOLLYWOOD & WILCOX

CITY OF LOS ANGELES





PROJECT TEAM

OWNER / DEVELOPER	6436 HOLLYWOOD BLVD LLC & 1624 WILCOX AVE. LP
ARCHITECT	GMPA ARCHITECTS, INC.
LANDUSE CONSULTANT	ARMBRUSTER GOLDSMITH & DELVAC LLP
ENVIRONMENTAL	EYESTONE ENVIRONMENTAL
CIVIL ENGINEER	PSOMAS
LANDSCAPE ARCHITECT	LRM LANDSCAPE ARCHITECTURE
GEOTECHNICAL / SEISMIC	EARTH SYSTEMS SOUTHERN CALIFORNIA
HISTORIC CONSULTANT	JENNA SNOW
TRAFFIC / PARKING	GIBSON TRANSPORTATION CONSULTING

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REVISIONS

1	SITE PLAN REVIEW SUBMITTAL	8.24.2016
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PROJECT SUMMARY

ADDRESSES	6430 - 6440 HOLLYWOOD BLVD, LOS ANGELES, 90028 1624 - 1648 WILCOX AVE, LOS ANGELES, 90028
COUNCIL DISTRICT	CD-13
LOT SIZE	59,933 SF (PER SURVEY) [ADDITIONAL 2,043 SF DUE TO MAPPING AND MERGER OF EXCESS R/W] TOTAL LOT SIZE = 61,976 SF (PER VESTING TENTATIVE TRACT MAP - TRACT NO. 74371)
ZONE EXISTING	C4-2D-SN / C4-2D
ZONE PROPOSED	C4-2D-SN / C4-2D (AMENDED D LIMITATION TO ALLOW AN FAR OF 4.5:1)
GENERAL PLAN LAND USE	REGIONAL CENTER COMMERCIAL
DENSITY	REGIONAL CENTER COMMERCIAL ALLOWS FOR R5 DENSITY = 61,976 SF / 200 SF = 309 DWELLING UNITS (309.88)
DENSITY PROPOSED	RESIDENTIAL 260 DWELLING UNITS COMMERCIAL EXISTING ATTIE BUILDING = 9,000 SF NEW ON HOLLYWOOD BLVD = 5,600 SF NEW ON WILCOX AVE = 3,200 SF TOTAL NEW PROPOSED COMMERCIAL = 17,800 SF
UNIT MIX PROPOSED	STUDIO 8% = 20 UNITS 1 BR 54% = 140 UNITS 2 BR 33% = 87 UNITS 3 BR 5% = 13 UNITS TOTAL = 260 UNITS
FAR EXISTING	29,200 SF
FAR PROPOSED	(59,933 SF + 2,043 SF) X 4.5 = 61,976 SF x 4.5 = 278,892 SF
PERMITTED HEIGHT	45' / UNLIMITED
PROPOSED HEIGHT	42.5' UP TO 160'

PARKING REQUIRED	RESIDENTIAL	20 STUDIO X 1 SPACE/UNIT = 20 CARS 140 1 BR X 1.5 SPACE/UNIT = 210 CARS 87 2 BR X 2 SPACE/UNIT = 174 CARS 13 3 BR X 2 SPACE/UNIT = 26 CARS SUBTOTAL PARKING = 430 CARS 10% REDUCTION WITH IN LIEU BIKE PARKING = - 43 CARS TOTAL RESIDENTIAL PARKING = 387 CARS
	COMMERCIAL	PARKING = 17,800 SF @ 1 SPACE/500 SF = 36 CARS 10% REDUCTION WITH IN LIEU BIKE PARKING = - 3 CARS TOTAL COMMERCIAL PARKING = 33 CARS
PARKING PROVIDED	RESIDENTIAL	P2 = 102 CARS P1 = 100 CARS L1 = 19 CARS L2 = 74 CARS L3 = 92 CARS TOTAL = 387 CARS
	COMMERCIAL	L1 = 33 CARS TOTAL = 33 CARS

NOTE: ANY ADDITIONAL PARKING IS FOR OWNERS USE

BICYCLE PARKING

RESIDENTIAL	
LONG TERM - 260 UNITS X 1 SPACE	= 260 SPACES
SHORT TERM - 260 UNITS X 0.1 SPACE	= 26 SPACES

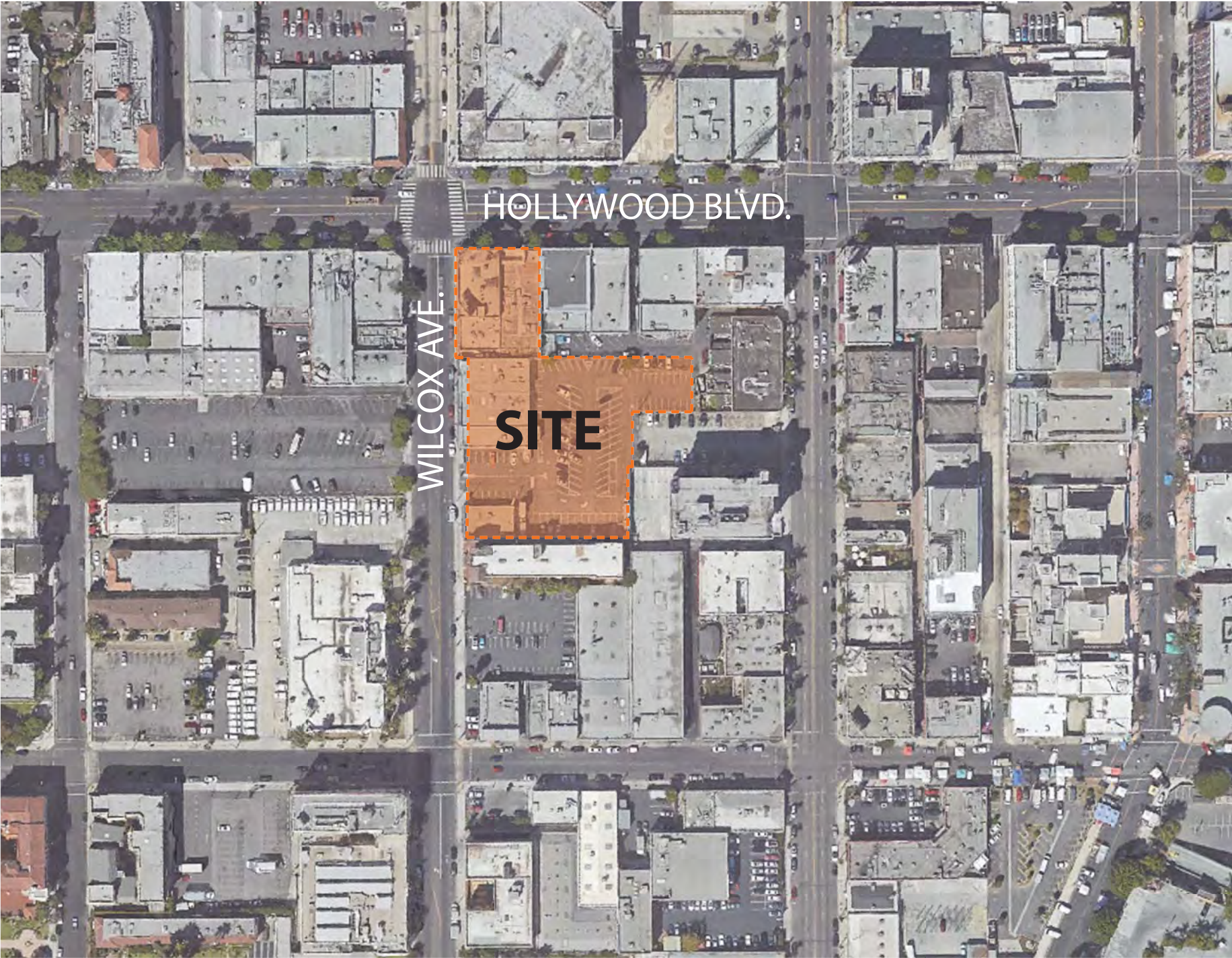
COMMERCIAL	
LONG TERM - 17,800 SF X 1 SPACE / 2,000 SF	= 9 SPACES
SHORT TERM - 17,800 SF X 1 SPACE / 2,000 SF	= 9 SPACES

TOTAL LONG TERM PARKING REQUIRED AND PROVIDED	= 269 SPACES
TOTAL SHORT TERM PARKING REQUIRED AND PROVIDED	= 35 SPACES

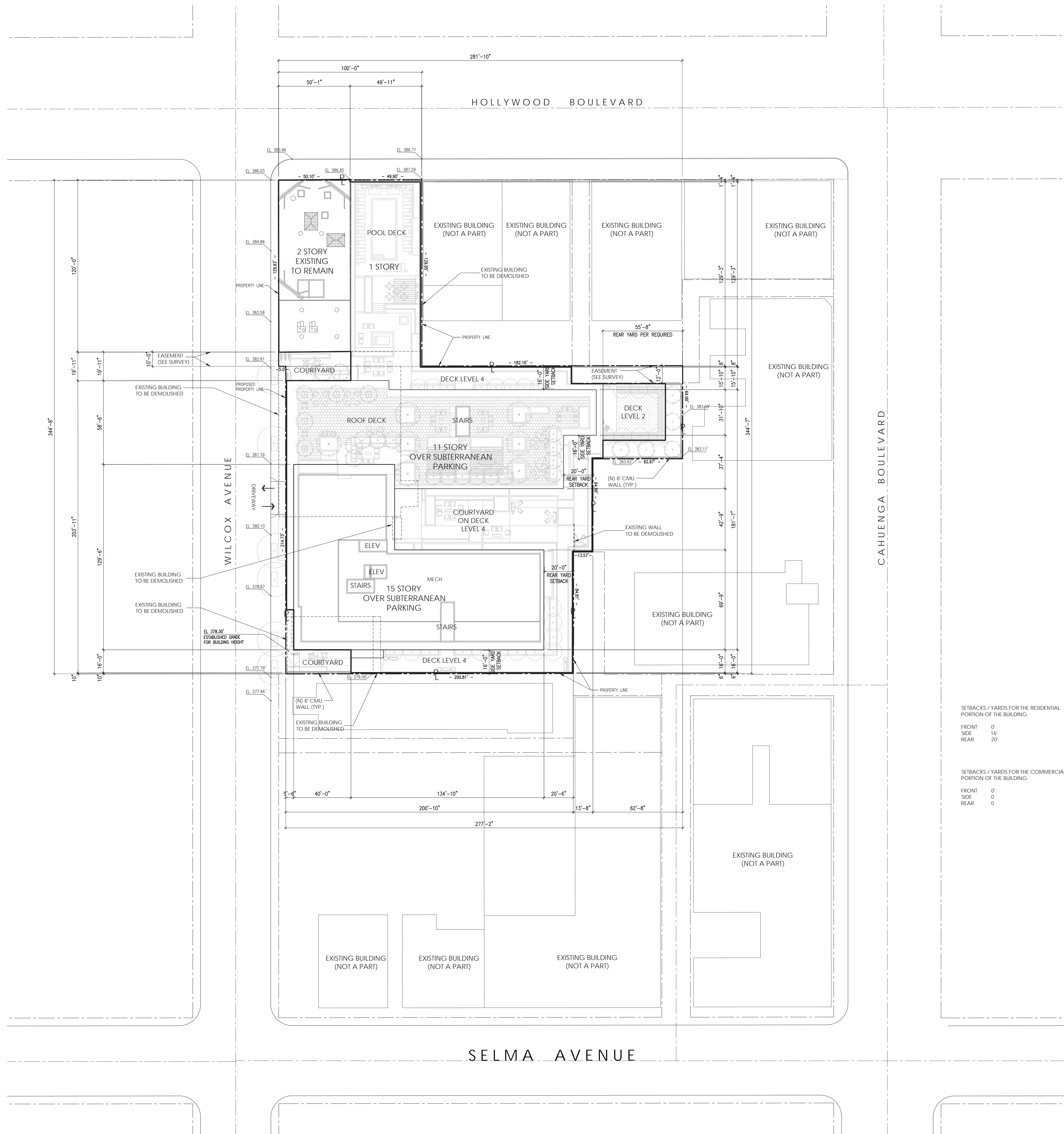
OPEN SPACE

REQUIRED	20 STUDIO X 100 SF = 2,000 SF 140 1BR X 100 SF = 14,000 SF 87 2BR X 125 SF = 10,875 SF 13 3BR X 175 SF = 2,275 SF TOTAL REQUIRED OPEN SPACE = 29,150 SF
PROVIDED	PRIVATE OPEN SPACE (50 SF X 70 DU) = 3,500 SF LEVEL 1 iWORK LOUNGE = 700 SF LEVEL 2 THEATER = 950 SF LEVEL 4 LIBRARY / MUSIC ROOM = 600 SF LEVEL 4 GYM AND YOGA STUDIO = 2,000 SF LEVEL 4 POOL DECK = 5,600 SF LEVEL 4 INNER COURTYARD = 4,600 SF LEVEL 12 SKY DECK = 11,200 SF TOTAL PROVIDED OPEN SPACE = 29,150 SF

ADDITIONAL PROVIDED BEYOND REQUIRED (OWNERS DISCRETION)	
LEVEL 2 DOG RUN DECK	= 1,800 SF
LEVEL 4 TERRACES 12 DU x 50 SF	= 600 SF
LEVEL 4 INNER COURTYARD - EAST	= 1,200 SF
LEVEL 4 LIBRARY TERRACE	= 1,000 SF
TOTAL ADDITIONAL OPEN SPACE	= 4,600 SF





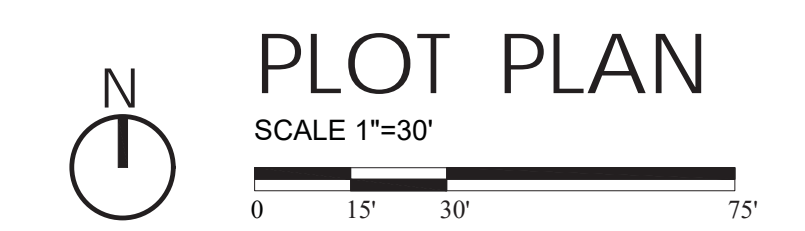


SETBACKS / YARDS FOR THE RESIDENTIAL PORTION OF THE BUILDING:

FRONT	0'
SIDE	16'
REAR	20'

SETBACKS / YARDS FOR THE COMMERCIAL PORTION OF THE BUILDING:

FRONT	0'
SIDE	0'
REAR	0'





COMMENTS:

BOUNDARY LINES . . . . .WERE ESTABLISHED FROM RECOVERED CITY, COUNTY AND/OR PRIVATE SURVEY MONUMENTS WHOSE CHARACTER AND SOURCE ARE SO NOTED ON THE SURVEY.

LEGAL DESCRIPTION . . . . .FROM INFORMATION SUPPLIED BY CLIENT. USUALLY A TITLE POLICY OR TITLE REPORT..

EASEMENTS . . . . .PLOTTABLE EASEMENTS ARE SHOWN FROM AN OWNER SUPPLIED TITLE REPORT. NON-PLOTTABLE ONES ARE NOTED ON THE SURVEY AS HAVING "EFFECT OF". BECAUSE OUR SERVICE IS LIMITED TO REPORTING ON EASEMENT LOCATIONS WE STRONGLY RECOMMEND LEGAL COUNSEL BE RETAINED TO REPORT ON TITLE PAPERS IN THEIR ENTIRETY.

TITLE REPORT . . . . .CHICAGO TITLE COMPANY PRELIMINARY TITLE REPORTS NO. 34441-994-X49 DATED FEBRUARY 4, 2015.

○ INDICATES TITLE REPORT EXCEPTION NO.

BASIS OF BEARINGS . . . . .THE BEARING SOUTH 89° 56' 30" WEST OF THE CENTERLINE OF HOLLYWOOD BOULEVARD, AS SHOWN ON THE SACKETT TRACT FILED IN BOOK 16 PAGE 150, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY .

AREA . . . . .BASED UPON MEASURED BEARINGS AND DISTANCES AS SHOWN HEREON, THE AREA IS:

GROSS 63,050 SQ. FT. = 1.4475 ACRES  
NET 59,933 SQ. FT. = 1.3760 ACRES

WHERE "GROSS" IS DEFINED AS THE AREA OF THE SUBJECT FEE PARCEL AS LEGALLY DESCRIBED HEREON AND "NET" IS DEFINED AS THE REMAINING SUBJECT PARCEL AFTER SUBTRACTION OF EXISTING STREET EASEMENTS.

FLOOD ZONE . . . . .SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 060137C1605F (09/26/2008), AS PUBLISHED BY FEDERAL EMERGENCY MANAGEMENT AGENCY.

ZONING & BUILDING SETBACK . . . . .ZONING REPORT NOT PROVIDED.

STREET WIDENING. . . . .REQUIRED STREET WIDENING WILL BE DETERMINED BY THE LOCAL AGENCY ONCE DEVELOPMENTAL PLANS ARE SUBMITTED FOR REVIEW. SEE SURVEYOR'S NOTE 3.

HOLLYWOOD BOULEVARD IS DESIGNATED AS A MAJOR HIGHWAY - CLASS 11 WITH WIDTH = 104' AND WILCOX BOULEVARD IS DESIGNATED AS A SECONDARY HIGHWAY WITH WIDTH OF 90 FEET. INFORMATION IS PER CITY OF LOS ANGELES (NAVIGATE LA), STREET WIDTHS PER CITY OF LOS ANGELES, BUREAU OF ENGINEERING, "STANDARD STREET DIMENSIONS", STANDARD PLAN S-470-0.

- EFFECT OF . . . . .PROPERTY TAXES, LIENS AND ASSESSMENTS.
- ① THE FOLLOWING MATTERS AFFECT PARCELS 1, 2 AND 3:
- EFFECT OF . . . . .COVENANTS, CONDITIONS AND RESTRICTIONS ESTABLISHING A 5 FOOT BUILDING SETBACK FROM THE RIGHT-OF-WAY LINE OF WILCOX AVENUE PER DOCUMENT RECORDED IN BOOK 3945 PAGE 300 OF OFFICIAL RECORDS. AFFECTS PARCEL 1. PLOTTED HEREON
- ② EASEMENT FOR USE AS A PRIVATE ALLEY WITH THE RIGHT TO DEDICATE FOR USE AS A PUBLIC ALLEY PER DOCUMENT RECORDED IN BOOK 2651 PAGE 182 OF DEEDS. PLOTTED HEREON. AFFECTS PARCEL 2.
- ③ EASEMENT OVER LOTS 3 AND 4 OF BLOCK 14 HOLLYWOOD TRACT AND THAT PART OF LOT 15, ALL DESCRIBED HEREIN AS PARCEL 2, FOR POLES AND WIRES FOR PUBLIC UTILITY PURPOSES AS CLAIMED BY THE CITY OF LOS ANGELES. NO DOCUMENT PROVIDED.
- ④

UTILITY INFORMATION

UTILITY	SERVICE BY	TELEPHONE NO.	ADDRESS
POWER	CITY OF LOS ANGELES, DWP	(213) 977-6000	201 N. FIGUEROA, 4TH FLOOR, L.A., CA
WATER	CITY OF LOS ANGELES, DWP	(213) 977-6000	201 N. FIGUEROA, 4TH FLOOR, L.A., CA
TELEPHONE	AT&T	(214) 985-2962	22411 BROOKHURST STREET SUITE 203, DALLAS, TEXAS 75244
TELEPHONE	CHARTER	(800) 551-5555	13015 SYCAMORE #100, DALLAS, TEXAS 75244
GAS	THE GAS COMPANY	(310) 687-2099	201 N. BULLIES RD, COMPTON, CA
STORM DRAIN	CITY OF LOS ANGELES	(213) 977-6000	201 N. FIGUEROA, 4TH FLOOR, L.A., CA
SEWER	CITY OF LOS ANGELES	(213) 977-6000	201 N. FIGUEROA, 4TH FLOOR, L.A., CA

SUBSTRUCTURE PLAN INDEX		
CITY OF LOS ANGELES		
SUBS38-11 & -19	PLAN D-1128-2	
PLAN D-1282-5		

the only substructure information made available by public agencies and public utilities is their location within public right-of-way. therefore, no on-site substructures are shown on this map. the location of private substructures should be determined and verified from other sources before the beginning of any excavation.

CALL UNDERGROUND SERVICE ALERT (CUSA) 1-800-842-2444 USA represents many, but not necessarily all, utility and soil mapping data that has underground lines with the marked symbol. in order to avoid damage to these lines, contact USA two working days prior to digging or excavation. USA will assist in identifying those companies that they represent which have utility lines in the area and contacting the respective companies they represent to have those lines marked on the ground.

SURVEYOR'S CERTIFICATE:

TO: HOLLYWOOD & WILCOX AND CHICAGO TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(b), 8, 11(a), 11(b), 13, 14, 16, 17 AND 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 11, 2015.

*Douglas R. Howard* 8 / 23 / 2016  
DOUGLAS R. HOWARD, PLS 6169 DATE  
PSOMAS

NOTE: SECTION 8770.6 OF THE CALIFORNIA BUSINESS AND PROFESSIONS CODE STATES THAT THE USE OF THE WORD CERTIFY OR CERTIFICATION BY A LICENSED LAND SURVEYOR IN THE PRACTICE OF LAND SURVEYING OR THE PREPARATION OF MAPS, PLATS, REPORTS, DESCRIPTIONS OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

COMMENTS (Cont.):

- EFFECT OF . . . . .RIGHT-OF-WAY FOR ALLEY PURPOSES OVER THE NORTH 12 FEET OF PARCEL 3, AS SET OUT IN DECREE UNDER L.R. CASE NO. 171, SUPERIOR COURT. PLOTTED HEREON.
- ⑤ COVENANT AND AGREEMENT REGARDING MAINTENANCE OF BUILDING CONCERNING FIRE PROTECTION IN ADDITIONS TO STRUCTURES ON PROPERTY PER DOCUMENT RECORDED FEBRUARY 4, 1991 AS INSTRUMENT NO. 91-166183, OF OFFICIAL RECORDS.
- ⑥ COVENANT AND AGREEMENT TO HOLD PROPERTY AS ONE PARCEL PER DOCUMENT RECORDED FEBRUARY 4, 1991 AS INSTRUMENT NO. 91-166184, OF OFFICIAL RECORDS.
- ⑦ COVENANT AND AGREEMENT REGARDING MAINTENANCE OF BUILDING CONCERNING FIRE PROTECTION IN ADDITIONS TO STRUCTURES ON PROPERTY PER DOCUMENT RECORDED FEBRUARY 4, 1991 AS INSTRUMENT NO. 91-166187, OF OFFICIAL RECORDS.
- ⑧ IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR PUBLIC STREET PURPOSES PER DOCUMENT RECORDED APRIL 7, 1992 AS INSTRUMENT NO. 92-604781 AND ACCEPTED BY THE CITY OF LOS ANGELES PER DOCUMENT RECORDED JANUARY 20, 1994 AS INSTRUMENT NO. 94-135253, BOTH OF OFFICIAL RECORDS. PLOTTED HEREON. AFFECTS PARCELS 1 AND 2.
- ⑨ WAIVER OF DAMAGES, INDEMNIFICATION AGREEMENT, AND RIGHT OF INGRESS AND EGRESS - COVENANT TO RUN WITH THE LAND ALLOWING BUILDINGS INSIDE THE 15 FOOT HIGHWAY DEDICATION PER DOCUMENT RECORDED OCTOBER 7, 1992 AS INSTRUMENT NO. 92-1868475, OF OFFICIAL RECORDS. ITEMS 11(A) THRU 11(L) PLOTTED HEREON.
- ⑩ ANY RIGHTS, CLAIMS OR INTEREST THAT MAY EXIST OR ARISE BY FACTS DISCLOSED BY ALTA/ACSM SURVEY DATED AUGUST 23, 2007, LAST REVISED DECEMBER 13, 2007, PSOMAS JOB NO. 1LEF010100T100. PLOTTED HEREON.
- ⑪ THE FOLLOWING MATTERS AFFECT PARCEL 4:
- EFFECT OF . . . . .COVENANT AND AGREEMENT THAT THE EASEMENT ACROSS THE SOUTH 10 FEET OF THE LOT AT 6436 HOLLYWOOD BLVD. WILL BE ONE OF THE REQUIRED MEANS OF INGRESS AND EGRESS PER DOCUMENT RECORDED DECEMBER 4, 1975 AS INSTRUMENT NO. 2975, OFFICIAL RECORDS.
- ⑫ ANY RIGHTS, CLAIMS OR INTEREST THAT MAY EXIST OR ARISE BY FACTS DISCLOSED BY ALTA/ACSM SURVEY DATED AUGUST 2, 2007 AND LAST REVISED ON JULY 26, 2012, PSOMAS JOB NO. 1LEF010100T101. ITEMS 13(A),(B),(C) & (D) PLOTTED HEREON.
- ⑬ THE FOLLOWING MATTERS AFFECT PARCEL 5:
- EFFECT OF . . . . .EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES PER DOCUMENT RECORDED IN BOOK 15836 PAGE 156 OF OFFICIAL RECORDS. PLOTTED HEREON. AFFECTS PARCEL 5.
- ⑭ ANY RIGHTS OF PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS. AFFECTS ALL PARCELS.
- ⑰

SURVEYOR'S NOTES:

- THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES
1. THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON HAVE BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT.
2. THIS SURVEY DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON, NOR DOES IT SHOW THE LOCATION OF, OR ENCROACHMENTS BY SUBSURFACE FOOTINGS AND/OR FOUNDATIONS OF BUILDINGS SHOWN ON THIS MAP.
3. IF UNDERGROUND PUBLIC UTILITIES AND OTHER SUBSTRUCTURES, ZONES, SET BACK AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM A GENERAL REQUEST AT THE LOCAL AGENCY'S PUBLIC COUNTER AND/OR OTHER SOURCES NOT CONNECTED WITH THIS COMPANY. NO REPRESENTATION IS MADE AS TO THE ACCURACY, CURRENCY OR COMPLETENESS OF SAID INFORMATION AND ANY USERS OF SAID INFORMATION IS URGED TO CONTACT THE UTILITY OR LOCAL AGENCY DIRECTLY.

LEGAL DESCRIPTION

**1624 & 1636 WILCOX AVENUE:**

PARCEL 1:

LOT 5 AND THE NORTH 19 FEET 10 INCHES OF THE WEST 205.8 FEET OF LOT 6 IN BLOCK 14 OF "HOLLYWOOD", IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING FROM SAID LOT 5 THAT PORTION THEREOF INCLUDED WITHIN THE FOLLOWING DESCRIBED LINES:

BEGINNING AT THE MOST NORTHERLY NORTHWEST CORNER OF LOT B OF SACKETT TRACT, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16, PAGE 150 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER, THENCE SOUTH 0°03'45" WEST ALONG THE WEST LINE OF SAID LOT B, 64.98 FEET TO AN ANGLE POINT THEREIN, THENCE NORTH 89°55'30" WEST ALONG THE BOUNDARY LINE OF SAID LOT B, 5.07 FEET, THENCE NORTH 0°03'45" EAST PARALLEL TO THE WEST LINE OF SAID LOT B TO THE WESTERLY PROLONGATION OF THE NORTH LINE OF SAID LOT B, THENCE SOUTH 89°55'45" EAST 5.07 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

LOTS 3 AND 4 AND WESTERLY 8.5 FEET OF LOT 15 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:

LOT 16 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT EASTERLY 110.50 FEET THEREOF.

**6430 HOLLYWOOD BOULEVARD:**

PARCEL 4:

THE EAST 49.90 FEET OF THE WEST 100 FEET OF LOTS 1 AND 2 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4A:

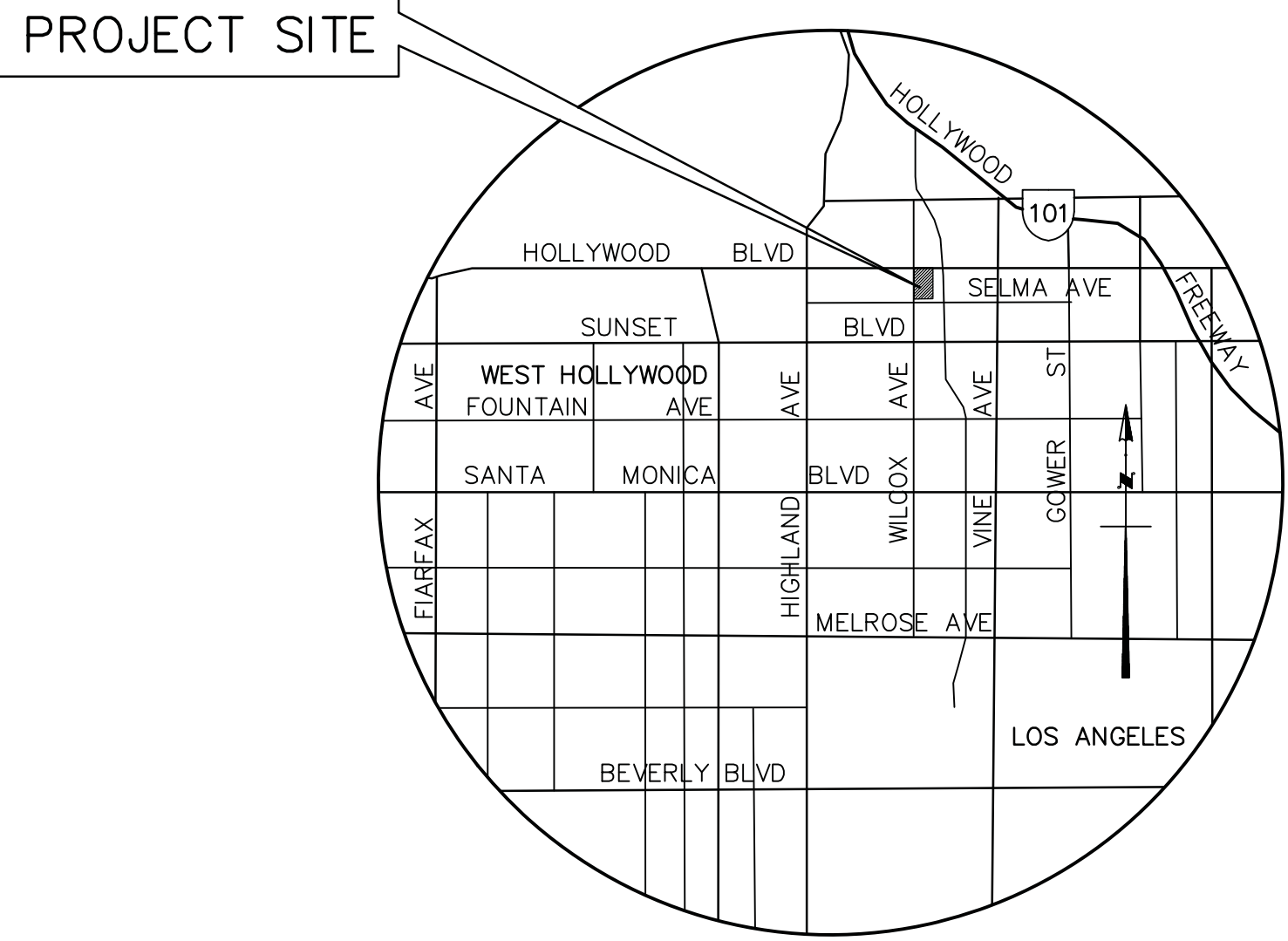
AN EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES IN, OVER, ALONG AND UPON THE SOUTH 10 FEET OF THE WEST 50.10 FEET OF LOT 2 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGES 59 AND 60 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**6436 HOLLYWOOD BOULEVARD:**

PARCEL 5:

THE WEST 50.10 FEET OF LOTS 1 AND 2 IN BLOCK 14 OF HOLLYWOOD, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28 PAGE 59 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NOTE: LEGAL DESCRIPTION IS WRITTEN IN A METHOD WHERE IT MAY CREATE A POSSIBLE GAP OR OVERLAP OF THE EASTERLY LINE WITH THE WESTERLY LINE OF THE EAST 110.8 FEET OF LOTS 1 AND 2.



VICINITY MAP

LEGEND

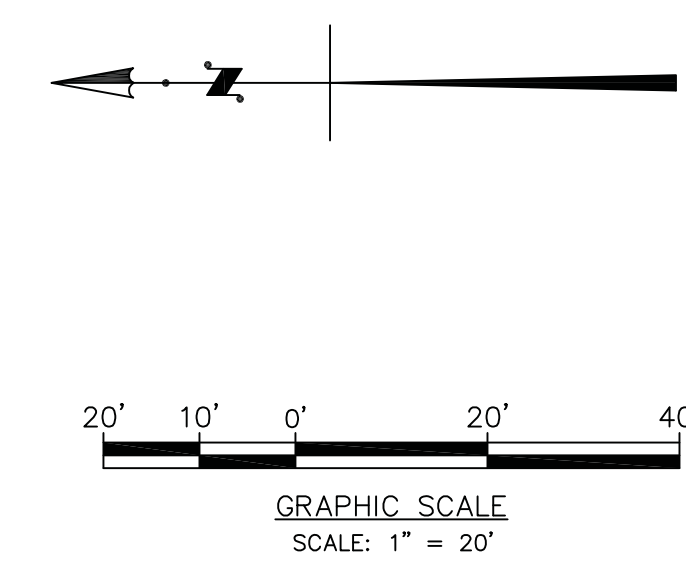
=====	PROPERTY / BOUNDARY LINE
-----	STREET R/W LINE
=====	CURB LINE ( FROM 1"=20' ON TO 1"=200' )
-----	CURB LINE ( 1"=10' , 1"=8' , 1"=16' )
-----	CENTER LINE
=====	FLOW LINE
=====	LOT LINE / PARCEL LINE
=====	EASEMENT LINE (WH/WH/TH)
=====	CONTOUR LINE (APPROXIMATE)
=====	BUILDING FOOT PRINT LINE
=====	OVERHANG LINE
=====	FENCE LINE
=====	GUARD RAIL
=====	RETAINING WALL
=====	CONC. BLOCK WALL
=====	EDGE OF ASPHALT PAVING
=====	CONCRETE PAVING
=====	AREA DRAIN
=====	CATCH BASIN W/ACCESS HOLE
=====	MANHOLE (SEWER, STORM DRAIN, POWER, TELEPHONE)
=====	POWER POLE (P.P.) / TELEPHONE POLE (T.P.)
=====	STON (ALL KINDS)
=====	STREET LIGHT
=====	TRAFFIC SIGNAL
=====	TRAFFIC SIGNAL W/STREET LIGHT
=====	YARD LIGHT
=====	FIRE HYDRANT
=====	DOWNSPOUT
=====	FIRE DEPARTMENT CONNECTION
=====	PIV
=====	POST INDICATOR VALVE
=====	DIRECTION OF WATER DRAINAGE FLOW
=====	PARKING METER
=====	GAS / WATER METER
=====	GAS / WATER VALVE
=====	ELEC. (STREET LIGHT/TRAFFIC/UNKNOWN) PULL BOX
=====	TREE IN WELL W/TRUNK DIAMETER
=====	PLANTER
=====	GUARD POST
=====	APPROACH (DRIVEWAY)
=====	BACKFLOW PREVENTER
=====	CLEAN OUT
=====	CHAINLINK (FENCE/GATE)
=====	LOCATION OF BUILDING HEIGHT MEASUREMENT
=====	TOPOGRAPHIC SPOT ELEVATION, NO LEADER
=====	BACK OF WALK ELEVATION
=====	EDGE OF CONCRETE ELEVATION
=====	EDGE OF GUTTER ELEVATION
=====	EDGE OF PAVEMENT ELEVATION
=====	FLOW LINE ELEVATION
=====	TOP OF CURB ELEVATION
=====	TOP OF GRATE ELEVATION
=====	TOP OF WALL ELEVATION
=====	MANHOLE RIM ELEVATION
=====	MANHOLE INVERT ELEVATION
=====	CURB DRAIN
=====	RECORD LOT / PARCEL NUMBER
=====	(100.00')
=====	RECORD DIMENSION OR BEARING IF DIFFERENT THAN MEASURED
=====	IMPROVEMENT FACE
=====	IMPROVEMENT EDGE
=====	IMPROVEMENT END
=====	NORTH/EAST/SOUTH/WEST LOCATION OF IMPROVEMENT
=====	W/ RESPECT TO REFERENCE NORTH AND PROPERTY LINE.
=====	ADJACENT PROPERTY OWNER
=====	SANITARY SEWER (SIZE)
=====	STORM DRAIN (SIZE)
=====	WATER LINE (SIZE)
=====	GAS LINE (SIZE)
=====	OTL/PETROLEUM LINE (SIZE)
=====	ELECTRICAL LINE
=====	COMMUNICATION LINE
=====	OVERHEAD UTILITY LINE(S)

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REF: 1LEF010100; 1LEF010100-T102; 1LEF0101



PROJECT DESCRIPTION

ARCHITECTURAL AND URBAN DESIGN NARRATIVE

DESIGN CONCEPT

The design of Hollywood & Wilcox has the goal of celebrating and revitalizing the historic fabric of Hollywood, especially in the National Register of Historic Places-listed Hollywood Boulevard Commercial and Entertainment District along the north end of the project site. At the same time, the southern portion of the site, currently occupied by nondescript one-story and two-story commercial buildings and a large parking lot, provides an opportunity to focus on the potential of present-day Hollywood to be a unique contributor to the vitality of 21st Century Los Angeles. The elements of the project combine in a harmonious blending of old and new, neighborhood and commercial, foreground and backdrop, thereby bridging the golden era of Hollywood and the here and now to discover a timeless architectural language that is distinctively ‘Hollywood.’ Programmatically, the mixed-use project works to help create a well-balanced urban neighborhood that is greater than the sum of its individual parts.

The project site’s most prominent corner is occupied by the Attie Building, which also features the celebrated “You Are The Star” mural. The mural will be preserved and the building will be restored/rehabilitated, particularly the ground level commercial space — which has been significantly altered many times over the years —back to an earlier configuration. Adjacent to this building, we propose the addition of a new low-rise commercial building to replace a small contemporary commercial building that is non-contributing to the Hollywood Boulevard Commercial and Entertainment District. The new commercial building is contemporary, but compatible with the Attie Building, borrowing its triple-bay façade pattern, but using clean modern lines and materials so as not to compete with the structure.

The largest portion of the site will be occupied by a modern mixed-use building that takes contextual cues from historic Hollywood apartment blocks and flagship commercial buildings built in the twenties, thirties, and forties. These inspirations include the Taft building at Hollywood and Vine, the Warner Theater Building, the Security Bank Building, along with the Equitable Building. The proposed building’s mostly white exterior combined with accents of color pulled from its neighbors presents an unabashedly modern building that is, nevertheless, anchored in its Hollywood locale through the use of a solid, cementitious exterior and its vertical façade rhythm.

With its frontage along Wilcox Avenue, the new mixed-use building takes advantage of an opportunity to bring the vitality of the Hollywood Boulevard streetscape to a relatively pedestrian-unfriendly stretch of Wilcox Avenue. Lined with commercial space, and residential lobby and resident amenity space in a double-story configuration, the ground level is specifically designed to activate Wilcox. The widened public sidewalk in front of the building creates a welcoming plaza with street furniture, planters and possible café-style seating for food-service customers.

Above, the residential tower provides a mix of unit plans to invite a diverse mix of households. Multiple common exterior spaces, including a pool deck over the new commercial building on Hollywood Blvd and higher decks with views, provide residents the opportunity to connect with one another and with their immediate Hollywood neighborhood.

Outside, the building’s exterior is composed of two exterior ‘skins’. The primary, outer cementitious wall projects solidity and a sense of permanence, not unlike the historic Hollywood apartment blocks. Meanwhile, the secondary, inner skin includes the building’s fenestration which allows for ample light and air.

The space between the two wall layers helps to shade the residential units, thereby lessening the need for air conditioning while giving the building a sense of depth. This façade depth is in the spirit of historic Hollywood architecture and is in contrast with the thin curtainwall membranes used on many comparable modern buildings. The depth between wall layers also create private outdoor patio space. Unlike hanging balconies, this integrated approach reinforces the unified building mass, creating a more authentically urban aesthetic.

CONNECTIVITY

The project is highly responsive to its immediate urban context. One of the project’s key goals is to repair gaps in the streetwall and thereby enhance activity and visual interest on both Hollywood Boulevard and Wilcox Avenue. Along Hollywood Boulevard, the Attie Building and its famous “You Are The Star” mural is sensitively preserved to help anchor this important corner. Next door, the proposed new commercial building provides a transparent storefront to enhance this stretch of Hollywood Boulevard and the viability of the pedestrian-oriented Commercial and Entertainment district.

While Wilcox Avenue connects directly to busy Hollywood Boulevard, it exhibits none of its vibrancy. The restored/rehabilitated building’s ground floor spaces will act as a gateway to this corridor, which when combined with the new mixed-use residential building along Wilcox, will expand the zone of pedestrian activity south to Wilcox. By drawing increased foot-traffic, we hope to make this important north-south corridor a true neighborhood connector.

Furthermore, we carefully designed the mixed-use apartment building’s frontage on Wilcox to create a streetscape that heightens the pedestrian experience. The ground level of the new mixed-use residential building is lined with commercial space and building lobby space with resident amenities that open onto the sidewalk-plaza. With more than 80% storefront glazing at ground level, the building exhibits a high degree of transparency, creates visual interest for passersby, and provides critical ‘eyes on street’ to improve both the actual and perceived safety of the area at night.

SCALE, DESIGN AND PRESERVATION OF COMMUNITY CHARACTER

Hollywood and the immediate project environs exhibit a wide range of building heights. Numerous billboards and tall antennae towers add to this diversity of heights. Similarly, our project uses a range of building heights as appropriate to the immediate context. We identified a relatively consistent height of the existing buildings along Hollywood, and wanted to match that height with the new proposed commercial space, even though that height is below the allowable by-right 45 foot height limit. The tallest portion of the project, the southern-most portion of the mixed-use residential building, is only slightly taller than the currently-under-construction Dream Hotel on the same block.

The mixed-use residential building is outside the boundary of the Hollywood Boulevard Commercial and Entertainment District and is carefully designed to not compete with the historic fabric along the Boulevard. Carefully sited a respectful distance from the Boulevard, the building steps down as it approaches Hollywood Boulevard, greatly reducing the building’s perceived height and mass. From Hollywood Boulevard the new mixed-use building is visible only at a low angle; it does not loom overhead, but instead stands at a respectful distance.

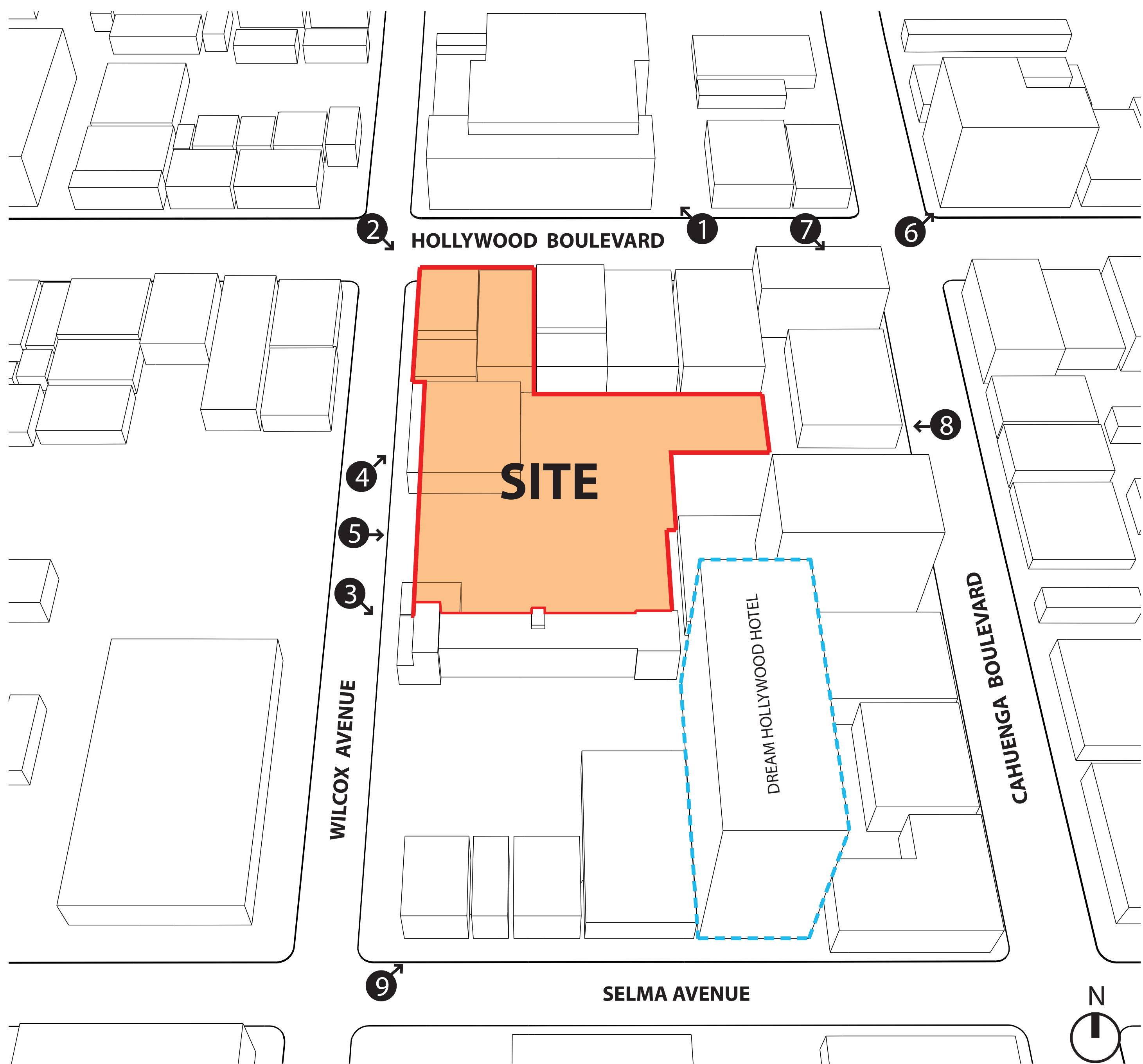
The mostly white, minimally adorned exteriors of the two new structures that are located behind and to the side of the Attie Building are meant to serve as a backdrop, so that the building’s Art Deco details can take center stage.

VEHICULAR SITE ACCESS AND CIRCULATION

The project strives to create an urban condition, where driveways and parking areas take a minimal amount of space and are unobtrusive. Over the combined 445 feet of frontage along Hollywood Boulevard and Wilcox Avenue, the only curb cut is a single two-lane driveway on Wilcox that provides access to resident drop-off, loading, trash and structured parking below, at, and above grade for both residents and commercial patrons. The parking area on levels 1 and 2 is hidden from view on Wilcox Ave. by the double-story ground level commercial space and resident lobby/amenity spaces. On level 3, apartments line the elevation along Wilcox Avenue to similarly hide the above grade parking from the street.

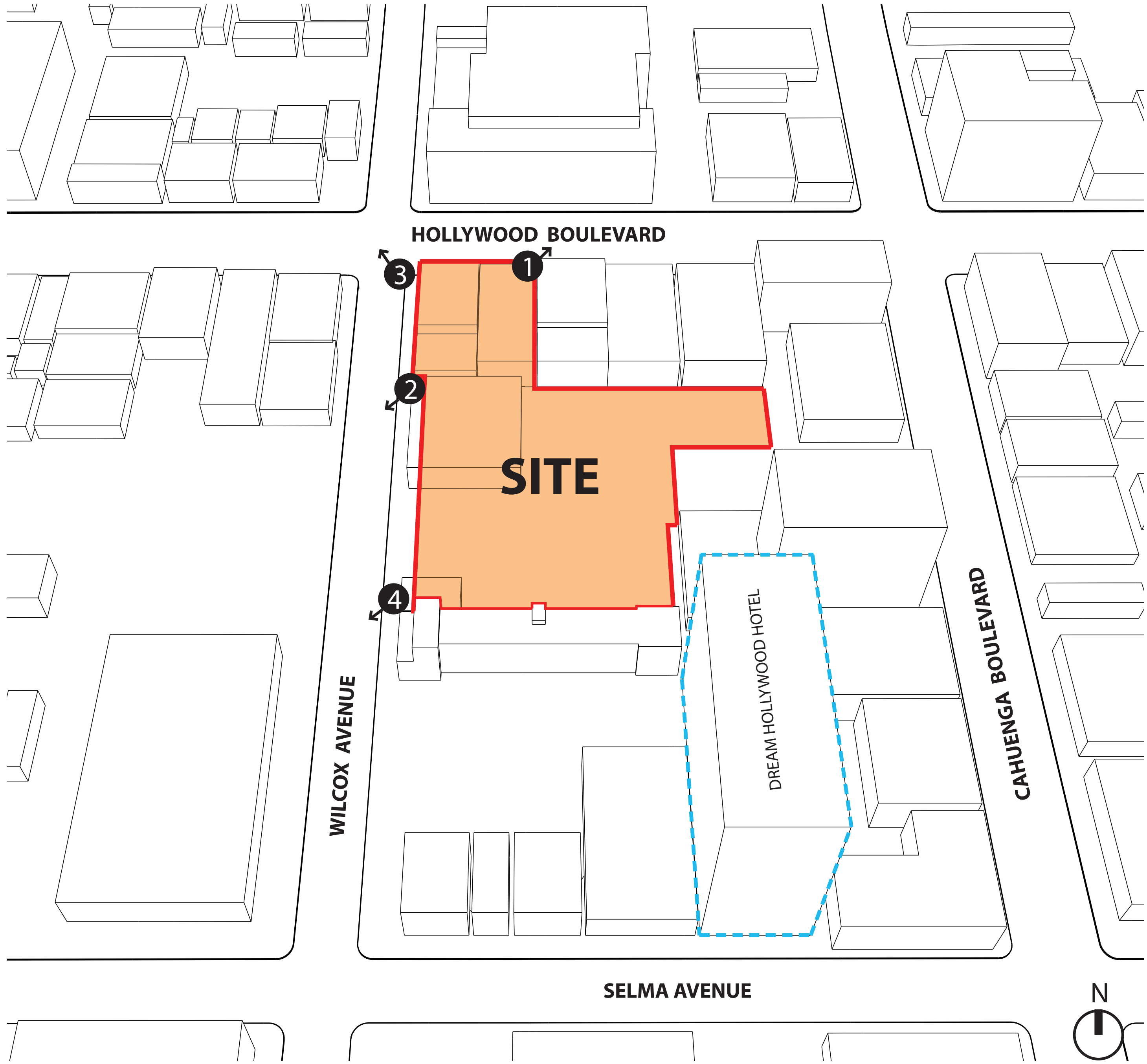


SITE CONTEXT



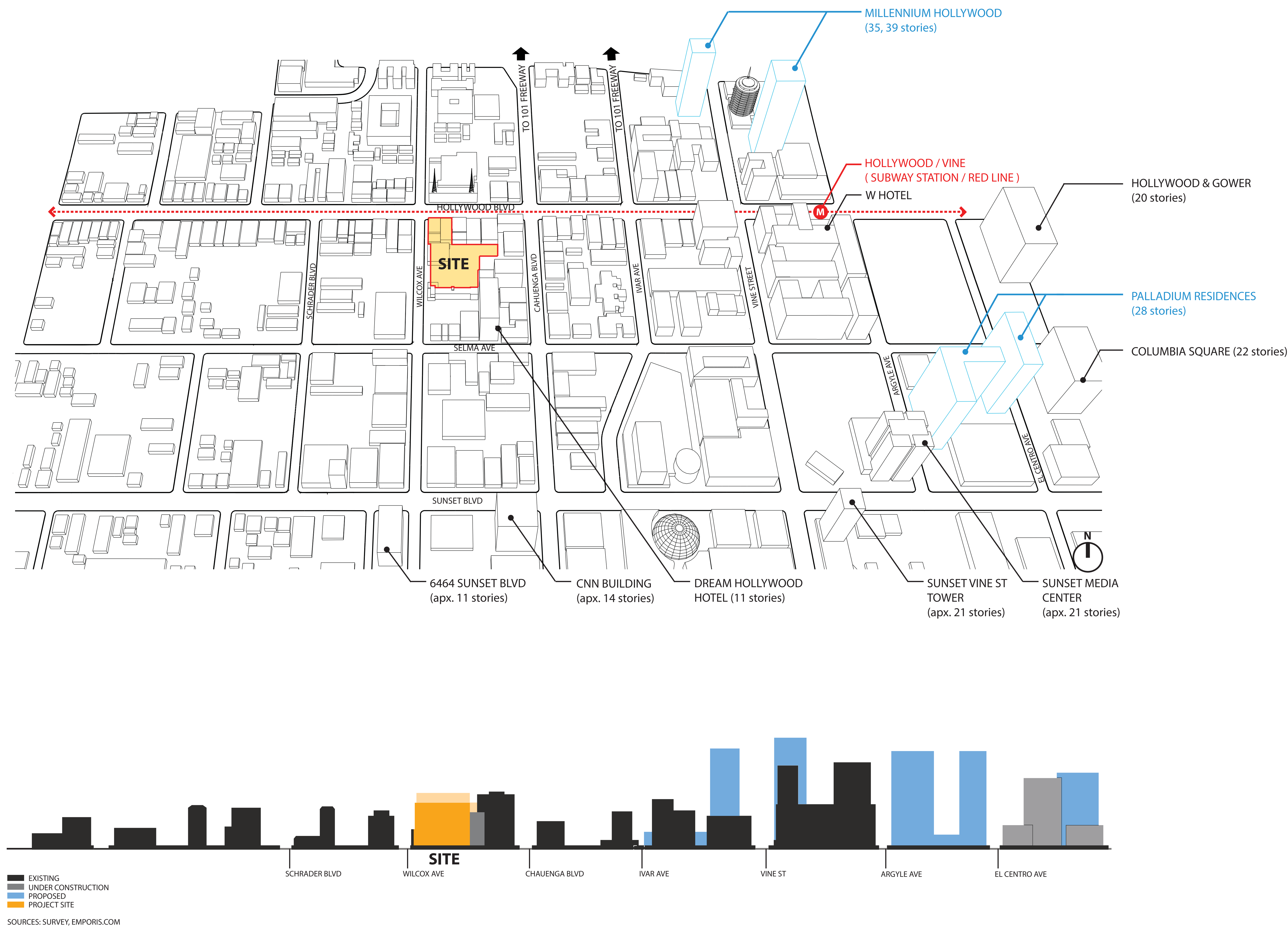


SITE CONTEXT



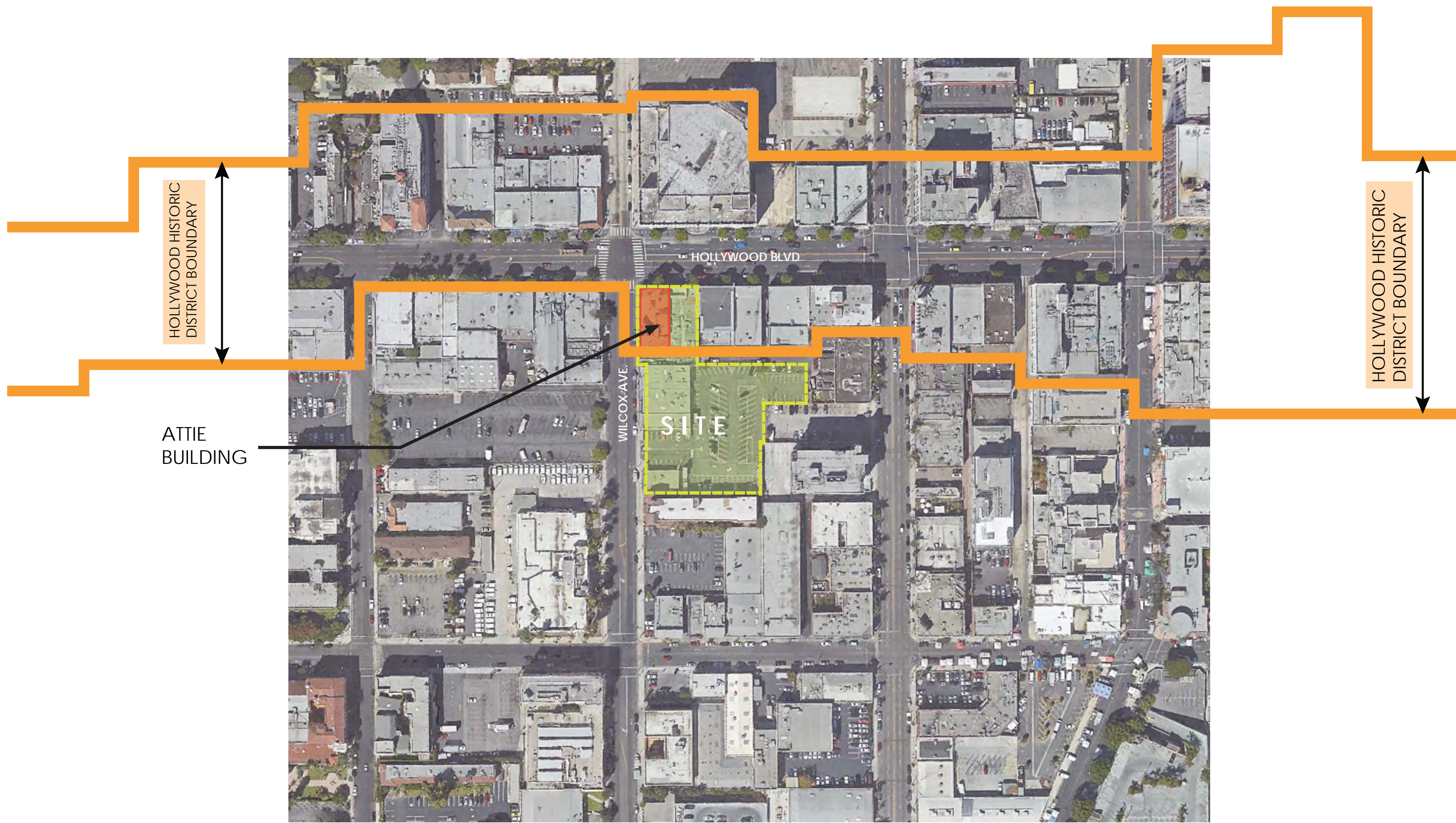


SITE CONTEXT

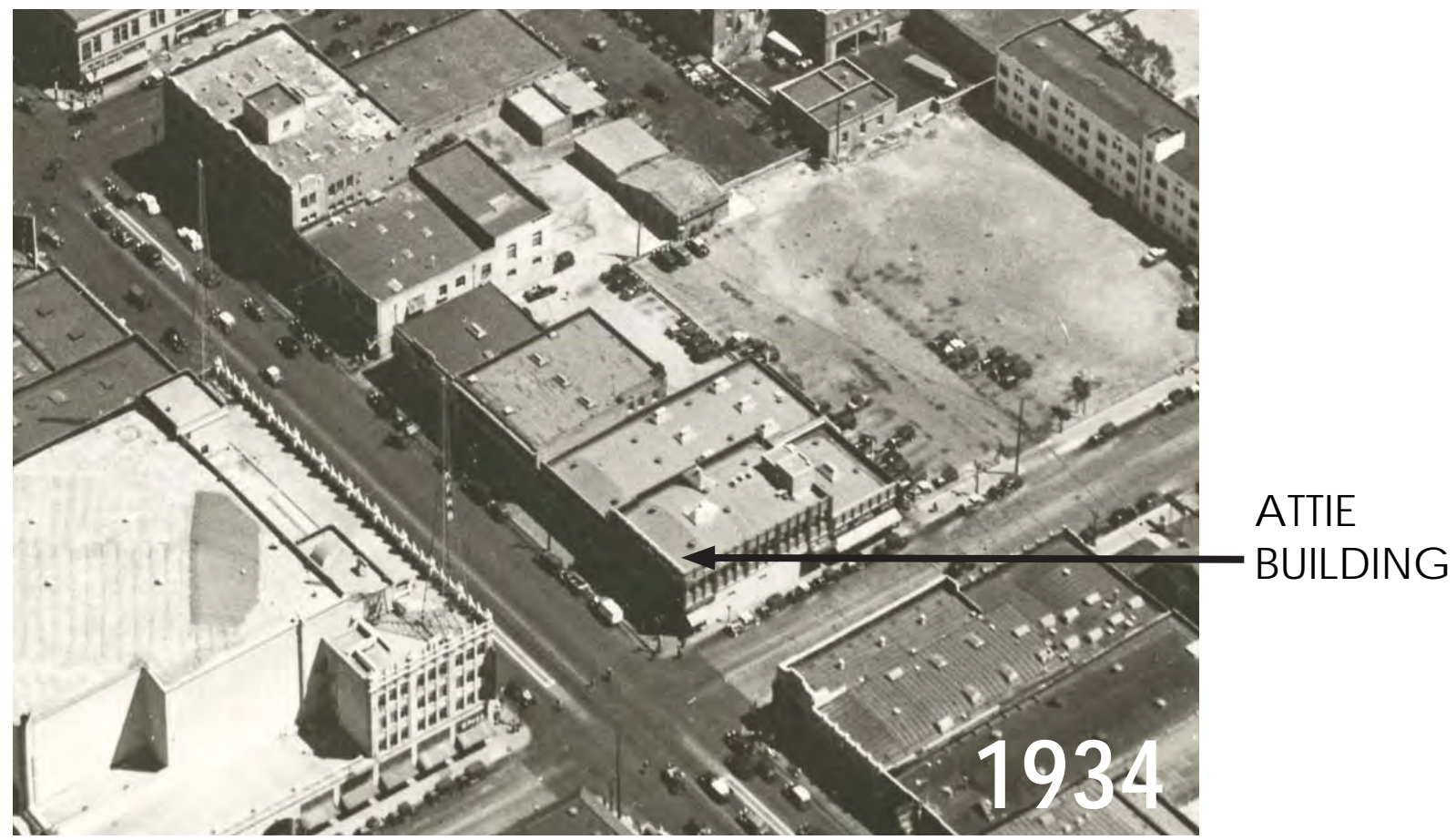




HOLLYWOOD NEIGHBORHOOD STUDY



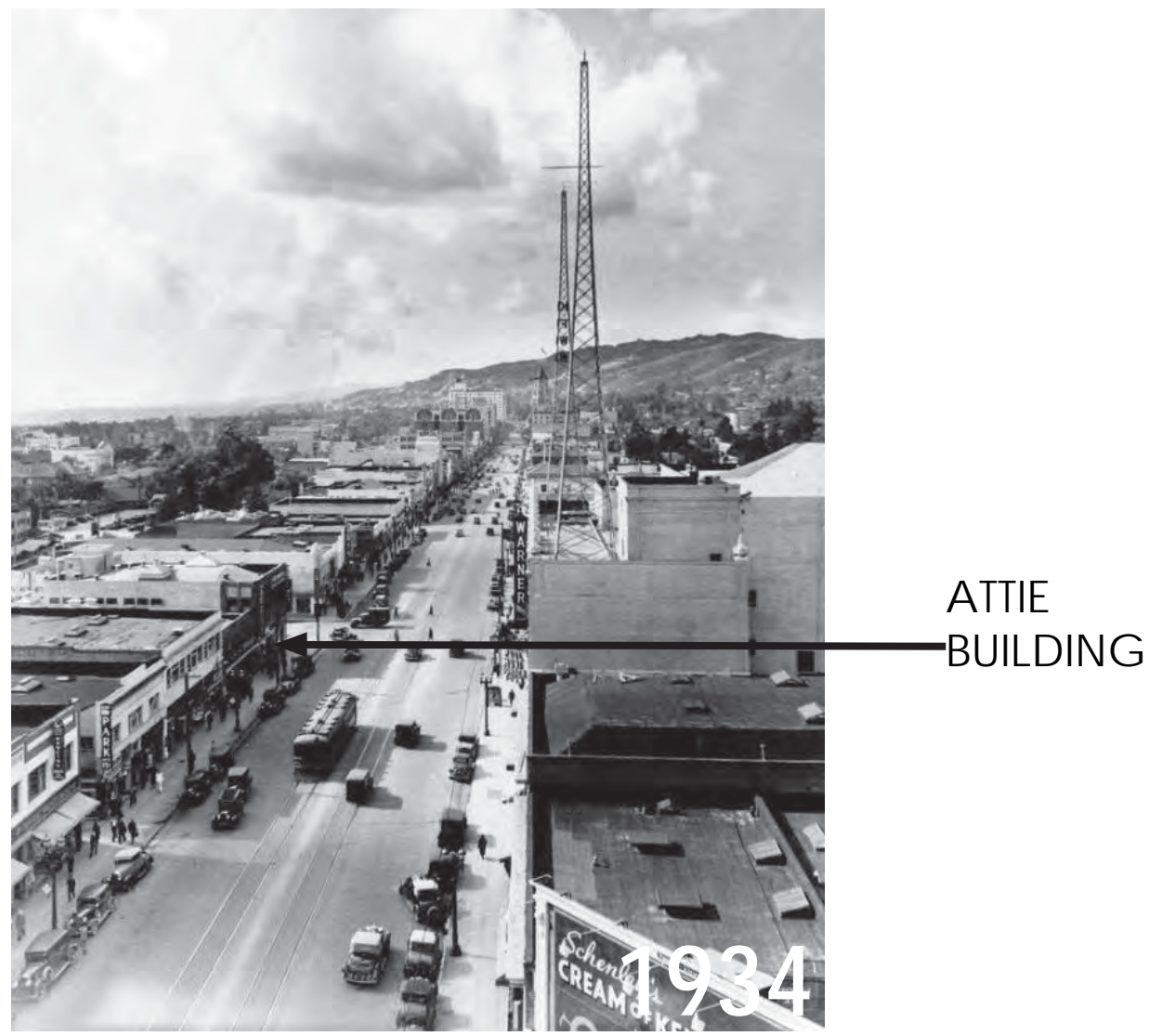
HOLLYWOOD HISTORIC DISTRICT OUTLINE  
COMMUNITY REDEVELOPMENT AGENCY, 1985



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA. 1934



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA. 1938



HOLLYWOOD BOULEVARD AERIAL VIEW  
ORIGINAL SOURCE UNKNOWN | HISTORIC CA. 1934



LOOKING EAST ON HOLLYWOOD BOULEVARD.  
ORIGINAL SOURCE UNKNOWN | HISTORIC CA. 1938

HISTORIC IMAGES OF HOLLYWOOD SHOWING THE ATTIE BUILDING



THE ATTIE BUILDING

The Attie building at 6436 Hollywood Blvd. was built in 1931. It is an excellent example of the Art Deco period commercial architecture that is often associated with the golden era of Hollywood.

Although the mural on Wilcox Avenue is not original to the building, it has become an icon of Hollywood.



NORTH ELEVATION, DETAIL OF 'GRAYSON'S' STOREFRONT AT NIGHT.  
LA FORUM ISSUE 7, ORIGINAL SOURCE UNKNOWN | HISTORIC CA. 1946



NORTH ELEVATION, VIEW SOUTHWEST.  
BISON ARCHIVES | HISTORIC CA. 1947



NORTH ELEVATION, VIEW EAST ALONG HOLLYWOOD BLVD.  
BISON ARCHIVES | HISTORIC CA. 1948



ORIGINAL SOURCE UNKNOWN | HISTORIC CA. 1950



ORIGINAL SOURCE UNKNOWN | HISTORIC CA. 1953



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA. 1972



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA. 1979



HOLLYWOOD PHOTOGRAPH COLLECTION | HISTORIC CA. 1979



SOURCE UNKNOWN | 2004



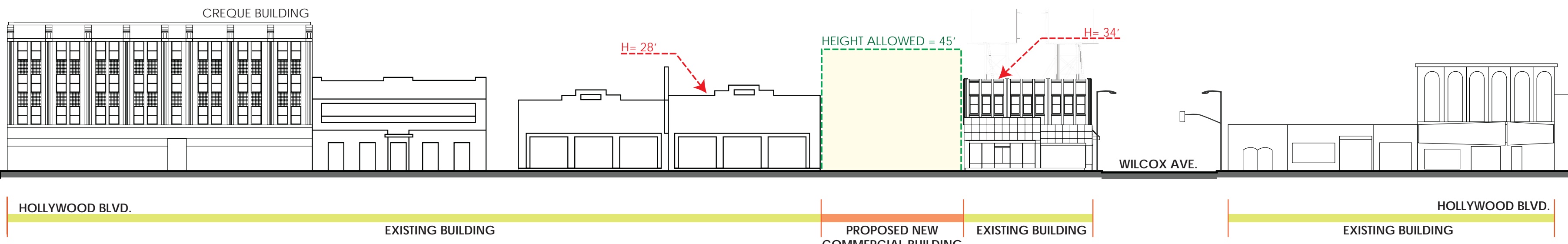
GMPA | 2016



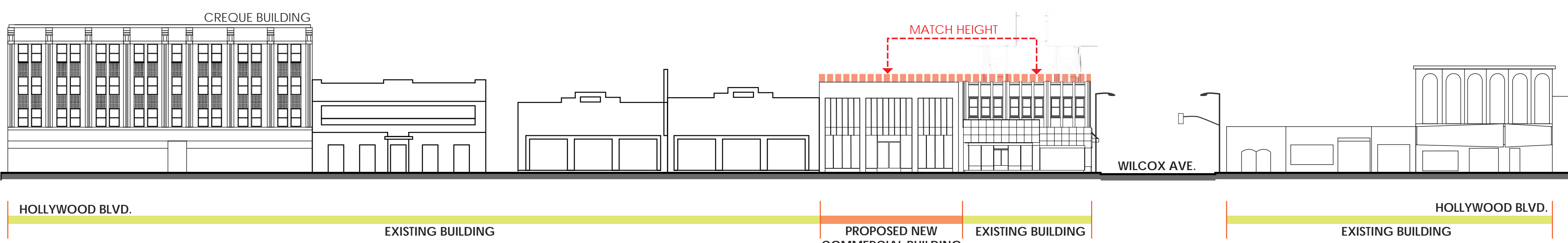
HOLLYWOOD BOULEVARD STREETSCAPE STUDIES



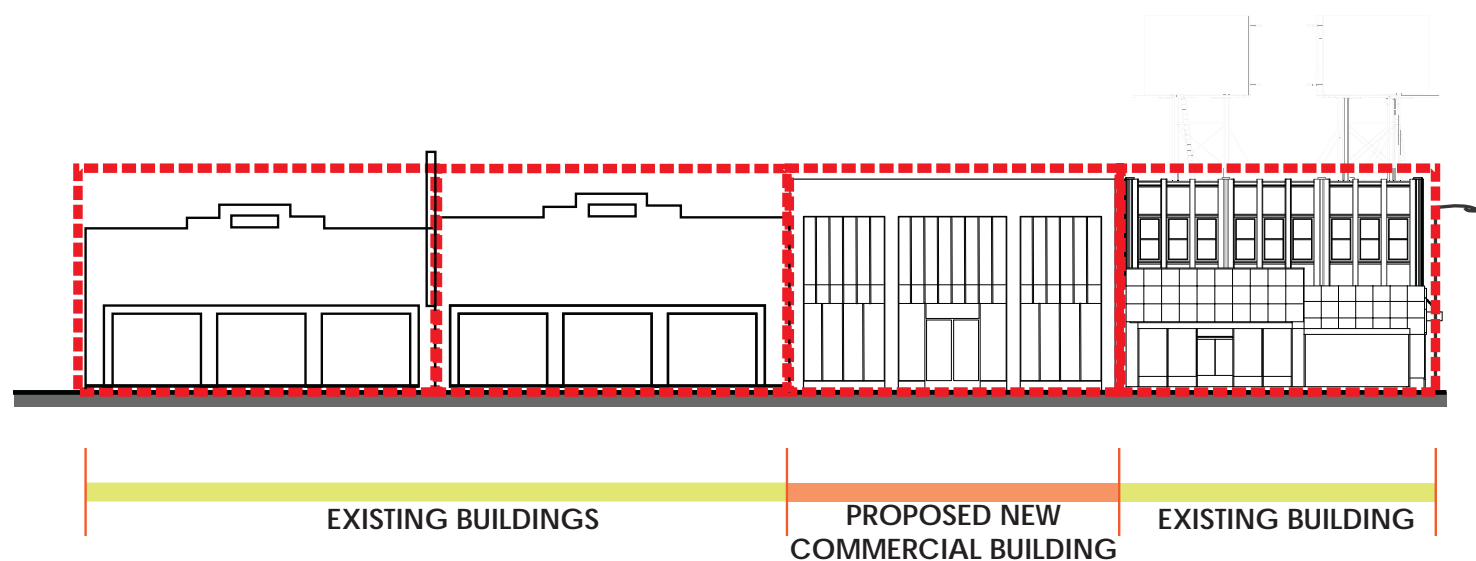
EXISTING STREETSCAPE ALONG HOLLYWOOD BLVD.



ALLOWABLE HEIGHT New construction on Hollywood Blvd is allowed up to a height of 45'. We propose a lower height to align with the height of the Attie building.

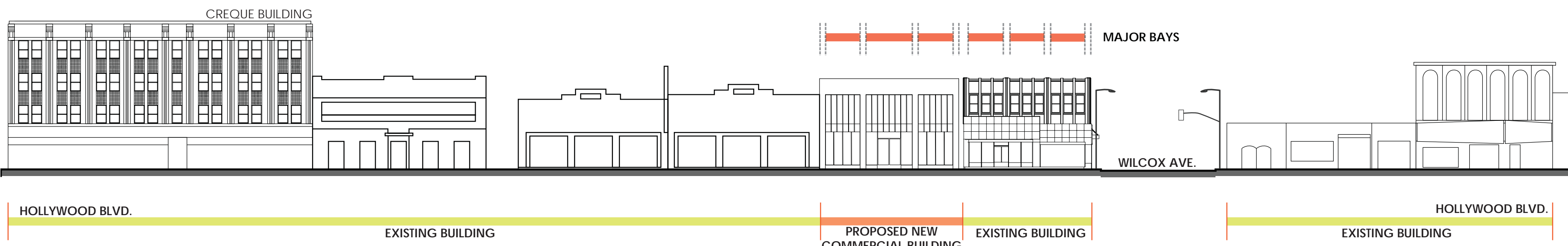


PROPOSED HEIGHT TO MAINTAIN A CONSTANT STREET WALL



The new commercial building would closely echo the width as well as the height of the Attie building.

ECHOING NEIGHBORING PROPORTIONS



FACADE PATTERN/ RHYTHM STUDY

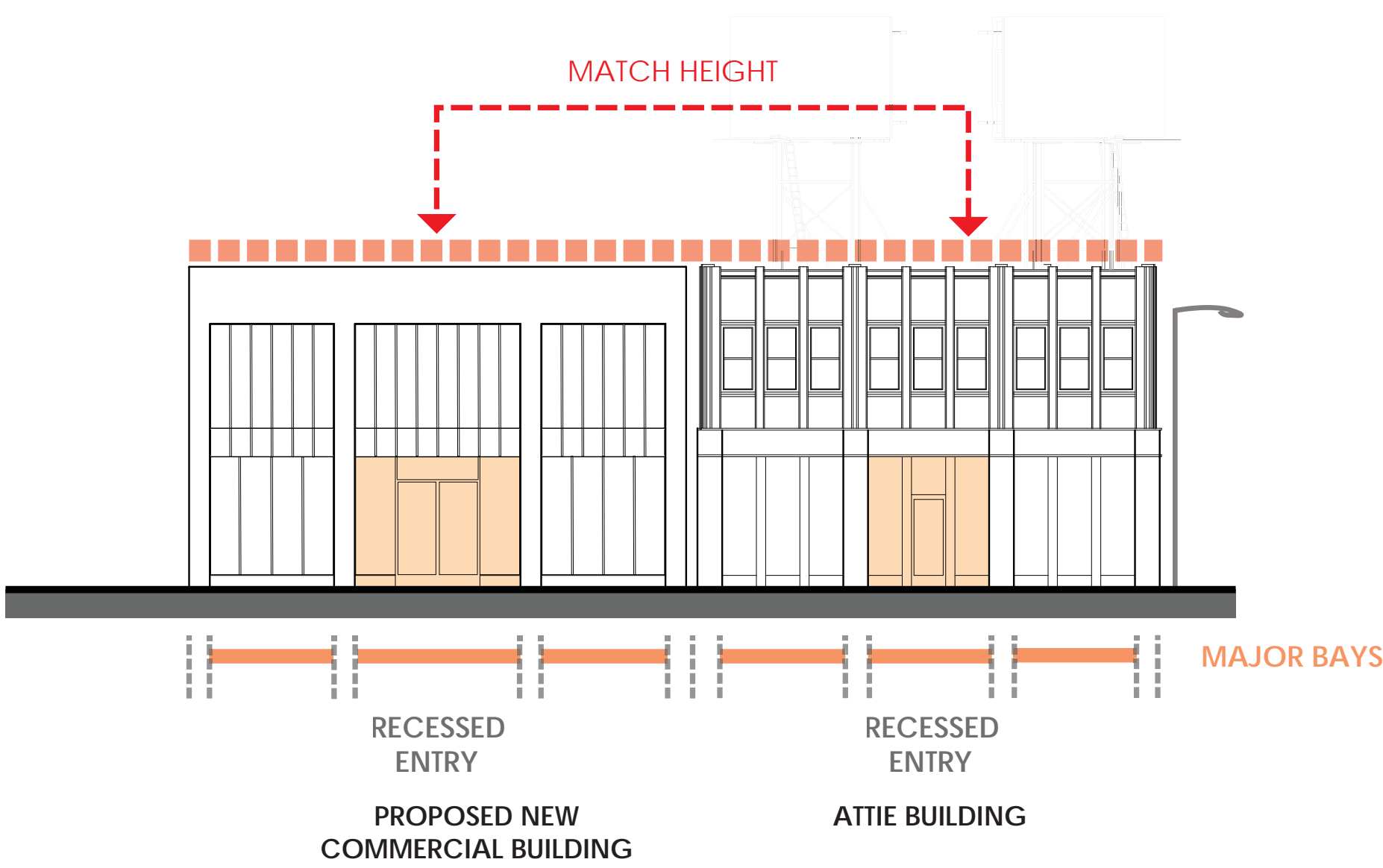


HOLLYWOOD STREETSCAPE WITH PROPOSED COMMERCIAL BUILDING

ATTIE BUILDING RESTORATION / REHABILITATION STUDIES



EXISTING STREET ELEVATION



ATTIE BUILDING AFTER PROPOSED RESTORATION / REHABILITATION AND THE PROPOSED CONTEMPORARY COMMERCIAL SPACE

The new commercial building follows the height datum established by the Attie building. The exterior of the new commercial building also borrows the Attie building's three major bay rhythm. For the restored/rehabilitated Attie Building storefront, the three major bays on the second story are brought down and reflected in the design of the first story. Now, the Attie building looks anchored and supported by its ground level.



ATTIE BUILDING AFTER PROPOSED RESTORATION / REHABILITATION AND THE PROPOSED CONTEMPORARY COMMERCIAL SPACE



Proposed Mixed-Use Residential Building

The new mixed-use residential building is outside of the Hollywood Boulevard Commercial and Entertainment District boundary. Nevertheless, this building was designed to be respectful to its neighbors to the north. The mixed-use residential building is designed to create a vibrant, pedestrian-oriented streetscape for this stretch of Wilcox Avenue where none presently exists. Taking cues from the Attie Building, the new mixed-use building continues the ground level public uses with commercial space and a transparent public-facing lobby. The second level of the new building is scaled so that it is in line with the second level of the Attie Building, and its design incorporates the vertical lines apparent in its neighbor.

Engaging the streetscape and bringing the building to the sidewalk was balanced with an effort to reduce the actual and perceived mass of the structure above, especially from Hollywood Boulevard, by stepping the building down to the north. While the building is a contemporary structure, taking cues from the existing Hollywood context was of foremost importance.

Horizontal and Vertical Detailing – Façade Expression

The proposed new building uses strong bands of vertical and horizontal lines, often accentuated by prominent bands of color to create a visual complexity that echoes the vibrancy and visual interest of classic Hollywood structures.

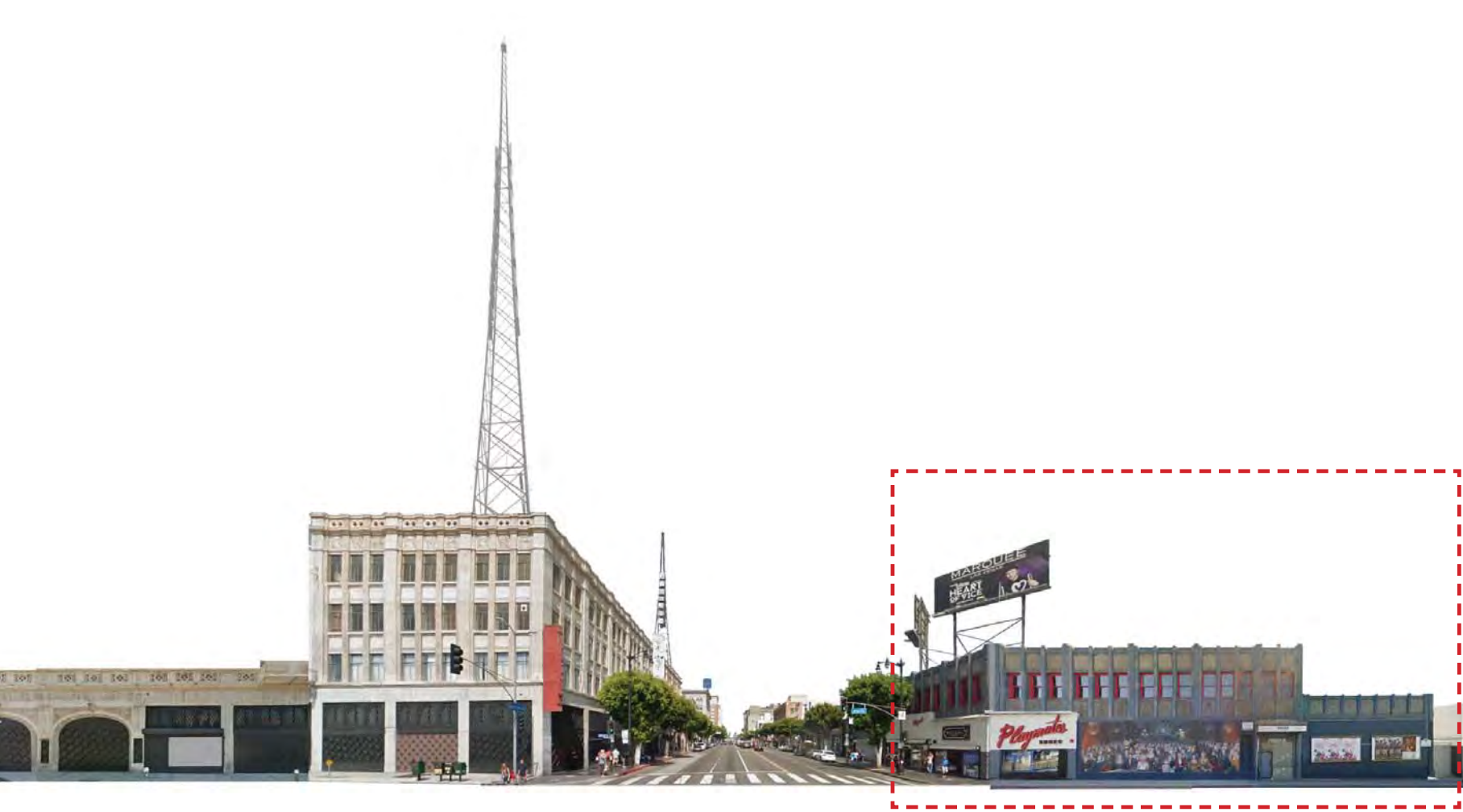
Façade Depth and Exterior Finish

Our building does not use a glass curtainwall as its skin. Instead, our strategy is to create a sense of depth, by utilizing a solid cementitious exterior, with the glazing recessed behind the primary layer, echoing the masonry exterior of historic Hollywood buildings and the depth within these elaborate façades. The interstitial space between the solid exterior and the inner glazing layer provides balcony space for the residents. This design means that the balconies are integrated within the building’s façade, rather than projecting from it.

Material and Color

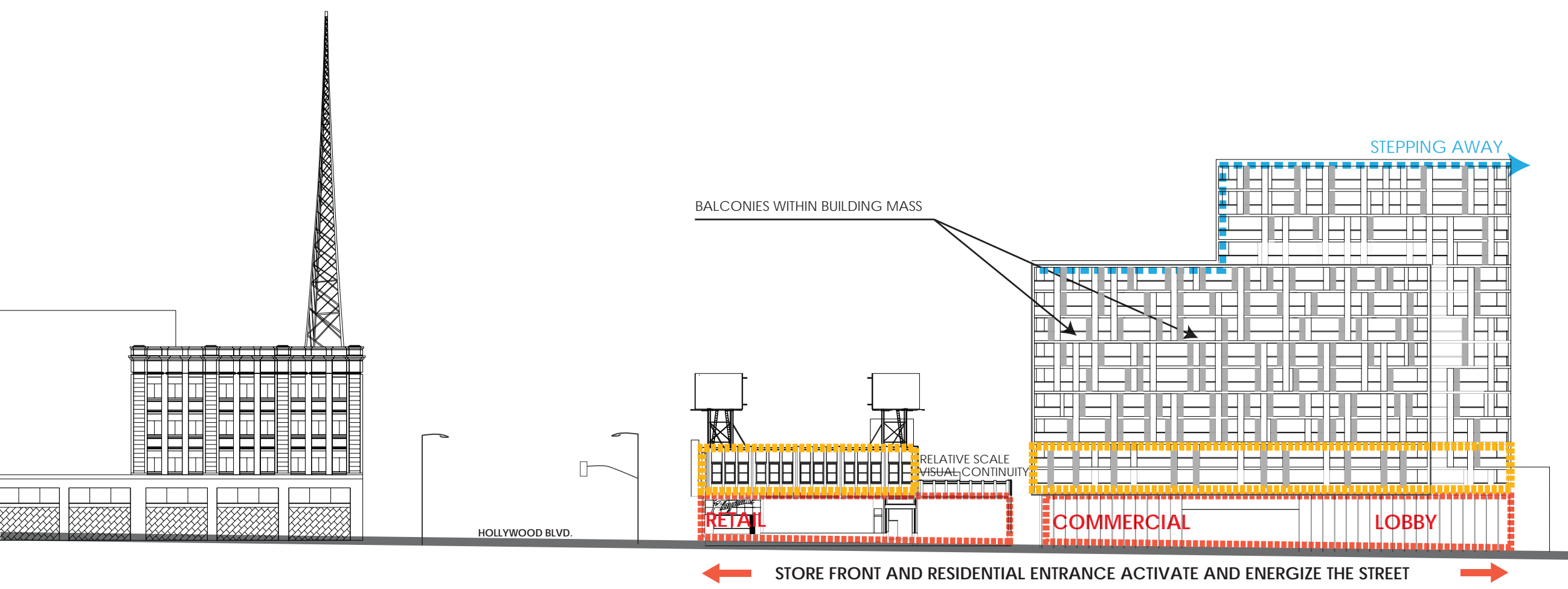
The proposed building uses a white fiber cement (cementitious) exterior as the dominant material. The use of light colors has abundant precedent in Hollywood. Many Art Deco buildings use bright white stucco or light colored and glazed terracotta. At the same time, darker colored accents at windows and trim are commonly found. The mixed-use building uses such color accents, in the form of vertical bands, to incorporate the color sensibilities of older landmark structures such as the Attie Building.

EXISTING WILCOX AVE. ELEVATION



BUILDING HEIGHT STEPS AWAY FROM HOLLYWOOD BLVD.

TAKING CUES OF SCALE AND PROPORTIONS FROM THE NEIGHBORING ATTIE BUILDING



EXISTING VIEW ALONG WILCOX AVE.



ACTIVATING STREETFRONT ON WILCOX AVENUE





PROPOSED PROJECT WITH ATTIE BUILDING AFTER RESTORATION





VIEW FROM HOLLYWOOD BLVD AT THE INTERSECTION OF HOLLYWOOD BLVD AND N. CAHUENGA BLVD. (LOOKING WEST)





VIEW FROM WILCOX AVE. AT THE INTERSECTION OF WILCOX AVE. AND SELMA AVE. (LOOKING NORTH)



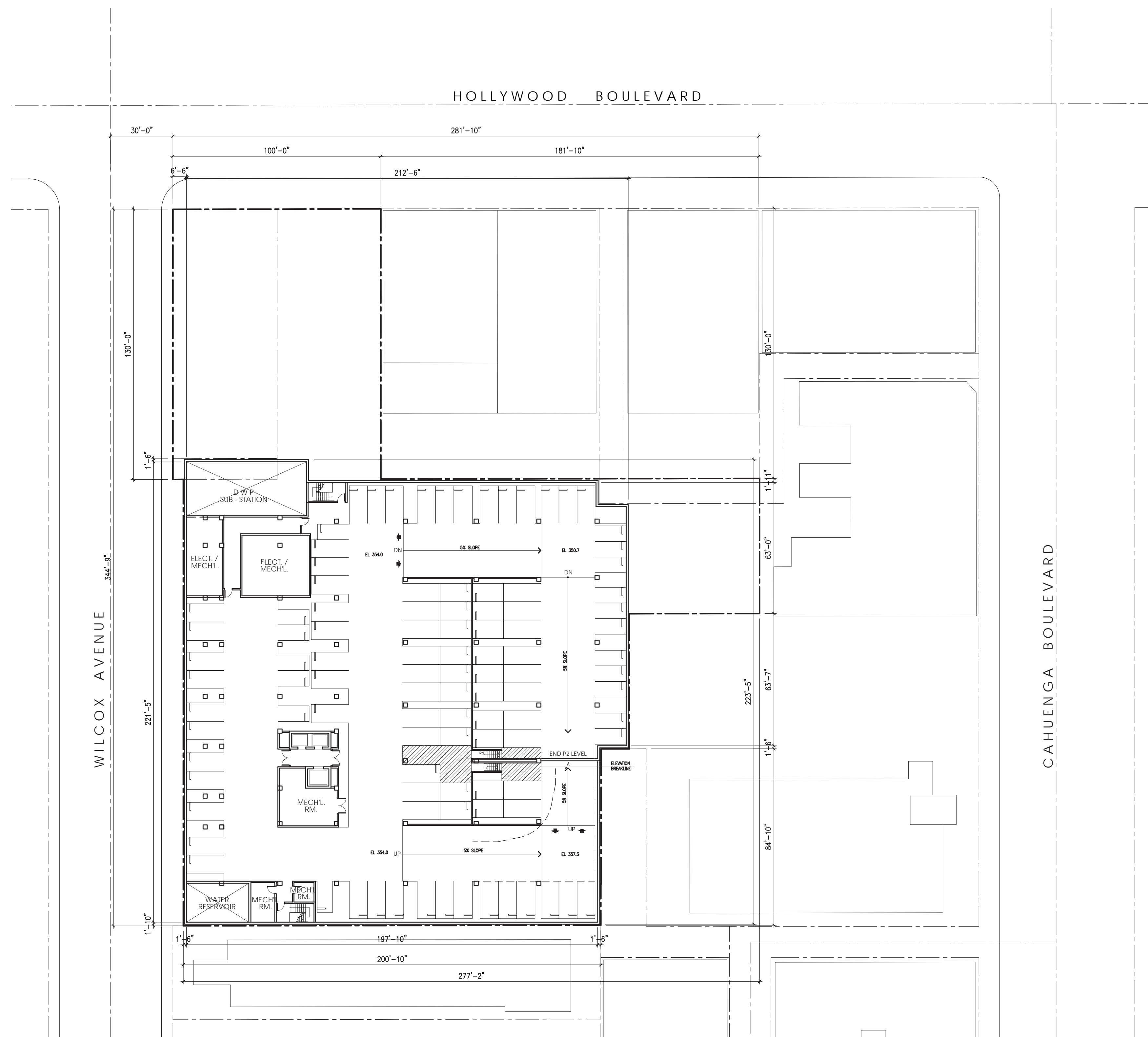


ACTIVATED URBAN ENVIRONMENT AFTER RESTORATION OF THE ATTIE BUILDING

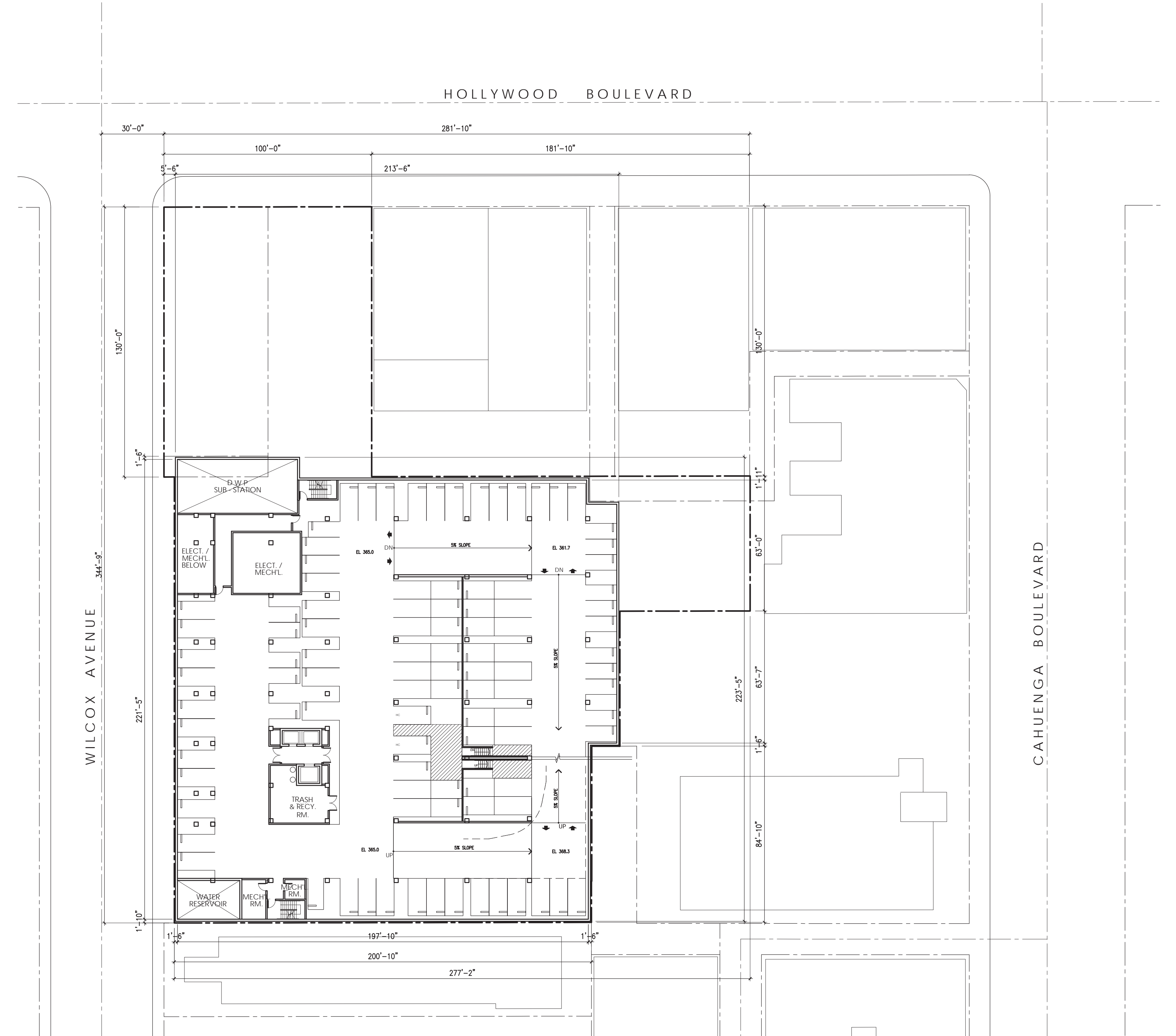




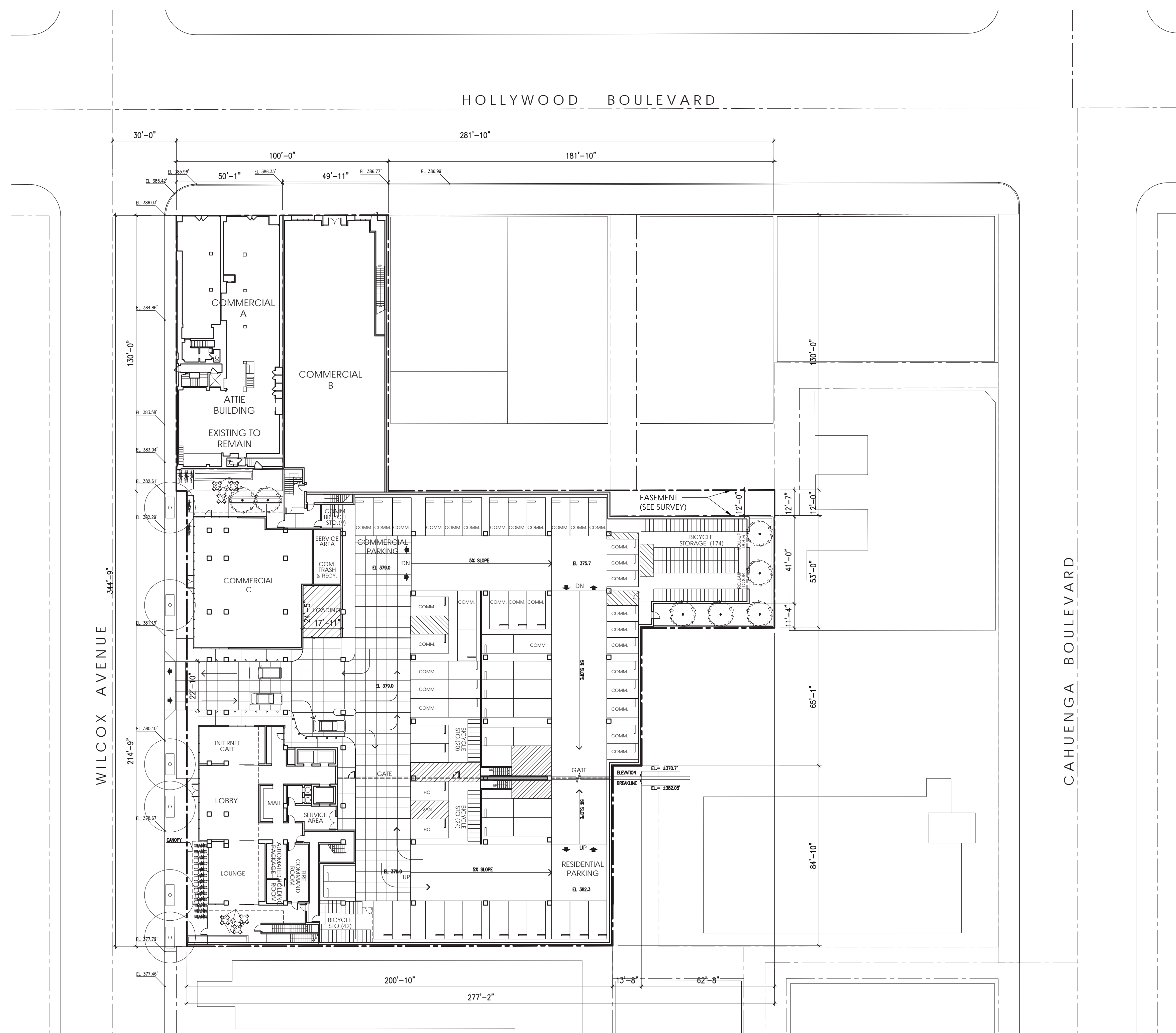




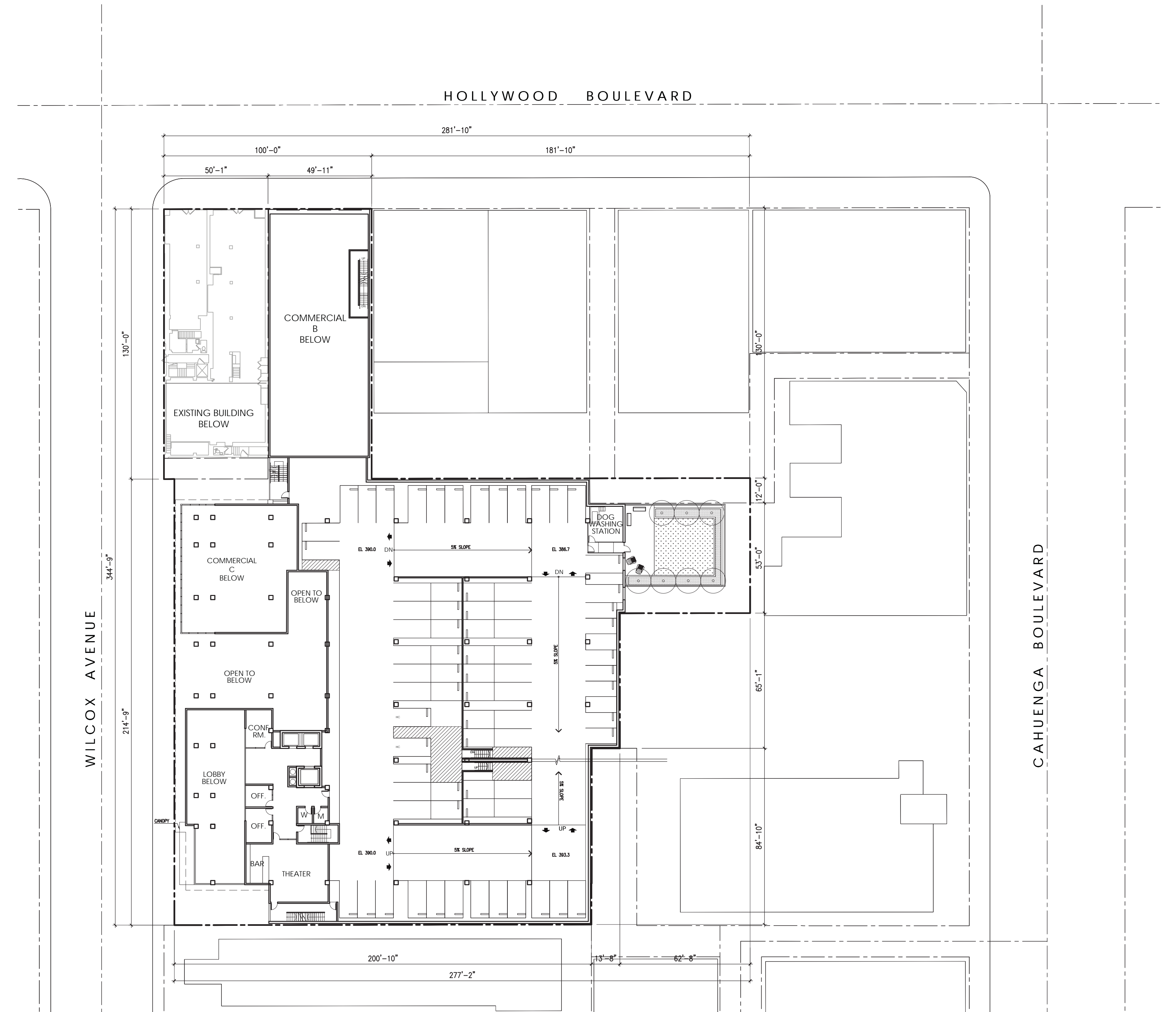
PARKING - P2



PARKING - P1



LEVEL 1

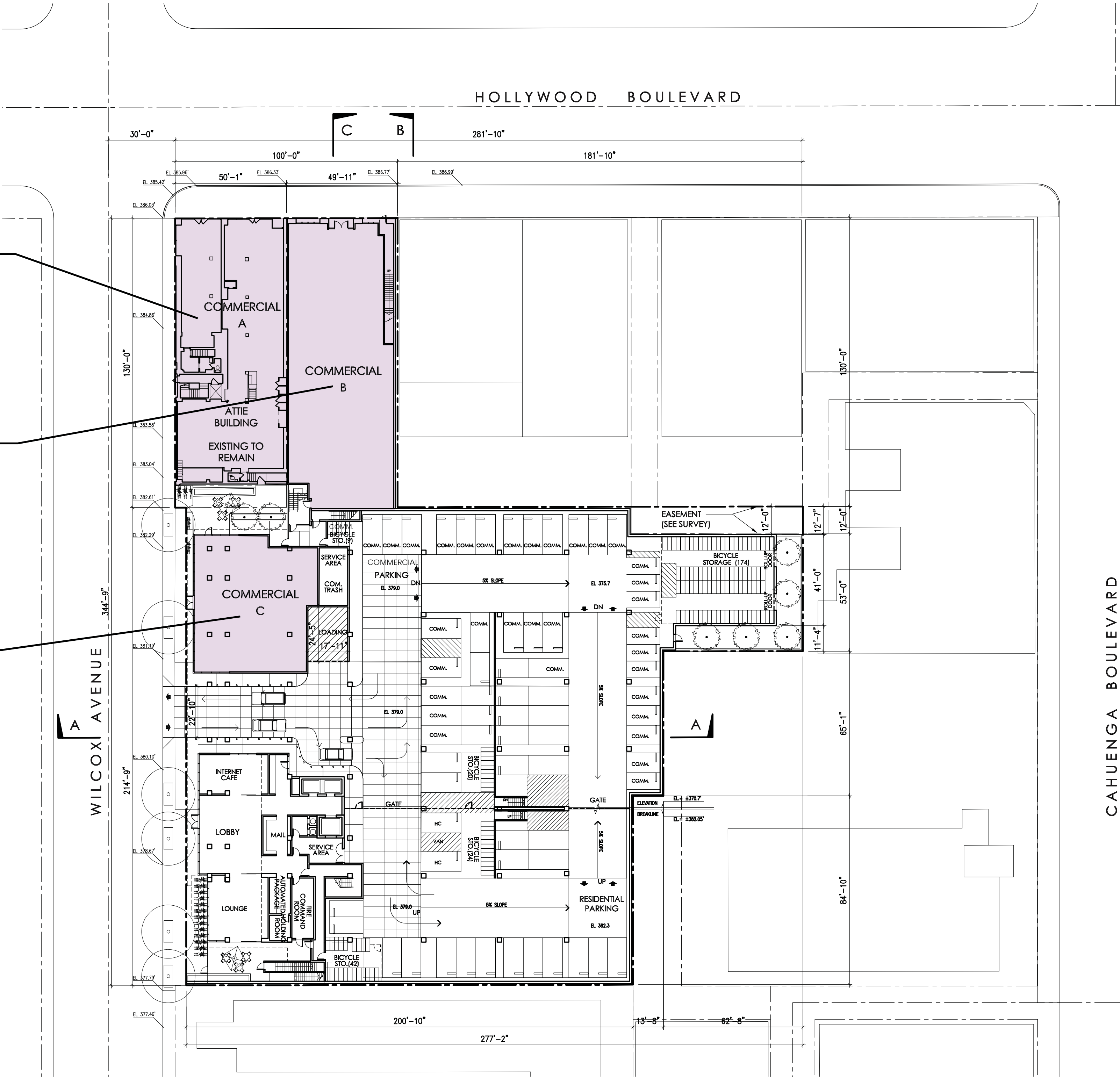


LEVEL 2

COMMERCIAL – 1 STORY  
(COMMERCIAL A)  
5,420 SF  
TYPE: OFF-SITE

COMMERCIAL – 1 STORY  
(COMMERCIAL B)  
5,600 SF  
TYPE: OFF-SITE

RESTAURANT – 1 STORY  
(COMMERCIAL C)  
3,200 SF  
TYPE: ON-SITE

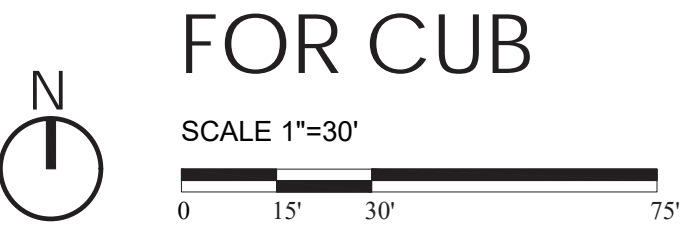


LEVEL 1

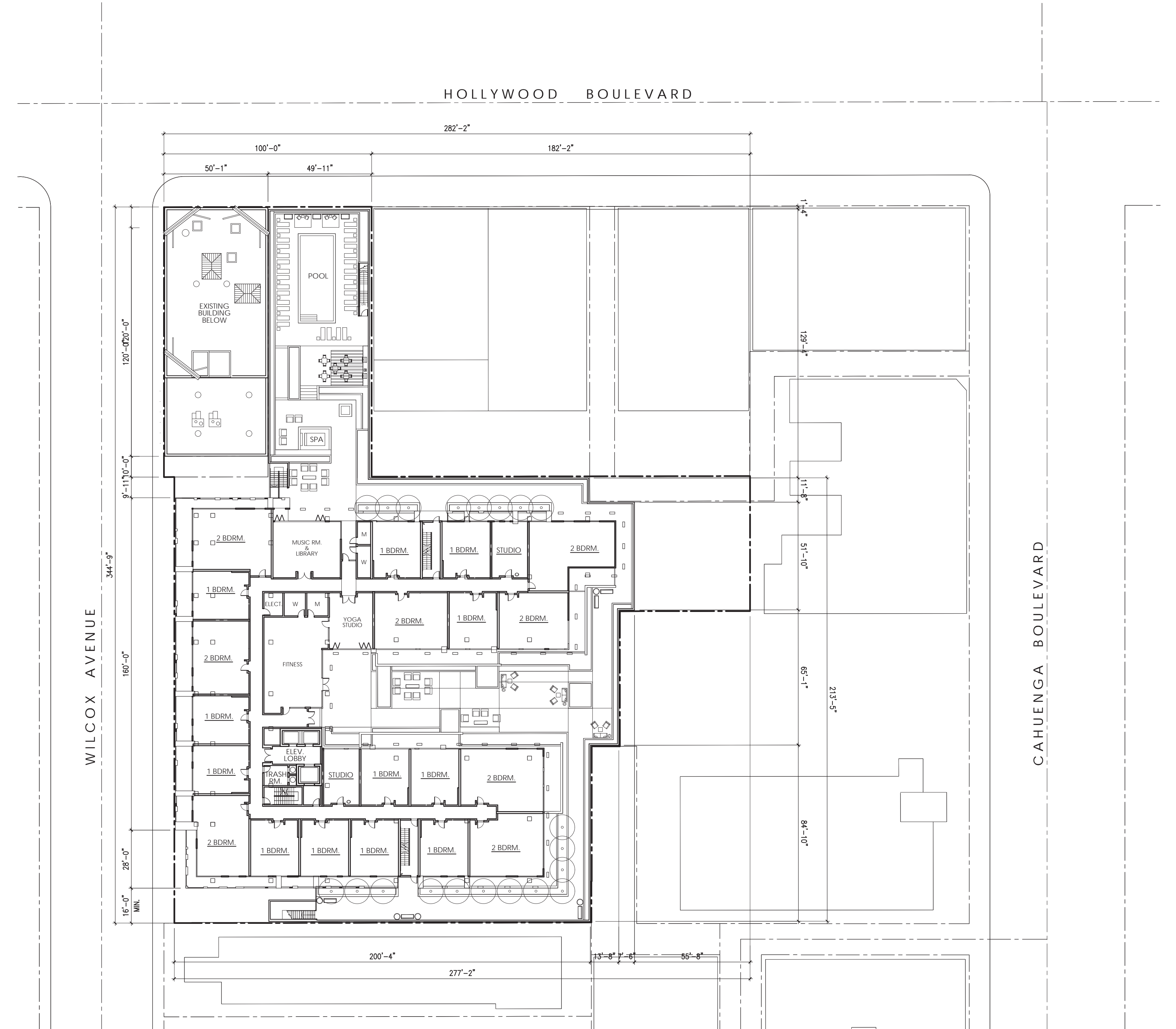
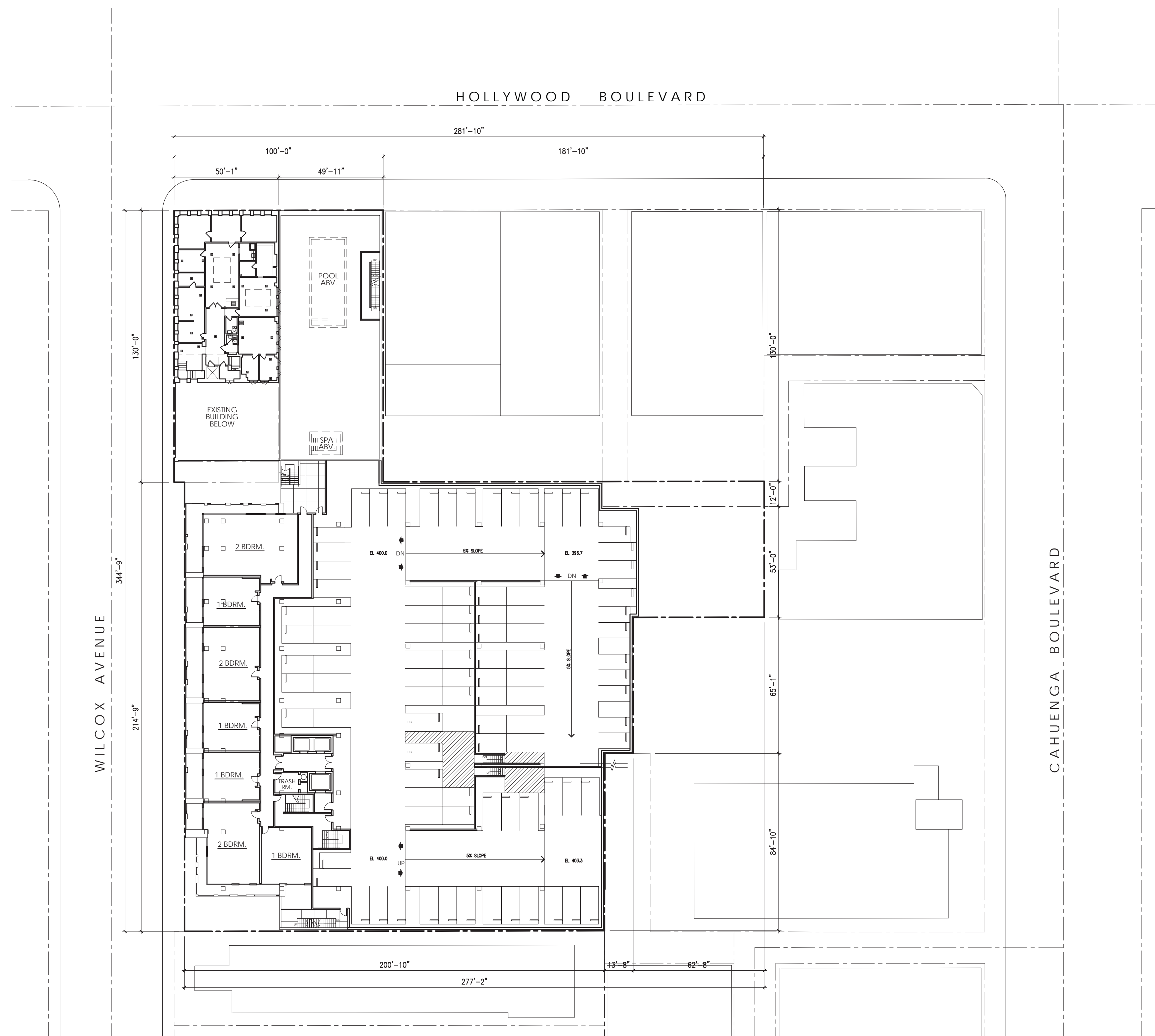
CUB SUMMARY TABLE

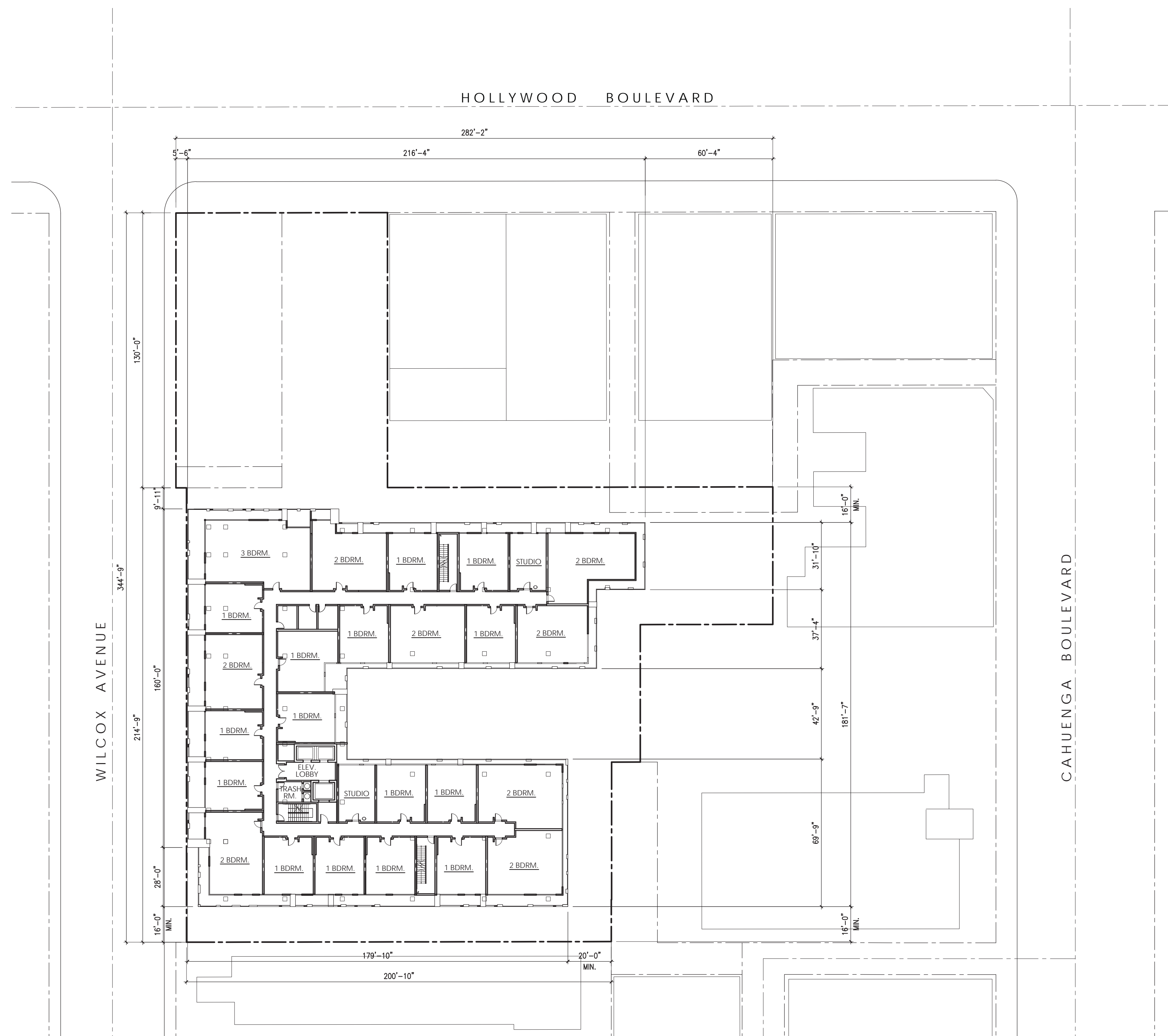
BUILDING	USE	BUILDING AREA	PATIO AREA	TYPE
COMMERCIAL A	RETAIL	5,420 SF	0 SF	OFF-SITE
COMMERCIAL B	RETAIL	5,600 SF	0 SF	OFF-SITE
COMMERCIAL C	RESTAURANT	3,200 SF	920 SF	ON-SITE

CUB DIAGRAM AND SUMMARY

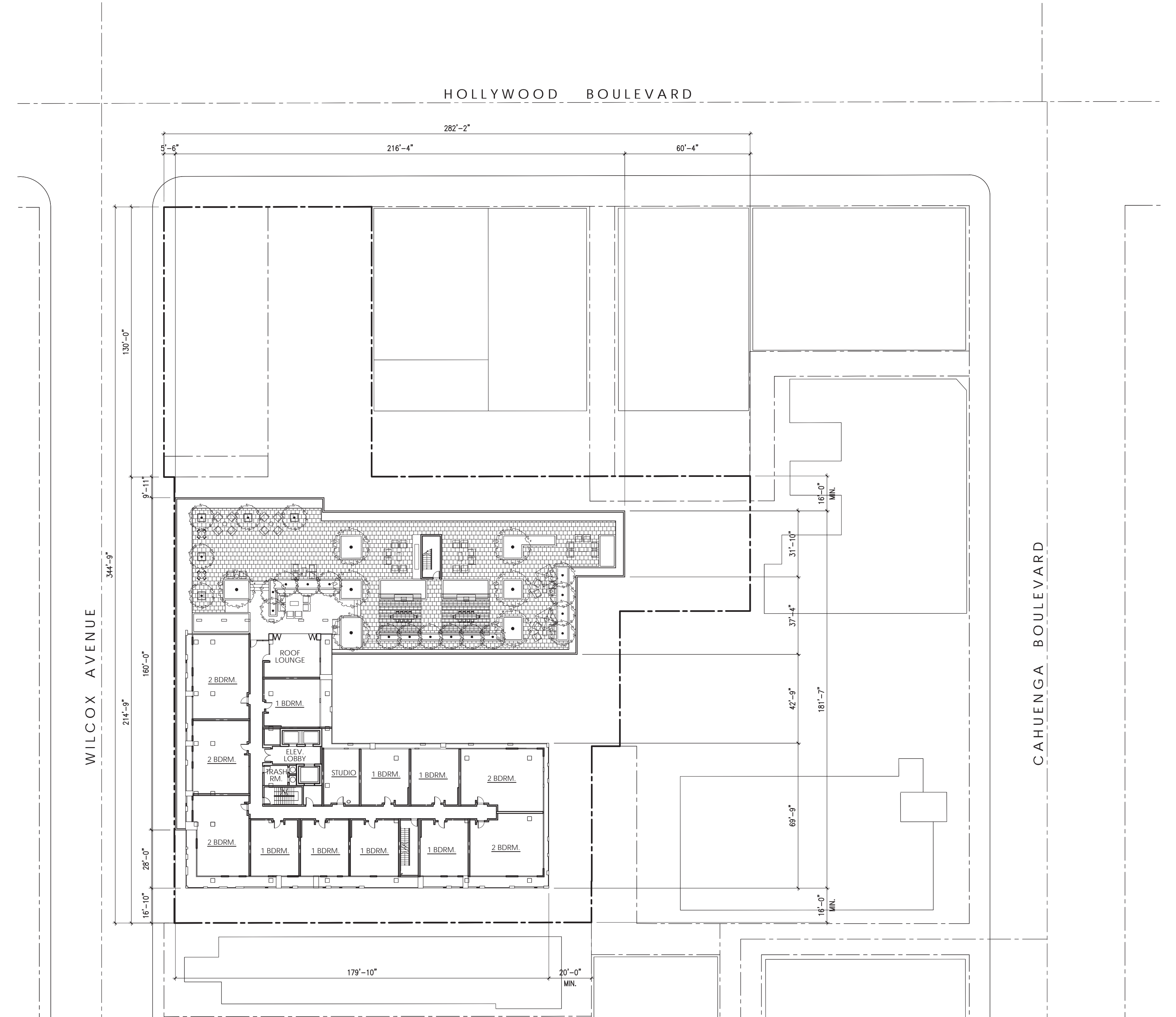




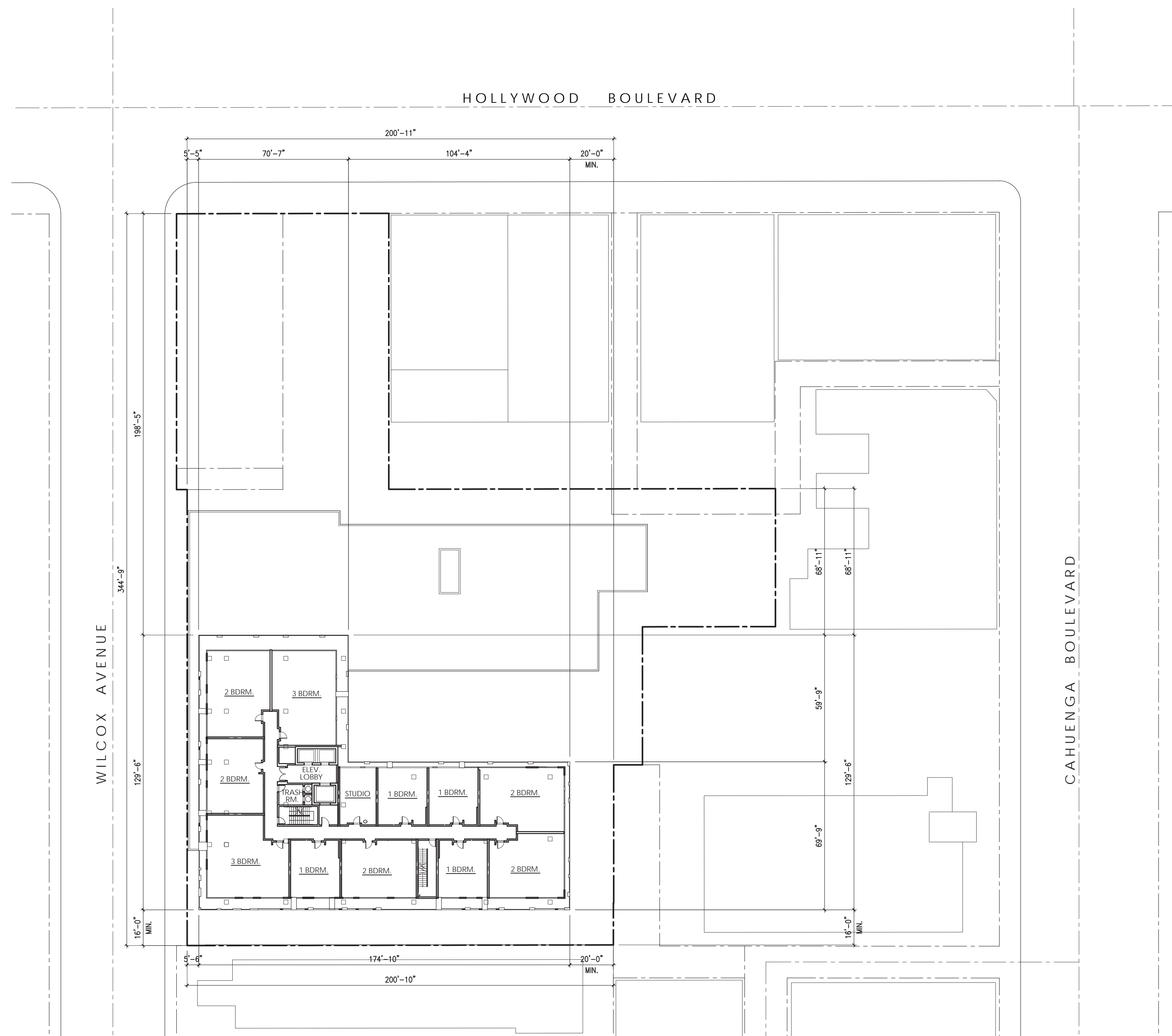




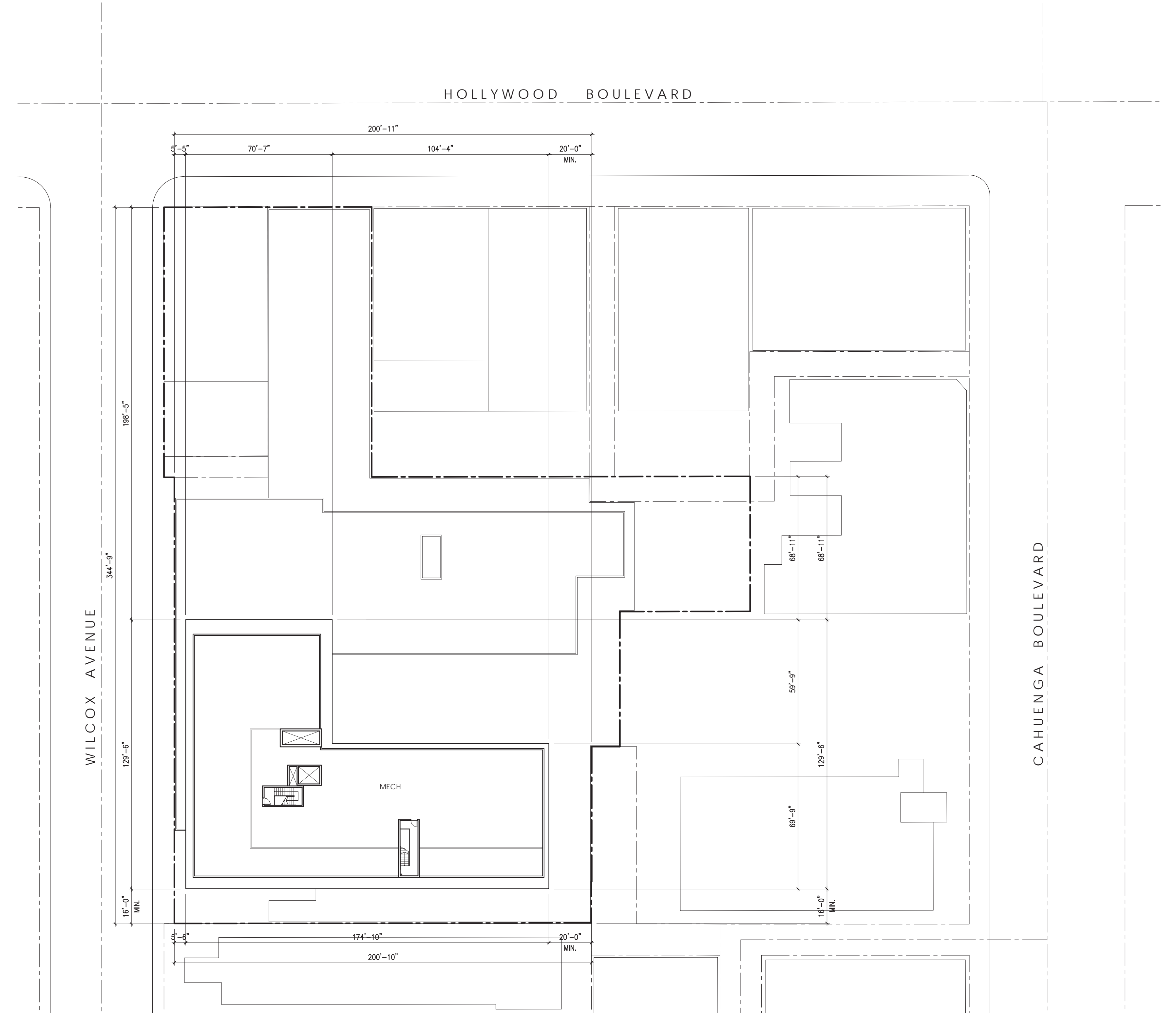
LEVEL 5 - 11



LEVEL 12

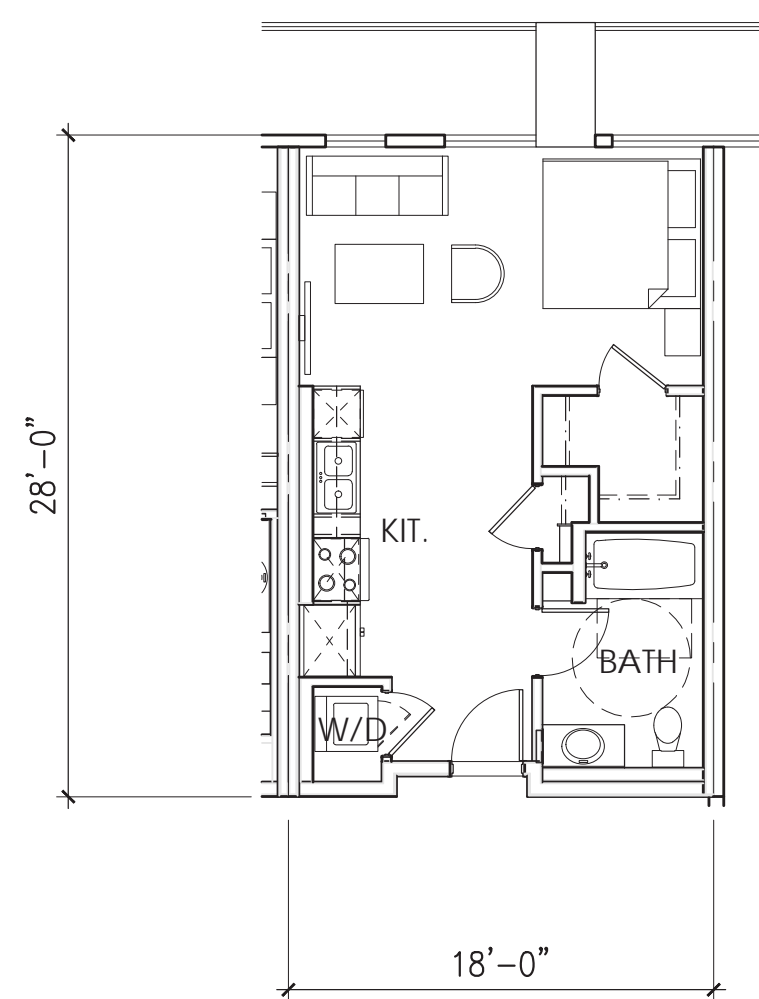


LEVEL 13 - 15

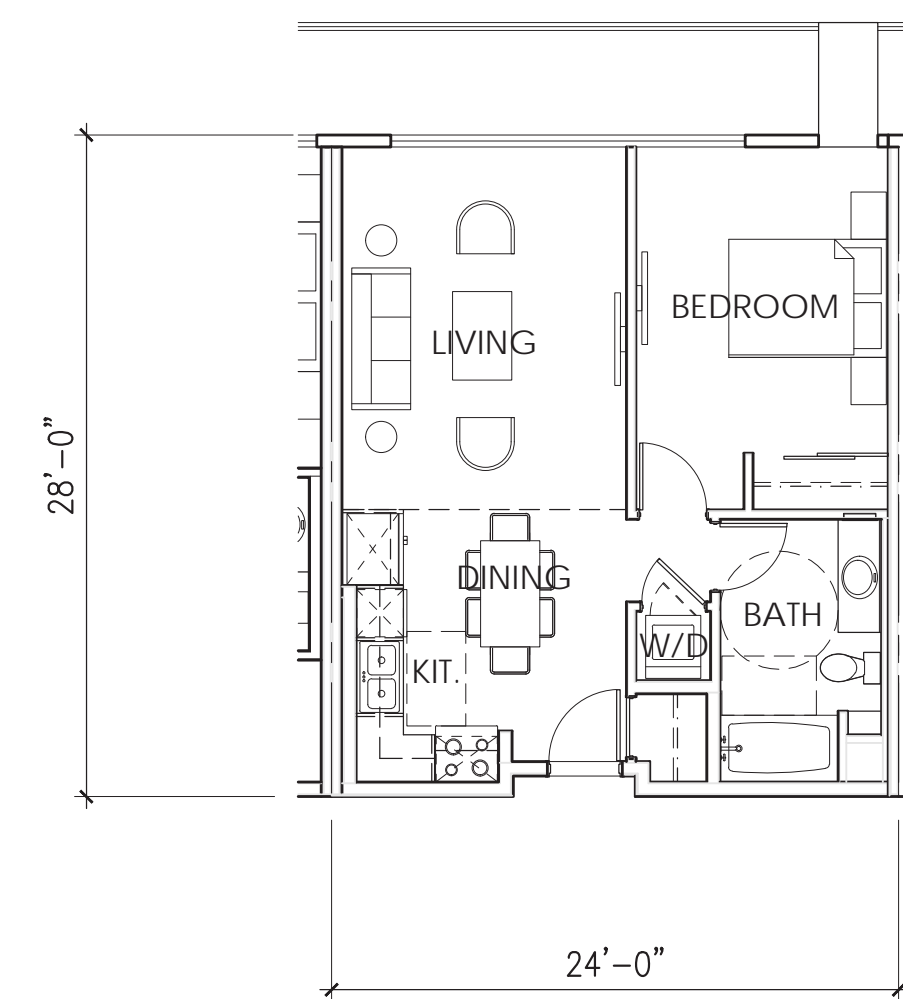


ROOF LEVEL

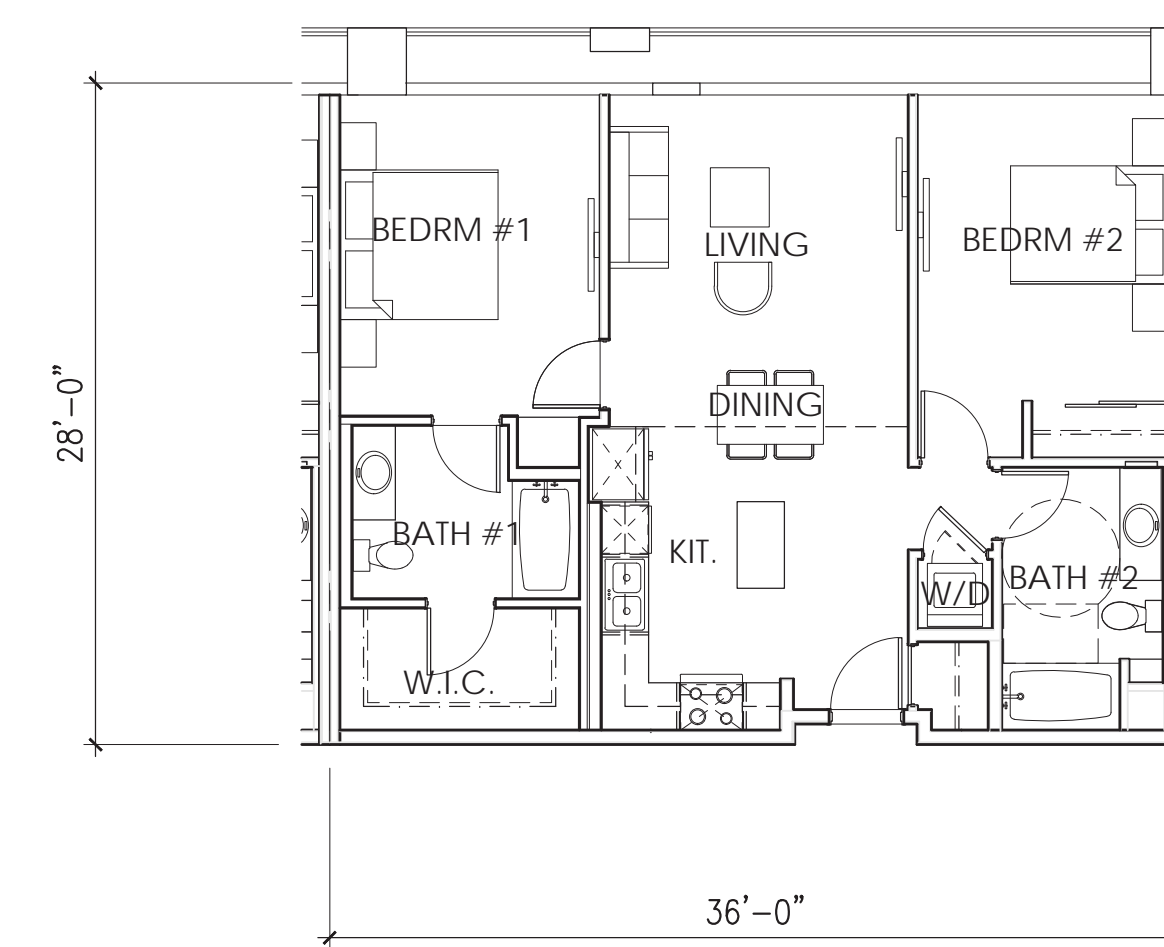




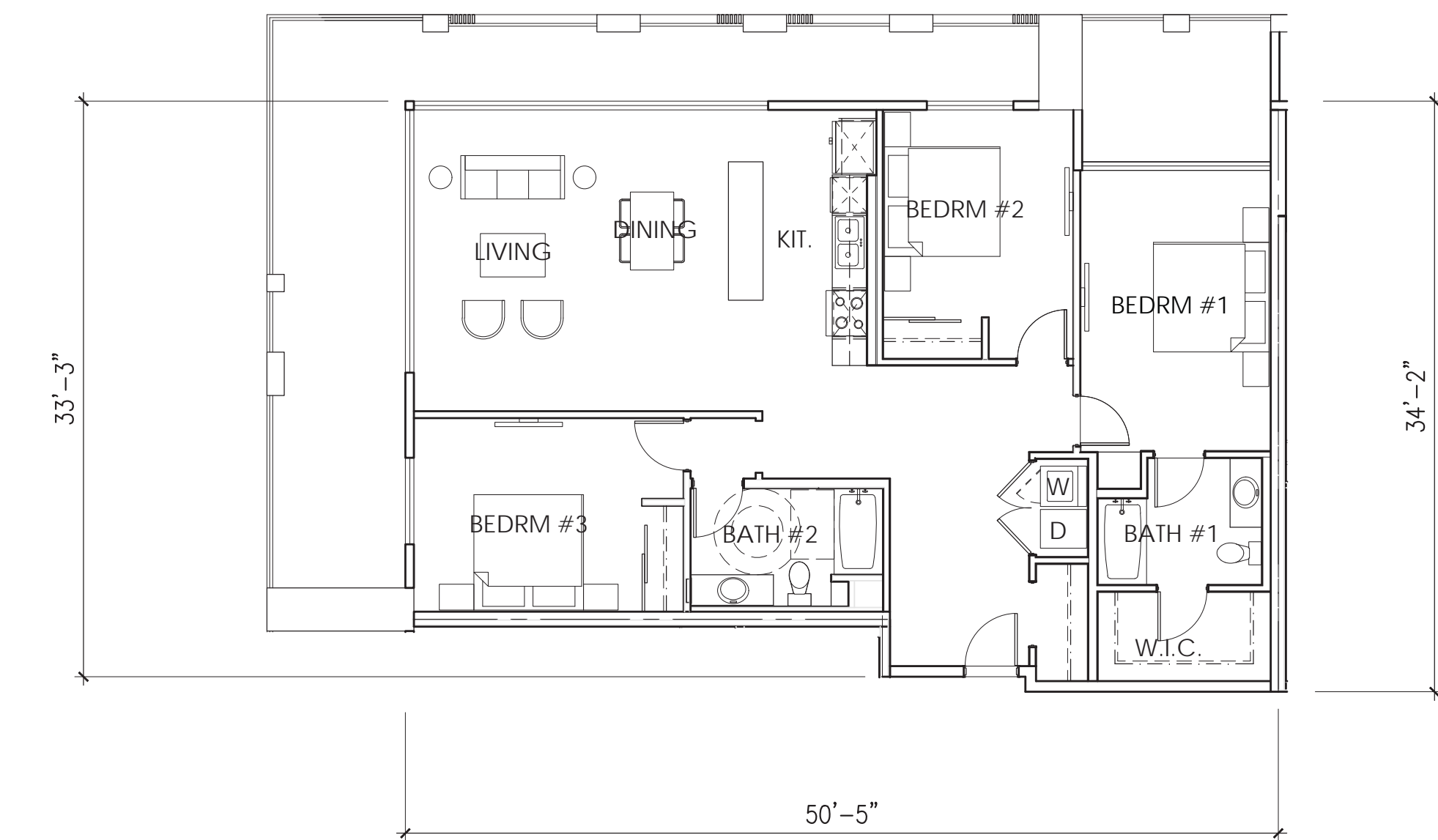
STUDIO



ONE BEDROOM



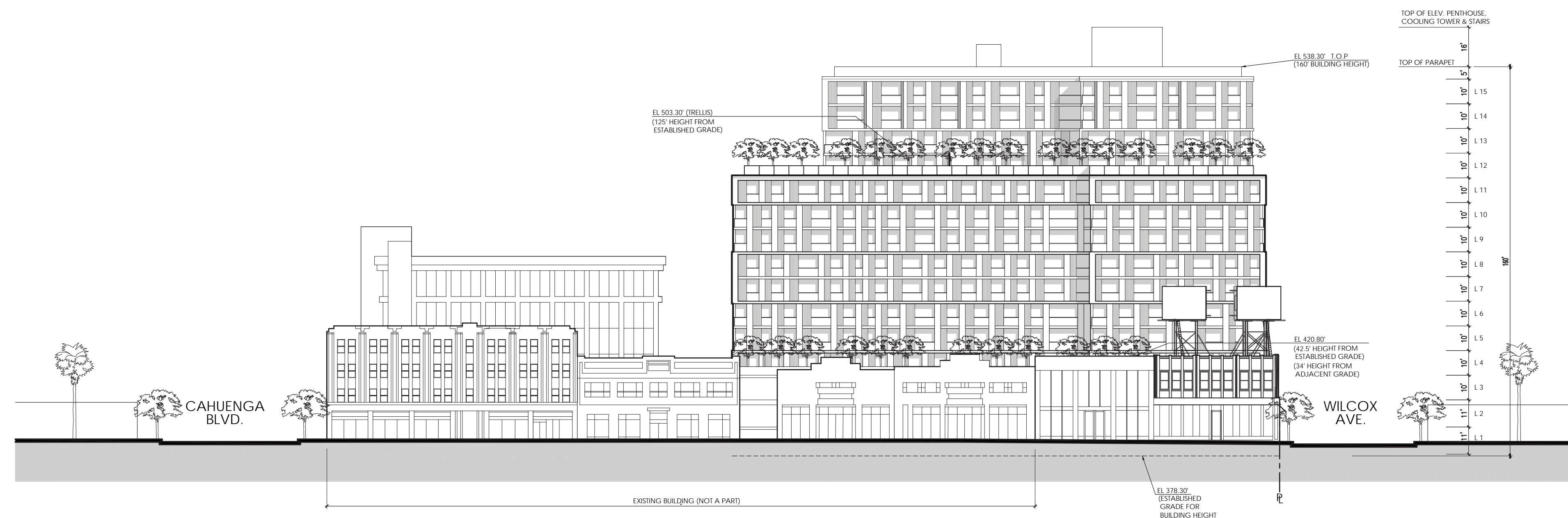
TWO BEDROOM



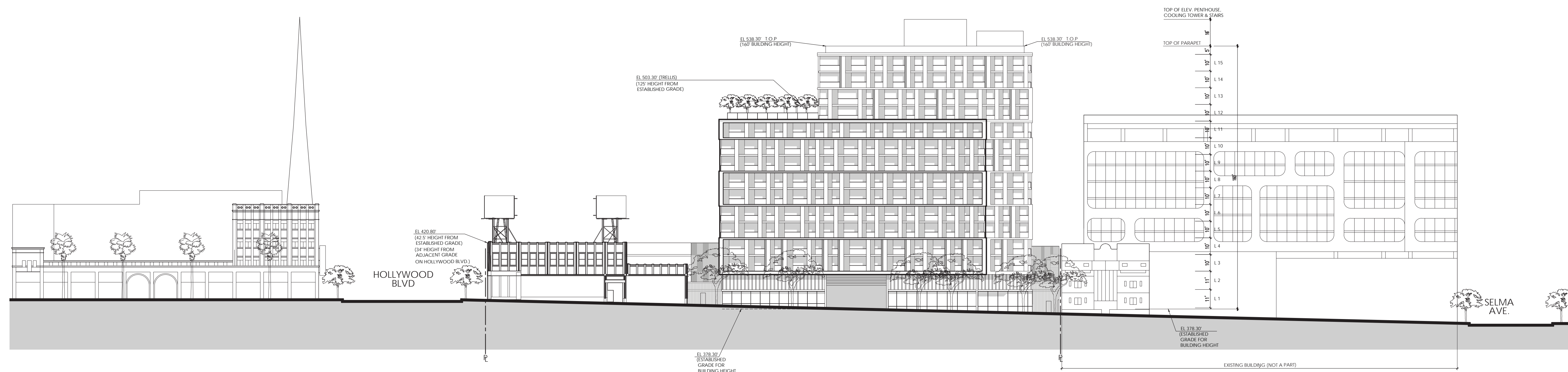
THREE BEDROOM

NOTE: UNIT PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE.

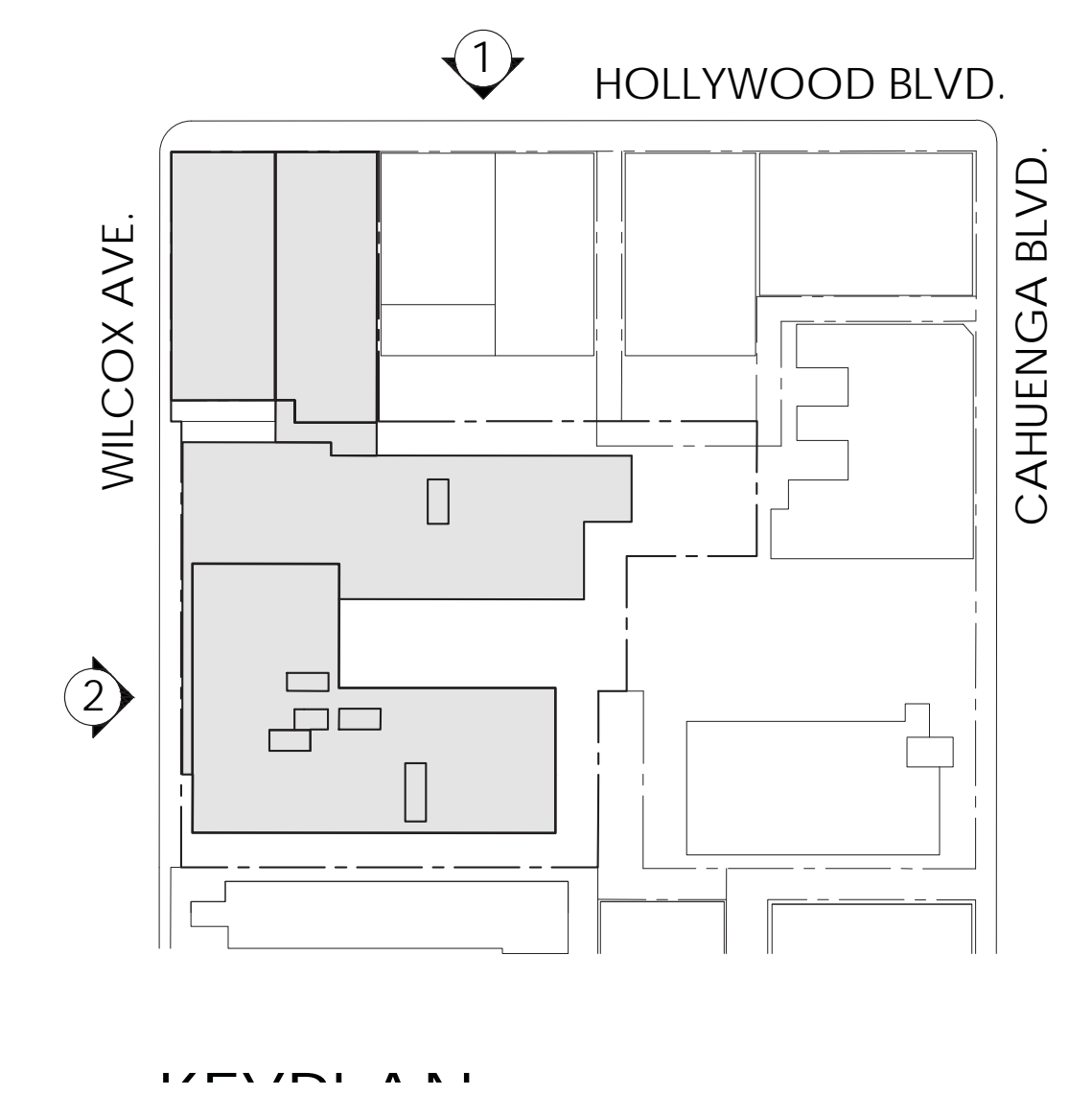
TYPICAL  
UNIT PLANS  
SCALE 1/8"=1'-0"  
0 5' 10' 20'

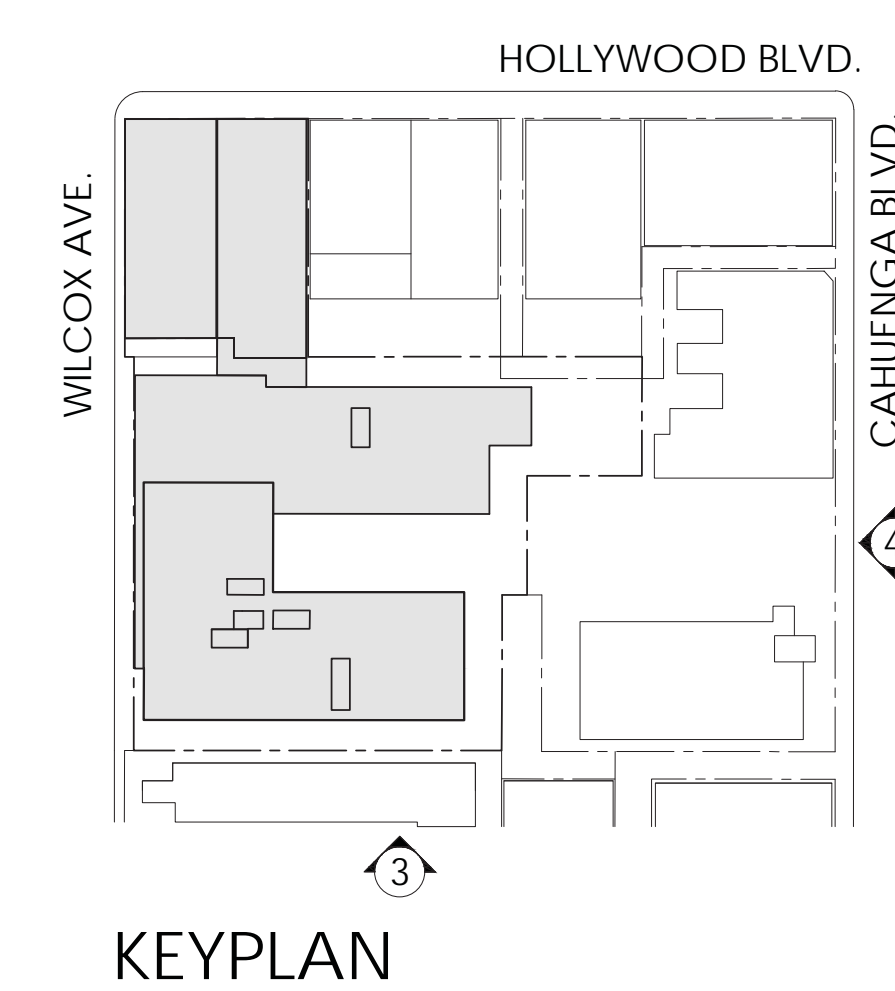
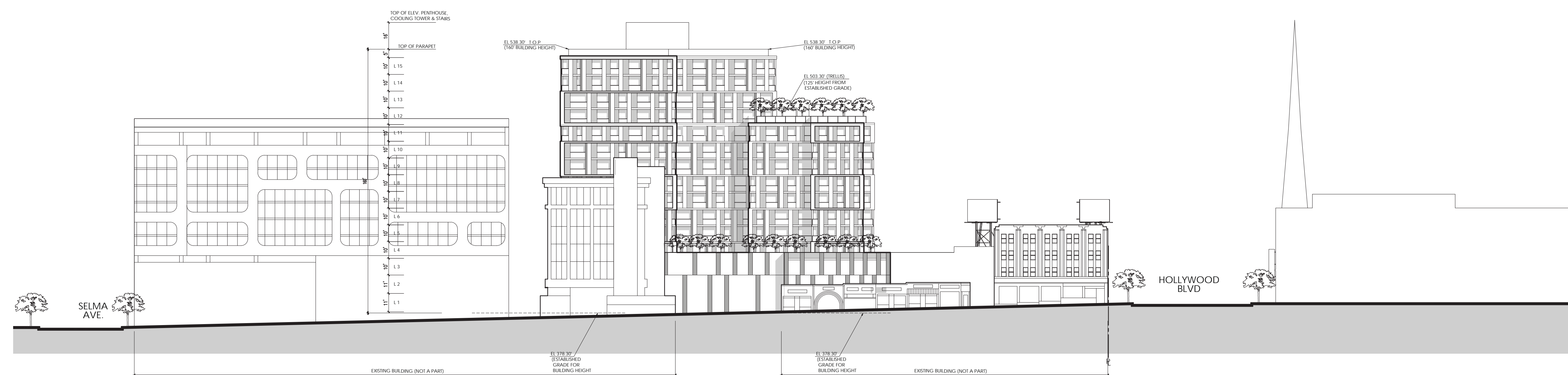
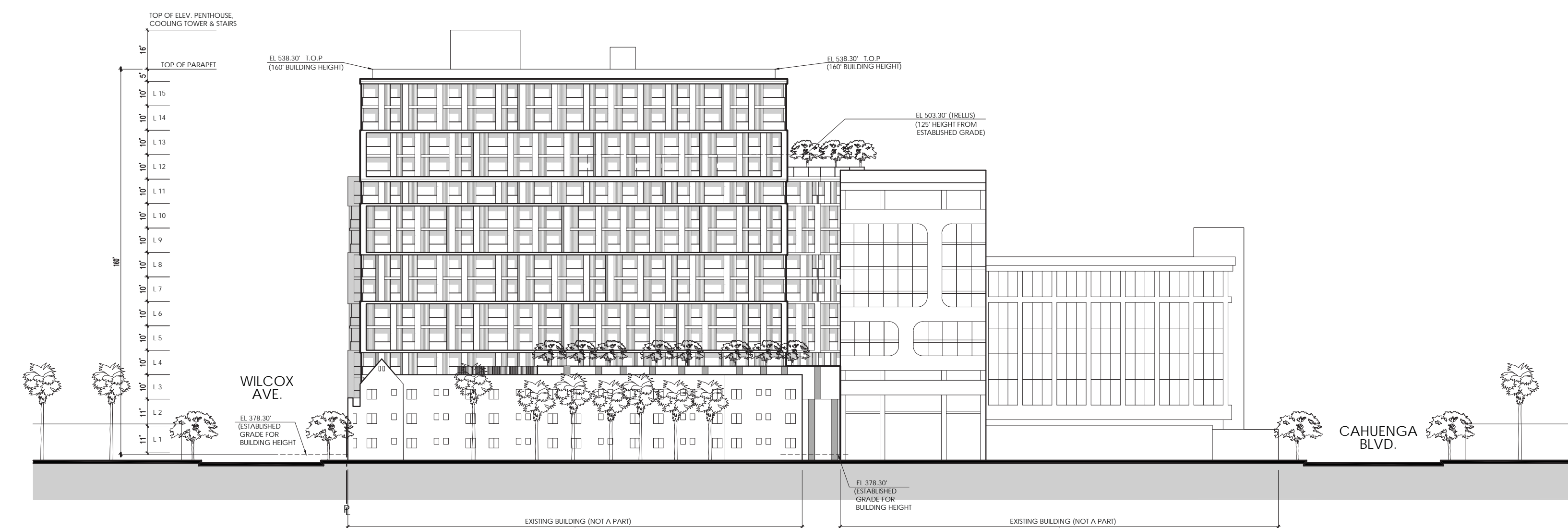


1 NORTH ELEVATION (ALONG HOLLYWOOD BLVD.)



2 WEST ELEVATION (ALONG WILCOX AVE.)





ELEVATIONS  
SCALE 1"=30'





NORTH ELEVATION ALONG HOLLYWOOD BOULEVARD



WEST ELEVATION ALONG WILCOX AVENUE



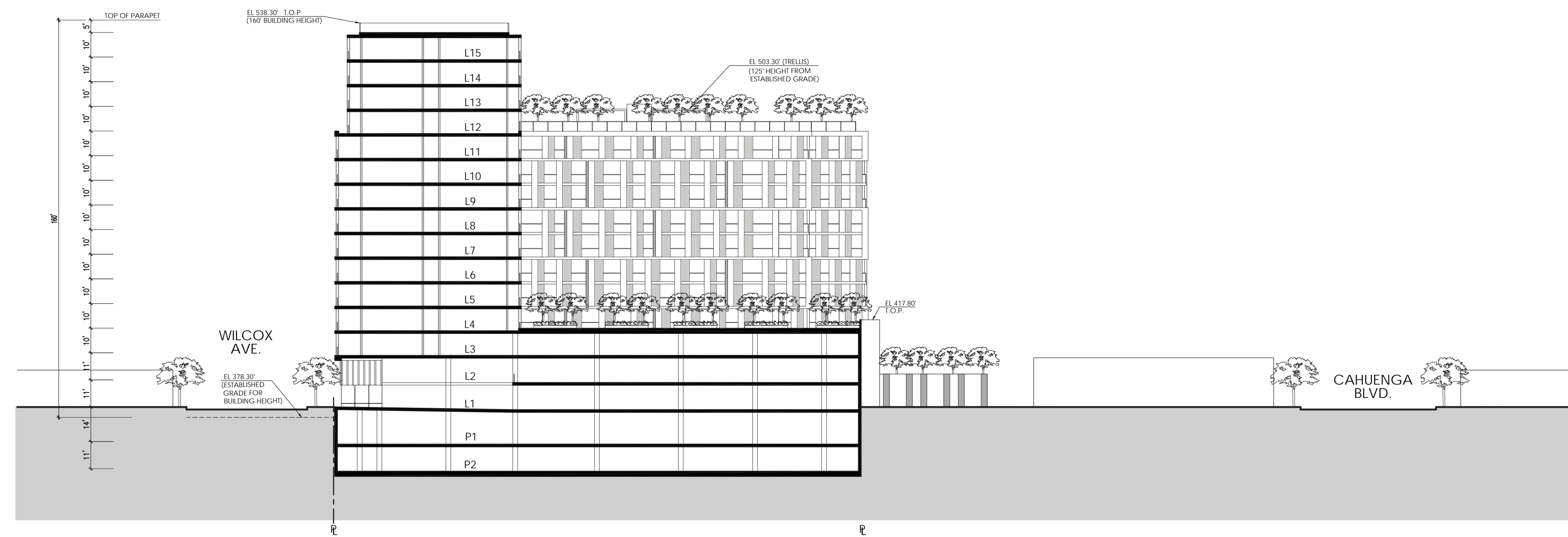


EAST ELEVATION

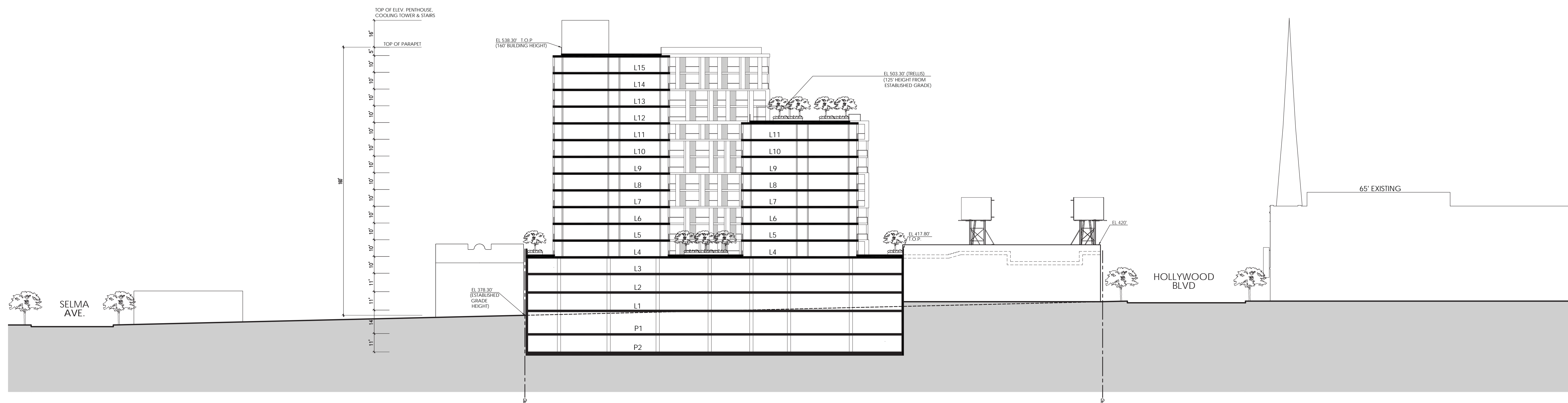


SOUTH ELEVATION

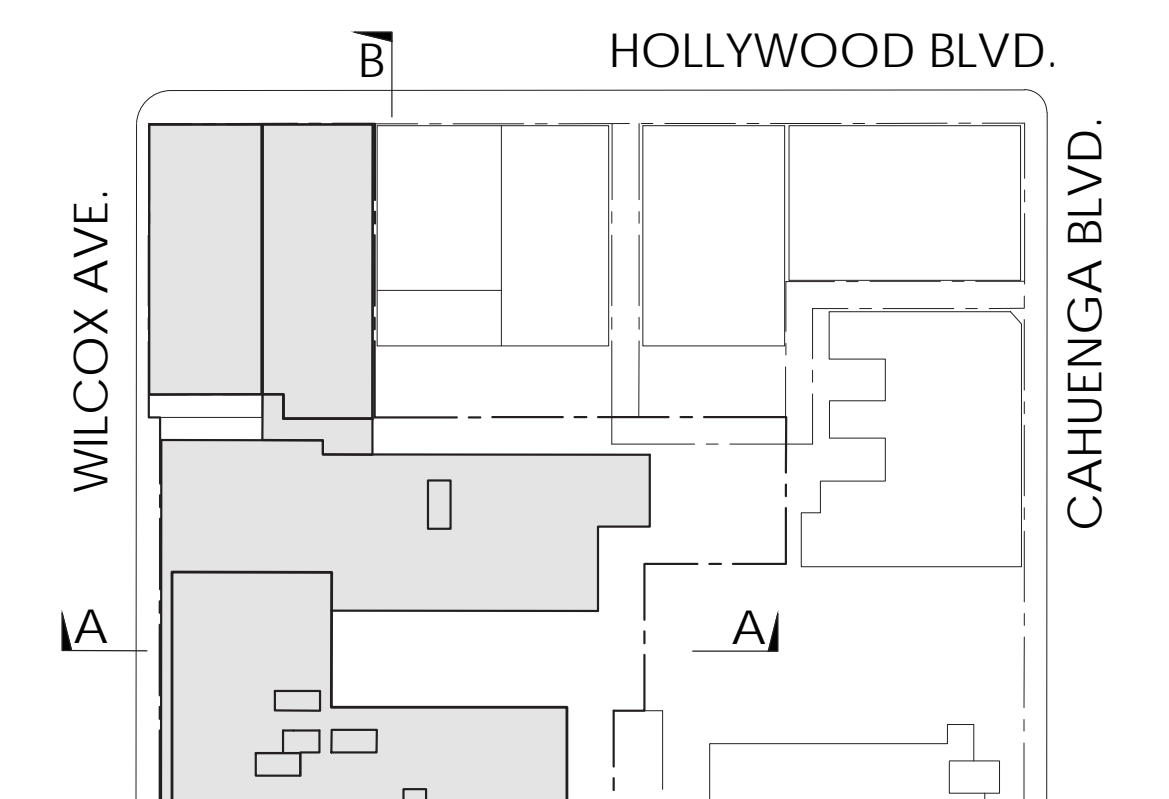


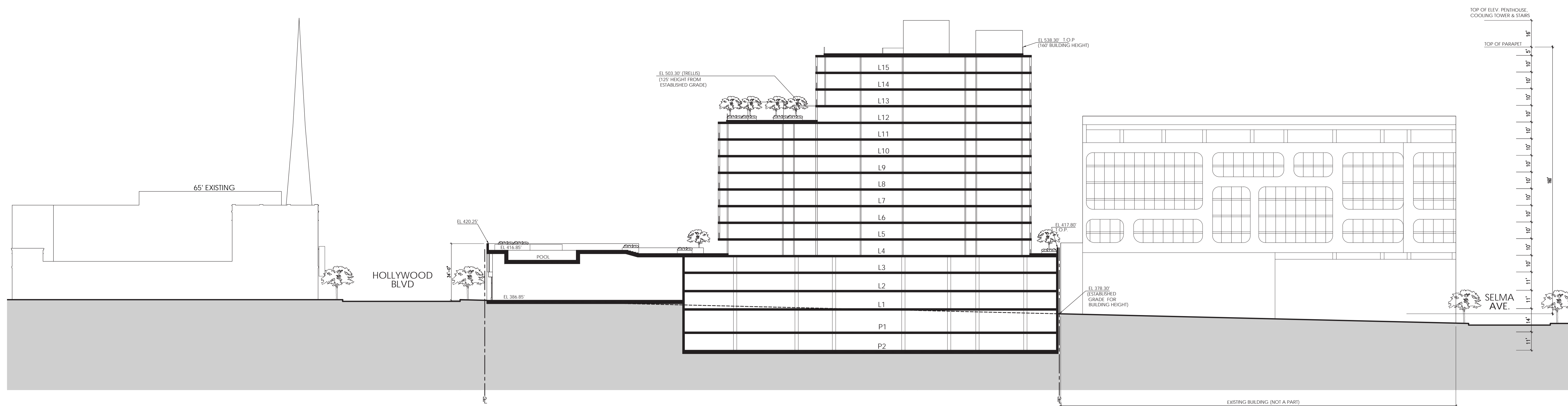


SECTION A-A

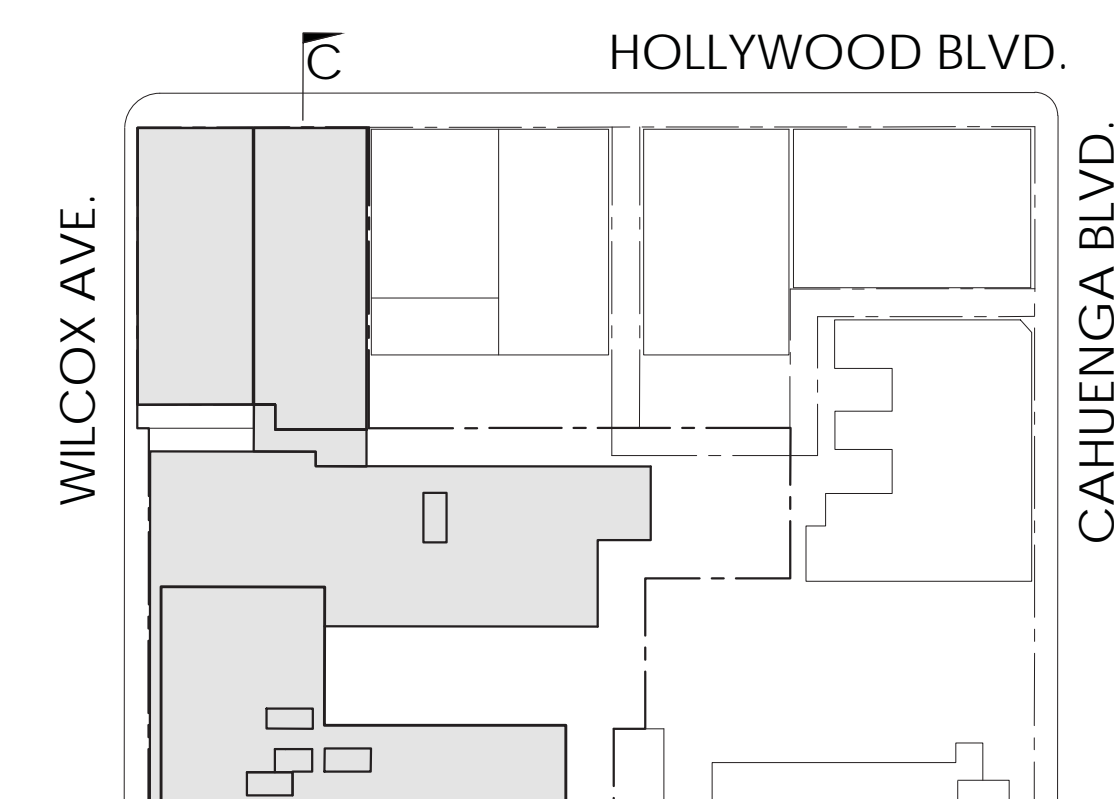


SECTION B-B





SECTION C-C







NORTH ELEVATION ALONG HOLLYWOOD BOULEVARD



WEST ELEVATION ALONG WILCOX AVENUE

## MATERIALS LEGEND

	TO MATCH SHERWIN WILLIAMS PAINT COLOR SW 7009 PEARLY WHITE
①	<ul style="list-style-type: none"> <li>GLASS FIBER REINFORCED CONCRETE PANELS</li> <li>POWDER COATED RESIDENTIAL WINDOW FRAMES</li> <li>PAINTED EXTERIOR CEMENT PLASTER, SMOOTH HAND TROWEL FINISH</li> </ul>
	TO MATCH RAL POWDER COAT METALLIC COLOR 9006
②	<ul style="list-style-type: none"> <li>METAL PICKET SCREEN WALL</li> <li>GUARDRAIL METAL FRAME</li> <li>BRAKE METAL ARCHITECTURAL FINISH</li> </ul>
	STANDARD CLEAR GLAZING
③	<ul style="list-style-type: none"> <li>STANDARD UPPER STORY WINDOW GLASS</li> <li>GUARDRAIL SAFETY GLASS</li> </ul>
	TRANSPARENT COLORLESS GLAZING WITH NO REFLECTIVITY
④	<ul style="list-style-type: none"> <li>STREET LEVEL AND COMMERCIAL WINDOW GLASS</li> </ul>
	BRIGHT BRUSHED CLEAR ALUMINUM
⑤	<ul style="list-style-type: none"> <li>STREET LEVEL AND COMMERCIAL WINDOW FRAMES</li> <li>PARKING GUARDRAIL METAL FRAME</li> </ul>
	BLANCO ORO WHITE HONED MARBLE SLAB
⑥	<ul style="list-style-type: none"> <li>STREET LEVEL EXTERIOR WALL CLADDING</li> </ul>
	POLYCARBONATE LED BACK-LIGHTED PANEL, 3FORM KODA XT SUNNYSIDE Y17
⑦	<ul style="list-style-type: none"> <li>LED BACK-LIGHTED ARCHITECTURAL PANEL</li> </ul>
	POLYCARBONATE LED BACK-LIGHTED PANEL, 3FORM KODA XT BUTTERNUT 015
⑧	<ul style="list-style-type: none"> <li>LED BACK-LIGHTED ARCHITECTURAL PANEL</li> </ul>
	POLYCARBONATE LED BACK-LIGHTED PANEL, 3FORM KODA SHADE TO MATCH ATTIE BUILDING WINDOW FRAME
⑨	<ul style="list-style-type: none"> <li>LED BACK-LIGHTED ARCHITECTURAL PANEL</li> </ul>
	PRECAST CONCRETE
⑩	<ul style="list-style-type: none"> <li>PRECAST CONCRETE INSTITUTE COLOR 109 WHITE SAND-BLASTED MEDIUM</li> </ul>
	PRECAST CONCRETE
⑪	<ul style="list-style-type: none"> <li>PRECAST CONCRETE INSTITUTE COLOR 107 WHITE SAND-BLASTED MEDIUM</li> </ul>



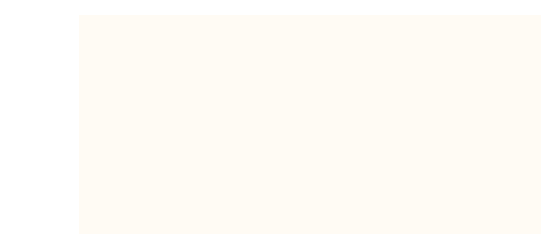


EAST ELEVATION



SOUTH ELEVATION

## MATERIALS LEGEND



①

TO MATCH SHERWIN WILLIAMS PAINT COLOR SW 7009 PEARLY WHITE

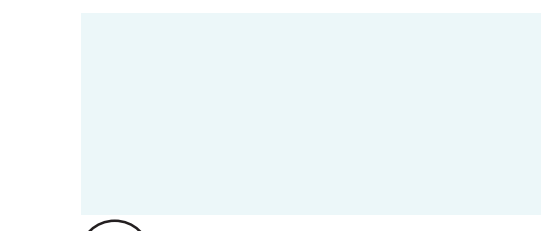
- GLASS FIBER REINFORCED CONCRETE PANELS
- POWDER COATED RESIDENTIAL WINDOW FRAMES
- PAINTED EXTERIOR CEMENT PLASTER, SMOOTH HAND TROWEL FINISH



②

TO MATCH RAL POWDER COAT METALLIC COLOR 9006

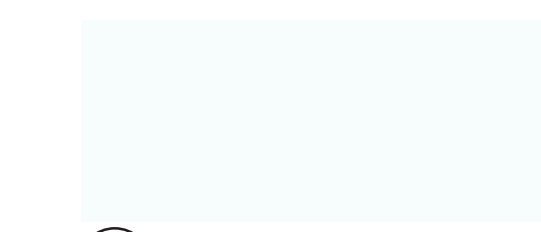
- METAL PICKET SCREEN WALL
- GUARDRAIL METAL FRAME
- BRAKE METAL ARCHITECTURAL FINISH



③

STANDARD CLEAR GLAZING

- STANDARD UPPER STORY WINDOW GLASS
- GUARDRAIL SAFETY GLASS



④

TRANSPARENT COLORLESS GLAZING WITH NO REFLECTIVITY

- STREET LEVEL AND COMMERCIAL WINDOW GLASS



⑤

BRIGHT BRUSHED CLEAR ALUMINUM

- STREET LEVEL AND COMMERCIAL WINDOW FRAMES
- PARKING GUARDRAIL METAL FRAME



⑦

POLYCARBONATE LED BACK-LIGHTED PANEL, 3FORM KODA XT SUNNYSIDE Y17

- LED BACK-LIGHTED ARCHITECTURAL PANEL



⑧

POLYCARBONATE LED BACK-LIGHTED PANEL, 3FORM KODA XT BUTTERNUT 015

- LED BACK-LIGHTED ARCHITECTURAL PANEL



⑩

PRECAST CONCRETE

- PRECAST CONCRETE INSTITUTE COLOR 109 WHITE SAND-BLASTED MEDIUM



⑪

PRECAST CONCRETE

- PRECAST CONCRETE INSTITUTE COLOR 107 WHITE SAND-BLASTED MEDIUM







N  
OVERALL SITE PLAN  
SCALE 1"=30'





GROUND LEVEL TREE LEGEND:		
SYMBOL	BOTANICAL NAME COMMON NAME	SIZE
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24" BOX
	ARBUTUS MARINA STRAWBERRY TREE	24" BOX

UPPER LEVEL TREE LEGEND:		
SYMBOL	BOTANICAL NAME COMMON NAME	SIZE
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	24" BOX
	ULMUS PARVIFOLIA EVERGREEN ELM	24" BOX
	KOELREUTERIA BIPINNATA CHINESE FLAME TREE	24" BOX
	CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM	24" BOX
	ARBUTUS MARINA STRAWBERRY TREE	24" BOX
	CERCIDIUM 'DESERT MUSEUM' PALO VERDE	24" BOX
	OLEA EUROPEANA 'SWAN HILL' SWAN HILL OLIVE	24" BOX

SEE PLANT PALETTE FOR ADDITIONAL INFORMATION REGARDING PLANTING CONCEPT INCLUDING SHRUB AND GROUND COVER PLANT MATERIALS. ALL SHRUBS TO BE PLANTED FROM 5 GALLON CONTAINERS AT 24" ON CENTER SPACING. ALL SHRUBS TO BE PLANTED FROM 1 GALLON CONTAINERS AT 18" ON CENTER SPACING

PLANTING NOTES:

- A. TREE LOCATIONS MAY BE ADJUSTED TO AVOID CONFLICTS WITH UNDERGROUND UTILITIES. CONSULT WITH LANDSCAPE ARCHITECT OR OWNERS REPRESENTATIVE PRIOR TO ADJUSTMENT OF TREE LOCATIONS, ESPECIALLY THOSE ARRANGED ON A SPECIFIED MODULE OR IN A GRID PATTERN.
- B. THE CONTRATOR SHALL BE RESPONSIBLE FOR THE REVIEW AND COORDINATION OF ALL DRAWINGS AND SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES THAT OCCUR SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT, LANDSCAPE ARCHITECT OR THE ENGINEER PRIOR TO THE START OF CONSTRUCTION SO THAT A CLARIFICATION CAN BE ISSUED.
- C. ALL TREES LOCATED WITHIN 3' OF PAVEMENT OR STRUCTURES ARE TO HAVE ROOT CONTROL BARRIERS INSTALLED AT TIME OF PLANTING. UNLESS OTHERWISE SPECIFIED, A 12' LONG X 18" DEEP LINEAR BARRIER SHALL BE INSTALLED AT EDGE OF PAVEMENT / STRUCTURE, WITH LENGTH CENTERED AT THE TREE TRUNK.
- D. NURSERY STAKES ARE TO BE REMOVED AFTER PLANTING TREES AND STAKING OR GUYING AS SHOWN ON PLANS.
- E. TREES PLANTED IN TURF AREAS ARE TO HAVE TRUNKS PROTECTED WITH PERFORATED POLYETHYLENE TREE TRUNK PROTECTORS (ARBOR-GUARD+ OR EQUAL).
- F. CONTRACTOR IS RESPONSIBLE FOR PRUNING TREES AS DIRECTED BY LANDSCAPE ARCHITECT. NO PRUNING IS TO BE DONE UNLESS DIRECTED
- G. MULCH ALL AREAS (EXCEPT TURF, SLOPES 2:1 AND GREATER, AND AS NOTED ON PLANS) WITH 3" LAYER OF SPECIFIED MATERIAL. AREAS PLANTED WITH FLATTED MATERIAL ARE TO HAVE A 2" LAYER OF MULCH.
- H. SEE DETAIL FOR PLACEMENT OF SHRUBS IN IRREGULARLY SHAPED PLANTING AREAS
- I. WHERE GROUND COVER IS SHOWN ON PLANS: GROUND COVER PLANTING CONTINUES UNDER SHRUBS & TREES AT SPECIFIED SPACING. DO NOT PLANT GROUND COVER IN SHRUB TREE WATERING BASINS.
- J. ALL SLOPES 2:1 OR GREATER ARE TO BE STABILIZED WITH JUTE MESH PRIOR TO PLANTING. DO NOT INSTALL JUTE MESH ON SEEDED SLOPES. SEE SPECIFICATIONS.

CITY OF LOS ANGELES OPEN SPACE CALCULATION

OPEN SPACE REQUIRED		
	20 STUDIO X 100 SF = 2,000 SF 140 1BR X 100 SF = 14,000 SF 87 2BR X 125 SF = 10,875 SF 13 3BR X 175 SF = 2,275 SF <b>TOTAL REQUIRED OPEN SPACE = 29,150 SF</b>	
PROVIDED		
	PRIVATE OPEN SPACE (50 SF X 70 DU) = 3,500 SF LEVEL 1 iWORK LOUNGE = 700 SF LEVEL 2 THEATER = 950 SF LEVEL 4 LIBRARY / MUSIC ROOM = 600 SF LEVEL 4 GYM AND YOGA STUDIO = 2,000 SF LEVEL 4 POOL DECK = 5,600 SF LEVEL 4 INNER COURTYARD = 4,600 SF LEVEL 12 SKY DECK = 11,200 SF <b>TOTAL PROVIDED OPEN SPACE = 29,150 SF</b>	<b>25% OF THE COMMON OPEN SPACE SHALL BE PLANTED (TOTAL LESS PRIVATE 29,150-3500=25,650 SF) 25,650 SF X .25 = 6,412 SF PLANTING REQUIRED</b>  <b>TOTAL COMMON OPEN SPACE PLANTING PROVIDED = 6,745 SF</b>
ADDITIONAL PROVIDED BEYOND REQUIRED (OWNERS DISCRETION)		
	LEVEL 2 DOG RUN DECK = 1,800 SF LEVEL 4 TERRACES 12 DU x 50 SF = 600 SF LEVEL 4 INNER COURTYARD - EAST = 1,200 SF LEVEL 4 LIBRARY TERRACE = 1,000 SF <b>TOTAL ADDITIONAL OPEN SPACE = 4,600 SF</b>	
COMMON OPEN SPACE PLANTED		
	LEVEL 1 = 1,143 SF LEVEL 2 = 374 SF LEVEL 4 = 3,494 SF LEVEL 12 = 1,734 SF <b>TOTAL COMMON OPEN SPACE PLANTING PROVIDED</b> <b>TOTAL COMMON OPEN SPACE PLANTING REQUIRED (25% OF CS)</b>	<b>6,745 SF</b> <b>6,412 SF</b>

AT LEAST ONE 24-INCH BOX TREE FOR EVERY FOUR DWELLING UNITS SHALL BE PROVIDED ON SITE AND MAY INCLUDE STREET TREES IN THE PARKWAY  
260 UNITS PROVIDED, 65 TREES REQUIRED, 65 TREES PROVIDED.

SEE PLANT PALETTE FOR ADDITIONAL INFORMATION REGARDING PLANT SPECIES.

LEVEL 1	13
LEVEL 2	6
LEVEL 4	31
LEVEL 12	15
TOTAL TREES PROVIDED	65







N  
LEVEL 1 - OVERALL  
SCALE 1"=30'  
0 15' 30' 75'



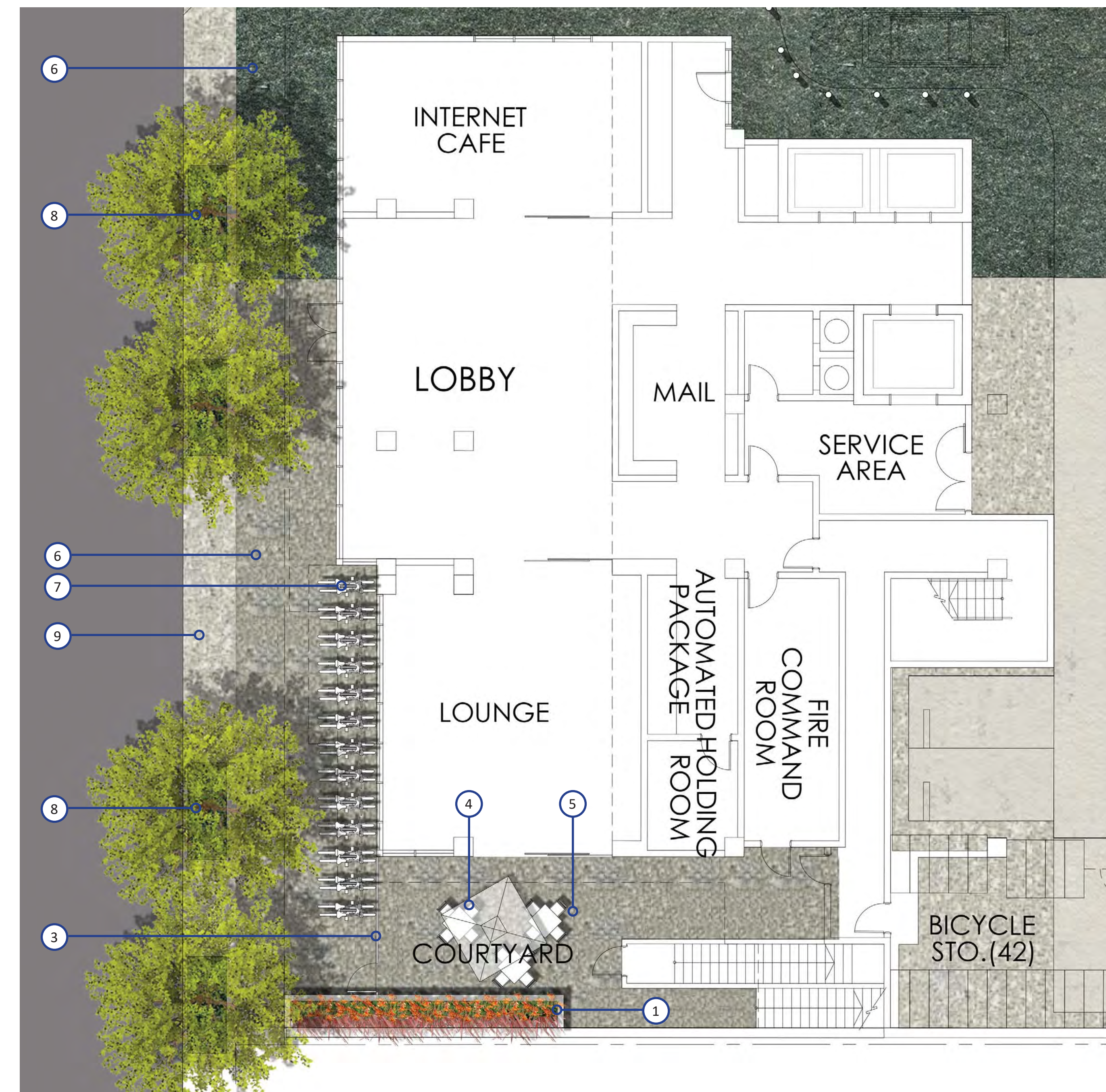
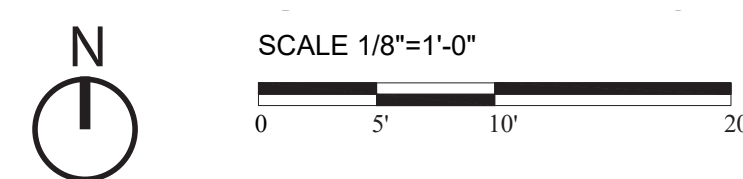




**KEY NOTES:**

- ① PROPOSED RAISED PLANTER
- ② PROPOSED SECURITY FENCE AND GATE
- ③ PROPOSED BIKE RACK
- ④ PROPOSED COURTYARD (FURNISHINGS TO BE COMPATIBLE WITH ADJACENT COMMERCIAL TENANT)
- ⑤ PROPOSED ACCENT PAVING
- ⑥ PROPOSED STREET TREE
- ⑦ CITY SIDEWALK

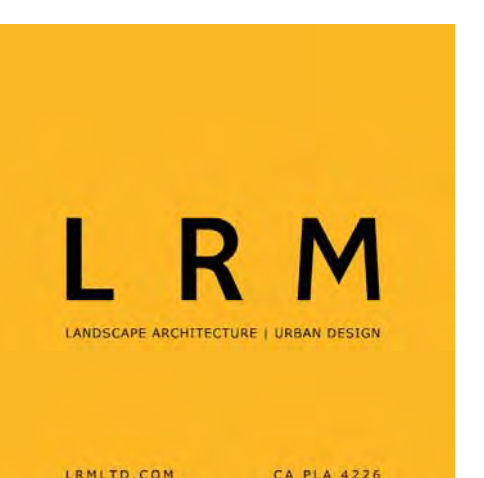
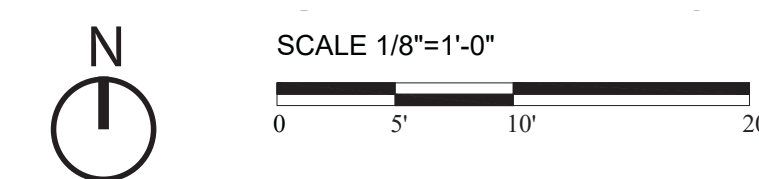
LEVEL 1 - NORTH COURTYARD ENLARGEMENT



**KEY NOTES:**

- ① PROPOSED RAISED PLANTER
- ② NOT USED
- ③ PROPOSED FENCE AND SECURITY GATE
- ④ PROPOSED TABLE AND CHAIRS
- ⑤ PROPOSED OUTDOOR LOBBY COURT
- ⑥ PROPOSED ACCENT PAVING
- ⑦ PROPOSED BIKE RACKS
- ⑧ PROPOSED STREET TREE
- ⑨ CITY SIDEWALK

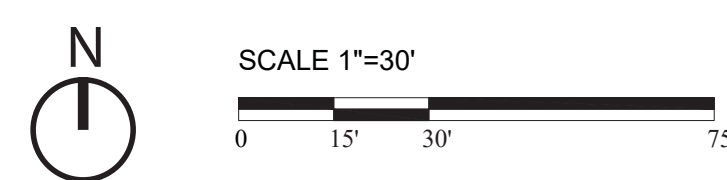
LEVEL 1 - SOUTH COURTYARD ENLARGEMENT







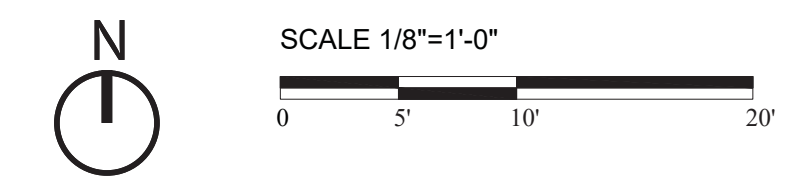
LEVEL 2 - OVERALL



KEY NOTES:

- ① PROPOSED ARTIFICIAL TURF
- ② PROPOSED DOG WASHING STATION
- ③ PROPOSED DOG WASHING STATION ENCLOSURE
- ④ PROPOSED SEATING
- ⑤ PROPOSED RAISED PLANTER
- ⑥ PROPOSED ACCENT PAVING

LEVEL 2 - DOG PARK ENLARGEMENT



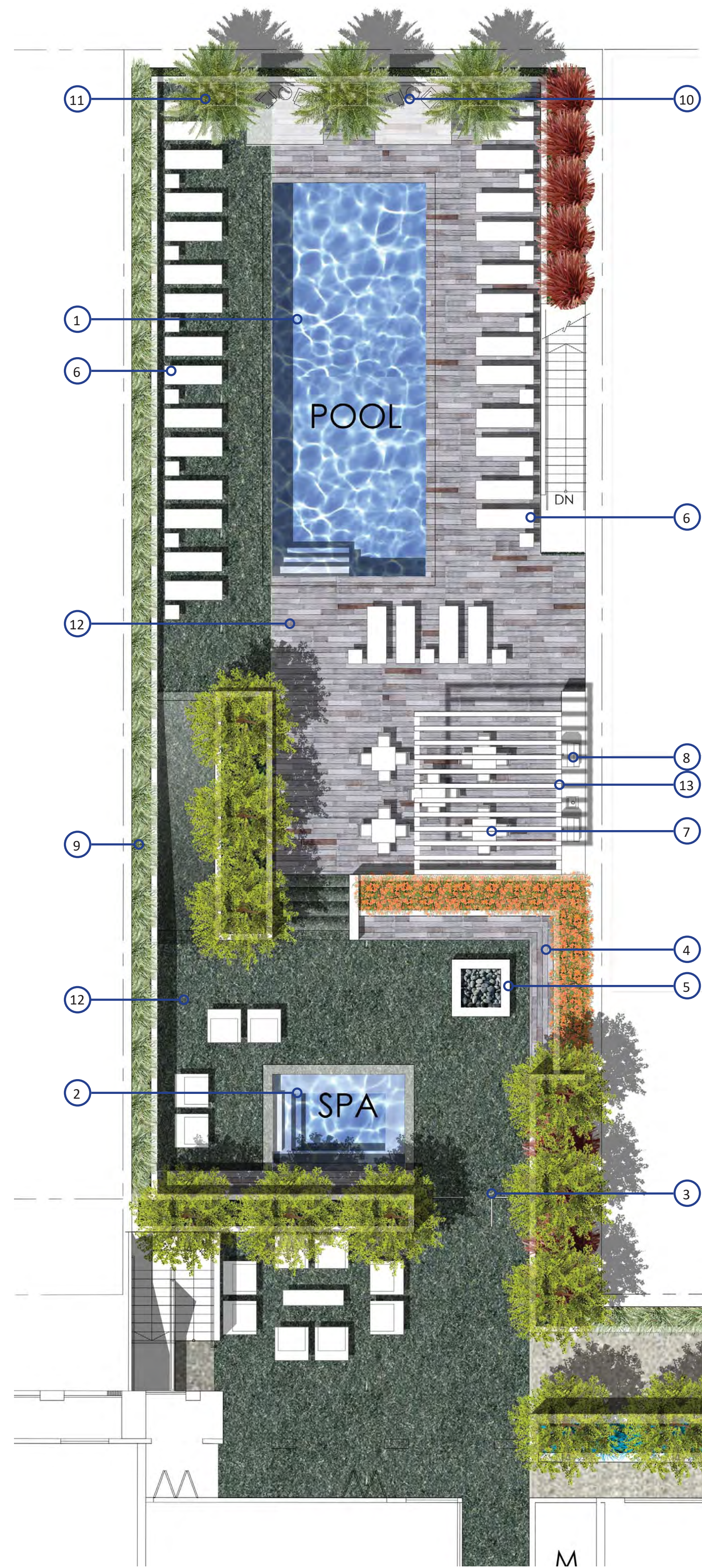




N  
 LEVEL 4 - OVERALL  
 SCALE 1"=30'  
 0 15' 30' 75'

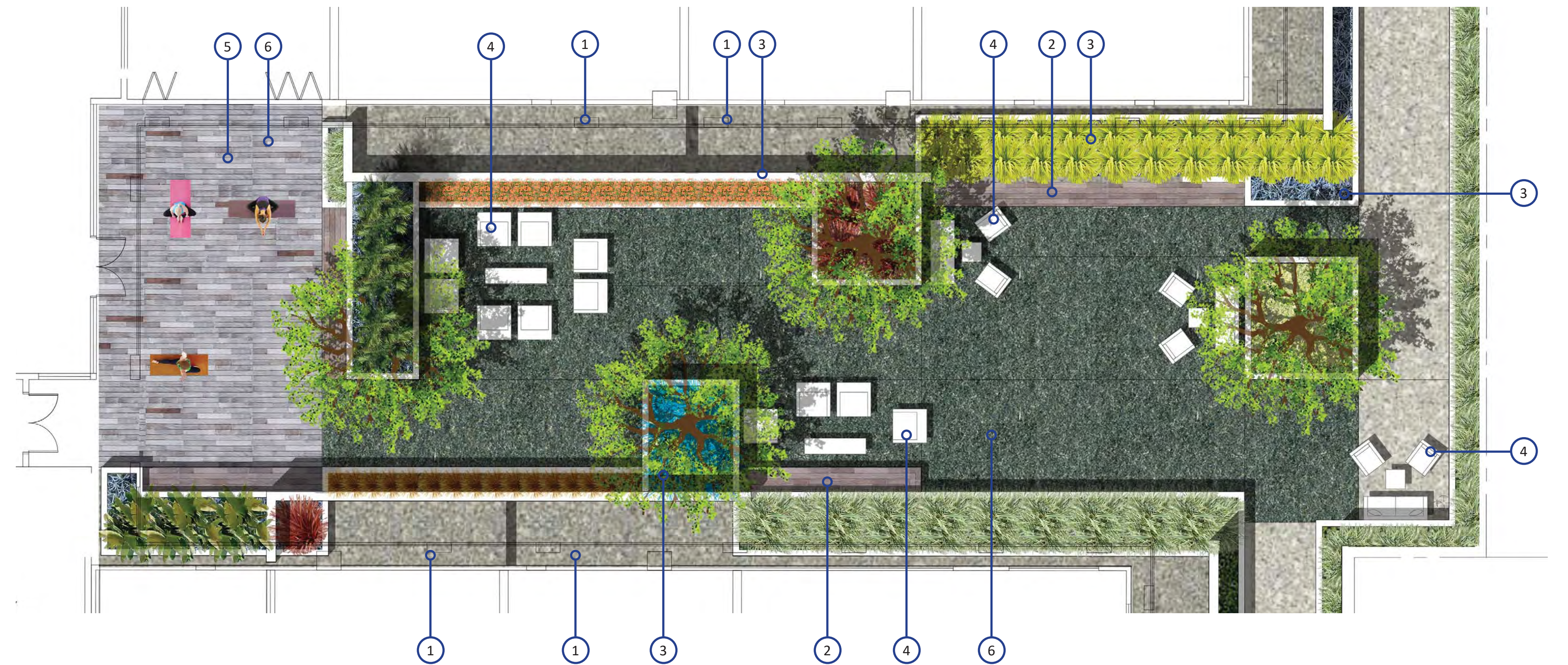
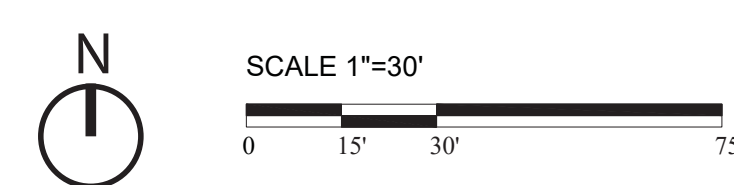






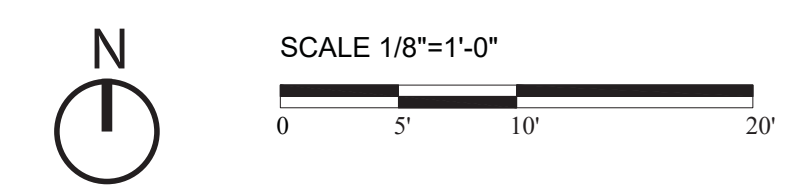
- KEY NOTES:**
- ① PROPOSED POOL
  - ② PROPOSED SPA
  - ③ PROPOSED POOL ENCLOSURE
  - ④ PROPOSED BUILT-IN BANQUETTE
  - ⑤ PROPOSED FIRE PIT
  - ⑥ PROPOSED CHAISE LOUNGE
  - ⑦ PROPOSED TABLE-CHAIR SETS
  - ⑧ PROPOSED BBQ COUNTER
  - ⑨ PROPOSED RAISED PLANTER
  - ⑩ PROPOSED CABANAS
  - ⑪ PROPOSED PORTABLE PLANTER
  - ⑫ PROPOSED ACCENT PAVING
  - ⑬ PROPOSED TRELLIS

LEVEL 4 - POOL DECK ENLARGEMENT



- KEY NOTES:**
- ① PROPOSED PRIVATE TERRACE/PATIO
  - ② PROPOSED BUILT-IN BANQUETTE
  - ③ PROPOSED RAISED PLANTER
  - ④ PROPOSED SOFT SEATING
  - ⑤ PROPOSED OUTDOOR FITNESS/YOGA AREA
  - ⑥ PROPOSED ACCENT PAVING

LEVEL 4 - COURTYARD ENLARGEMENT







N  
LEVEL 12 - SKY DECK  
SCALE 1"=30'  
0 15' 30' 75'







KEY NOTES:

- |                                   |                               |
|-----------------------------------|-------------------------------|
| 1 PROPOSED FIREPLACE              | 7 PROPOSED FAMILY-STYLE TABLE |
| 2 PROPOSED BUILT-IN BANQUETTE     | 8 PROPOSED TV PROJECTOR       |
| 3 PROPOSED BBQ COUNTER (2 GRILLS) | 9 PROPOSED RAISED PLANTER     |
| 4 PROPOSED TRELLIS                | 10 PROPOSED PORTABLE PLANTER  |
| 5 PROPOSED SOFT SEATING           | 11 PROPOSED ACCENT PAVING     |
| 6 PROPOSED UMBRELLA               | 12 PROPOSED TOPPING SLAB      |

LEVEL 12 - SKY DECK ENLARGEMENT



SCALE 1/8"=1'-0"

0 5 10 20





10335 Jefferson Boulevard | Culver City, California 90232  
T 310.839.6600 | F 310.559.1310 | W lrmtd.com



August 19, 2016

City of Los Angeles

Re: **Hollywood & Wilcox: Tree Protection Report**  
**Los Angeles, California**

To Whom It May Concern:

After review of the project site, we determined that there are no protected tree species existing on the site, and that the existing trees may be demolished for construction

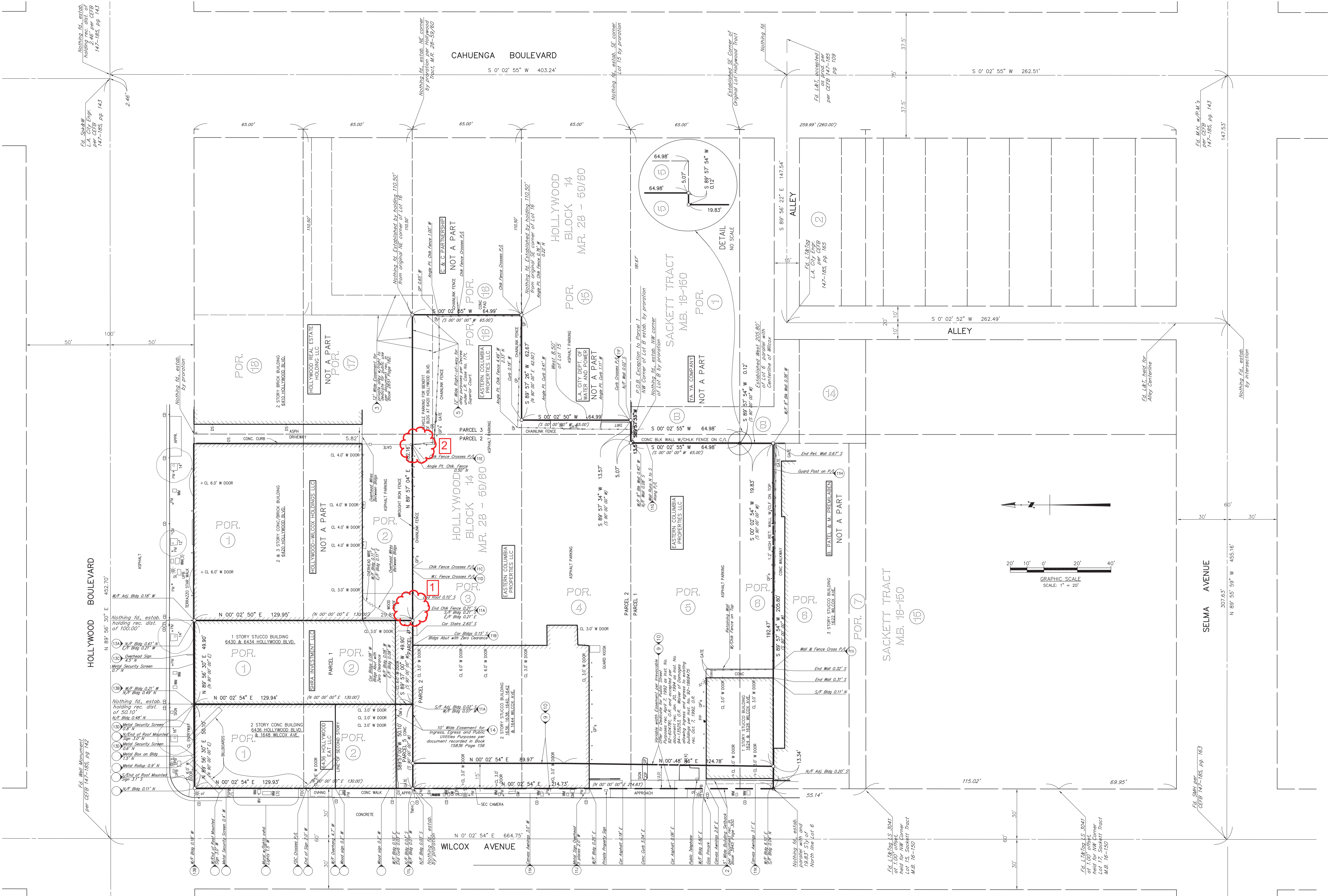
Please see the attached Tree Inventory mapping the locations and further information on the existing trees.

Respectfully yours,

*David K. Larkins*

David K. Larkins  
Managing Principal  
DKL: dkl

License 4276

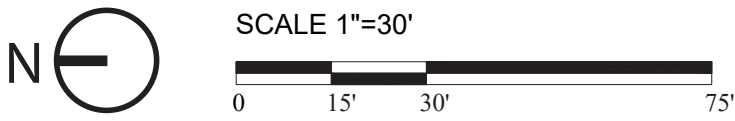


TREE INVENTORY SITE MAP

TREE INVENTORY									
BOTANICAL NAME	COMMON NAME	SPRING/SAULT TRUNK	DBH	DT	CANOPY SIZE	PROTECTED	ACTION	NOTES	
CITRUS SP.	CITRUS	SINGLE	0"	16"	15'	NO	SEMO	GROWING AT CHAINLINK FENCE, POSSIBLE VOLUNTEER, VEGETATION WATER SPOUT GROW, LARGE TREES	
COPLANOPSIS ANACARDIODES	CARROTWOOD	MULTI	0"	2"	12'	NO	SEMO	GROWING AT CHAINLINK FENCE, POSSIBLE VOLUNTEER	

TREE INVENTORY

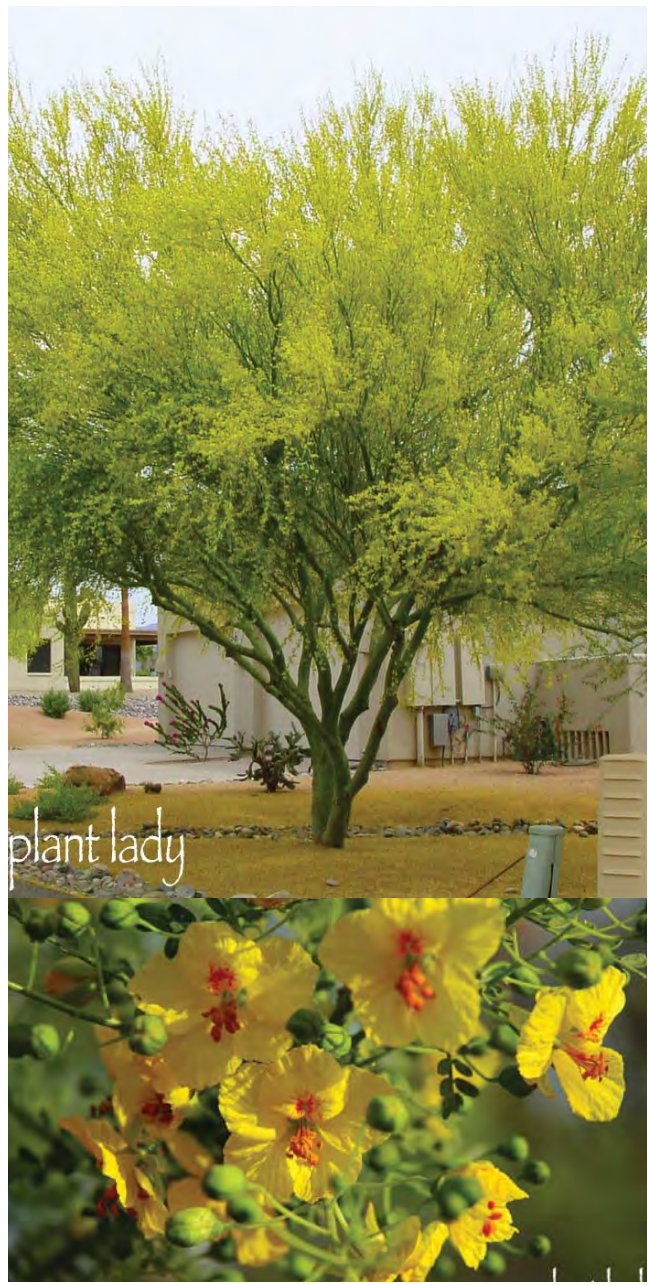
TREE PROTECTION REPORT







ARBUTUS 'MARINA'  
strawberry tree



CERCIDIUM X DESERT MUSEUM  
desert museum



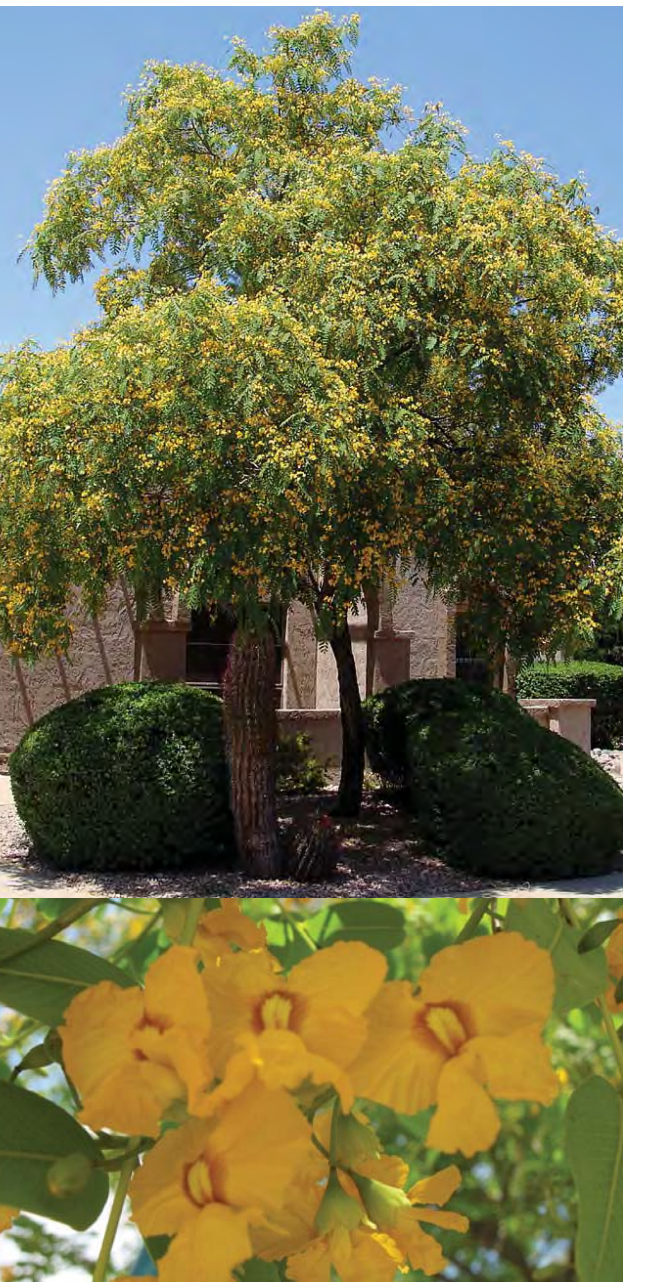
KOELREUTERIA BIPINNATA  
chinese flame tree



OLEA EUROPAEA 'SWAN HILL'  
swan hill olive



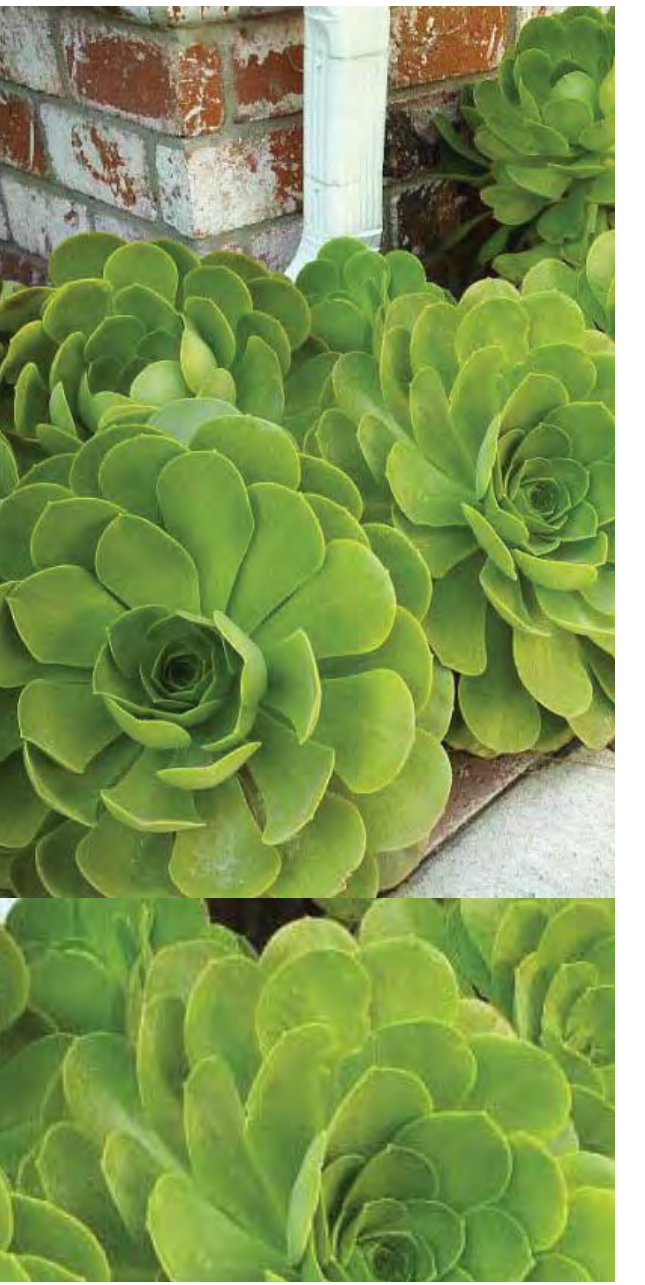
PLATANUS X A. 'BLOODGOOD'  
london plane tree



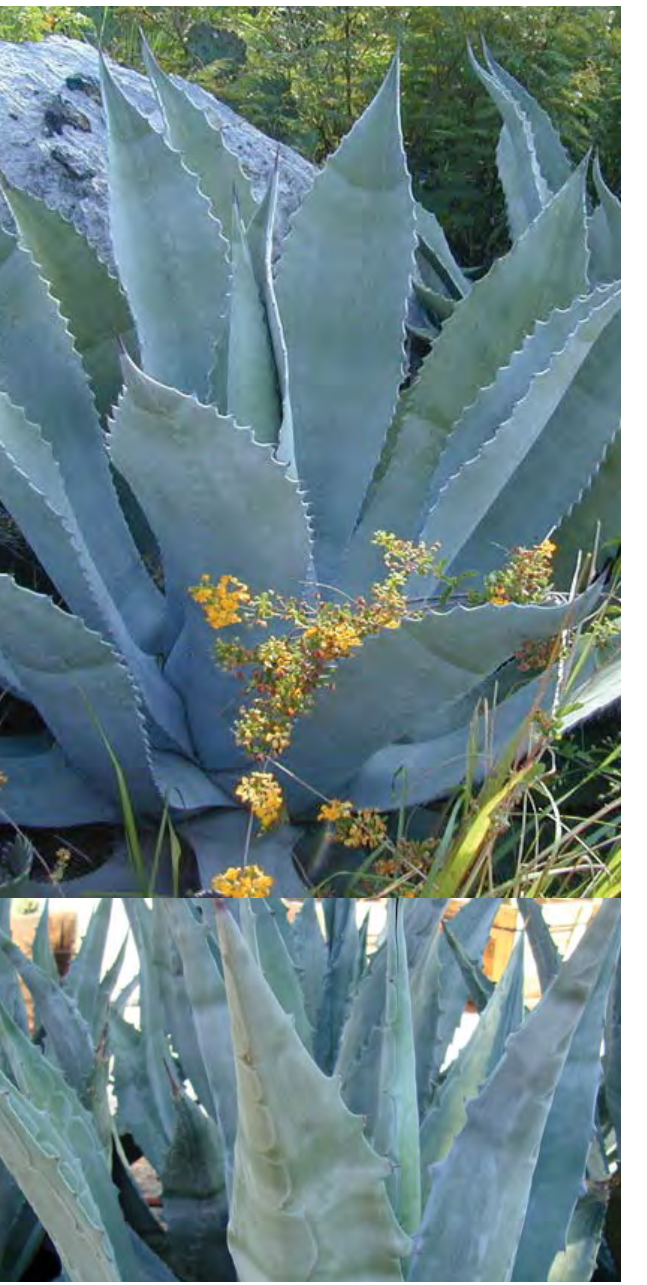
TIPUANA TIPU  
tipu tree



ULMUS PARVIFOLIA  
evergreen elm



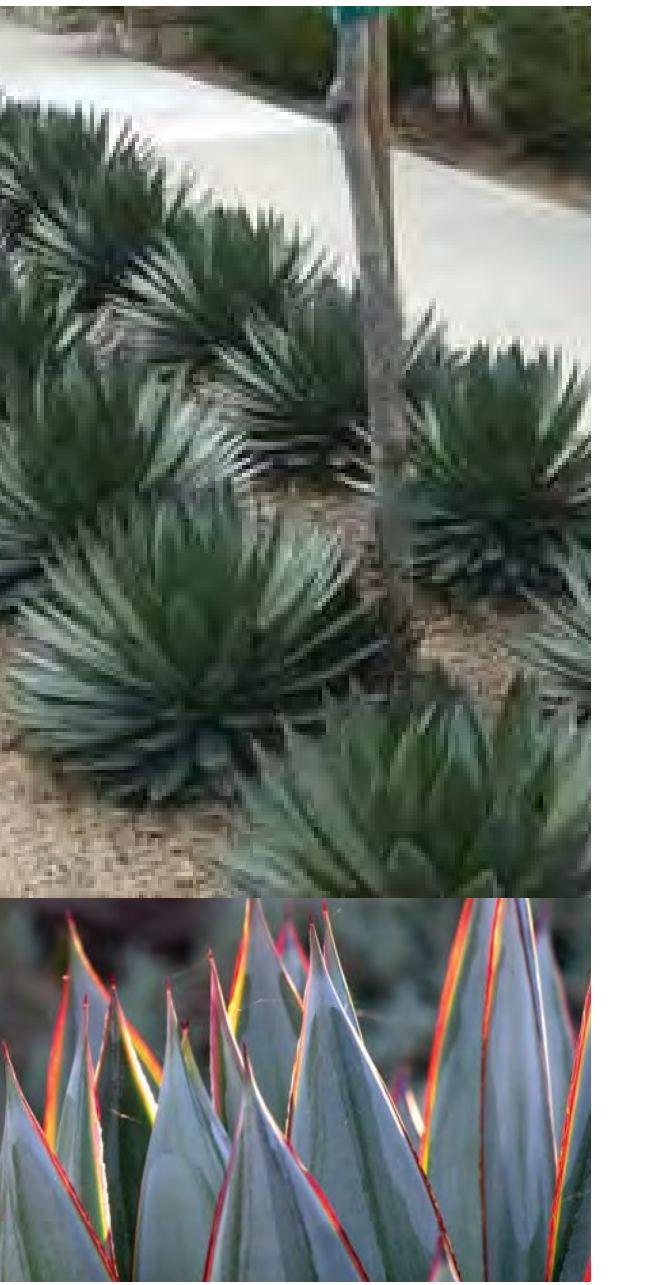
AEONIUM CANARIENSE  
canary island aeonium



AGAVE AMERICANA  
century plant



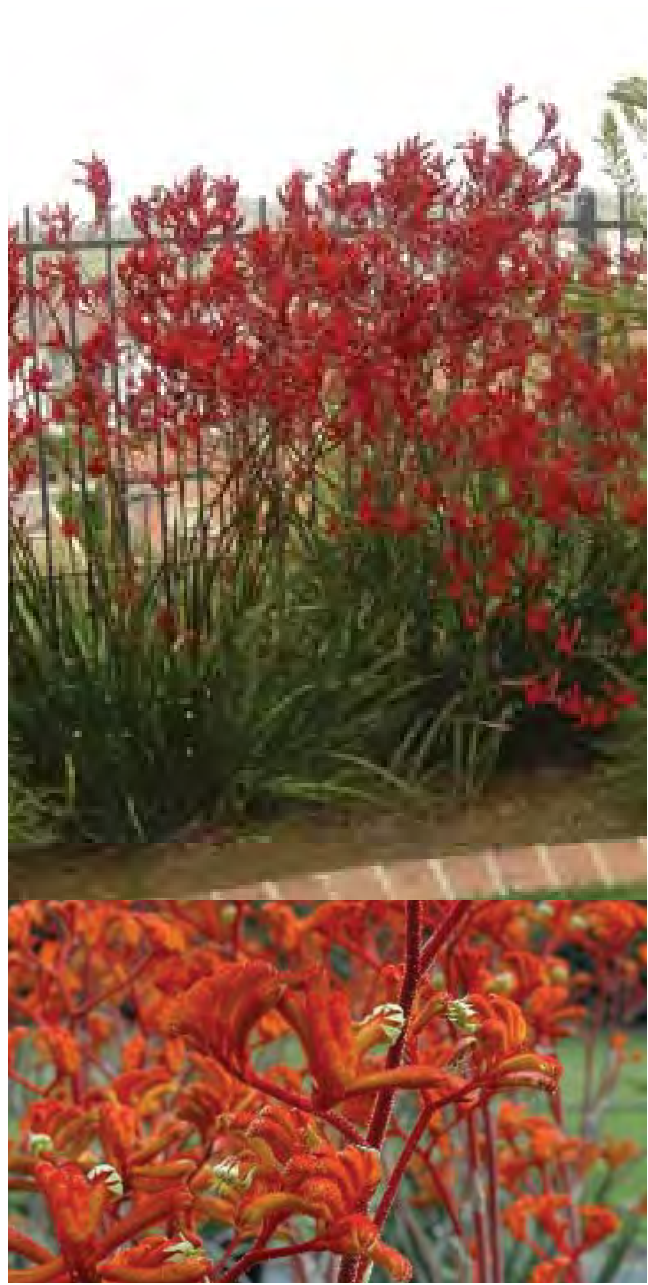
AGAVE ATTENUATA  
foxtail agave



AGAVE 'BLUE GLOW'  
blue glow agave



ANIGOZANTHOS HYBRID  
kangaroo paw



ANIGOZANTHOS HYBRID  
kangaroo paw



ASPARAGUS D. MYERS  
foxtail fern



ASPIDISTRA ELATIOR  
cast-iron plant



CHAMEROPS HUMILIS  
mediterranean fan palm



CHONDROPETALUM TECTORUM  
cape rush



DIANELLA T. 'VARIEGATA'  
variegated flax lily



FESTUCA GLAUCA  
blue fescue



FURCRAEA F. 'MEDIOPICTA'  
mauritius hemp



LOMANDRA LONGIFOLIA 'BREEZE'  
dwarf mat rush



LIRIOPE GIGANTEA  
giant lilyturf



MYOPORUM P. 'PUTAH CREEK'  
creeping myoporum



NASSELLA TENUISSIMA  
mexican feather grass



PHILODENDRON 'XANADU'  
winterbourne



PHORMIUM 'AMAZING RED'  
amazing red flax



PHORMIUM TENAX 'BRONZE'  
bronze flax



PHORMIUM 'YELLOW WAVE'  
yellow wave flax



SENECIO MANDRALISCAE  
blue chalksticks



SENECIO VITALIS  
narrow-lead chalksticks



SANSEVIERIA HYBRID  
snake plant



SANSEVIERIA HYBRID  
snake plant



WESTRINGIA 'MORNING LIGHT'  
coast rosemary

PLANT PALETTE





Exhibit 2

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Traffic Memorandum





## MEMORANDUM

**TO:** Stephanie Eyestone-Jones, Eyestone Environmental  
Brad Napientek, Eyestone Environmental  
Mark Hagmann, Eyestone Environmental

**FROM:** Patrick A. Gibson, P.E., T.E., PTOE  
Emily Wong, P.E.

**DATE:** January 18, 2019

**RE:** AB 900 Traffic Assessment for the  
Hollywood & Wilcox Project

**Ref:** J1484

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This memorandum presents the traffic analysis for the application for Environmental Leadership Development Project (ELDP) designation for the Hollywood & Wilcox project (Project) in the Hollywood community of the City of Los Angeles, California (City).

## BACKGROUND

In September 2011, Governor Brown signed Assembly Bill (AB) No. 900, *Jobs and Economic Improvement through Environmental Leadership Act* (Buchanan, 2011), which established procedures for streamlining environmental review under the California Environmental Quality Act for projects that meet certain requirements. The transportation requirements of AB 900 state that a project that achieves at least 15% greater transportation efficiency than a project with similar size, capacity, and location type ("Comparable Project") may be designated an ELDP.

## PROJECT LOCATION

The Project is located at 6430-6436 Hollywood Boulevard and 1624-1648 Wilcox Avenue (Project Site) and is bounded by Hollywood Boulevard to the north, commercial uses to the east, hotel uses to the south, and Wilcox Avenue to the west. The Project Site is currently occupied by commercial office and retail uses, including the historic Attie Building.

The Project Site is located less than 0.5 miles south of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles and the San Fernando Valley. The Project Site is served by Hollywood Boulevard, a designated Avenue I in *Mobility Plan 2035 – An Element of the General Plan* (Los Angeles Department of City Planning, January 2016) (Mobility Plan 2035) and Wilcox Avenue, a designated Modified Avenue III in Mobility Plan 2035. The Project Site is also located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority's (Metro) Hollywood/Vine Station of the Metro Red Line subway, which travels between Union Station in downtown Los Angeles



and North Hollywood in the San Fernando Valley at 10-minute intervals throughout the day. The Metro Red Line has connecting service to the Metro Purple Line at the Wilshire/Vermont Station, the Metro Gold Line at Union Station, the Metro Blue and Expo Lines at the 7<sup>th</sup> Street/Metro Center Station, and the Metro Orange Line at the North Hollywood Station. The Project Site is also served by numerous transit lines, with a bus stop on the southwest corner of Wilcox Avenue & Hollywood Boulevard that serves Metro lines 212, 217, and 222, as well as the Los Angeles Department of Transportation (LADOT) DASH Hollywood line. Additional bus stops for Metro Lines 2/302, 180/181, 210, and 780 are located within 0.25 miles walking distance on Hollywood Boulevard and Cahuenga Boulevard. Bicycle routes with shared lane markings, or “sharrows”, are located on Selma Avenue in the vicinity of the Project Site.

## **PROJECT DESCRIPTION**

The Project proposes the development of 260 apartment units and approximately 17,800 square feet (sf) of community service retail, office, and restaurant uses. The approximately 9,000 sf existing Attie Building located at the corner of Hollywood Boulevard & Wilcox Avenue would be retained and integrated into the development of the Project. The remaining existing commercial uses would be removed to accommodate the Project. The Project would also include 33,750 sf of open space provided within landscaped courtyards and terraces, a sky deck, and a pool deck.

Parking for the Project would be provided on-site within five parking levels, including two subterranean levels, an at-grade level, and two above-grade levels. Vehicular access to the Project Site would be provided via a new full-access driveway on Wilcox Avenue. The Project would also provide short-term and long-term bicycle parking. A loading area would be provided within the ground level of the parking garage. Pedestrian access to the commercial building would be provided via the sidewalks along Hollywood Boulevard and Wilcox Avenue, while pedestrian access to the residential building would be provided by a residential lobby located along Wilcox Avenue.

## **PROJECT TRIP GENERATION**

The Project trip generation estimates were calculated using published rates from *Trip Generation, 9<sup>th</sup> Edition* (Institute of Transportation Engineers [ITE], 2012) for apartments (ITE 220), general office building (ITE 710), shopping center (ITE 820), and high-turnover restaurant (ITE 932). As shown in Table 1, prior to the application of trip generation reductions, the Project would generate 2,646 daily weekday trips, including 185 morning peak hour trips (58 inbound, 127 outbound) and 239 afternoon peak hour trips (145 inbound, 94 outbound).

The application of *Trip Generation, 9<sup>th</sup> Edition* rates is consistent with the study approach outlined in the Memorandum of Understanding (MOU), which was reviewed and approved by LADOT in August 2016. Since the approval of the MOU, ITE has published refined trip rates based on updated survey data in *Trip Generation, 10<sup>th</sup> Edition* (2017), which are detailed in Table 1. As shown in Table 1, by applying rates from *Trip Generation, 10<sup>th</sup> Edition*, the Project



would generate fewer trips than with the application of rates from *Trip Generation, 9<sup>th</sup> Edition*. Thus, the application of *Trip Generation, 9<sup>th</sup> Edition* rates provides a conservative analysis.

## PROJECT-RELATED REDUCTIONS

The Project's design and location characteristics would encourage non-auto modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc. The Project Site is located approximately 0.25 miles from the Metro Hollywood/Vine Station; therefore, a 15% transit reduction was applied to all land use components of the Project, as allowed by LADOT's *Transportation Impact Study Guidelines* (December 2016). In addition, a conservative 5% internal capture reduction was applied to the retail and restaurant uses to account for the synergy of uses within a mixed-use development.

In addition to the Project's vehicle trip reducing design features, a transportation demand management (TDM) program would be implemented to reduce the use of single occupant vehicles by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit as part of the Project's mitigation program. The TDM program would include design features, transportation services, education, and incentives intended to reduce the amount of single occupant vehicles during commuter peak hours. The TDM program would include the following strategies:

- Transportation Information Center, educational programs, kiosks and/or other measures
- Promotion and support of carpools and rideshare
- Bicycle amenities such as racks
- Parking incentives and support for formation of carpools/vanpools
- On-site TDM coordinator
- Mobility hub support
- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area
- Participate as a member in the future Hollywood Community TMO, when operational

The combined effect of the various strategies implemented as part of the TDM program would result in a reduction in peak hour trip generation by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.). *Trip Generation Handbook, 3<sup>rd</sup> Edition* (ITE, August 2014) provides a summary of research of TDM programs at various employment sites. At places with the most comprehensive programs, including both economic incentives (e.g., transit passes, etc.) and support services, the programs resulted in an average 24% reduction in commuter vehicles.

As detailed in *Transportation Impact Study for the Hollywood & Wilcox Project* (Gibson Transportation Consulting, Inc., June 2018) (Transportation Impact Study), in addition to the proposed Transportation Systems Management improvement, only a 5% trip reduction related to the implementation of a TDM program would be needed in order to mitigate the Project-



related significant traffic impact. However, the Project has proposed a more comprehensive TDM program that could result in a trip reduction credit of 15%. The Project would be subject to annual monitoring to ensure that the actual trips generated by the Project Site are consistent with the TDM reduction target of 15%, as detailed in the Transportation Impact Study. The monitoring program would continue until the Project has shown that achievement of the peak hour trip requirements has been met for the duration of time determined by LADOT. Should the actual trips exceed the trip requirements, the Project will be subject to a penalty program. The penalty program may include the purchase of additional transit passes or a financial penalty to fund areawide transportation improvements or enhancements to the components of the TDM program to increase the effectiveness of TDM in meeting the trip reduction goals.

The Project is considered an “infill” project, as it is located within an urbanized and developed area and is replacing approximately 25,400 sf of existing commercial retail and office uses with a high-density, mixed-use development. The Project is also rehabilitating the 9,000 sf historic Attie Building. The Attie Building is a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, a 12-block area of the commercial core of Hollywood that contains examples of architecture from the 1920s and 1930s. The District was listed in the National Register of Historic Places in 1984.

As shown in Table 2, with the combined effects of the Project’s design and location features, as well as the proposed TDM program and reduction of trips associated with the removal of existing uses, the Project is anticipated to generate a net total of 1,314 daily weekday trips, including 98 morning peak hour trips (16 inbound, 82 outbound) and 116 afternoon peak hour trips (82 inbound, 34 outbound),

## **COMPARABLE PROJECT**

A Comparable Project is defined as a project with similar size, capacity, and location type. Therefore, it was assumed that a Comparable Project would be a mixed-use development with a land use program similar to the Project and the same trip generation rates, internal capture reduction, and pass-by reductions were utilized to develop the trip estimates for a Comparable Project. For informational purposes, two location types were evaluated, including a project site located in Hollywood and a project site located in a suburban area.

### **Hollywood Location**

For the purposes of providing a conservative comparison, it was assumed that a Comparable Project in Hollywood would also be located within 0.25 miles of a Metro rail station. Therefore, a 15% transit/walk-in reduction was applied in accordance with LADOT guidelines. In addition, it was also assumed that a Comparable Project in Hollywood would have similar opportunities to implement standard and achievable TDM strategies that could further reduce the trip generation by 5%. Thus, a Comparable Project in Hollywood would generate a total of 1,966 daily trips, including 139 morning peak hour trips (42 inbound, 97 outbound) and 179 afternoon peak hour trips (109 inbound, 70 outbound), as shown in Table 3A.



These trip generation numbers assume that the Comparable Project was developed on a vacant or underutilized site (e.g., a surface parking lot). If the Comparable Project was developed on an infill site with existing active land uses, then the net trip generation of the Comparable Project would be reduced, but it is speculative to estimate the reduction without knowing the specific land uses to be replaced.

### **Suburban Location**

If a Comparable Project were located in a suburban area with local transit service in the vicinity, a 5% transit/walk-in reduction could be applied, in accordance with LADOT guidelines. It was also assumed that, given the location, a Comparable Project in a suburban area could implement achievable TDM strategies, which could further reduce the trip generation by 5%. As shown in Table 3B, a Comparable Project in a suburban area is estimated to generate a total of 2,314 daily trips, including 167 morning peak hour trips (51 inbound, 116 outbound) and 210 afternoon peak hour trips (129 inbound, 81 outbound).

Similar to the discussion above, these trip generation numbers assume that the Comparable Project was developed on a greenfield site or a vacant or underutilized site (e.g., a surface parking lot). If the suburban Comparable Project was developed on an infill site with existing active land uses, then the net trip generation of the suburban Comparable Project would be reduced, but it is speculative to estimate the reduction without knowing the specific land uses to be replaced.

### **SUMMARY**

As shown in Tables 3A and 3B, when compared with a Comparable Project in a similar Hollywood location, the Project could achieve transportation efficiency of approximately 29-35%. If compared to a Comparable Project in a suburban area, the Project could achieve transportation efficiency of approximately 38-42%.

Thus, the Project satisfies the transportation requirements of AB 900 that require a Project achieve transportation efficiency of 15% or greater.



**TABLE 1  
TRIP GENERATION**

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation, 9th Edition Rates</u> [a]									
Apartment	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
General Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
<u>Proposed Project</u>									
Apartment	220	260 du	1,729	27	106	133	105	56	161
Office	710	3.58 ksf	39	5	1	6	1	4	5
Retail	820	11.02 ksf	471	7	4	11	20	21	41
Restaurant	932	3.2 ksf	407	19	16	35	19	13	32
Total - Proposed Project			2,646	58	127	185	145	94	239
<u>Trip Generation, 10th Edition Rates</u> [b]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
Shopping Center	820	per ksf	37.75	62%	38%	0.94	48%	52%	3.81
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77
<u>Proposed Project</u>									
Apartment	221	260 du	1,414	24	70	94	70	44	114
Office	710	3.58 ksf	35	3	1	4	1	3	4
Retail	820	11.02 ksf	416	6	4	10	20	22	42
Restaurant	932	3.2 ksf	359	18	14	32	19	12	31
Total - Proposed Project			2,224	51	89	140	110	81	191
Difference (10th Edition - 9th Edition)			(422)	(7)	(38)	(45)	(35)	(13)	(48)

**Notes**

du: dwelling units

ksf: 1,000 square feet

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.



**TABLE 2**  
**TRIP GENERATION WITH TRIP REDUCTIONS [a]**

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b><u>Proposed Project</u></b>									
Apartment Less 15% Transit/Walk-In Reduction [b] Less 15% TDM Program [c]	220	260 du	1,729 (259) (221)	27 (4) (3)	106 (16) (14)	133 (20) (17)	105 (16) (13)	56 (8) (7)	161 (24) (20)
<b>Subtotal - Apartment</b>			<b>1,249</b>	<b>20</b>	<b>76</b>	<b>96</b>	<b>76</b>	<b>41</b>	<b>117</b>
Office Less 15% Transit/Walk-In Reduction [b] Less 15% TDM Program [c]	710	3.58 ksf	39 (6) (5)	5 (1) (1)	1 0 0	6 (1) (1)	1 0 0	4 (1) 0	5 (1) 0
<b>Subtotal - Office</b>			<b>28</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>
Retail Less 5% Internal Capture Reduction [d] Less 15% Transit/Walk-In Reduction [b] Less 20% Pass-by Reduction [e] Less 15% TDM Program [c]	820	11.02 ksf	471 (24) (67) (76) (46)	7 0 (1) (1) (1)	4 0 (1) (1) 0	11 0 (2) (2) (1)	20 (1) (3) (3) (2)	21 (1) (3) (3) (2)	41 (2) (6) (6) (4)
<b>Subtotal - Retail</b>			<b>258</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>12</b>	<b>23</b>
Restaurant Less 5% Internal Capture Reduction [d] Less 15% Transit/Walk-In Reduction [b] Less 20% Pass-by Reduction [e] Less 15% TDM Program [c]	932	3.2 ksf	407 (20) (58) (66) (39)	19 (1) (3) (3) (2)	16 (1) (2) (3) (2)	35 (2) (5) (6) (4)	19 (1) (3) (3) (2)	13 (1) (2) (2) (1)	32 (2) (5) (5) (3)
<b>Subtotal - Restaurant</b>			<b>224</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>17</b>
<b>Total - Proposed Project</b>			<b>1,759</b>	<b>37</b>	<b>87</b>	<b>124</b>	<b>98</b>	<b>63</b>	<b>161</b>
<b><u>Existing Uses to be Removed</u></b>									
Office Less 15% Transit/Walk-In Reduction [b]	710	14.88 ksf	164 (25)	20 (3)	3 0	23 (3)	4 (1)	18 (3)	22 (4)
<b>Subtotal - Office</b>			<b>139</b>	<b>17</b>	<b>3</b>	<b>20</b>	<b>3</b>	<b>15</b>	<b>18</b>
Retail Less 15% Transit/Walk-In Reduction [b] Less 20% Pass-by Reduction [e]	820	10.52 ksf	449 (67) (76)	6 (1) (1)	4 (1) (1)	10 (2) (2)	19 (3) (3)	20 (3) (3)	39 (6) (6)
<b>Subtotal - Retail</b>			<b>306</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>13</b>	<b>14</b>	<b>27</b>
<b>Total - Existing Uses to be Removed</b>			<b>445</b>	<b>21</b>	<b>5</b>	<b>26</b>	<b>16</b>	<b>29</b>	<b>45</b>
<b>Total - Net New Proposed Project Trips</b>			<b>1,314</b>	<b>16</b>	<b>82</b>	<b>98</b>	<b>82</b>	<b>34</b>	<b>116</b>

Notes

du: dwelling units

ksf: 1,000 square feet

[a] Trip generation based on rates published in *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012, as detailed in Table 1.

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood/Vine station and a Metro RapidBus stop (Line 780), therefore a 15% transit adjustment was applied, per Traffic Study Policies and Procedures (LADOT, August 2014).

[c] The Project's mitigation program will reduce the single occupancy vehicle trips to the Project Site by 15% with the combined effect of the various strategies of the TDM program by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residents and retail).

[e] Pass-by adjustments account for trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.



**TABLE 3A**  
**TRIP GENERATION COMPARISON - COMPARABLE PROJECT IN HOLLYWOOD** <sup>[a]</sup>

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Comparable Project</b>									
Apartment	220	260 du	1,729	27	106	133	105	56	161
Less 15% Transit/Walk-In Reduction [b]			(259)	(4)	(16)	(20)	(16)	(8)	(24)
Less 5% TDM Program [c]			(74)	(1)	(5)	(6)	(4)	(2)	(6)
<b>Subtotal - Apartment</b>			<b>1,396</b>	<b>22</b>	<b>85</b>	<b>107</b>	<b>85</b>	<b>46</b>	<b>131</b>
Office	710	3.58 ksf	39	5	1	6	1	4	5
Less 15% Transit/Walk-In Reduction [b]			(6)	(1)	0	(1)	0	(1)	(1)
Less 5% TDM Program [c]			(2)	0	0	0	0	0	0
<b>Subtotal - Office</b>			<b>31</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>4</b>
Retail	820	11.02 ksf	471	7	4	11	20	21	41
Less 5% Internal Capture Reduction [d]			(24)	0	0	0	(1)	(1)	(2)
Less 15% Transit/Walk-In Reduction [b]			(67)	(1)	(1)	(2)	(3)	(3)	(6)
Less 20% Pass-by Reduction [e]			(76)	(1)	(1)	(2)	(3)	(3)	(6)
Less 5% TDM Program [c]			(15)	0	0	0	(1)	(1)	(2)
<b>Subtotal - Retail</b>			<b>289</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>12</b>	<b>13</b>	<b>25</b>
Restaurant	932	3.2 ksf	407	19	16	35	19	13	32
Less 5% Internal Capture Reduction [d]			(20)	(1)	(1)	(2)	(1)	(1)	(2)
Less 15% Transit/Walk-In Reduction [b]			(58)	(3)	(2)	(5)	(3)	(2)	(5)
Less 20% Pass-by Reduction [e]			(66)	(3)	(3)	(6)	(3)	(2)	(5)
Less 5% TDM Program [c]			(13)	(1)	(1)	(2)	(1)	0	(1)
<b>Subtotal - Restaurant</b>			<b>250</b>	<b>11</b>	<b>9</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>19</b>
<b>Total - Comparable Project</b>			<b>1,966</b>	<b>42</b>	<b>97</b>	<b>139</b>	<b>109</b>	<b>70</b>	<b>179</b>
<b>Total - Proposed Project</b>			<b>1,314</b>	<b>16</b>	<b>82</b>	<b>98</b>	<b>82</b>	<b>34</b>	<b>116</b>
<b>Project Trip Comparison with Comparable Project</b>			<b>(652)</b>	<b>(26)</b>	<b>(15)</b>	<b>(41)</b>	<b>(27)</b>	<b>(36)</b>	<b>(63)</b>
<b>Project Transportation Efficiency Compared to a Comparable Project</b>			<b>-33%</b>	<b>-62%</b>	<b>-15%</b>	<b>-29%</b>	<b>-25%</b>	<b>-51%</b>	<b>-35%</b>

**Notes**

du: dwelling units

ksf: 1,000 square feet

[a] Trip generation based on rates published in *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012, as detailed in Table 1.

[b] The comparable project site is assumed to be located within a 1/4 mile of a Metro Red Line station, therefore a 15% transit adjustment was applied, per Traffic Study Policies and Procedures (LADOT, August 2014).

[c] The Project's mitigation program will reduce the single occupancy vehicle trips to the Project Site by 5% with the combined effect of the various strategies of the TDM program by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residents and retail).

[e] Pass-by adjustments account for trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.



**TABLE 3B**  
**TRIP GENERATION COMPARISON - COMPARABLE PROJECT IN SUBURBAN AREA<sup>[a]</sup>**

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Comparable Project</b>									
Apartment	220	260 du	1,729	27	106	133	105	56	161
Less 5% Transit/Walk-In Reduction [b]			(86)	(1)	(5)	(6)	(5)	(3)	(8)
Less 5% TDM Program [c]			(82)	(1)	(5)	(6)	(5)	(3)	(8)
Subtotal - Apartment			1,561	25	96	121	95	50	145
Office	710	3.58 ksf	39	5	1	6	1	4	5
Less 5% Transit/Walk-In Reduction [b]			(2)	0	0	0	0	0	0
Less 5% TDM Program [c]			(2)	0	0	0	0	0	0
Subtotal - Office			35	5	1	6	1	4	5
Retail	820	11.02 ksf	471	7	4	11	20	21	41
Less 5% Internal Capture Reduction [d]			(24)	0	0	0	(1)	(1)	(2)
Less 5% Transit/Walk-In Reduction [b]			(22)	0	0	0	(1)	(1)	(2)
Less 20% Pass-by Reduction [e]			(85)	(1)	(1)	(2)	(4)	(4)	(8)
Less 5% TDM Program [c]			(17)	0	0	0	(1)	(1)	(2)
Subtotal - Retail			323	6	3	9	13	14	27
Restaurant	932	3.2 ksf	407	19	16	35	19	13	32
Less 5% Internal Capture Reduction [d]			(20)	(1)	(1)	(2)	(1)	(1)	(2)
Less 5% Transit/Walk-In Reduction [b]			(19)	(1)	(1)	(2)	(1)	(1)	(2)
Less 20% Pass-by Reduction [e]			(74)	(3)	(3)	(6)	(3)	(2)	(5)
Less 5% TDM Program [c]			(15)	(1)	(1)	(2)	(1)	0	(1)
Subtotal - Restaurant			279	13	10	23	13	9	22
Total - Comparable Project			2,198	49	110	159	122	77	199
Total - Proposed Project			1,314	16	82	98	82	34	116
Project Trip Comparison with Comparable Project			(884)	(33)	(28)	(61)	(40)	(43)	(83)
Project Transportation Efficiency Compared to a Comparable Project			-40%	-67%	-25%	-38%	-33%	-56%	-42%

**Notes**

du: dwelling units

ksf: 1,000 square feet

[a] Trip generation based on rates published in *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012, as detailed in Table 1.

[b] The comparable project site is assumed to be located within a 1/4 mile of local bus transit, therefore a 5% transit adjustment was applied, per Traffic Study Policies and Procedures (LADOT, August 2014).

[c] The Project's mitigation program will reduce the single occupancy vehicle trips to the Project Site by 5% with the combined effect of the various strategies of the TDM program by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residents and retail).

[e] Pass-by adjustments account for trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.



## Exhibit 3

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# Greenhouse Gas Emissions Methodology and Documentation





January 17, 2019

Ms. Lezlie Kimura Szeto, Manager  
Sustainable Communities Policy and Planning Section  
**CALIFORNIA AIR RESOURCES BOARD**  
1001 I Street  
Sacramento, CA 95814-2828

**RE: Updated Greenhouse Gas Emissions Methodology and Documentation Pursuant to the "Jobs and Economic Improvement through Environmental Leadership Act" (Public Resources Code Section 21178 et seq.) for the Hollywood & Wilcox Project**

To Ms. Kimura Szeto:

On behalf of 6436 Hollywood Boulevard LLC and 1624 Wilcox Ave LP, the Project Applicant, Eystone Environmental prepared an Application for CEQA Streamlining for the Hollywood and Wilcox Project (Project), to demonstrate that the Project meets the requirements of the Jobs and Economic Improvement through Environmental Leadership Act (Public Resources Code Section 21178 et seq.), also referred to as Assembly Bill (AB) 900. The AB 900 application was submitted on October 9, 2018. ARB provided comments on the AB 900 application on January 11, 2019. This submittal includes revisions based on ARB's comments. As detailed in the updated application, the Project would incorporate a number of project characteristics and project design features to avoid, minimize, and reduce greenhouse gas emissions (GHG). Our findings conclude that the Project would meet the GHG emissions requirements for streamlined environmental review under CEQA.

Should you have any questions or require additional information please feel free to contact me at (424) 207-5333.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark A. Hagmann", written in a cursive style.

Mark Hagmann, P.E.  
**EYESTONE ENVIRONMENTAL**  
Air Quality Director



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# Hollywood & Wilcox Greenhouse Gas Emissions Methodology and Documentation for the Hollywood & Wilcox Project

## 1. Introduction

Eyestone Environmental has been retained to conduct a comprehensive greenhouse gas (GHG) emissions assessment for the Hollywood & Wilcox Project (the “Project”) and to demonstrate that the Project meets the requirements of the *Jobs and Economic Improvement Through Environmental Leadership Act* (“the Act”) (Public Resources Code Section 21178 et seq.), also referred to as Assembly Bill (AB) 900. This assessment describes the methodology used to estimate the GHG emissions from baseline and Project conditions, provides an estimate of the net change in GHG emissions for the Project as compared to baseline conditions, and describes the methodology uses to quantify GHG emission reductions from project design features and mitigation measures. The following baseline and Project-related emission sources have been evaluated:

- Construction Activities—Fossil fueled on- and off-road vehicles and equipment needed for demolition, mass and fine grading, building construction, paving, and architectural coating;
- Direct Emission Sources—Consumption of natural gas on-site for cooking, space heating and water heating, combustion of fossil fuels for lawn care and maintenance activities, and motor vehicles including employee transportation; and
- Indirect Emission Sources—Off-site electricity generation, water conveyance and wastewater treatment, and solid waste disposal.

### **a. Assembly Bill 900 (Jobs and Economic Improvement Through Environmental Leadership Act)**

In September 2011, Governor Brown signed the Act, which required the Governor to establish procedures for applying for streamlined environmental review under the California Environmental Quality Act (CEQA) for projects that meet certain requirements. The Office of Planning and Research (OPR) has provided approved guidelines for submitting



applications for streamlined environmental review pursuant to the Act. With respect to GHG emissions, a project must demonstrate that it would not result in any net additional GHGs including GHG emissions from employee transportation in accordance with Public Resources Code Section 21183(c). For purposes of California Public Resources Code Section 21183(c) the following process applies:

1. The applicant shall submit electronically to [AB900ARBsubmittals@arb.ca.gov](mailto:AB900ARBsubmittals@arb.ca.gov) a proposed methodology for quantifying the project's net additional GHG emissions. The CARB will review and comment on the methodology, at its discretion, within 30 days of submission.
2. At the same time, the applicant shall submit to [AB900ARBsubmittals@arb.ca.gov](mailto:AB900ARBsubmittals@arb.ca.gov) documentation that the project does not result in any net additional GHG emissions. The documentation must at least quantify:
  - a. Both direct and indirect GHG emissions associated with the project's construction and operation, including emissions from the project's projected energy use and transportation related emissions; and
  - b. The net emissions of the project after accounting for any mitigation measures that will be monitored and enforced consistent with Public Resources Code section 21183(d).
3. Within 60 days of receiving the documentation (in Step 2 of the process above), the CARB will determine whether the condition specified in Public Resources section 21183(c) has been met or, if more time is needed, notify the applicant of the expected completion date.
4. The CARB will determine and report to the Governor in writing that a project does not result in any net additional emissions of greenhouse gases if the project demonstrates through a combination of project design features, compliance with (or exceeding minimum requirements of) existing regulations, and mitigation that it would result in zero additional greenhouse gas emissions.

## **b. Global Climate Change and GHG Emissions**

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of the Earth's surface and atmosphere. One identified cause of global warming is an increase of GHGs in the atmosphere. GHGs are those compounds in the Earth's atmosphere that play a critical role in determining the Earth's surface temperature.



By definition, GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>), and nitrogen trifluoride (NF<sub>3</sub>).<sup>1</sup> Carbon dioxide is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential than CO<sub>2</sub>. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO<sub>2</sub>, denoted as CO<sub>2</sub>e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. A general description of the GHGs discussed is provided in Table 1 on page 4.

Global Warming Potentials (GWPs) are one type of simplified index based upon radiative properties that can be used to estimate the potential future impacts of emissions of different gases upon the climate system in a relative sense. GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO<sub>2</sub>, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of CO<sub>2</sub>. The larger the GWP, the more that a given gas warms the Earth compared to CO<sub>2</sub> over that time period. A summary of the atmospheric lifetime and GWP of selected gases is presented in Table 2 on page 5. As indicated below, GWP range from 1 to 22,800.

### c. Project Description

Both 6436 Hollywood Blvd LLC and 1624 Wilcox Ave LP<sup>2</sup> (together, the Applicant) proposes to develop a mixed-use project comprised of 260 multi-family residential dwelling units, 10 percent of which would be workforce housing,<sup>3</sup> and approximately 17,800 square feet of community-serving retail, office, and restaurant uses (the Project) within the Hollywood Community Plan area of the City of Los Angeles (the City). The subject property is comprised of approximately 1.4 acres located at 6430–6440 Hollywood Boulevard and 1624–1648 Wilcox Avenue (the Project Site). As part of the Project, the existing two-story, 9,000-square-foot Attie Building located at the corner of Hollywood Boulevard and Wilcox Avenue would be rehabilitated and restored, while maintaining its current use as commercial space. New development would range in height from one to 15 stories with a maximum height of 160 feet. Upon completion, the Project would include approximately 278,892 square feet of floor area with a maximum floor area ratio (FAR) of up to 4.5 to 1. Approximately 420 parking spaces would be provided in five parking levels: two subterranean, one at-grade level, and two above-grade levels. The Project would also

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<sup>1</sup> As defined by California AB32 and SB104.

<sup>2</sup> Successor entities to 6436 Hollywood EAT, LLC and Princeton Leasing Limited Partnership, respectively.

<sup>3</sup> Per the Los Angeles Housing and Community Investment Department, the qualifying maximum income level for workforce housing is 150 percent of the area median income based on family size.



**Table 1**  
**Description of Identified Greenhouse Gases<sup>a</sup>**

Greenhouse Gas	General Description
<b>Carbon Dioxide (CO<sub>2</sub>)</b>	An odorless, colorless GHG, which has both natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of carbon dioxide are burning coal, oil, natural gas, and wood.
<b>Methane (CH<sub>4</sub>)</b>	A flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. A natural source of methane is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
<b>Nitrous Oxide (N<sub>2</sub>O)</b>	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
<b>Hydrofluorocarbons (HFCs)</b>	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone, but to a much lesser extent than CFCs.
<b>Perfluorocarbons (PFCs)</b>	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above the earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
<b>Sulfur Hexafluoride (SF<sub>6</sub>)</b>	An inorganic, odorless, colorless, non-toxic, and nonflammable gas. SF <sub>6</sub> is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
<b>Nitrogen Trifluoride (NF<sub>3</sub>)</b>	An inorganic, non-toxic, odorless, non-flammable gas. NF <sub>3</sub> is used in the manufacture of semi-conductors, as an oxidizer of high energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.
<p><sup>a</sup> Greenhouse gases identified in this table are ones identified in the Kyoto protocol and other synthetic gases recently added to the IPCC's Fifth Assessment Report.</p> <p>Source: Association of Environmental Professionals, <i>Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final</i>, June 29, 2007; Environmental Protection Agency, <i>Acute Exposure Guideline Levels (AEGLs) for Nitrogen Trifluoride</i>, January 2009.</p>	



**Table 2**  
**Atmospheric Lifetimes and Global Warming Potentials**

<b>Gas</b>	<b>Atmospheric Lifetime (years)</b>	<b>Global Warming Potential (100-year time horizon)</b>
Carbon Dioxide	50–200	1
Methane	12 (+/-3)	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC-14: Tetrafluoromethane (CF <sub>4</sub> )	50,000	6,500
PFC-116: Hexafluoroethane (C <sub>2</sub> F <sub>6</sub> )	10,000	9,200
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	23,900
Nitrogen Trifluoride (NF <sub>3</sub> )	740	17,200
<p><i>Source: IPCC, Climate Change 2007: Working Group I: The Physical Science Basis, Direct Global Warming Potentials, <a href="http://www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html">www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html</a>, accessed September 18, 2018.</i></p>		

include 33,750 square feet of open space provided within landscaped courtyards and terraces, a sky deck, and a pool deck.

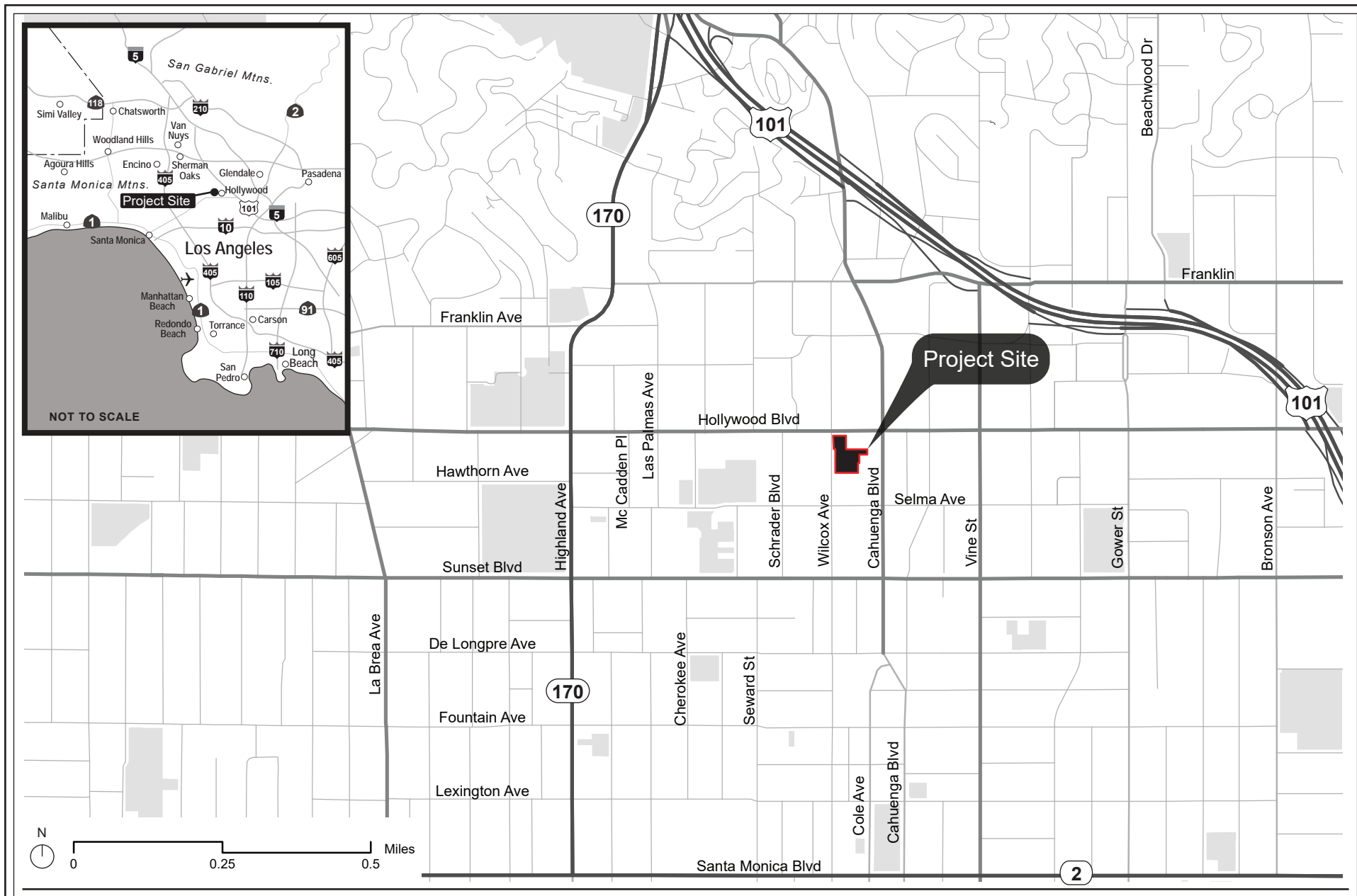
### (1) Project Location and Surrounding Uses

As shown in Figure 1 on page 6, the Project Site is located in the Hollywood community of the City, approximately 6 miles northwest of downtown Los Angeles and approximately 11.8 miles northeast of the Pacific Ocean. The Project Site is located in a highly urbanized area characterized by medium to high-density, low- and high-rise commercial and multi-family structures. Surrounding uses include a one-story retail building immediately to the east on Hollywood Boulevard, a three-story hotel to the south, the five-story Hollywood Pacific Theatre (also known as the Warner Pacific Theatre or Warner Hollywood Theatre) building to the north across Hollywood Boulevard, and one-story commercial building and surface parking to the west across Wilcox Avenue. The newly constructed 10-story Dream Hotel is also located southeast of the Project Site within the same block.

### (2) Existing Project Site Conditions

As shown in the aerial map in Figure 2 on page 7, the Project Site is currently occupied by four low-rise commercial buildings that comprise a total of 29,200 square feet





**Figure II-1**  
Project Location Map





**Figure II-2**  
Aerial Photograph of the Project Vicinity



of floor area as well as surface parking. Included in this floor area is the 9,000-square-foot “Attie Building” located at the corner of Hollywood Boulevard and Wilcox Avenue. The Attie Building is a contributing structure to the Hollywood Boulevard Commercial and Entertainment District which will remain.<sup>4</sup> Vehicular access to the surface parking is provided via a driveway on Wilcox Avenue.

Consistent with Section 15125(a) of the 2016 California Environmental Quality Act (CEQA) Statute and Guidelines, CEQA establishes existing conditions or baseline conditions as the physical environmental conditions at time the Notice of Preparation (NOP) is published. As the Notice of Preparation of an Environmental Impact Report for the Project was filed on May 26, 2017, the existing conditions or baseline year is considered 2017.

### (3) Project Characteristics

As shown in Table 3 on page 9, the Applicant proposes to develop a mixed-use project comprised of 260 multi-family residential units, 10 percent of which would be workforce housing, and approximately 17,800 square feet of community-serving retail, office, and restaurant uses. The Project would rehabilitate and restore the existing two-story, 9,000-square-foot Attie Building, located at the corner of Hollywood Boulevard and Wilcox Avenue. The balance of the existing improvements on the Project Site would be removed to provide for development of the Project. Upon completion, the Project Site would include 278,892 square feet, inclusive of the 9,000-square-foot Attie Building, for a FAR of 4.5:1. Approximately 420 parking spaces would be provided in five parking levels: two subterranean, one at-grade level, and two above-grade levels. The proposed Conceptual Site Plan for the Project is provided in Figure 3 on page 10.

#### (a) Building Design

The Project includes the development of a mixed-use building up to 15 stories in height, rehabilitation and restoration of the Attie Building, and the addition of a one-story commercial building directly adjacent to the east of the Attie Building. New development would be stepped back from Hollywood Boulevard and would transition from 45 feet along Hollywood Boulevard to 125 feet, and then to a maximum of 160 feet within the southern

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<sup>4</sup> The Hollywood Boulevard Commercial and Entertainment District is a 12 block area of the commercial core of Hollywood that contains examples of architecture from the 1920s and 1930s. The district includes 63 contributing properties and was listed in the National Register of Historic Places in 1984. Source: Hollywood Heritage, Inc., “Policies and Procedures,” [www.hollywoodheritage.org/policies-and-procedures](http://www.hollywoodheritage.org/policies-and-procedures), accessed March 21, 2018, and National Park Service, “National Register of Historic Places Inventory—Nomination Form,” <https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/85000704.pdf>, accessed September 18, 2018.



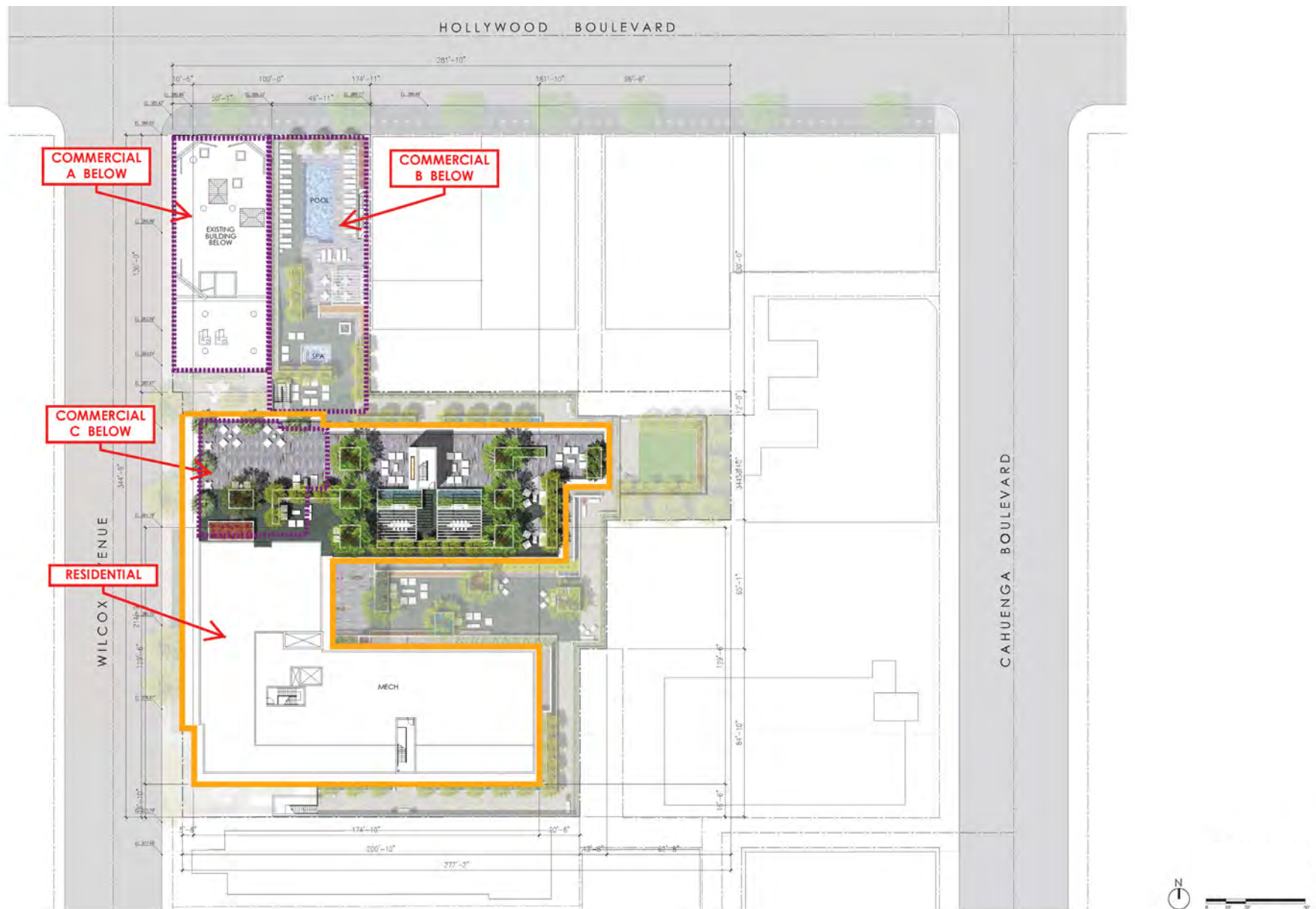
**Table 3**  
**Summary of Land Uses (Baseline Conditions and Proposed Project)**

Land Use	Existing Uses (sf)	Proposed Project (sf)
<b>Floor Area</b>		
Residential	----	261,092 sf (260 du)
Retail	14,320 sf	11,020 sf
Office	14,880 sf	3,580 sf
Restaurant	----	3,200 sf
<b>Floor Area Total</b>	<b>----</b>	<b>278,892 sf</b>
<b>Parking</b>		
Surface Parking	35,900 sf (90 spaces)	----
Parking Structure	----	89,680 sf (168 spaces) 96,380 sf (252 spaces)
<b>Parking Total</b>	<b>35,900 sf (90 spaces)</b>	<b>186,060 sf (420 spaces)</b>
<p><i>sf = square feet</i>  <i>du = dwelling unit</i>  <sup>a</sup> <i>Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas." In addition, in accordance with LAMC Section 12.21.1-A,5, bicycle parking, light courts, and outdoor eating areas of ground floor restaurants are excluded from floor area measurements.</i>  <i>Source: Eyestone Environmental, 2018.</i></p>		

portion of the Project Site. Landscaped outdoor courtyards and terraces would be integrated throughout the Project Site.

Rehabilitation and restoration of the Attie Building would occur. Upon completion, the Attie Building would continue to be used for commercial uses. Adjacent to the Attie Building, the new low-rise commercial building would replace an existing commercial building that is a non-contributing structure to the Hollywood Boulevard Commercial and Entertainment District. A pool deck that would serve the residential uses in the new 15-story mixed-use building would be located on the rooftop of the new commercial building.





**Figure II-3**  
Composite Site Plan



Community-serving retail would be located along Hollywood Boulevard, and community-serving retail and restaurant uses, together with residential amenities, including a lobby area and lounge, would be located along Wilcox Avenue. An outdoor courtyard, which could be used as an outdoor seating/dining area for a restaurant, would also be incorporated to the north of the commercial use at ground-level along Wilcox Avenue and would be publicly accessible during business hours. Another outdoor courtyard would be accessible to residents only and located at ground-level at the southwestern corner of the Project Site, adjacent to the ground-floor residential amenities. Parking would be provided within two subterranean, one at-grade, and two above-grade levels. The at-grade and above-grade parking levels would be centrally located within the Project Site. The residential units would be located on Levels 3 through 15 of the new mixed-use building. The Project would also include short- and long-term bicycle parking, in accordance with LAMC requirements. The Project includes 269 long-term bicycle spaces and 35 short-term bicycle spaces for both residential and commercial uses. Both short-term and long-term bicycle parking would be located on Level 1.

*(b) Open Space and Recreational Amenities*

Landscaping would include a mix of trees, shrubs, and large planters and, where feasible, would utilize drought-tolerant plant materials native to Los Angeles. New landscaping would be provided along Wilcox Avenue and in the outdoor seating areas associated with the commercial space and the residential lounge, as well as on the sky deck, fourth floor residential courtyard, and pool deck. The landscape design would incorporate outdoor seating areas.

The Project would provide a variety of open space and recreational amenities. Private open space and recreational amenities available to Project residents would include landscaped courtyards and terraces, a sky deck, a pool deck, gym and yoga studio, theater, library/music room, business center, trellised barbeque area, dog run deck, and private balconies. As part of the Project, two on-site trees would be removed, and the two street trees along Hollywood Boulevard would be retained. The Project proposes 33,750 square feet of open space, which is in excess of LAMC requirements.

*(c) Project Construction and Scheduling*

Construction of the Project would commence with demolition of the existing buildings, except for the Attie Building which would be retained, and surface parking areas, followed by grading and excavation for the subterranean parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction would require approximately 24 months with an anticipated completion date prior to buildout in 2023. The excavation expected for the subterranean parking would be up to 40 feet below grade. It is estimated that



approximately 58,000 cubic yards of export would be hauled from the Project Site during construction activities.

*(d) Sustainability Design*

The Project would incorporate features to support and promote environmental sustainability. “Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code (as amended pursuant to Ordinance No. 181,480 and Ordinance No. 182,849). These include, but are not limited to, energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction features that would assist the Project to achieve, at a minimum, Gold certification under the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED)-CS® or LEED-NC® Rating System. The Project would also utilize sustainable planning and building strategies and incorporate the use of environmentally-friendly materials, such as non-toxic paints and recycled finish materials, whenever feasible. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED® Gold certification are included in Appendix A.

## 2. Greenhouse Gas Emissions Methodology

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.<sup>5</sup> The 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.”<sup>6</sup> Although no numerical thresholds of significance have been developed, and no specific protocols are available for land use projects, the General Reporting Protocol provides a basic framework for calculating and reporting GHG emissions from the project. The information provided in this section is consistent with the General Reporting Protocol’s reporting requirements.

The 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:

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<sup>5</sup> California Climate Action Registry, *General Reporting Protocol Version 3.1*, January 2009.

<sup>6</sup> *Ibid.*



- Scope 1: Direct GHG emissions from human activity (e.g., stationary combustion of fuels, mobile combustion of fuels in transportation).
- Scope 2: Indirect GHG emissions associated with activities of the reporting entity but occur at sources controlled by another entity (e.g., 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).<sup>7</sup>

According to the California Air Resources Board (CARB), the consideration of so-called indirect emissions provides a more complete picture of the GHG footprint of a facility: “As facilities consider changes that would affect their emissions—addition of a cogeneration unit to boost overall efficiency even as it increases direct emissions, for example—the relative impact on total (direct plus indirect) emissions by the facility should be monitored. Annually reported indirect energy usage also aids the conservation awareness of the facility and provides information” to CARB to be considered for future strategies by the industrial sector.<sup>8</sup> Additionally, the Office of Planning and Research directs lead agencies to “make a good-faith effort, based on available information, to calculate, model, or estimate... GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities.”<sup>9</sup> Therefore, direct and indirect emissions are considered in this assessment.

Project-related construction and operation emissions were calculated using SCAQMD’s recommended California Emissions Estimator Model (CalEEMod). 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 GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. CalEEMod Version 2016.3.2 is considered by the SCAQMD to be an

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<sup>7</sup> *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.*

<sup>8</sup> *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), (2007).*

<sup>9</sup> *Office of Planning and Research, Technical Advisory, p. 5.*



accurate and comprehensive tool for quantifying GHG impacts from land use projects throughout California.<sup>10</sup>

CalEEMod utilizes widely accepted models for emission estimates combined with appropriate default data that can be used if site-specific information is not available. These models and default estimates use sources such as the USEPA AP-42 emission factors, CARB's on-road emission model (EMission FACTor model [EMFAC]) and off-road equipment emission model (Off-Road Emissions Inventory Program model [OFFROAD]).

As discussed above, sustainability features that are integrated into the Project design to enable the Project to achieve LEED® Gold certification are included in Appendix A. Although many of the sustainability features provided in Appendix A would serve to reduce GHG emissions, this analysis conservatively only includes measures that are quantifiable.

## **a. Construction**

Construction of the Project would result in one-time GHG emissions of CO<sub>2</sub> and to a lesser extent CH<sub>4</sub> and N<sub>2</sub>O from heavy-duty construction equipment, vendor and haul trucks, and worker vehicles. The Project's construction emissions were calculated using CalEEMod Version 2016.3.2. CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. Please refer to Appendix B for detailed construction information. GHG emissions during construction were forecasted by assuming a conservative start date (i.e., assuming all construction would occur at the earliest feasible date) and applying the mobile-source emissions factors derived from the SCAQMD recommended CalEEMod. The emissions were estimated using the CalEEMod tool, which incorporates the CARB OFFROAD and EMFAC models. These values were applied to the construction phasing assumptions to generate GHG emissions values for each year of construction activity. The calculations of the emissions generated during Project construction activities reflect the types and quantities of construction equipment that would be used to remove existing uses; grade and excavate the Project Site; construct the proposed building and related improvements; and new landscaping within the Project Site. CalEEMod default values were used for equipment and vehicle emission factors, equipment load factors and vehicle trip lengths.

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<sup>10</sup> See [www.caleemod.com](http://www.caleemod.com).



## (1) Emissions from Construction Equipment

The emission calculations associated with construction equipment are from off-road equipment engine use based on the equipment list and phase length. Since the majority of the off-road construction equipment used for construction projects are diesel fueled, CalEEMod assumes all of the equipment operates on diesel fuel. Construction equipment emissions vary with engine model years in which newer equipment will emit fewer pollutants. As a conservative assumption, the CalEEMod model uses an emission rate for equipment which represents an average model year for available equipment within the Air Basin. CalEEMod calculates the exhaust emissions based on CARB OFFROAD methodology using the equation presented below.

### Construction Off-Road Equipment:

$$\text{Emissions Diesel [lbs]} = \left( \sum_i (\text{EF}_i \times \text{Pop}_i \times \text{AvgHP}_i \times \text{Load}_i \times \text{Activity}_i) \right)$$

Where:  $\text{EF}_i$  = Emission factor from OFFROAD (lbs/hr)  
 $\text{Pop}_i$  = Population (quantity of same equipment)  
 $\text{AvgHP}_i$  = Maximum rated average horsepower (hp)  
 $\text{Load}_i$  = Load Factor (dimensionless)  
 $\text{Activity}_i$  = Hours of operation (hours)  
 $i$  = Summation index

## (2) Emissions from On-Road Trips

Construction generates on-road vehicle exhaust and evaporative emissions from personal vehicles for worker commuting, vendor deliveries, and trucks for soil and material hauling. These emissions are based on the number of trips and VMT along with emission factors from EMFAC. The emissions from mobile sources will be calculated with the trip rates, trip lengths and emission factors for running from EMFAC as follows:

### Construction On-Road Equipment:

$$\text{Emissions pollutant (lbs)} = \text{VMT} * \text{EF running, pollutant}$$

Where: VMT = vehicle miles traveled (miles)  
 EF running, pollutant = emission factor for running emissions (lbs/VMT)



Evaporative emissions, starting and idling emissions in CalEEMod will be calculated by multiplying the number of trips times the respective emission factor.

## **b. Operation**

Similar to construction, the SCAQMD-recommended CalEEMod was used to calculate potential GHG emissions generated by existing uses and new land uses on the Project Site, including area source, energy sources (electricity and natural gas), mobile source, solid waste generation and disposal, and water usage/wastewater generation. Operational GHG emissions were then compared to the baseline annual operational GHG emissions to determine the net change in GHG emissions.

Emissions were estimated for a 30-year land use project lifetime consistent with SCAQMD's definition of the "life of the project" for CEQA GHG purposes, provided in SCAQMD's Governing Board Agenda Item 31, December 5, 2008. The Project will be required to offset GHG emissions over a 30-year lifetime in which SCAQMD recommends that offsets should have a 30-year project life, should be real, quantifiable, verifiable, and surplus and will be considered in the following prioritized manner: (1) project design feature/on-site reduction measures; (2) off-site within neighborhood; (3) off-site within district; (4) off-site within state; and (5) off-site out of state.

### **(1) Area Source Emissions**

Area source emissions were calculated using the CalEEMod emissions inventory model, which includes firepits and landscape maintenance equipment. GHG emissions generated by the Project were calculated using CalEEMod defaults, based upon the land uses that will be included in each project.

CalEEMod calculates GHG emissions associated with natural gas fire pits based on emission factors from the California Climate Action Registry (CCAR) assuming an average heating rate in British Thermal Units (BTU) per hour for fire pits is 60,000 BTU/hr.<sup>11</sup>

The combustion of fossil fuels to operate landscape equipment such as lawnmowers and trimmers, results in GHG emissions of CO<sub>2</sub> and smaller amounts of CH<sub>4</sub> and N<sub>2</sub>O. The emissions occur on-site and are a direct result of activity from the existing land uses; therefore, the GHG emissions are considered to be direct. The emissions for landscaping equipment are based on the size of the land uses, the GHG emission factors for fuel

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<sup>11</sup> SCAQMD Rule 445 Staff Report, [www.aqmd.gov/hb/2008/March/080337a.html](http://www.aqmd.gov/hb/2008/March/080337a.html), and SCAQMD Final EA, [www.aqmd.gov/ceqa/documents/2008/aqmd/finalEA/FEA445.pdf](http://www.aqmd.gov/ceqa/documents/2008/aqmd/finalEA/FEA445.pdf).



combustion, and the GWP values for the GHGs emitted. Annual GHG emissions from landscaping equipment in units of MTCO<sub>2</sub>e are generally calculated in CalEEMod as follows:

Landscaping Equipment:

$$\text{Annual Emissions [MTCO}_2\text{e]} = ( \sum_i (\text{Units} \times \text{EF}_{\text{LE}} \times \text{A}_{\text{LE}} \times \text{GWP})_i ) \div 10^6$$

Where: Units = Number of land use units (same land use type) [1,000 sf]

EF<sub>LE</sub> = GHG emission factor [grams (g)/1,000 sf/day]

A<sub>LE</sub> = Landscaping equipment operating days per year [day/yr]

GWP = Global warming potential [CO<sub>2</sub> = 1, CH<sub>4</sub> = 21, N<sub>2</sub>O = 310]

10<sup>6</sup> = Conversion factor [g/MT]

*i* = Summation index

Note: For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sf.

CalEEMod uses landscaping equipment GHG emission factors from the CARB OFFROAD model and the CARB *Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003)*.<sup>12</sup> CalEEMod estimates that landscaping equipment operate for 250 days per year in the South Coast Air Basin.

## (2) Energy Emissions (Electricity and Natural Gas)

GHG emissions are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits pollutant emissions directly into the atmosphere; when this occurs in a building, it is a direct emission source associated with that building. Pollutant emissions are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emissions in an indirect manner.

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<sup>12</sup> California Air Resources Board, *OFFROAD Modeling Change Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment, (6/13/2003)*, [www.arb.ca.gov/msei/2001\\_residential\\_lawn\\_and\\_garden\\_changes\\_in\\_eqpt\\_pop\\_and\\_act.pdf](http://www.arb.ca.gov/msei/2001_residential_lawn_and_garden_changes_in_eqpt_pop_and_act.pdf), accessed September 18, 2018.



Energy demand emissions were calculated using the CalEEMod emissions inventory model. Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 Building Energy Efficiency Standards (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

CalEEMod energy demand is based on the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) study.<sup>13</sup> The data is specific for climate zones and, therefore, Zone 11 was selected for the Project Site based on the ZIP Code tool. Since these studies are based on older buildings, CalEEMod provides adjustments to account for changes to the 2016 Title 24 building codes.

The Project will use Energy Star appliances and reduce electricity associated with lighting and electricity and natural gas usage with Title 24 sources. The Project also includes use of photovoltaic panels on the Project Site. Reductions in GHG emissions associated with these features were quantified in CalEEMod.

*(a) Electricity*

GHGs emitted by power plants may be indirectly attributed to individual buildings and electricity users, who have the greatest ability to decrease usage by applying mitigation measures to individual electricity “end uses.” CalEEMod therefore calculates GHG emissions from regional power plants associated with building electricity use.

Emissions of GHGs associated with electricity demand are based on the size of the residential, commercial and retail land uses, the electrical demand factors for the land uses, the GHG emission factors for the electricity utility provider, and the GWP values for the GHGs emitted. Annual electricity GHG emissions in units of MTCO<sub>2</sub>e are calculated as follows:

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<sup>13</sup> CEC, *Commercial End-Use Survey*, March 2006.



Electricity:

$$\text{Annual Emissions [MTCO}_2\text{e]} = ( \sum_i (\text{Units} \times D_E \times EF_E \times \text{GWP})_i ) \div 2,204.62$$

Where: Units = Number of land use units (same land use type) [1,000 sf]  
 $D_E$  = Electrical demand factor [megawatt-hour (MWh)/1,000 sf/yr]  
 $EF_E$  = GHG emission factor [pounds per megawatt-hour (MWh)]  
 GWP = Global warming potential [ $\text{CO}_2$  = 1,  $\text{CH}_4$  = 21,  $\text{N}_2\text{O}$  = 310]  
 2,204.62 = Conversion factor [pounds/MT]  
 $i$  = Summation index

Note: For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sf.

GHG emissions from electricity use are directly dependent on the electricity utility provider. The Los Angeles Department of Water and Power (LADWP) provides electric service to the Project Site. Thus, GHG intensity factors for LADWP under the Baseline Condition were selected in CalEEMod. Intensity factors for GHGs due to electrical generation to serve the electrical demands of the Baseline Condition were obtained from the LADWP 2017 Power Strategic Long-Term Resource Plan, which provides a  $\text{CO}_2$  intensity of 834 pounds of  $\text{CO}_2$  per MWh for 2017.<sup>14</sup>

Based on data obtained from CARB staff, “[i]f an applicant would like to use an EF [emission factor] that represents the state’s Renewable Portfolio Standard (RPS) law and growth in electricity demand, the EF of 595 lbs  $\text{CO}_2$ /MWh may be used.”<sup>15</sup> According to CARB staff, the “EF represents a ‘marginal’ supply profile for new generation that will be added to the grid in the years 2020 and beyond, and is consistent with the methodology used in state emission rule impact assessments.”<sup>16</sup> Therefore, consistent with the CARB staff recommendation, a  $\text{CO}_2$  intensity factor of 595 pounds of  $\text{CO}_2$  per MWh was used for electricity emissions for years 2020 through 2029. Senate Bill 350 requires electricity from

<sup>14</sup> Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, Appendix C, Table C-1, (December 2017).

<sup>15</sup> California Air Resources Board, Statewide Emission Factors (EF) For Use With AB 900 Projects, March 2014. The emission factor of 595 lbs  $\text{CO}_2$ /MWh is from the California LEV III Initial Statement of Reasons (ISOR, Dec. 7, 2011), [www.arb.ca.gov/regact/2012/leviiiighg2012/leviiiighg2012.htm](http://www.arb.ca.gov/regact/2012/leviiiighg2012/leviiiighg2012.htm), based on analysis with CA-GREET model. This document is provided in Appendix A.

<sup>16</sup> California Air Resources Board, Statewide Emission Factors (EF) for Use with AB 900 Projects, March 2, 2016.



renewables to increase from 33 percent to 50 percent by 2030, with intermediate targets of 40 percent by 2024 and 45 percent by 2027. Thus, the increase in renewables would reduce the emission factor from 595 lbs CO<sub>2</sub>/MWh to 533 lbs CO<sub>2</sub>/MWh for 2024 through 2027, 488 lbs CO<sub>2</sub>/MWh for 2028 through 2029, and 444 lbs CO<sub>2</sub>/MWh for 2030 and beyond. Emission factors for CH<sub>4</sub> and N<sub>2</sub>O were obtained from CalEEMod.<sup>17</sup>

*(b) Natural Gas*

The direct source emissions associated with natural gas combustion are based on the size of the land uses and the natural gas combustion factors for the land uses in units of million British thermal units (MMBtu). Natural gas emissions are calculated in CalEEMod as follows:

Natural Gas:

$$\text{Annual Emissions [MTCO}_2\text{e]} = ( \sum_i (\text{Units} \times D_{\text{NG}} \times EF_{\text{NG}} \times \text{GWP})_i ) \div 2,204.62$$

Where: Units = Number of land use units (same land use type) [1,000 sf]  
 $D_{\text{NG}}$  = Natural Gas combustion factor [MMBtu/1,000 sf/yr]  
 $EF_{\text{NG}}$  = Natural Gas combustion factor [pounds/MMBtu]  
 GWP = Global warming potential [CO<sub>2</sub> = 1, CH<sub>4</sub> = 21, N<sub>2</sub>O = 310]  
 2,204.62 = Conversion factor [pounds/MT]  
 $i$  = Summation index

Note: For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sf.

The combustion of natural gas results in relatively equal amounts of GHG emissions per unit of gas combusted in the state. Emission factors for GHGs due to natural gas combustion to serve the heating and cooking demands were obtained from the CalEEMod tool, which provides statewide emission factors.<sup>18</sup>

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<sup>17</sup> California Air Pollution Control Officers Association, *California Emissions Estimator Model*, [www.caleemod.com/](http://www.caleemod.com/), accessed September 18, 2018.

<sup>18</sup> California Air Pollution Control Officers Association, *California Emissions Estimator Model*, [www.caleemod.com/](http://www.caleemod.com/), accessed September 2018.



### (3) Mobile Source Emissions

Mobile-source emissions were calculated using the vehicle miles traveled (VMT) within the CalEEMod emissions inventory model. CalEEMod calculates VMT based on the type of land use, trip purpose, trip type percentages for each land use subtype in the project (primary, diverted, and pass-by). The model assumes that diverted trips are assumed to be 25 percent of the primary trip lengths and pass-by trips are assumed to be 0.1 mile in length and are a result of no diversion from the primary route. The Los Angeles County urban primary trip distance was selected for this analysis.

Annual mobile source VMT was generally calculated in CalEEMod as follows:

Mobile:

$$\text{VMT} = \left( \sum_i (\text{Units} \times \text{ADT} \times D_{\text{TRIP}} \times \text{Days}) \right)$$

Where: Units = Number of vehicles (same vehicle model year and class)

ADT = Average daily trip rate [trips/day]

$D_{\text{TRIP}}$  = Trip distance [miles/trip]

Days = Number of days per year [days/yr]

$i$  = Summation index

Note: For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sf.

Mobile source operational emissions were calculated based on the project trip-generation estimates provided for the Project by Gibson Transportation Consulting, Inc. (included as Appendix D) and were based on the Institute of Transportation Engineers (ITE)'s *Trip Generation, 9th Edition*. Trip length values were based on the default residential and commercial trip distances provided in CalEEMod. The trip distances were applied to the maximum daily trip estimates for each land use to estimate the total vehicle miles traveled (VMT). The trips take into account VMT reductions from characteristics including the site's proximity to existing public transit and its urban infill location. The estimated VMT reductions were calculated using the equations and methodologies prescribed in the California Air Pollution Control Officer's Association (CAPCOA) guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides VMT



reduction values for transportation characteristics and measures.<sup>19</sup> Specific VMT reduction measures for both the Baseline and Project scenarios are discussed in detail in Section 3.b.3, below.

CalEEMod may not adequately reflect future year GHG emissions because it does not incorporate the emission factors for the 2017–2025 vehicle emissions standards. The national policy for fuel efficiency and emissions standards for the United States auto industry requires that new passenger cars and light-duty trucks achieve an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO<sub>2</sub> per mile by model year 2016 (Phase I standards), based on USEPA calculation methods. In August 2012, more stringent phased-in standards were adopted for new model year 2017 through 2025 passenger cars and light-duty trucks. By 2020, new vehicles are projected to achieve 41.7 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 213 grams of CO<sub>2</sub> per mile (Phase II standards). By 2023, new vehicles are projected to achieve 49.4 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 180 grams of CO<sub>2</sub> per mile (Phase II standards). By 2025, new vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO<sub>2</sub> per mile (Phase II standards).

Mobile source emission factors are based on the CARB on-road vehicle emissions factor model (EMFAC) Version EMFAC2017. EMFAC2017 “represents ARB’s current understanding of motor. As discussed above, it was assumed that all vehicle types would visit the site. Therefore, this assessment uses the vehicle fleet mix for Los Angeles County for all vehicle types as provided in EMFAC2017. Emission factors were obtained from EMFAC2017 and used to generate Los Angeles County-specific vehicle fleet emission factors in units of grams or metric tons per mile, which is the same methodology used by CalEEMod.

In addition, the Project includes a percentage of the total code-required parking spaces with EV charging stations and/or outlets for plugin. This would reduce the number of trips associated with fossil-fueled vehicles by providing a percentage of the total code-required parking spaces with EV charging stations and/or outlets for plugin. The analysis accounts for the estimated emission reduction for each mile driven in an electric vehicle as compared to the emission factors calculated by EMFAC2017 for Los Angeles County without default EV usage rates included within EMFAC2017. To ensure that the calculated Project benefit is in only the incremental increase in EV usage beyond what is already

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<sup>19</sup> *California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, (2010).*



anticipated, the emission factor and emissions inventory under the baseline condition incorporates the existing EV fleet penetration rates included in EMFAC. This ensures that the VMT reduction benefits of the Project EVs do not double count the benefit of the existing EVs.

Charging stations/plugins would be available to both residential and commercial uses 24 hours per day. However, it was assumed that residential charging of vehicles would primarily occur over night, while commercial use charging of vehicles would primarily occur during the day. In addition, it was assumed that the charging stations/plugins for residential uses would be fully utilized which is supported by the projected number of electric vehicles in the future.<sup>20</sup> For non-residential uses, the estimated GHG reduction was based on the annual VMT reduction from use of EV charging stations. It was estimated that each EV charger would operate approximate 10 hours per day and at a rate of 25 driving miles per hour (equivalent to a Level 2 charging station). It was conservatively assumed that 20 percent of the miles charged would be driven by the charged vehicles.

#### (4) Solid Waste Emissions

The generation of municipal solid waste (MSW) from day-to-day operational activities generally consists of product packaging, grass clippings, furniture, clothing, bottles, food scraps, newspapers, plastic, and other items routinely disposed of in trash bins. A portion of the MSW is diverted to waste recycling and reclamation facilities. Waste that is not diverted is usually sent to local landfills for disposal. MSW that is disposed in landfills results in GHG emissions of CO<sub>2</sub> and CH<sub>4</sub> from the decomposition of the waste that occurs over the span of many years.

Emissions of GHGs associated with solid waste disposal were calculated using the CalEEMod emissions inventory model. The emissions are based on the size of the commercial and retail land uses, the waste disposal rate for the land uses, the waste diversion rate, the GHG emission factors for solid waste decomposition, and the GWP values for the GHGs emitted. Annual waste disposal GHG emissions in units of MTCO<sub>2</sub>e were calculated in CalEEMod as follows:

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<sup>20</sup> Bloomberg New Energy Finance projects that electric vehicles will represent 35 percent of global new car sales by 2040 (<https://about.bnef.com/blog/electric-vehicles-to-be-35-of-global-new-car-sales-by-2040/>).



Solid Waste:

$$\text{Annual Emissions [MTCO}_2\text{e]} = ( \sum_i (\text{Units} \times D_{\text{MSW}} \times EF_{\text{MSW}} \times \text{GWP})_i ) \div 1.1023$$

Where: Units = Number of land use units (same land use type) [1,000 sf]

$D_{\text{MSW}}$  = Waste disposal rate [tons/1,000 sf/yr]

$EF_{\text{MSW}}$  = GHG emission factor [tons/ton waste]

GWP = Global warming potential [ $\text{CO}_2 = 1$ ,  $\text{CH}_4 = 21$ ,  $\text{N}_2\text{O} = 310$ ]

1.1023 = Conversion factor [tons/MT]

$i$  = Summation index

Note: For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sf.

CalEEMod allows the input of several variables to quantify solid waste emissions. The model requires the amount of waste disposed, which is the product of the waste disposal rate times the land use units. Annual solid waste disposal rates used in CalEEMod are based on data from the California Department of Resources Recycling and Recovery (CalRecycle). The rates were based on statewide averages and the total amount of waste disposed was reduced by the diversion of 50 percent, pursuant to the City of Los Angeles Solid Waste Management Policy Plan, which was adopted by the City to comply with Assembly Bill 939. The GHG emission factors, particularly for  $\text{CH}_4$ , depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery), which are statewide averages, were used in this assessment.

## (5) Water Usage and Wastewater Generation Emissions

GHG emissions are related to the energy used to convey, treat, and distribute water and wastewater. Thus, these emissions are generally indirect emissions from the production of electricity to power these systems. Three processes are necessary to supply potable water and include: (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, energy is used as the wastewater is treated and reused as reclaimed water.

Emissions related to water usage and wastewater generation were calculated using the CalEEMod emissions inventory model. The emissions are based on the size of the



land uses, the water demand factors, the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment, the GHG emission factors for the electricity utility provider, and the GWP values for the GHGs emitted. Annual water demand and wastewater GHG emissions due to electricity are calculated in CalEEMod as follows for indoor and outdoor water demand:

Water Supply, Treatment, and Distribution; Wastewater Treatment (electricity):

$$\text{Annual Emissions [MTCO}_2\text{e]} = (\sum_i (\text{Units} \times D_w \times (\text{El}_w \div 1,000) \times \text{EF}_w \times \text{GWP})_i) \div 2,204.62$$

Where:	Units	= Number of land use units (same land use type) [1,000 sf]
	D <sub>w</sub>	= Water demand factor [million gallons (Mgal)/1,000 sf/yr]
	El <sub>w</sub>	= Electricity intensity factor [kilowatt-hours (kWh)/Mgal]
	1,000	= Conversion factor [kWh/MWh]
	EF <sub>w</sub>	= GHG emission factor [pounds/MWh]
	GWP	= Global warming potential [CO <sub>2</sub> = 1, CH <sub>4</sub> = 21, N <sub>2</sub> O = 310]
	2,205	= Conversion factor [pounds/MT]
	<i>i</i>	= Summation index

Note: For residential land uses, emission factors are specified in units of dwelling units (DU) instead of 1,000 sf.

CalEEMod calculates water demand based on annual rates in the Pacific Institute Waste Not Want Not report.<sup>21</sup> CalEEMod provides options to account for the use of water saving features such as the use of low-flow water fixtures (e.g., low-flow faucets, low-flow toilets). The same electricity GHG emissions factors discussed above were used for water and wastewater energy usage.

The emissions of GHGs associated with wastewater treatment process emissions were also calculated using CalEEMod. The emissions were calculated using the default settings in CalEEMod for the type of wastewater treatment.

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<sup>21</sup> Gleick, P.H.; Haasz, D.; Henges-Jeck, C.; Srinivasan, V.; Cushing, K.K.; Mann, A. 2003. *Waste Not, Want Not: The Potential for Urban Water Conservation in California*. Pacific Institute for Studies in Development, Environment, and Security. Full report [www.pacinst.org/reports/urban\\_usage/waste\\_not\\_want\\_not\\_full\\_report.pdf](http://www.pacinst.org/reports/urban_usage/waste_not_want_not_full_report.pdf). Appendices [www.pacinst.org/reports/urban\\_usage/appendices.htm](http://www.pacinst.org/reports/urban_usage/appendices.htm).



## (6) Stationary (Emergency Generator) Emissions

Emissions of GHGs associated with use of emergency generators were calculated using CalEEMod, in which emission factors are based on Table 3.4-1 (Gaseous Emission Factors for Large Stationary Diesel Engines) from EPA's AP-42: Compilation of Air Pollutant Emission Factors. The emissions are based on the horsepower of the diesel generator and the number of hours operated per year for testing purposes. Annual emergency generator GHG emissions in units of MTCO<sub>2e</sub> were calculated as follows:

### Emergency Generator:

$$\text{Annual Emissions [MTCO}_2\text{e]} = (\text{Total HP} \times \text{LF} \times \text{HR} \times \text{EF}) \div 2,204.62$$

Where: Total HP = Total horsepower of emergency generators (Hp)

LF = Load Factor (CalEEMod default of 0.73)

HR = Hours Operated per Year

EF = AP-42 Emission Factor of 1.16 lb/hp-hr)

2,205 = Conversion factor [pounds/MT]

## 3. Greenhouse Gas Emissions Calculations

The Project would result in direct and indirect GHG emissions generated by different types of emissions sources, including:

- Construction: emissions associated with demolition of the existing parking lot and buildings with the exception of the Attie building, site preparation, excavation, grading, and construction-related equipment and vehicular activity;
- Area Source: emissions associated with outdoor fire pits within common areas and landscape equipment;<sup>22</sup>
- Building operations: emissions associated with space heating and cooling, water heating, energy consumption, and lighting;

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<sup>22</sup> Area source emissions include direct sources of GHG emissions located at the project site (e.g., hearths) with the exception of building operations. For the Project, this would be limited to landscape maintenance equipment.



- Solid waste: emissions associated with the decomposition of the waste which generates methane based on the total amount of degradable organic carbon; and
- Water: emissions associated with energy used to pump, convey, deliver, and treat water.

A specific discussion regarding potential GHG emissions associated with the construction and operational phases of the Baseline Condition and Project is provided below.

## **a. Construction**

Construction of the Project would commence with demolition of the existing buildings, except for the Attie Building which would be retained, and surface parking areas, followed by grading and excavation for the subterranean parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction would require approximately 24 months with an anticipated completion date prior to buildout in 2023. The excavation expected for the subterranean parking would be up to 40 feet below grade. It is estimated that approximately 58,000 cubic yards of export would be hauled from the Project Site during construction activities. A summary of construction details (e.g., schedule, equipment mix, and vehicular trips) and CalEEMod modeling output files are provided in Appendix B of this assessment. The emissions of GHGs associated with construction of the Project were calculated for each year of construction activity. A summary of GHG emissions for each year of construction is presented in Table 4 on page 28.

## **b. Operation**

### **(1) Area Source Emissions**

Area source emissions were calculated for both the Baseline and Project scenarios. The Project scenario includes a reduction in GHG emissions due to a commitment to prohibit the use of natural gas fired fireplaces in the proposed residential units. The estimated annual emissions from area sources under Baseline and Project are provided in Table 5 on page 29. Detailed emissions calculations are provided in Appendix C of this assessment.



**Table 4**  
**Construction-Related Emissions**  
**(metric tons of CO<sub>2</sub>e)**

<b>Year<sup>a</sup></b>	<b>Annual GHG Emissions<sup>b</sup> (MTCO<sub>2</sub>e/yr)</b>
2021	1,556
2022	1,082
<p><sup>a</sup> Project construction would require approximately 24 months with an anticipated completion date prior to buildout in 2023.</p> <p><sup>b</sup> CO<sub>2</sub>e was calculated using CalEEMod and the results are provided in Section 2.0 of the Construction CalEEMod output file within Appendix B of this assessment.</p> <p>Source: Eystone Environmental, 2018.</p>	

## (2) Energy Emissions (Electricity and Natural Gas)

### (a) Electricity

As discussed above in Section 2, Methodology, the Baseline condition assumes that the existing land uses would meet 2005 Title 24 Building Standards Code. This assumption is conservative as most of the existing structures were constructed well before the requirements of the 2005 Title 24 Building Standards Code were implemented. The estimated annual emissions from electrical demand from the Baseline Condition are provided in Table 6 on page 30. Detailed emissions calculations are provided in Appendix C.

The Project would be designed to incorporate project design features (PDFs) that would reduce its energy demand with the goal of achieving or exceeding the requirements of the State of California Green Building Standards (CALGreen) Code, the City of Los Angeles Green Building Code, and the USGBC LEED Gold rating. Thus, the Project would reduce its electricity demand as compared to the default electricity factors in CalEEMod. The PDFs were accounted for in CalEEMod by selecting the appropriate options in the “mitigation measures” section of the model. A summary of the energy-efficiency PDFs is provided below:

**Green Building Measures:** The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the USGBC LEED Gold Certification. The Project would incorporate measures and performance standards to support its LEED Gold Certification, which include but are not limited to the following:



**Table 5**  
**Area Source Greenhouse Gas Emissions**

<b>GHG Emissions Source</b>	<b>Annual GHG Emissions<sup>a,b</sup> (MTCO<sub>2</sub>e/yr)</b>
<b>Baseline (2017)</b>	
Landscaping	<1
Total	<1
<b>Project (2023 through 2053)</b>	
Outdoor Fire Pits <sup>c</sup>	4
Landscaping	<1
Total	4
<p><i>N/A= Not Applicable</i></p> <p><sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.</p> <p><sup>b</sup> CO<sub>2</sub>e was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix C of this assessment.</p> <p><sup>c</sup> Project scenario reflects a 95 percent reduction in GHG area source emissions due to a commitment to prohibit the use of natural gas fired fireplaces in the proposed residential units.</p> <p>Source: Eyestone Environmental, 2018.</p>	

- The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square foot of building floor area.
- The Project would be designed to optimize energy performance and reduce building energy cost by 22 percent for new/remodeled construction compared to the LEED baseline of ASHRAE 90.1-2010. This analysis conservatively assumes no reduction in GHG emissions in comparison to 2016 Title 24 Building Standards Code.
- The Project would use of Energy Star-labeled products and appliances, including dishwashers in the residential units, where appropriate.
- The Project would use of light emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.
- The Project shall provide the equivalent of 105 kilowatts of photovoltaic panels on the Project site.



**Table 6**  
**Electrical Demand Greenhouse Gas Emissions<sup>a</sup>**

Land Use	Units (sf/rm/du)	Annual Electrical Demand (MWh/year)	Emission Factor <sup>b</sup> (pounds/MWh) CO <sub>2</sub> /CH <sub>4</sub> /N <sub>2</sub> O	Annual GHG Emissions (MTCO <sub>2</sub> e/yr) <sup>c</sup>
<b>Baseline (2017)<sup>d</sup></b>				
Office	14,800 sf	226.8	834/0.029/0.0062	86
Retail	14,320 sf	228.5	834/0.029/0.0062	87
Parking Lot	35,900 sf	31.6	834/0.029/0.0062	12
<b>Total Baseline (2017)</b>		<b>486.9</b>		<b>185</b>
<b>Project (2023)<sup>e</sup></b>				
Apartments High Rise	260 du	1,029.6	595/0.029/0.0062	279
Enclosed Parking Structure	89,680 sf	210.8	595/0.029/0.0062	57
Office	3,580 sf	46.5	595/0.029/0.0062	13
Restaurant (High Turnover)	3,200 sf	141.2	595/0.029/0.0062	38
Retail	11,020 sf	148.8	595/0.029/0.0062	40
Unenclosed Parking Structure	96,380 sf	187.0	595/0.029/0.0062	51
<b>Total Project (2023)</b>		<b>1,763.9</b>		<b>478</b>
<i>Reduction Measures</i>				
<i>Use of Energy Efficient Lighting (25%) and Energy Star–Labeled Products and Appliances</i>		<i>(186.7)</i>	<i>595/0.029/0.0062</i>	<i>(51)</i>
<i>105 kW of Photovoltaic Panels<sup>f</sup></i>		<i>(158.7)</i>	<i>595/0.029/0.0062</i>	<i>(43)</i>
<b>Total Project (2023) less Reduction Measures</b>		<b>1,418.5</b>		<b>384</b>
<b>Project (2024–2026)<sup>e</sup></b>				
Apartments High Rise	260 du	1,029.6	533/0.029/0.0062	250
Enclosed Parking Structure	89,680 sf	210.8	533/0.029/0.0062	52
Office	3,580 sf	46.5	533/0.029/0.0062	11
Restaurant (High Turnover)	3,200 sf	141.2	533/0.029/0.0062	34
Retail	11,020 sf	148.8	533/0.029/0.0062	36
Unenclosed Parking Structure	96,380 sf	187.0	533/0.029/0.0062	45
<b>Total Project (2024–2026)</b>		<b>1,763.9</b>		<b>428</b>
<i>Reduction Measures</i>				
<i>Use of Energy Efficient Lighting (25%) and Energy Star–Labeled Products and Appliances</i>		<i>(186.7)</i>	<i>533/0.029/0.0062</i>	<i>(45)</i>
<i>105 kW of Photovoltaic Panels<sup>f</sup></i>		<i>(158.7)</i>	<i>533/0.029/0.0062</i>	<i>(38)</i>
<b>Total Project (2024–2026) less Reduction Measures</b>		<b>1,418.5</b>		<b>345</b>



**Table 6 (Continued)**  
**Electrical Demand Greenhouse Gas Emissions**

<b>Land Use</b>	<b>Units (sf/rm/du)</b>	<b>Annual Electrical Demand (MWh/year)</b>	<b>Emission Factor<sup>b</sup> (pounds/MWh) CO<sub>2</sub>/CH<sub>4</sub>/N<sub>2</sub>O</b>	<b>Annual GHG Emissions (MTCO<sub>2</sub>e/yr)<sup>c</sup></b>
<b>Project (2027 through 2029)<sup>e</sup></b>				
Apartments High Rise	260 du	1,029.6	488/0.029/0.0062	229
Enclosed Parking Structure	89,680 sf	210.8	488/0.029/0.0062	48
Office	3,580 sf	46.5	488/0.029/0.0062	10
Restaurant (High Turnover)	3,200 sf	141.2	488/0.029/0.0062	31
Retail	11,020 sf	148.8	488/0.029/0.0062	33
Unenclosed Parking Structure	96,380 sf	187.0	488/0.029/0.0062	42
<b>Total Project (2027–2029)</b>		<b>1,763.9</b>		<b>393</b>
<i>Reduction Measures</i>				
<i>Use of Energy Efficient Lighting (25%) and Energy Star–Labeled Products and Appliances</i>		<i>(186.7)</i>	<i>488/0.029/0.0062</i>	<i>(42)</i>
<i>105 kW of Photovoltaic Panels<sup>f</sup></i>		<i>(158.7)</i>	<i>488/0.029/0.0062</i>	<i>(35)</i>
<b>Total Project (2027–2029) less Reduction Measures</b>		<b>1,418.5</b>		<b>316</b>
<b>Project (2030–2053)<sup>e</sup></b>				
Apartments High Rise	260 du	1,029.6	444/0.029/0.0062	209
Enclosed Parking Structure	89,680 sf	210.8	444/0.029/0.0062	43
Office	3,580 sf	46.5	444/0.029/0.0062	9
Restaurant (High Turnover)	3,200 sf	141.2	444/0.029/0.0062	29
Retail	11,020 sf	148.8	444/0.029/0.0062	30
Unenclosed Parking Structure	96,380 sf	187.0	444/0.029/0.0062	38
<b>Total Project (2030–2053)</b>		<b>1,763.9</b>		<b>358</b>
<i>Reduction Measures</i>				
<i>Use of Energy Efficient Lighting (25%) and Energy Star–Labeled Products and Appliances</i>		<i>(186.7)</i>	<i>444/0.029/0.0062</i>	<i>(38)</i>
<i>105 kW of Photovoltaic Panels<sup>f</sup></i>		<i>(158.7)</i>	<i>444/0.029/0.0062</i>	<i>(32)</i>
<b>Total Project (2030–2053) less Reduction Measures</b>		<b>1,418.5</b>		<b>288</b>
<p><i>du = dwelling units</i>  <i>sf = square feet</i>  <sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.  <sup>b</sup> CO<sub>2</sub> Emission Factor: California Air Resources Board, Statewide Emission Factors for Use with AB 900 Projects, January 2017; CH<sub>4</sub> and N<sub>2</sub>O Emission Factors: California Air Pollution Control Officers Association, CalEEMod User's Guide, 2017.</p>				



**Table 6 (Continued)**  
**Electrical Demand Greenhouse Gas Emissions**

Land Use	Units (sf/rm/du)	Annual Electrical Demand (MWh/year)	Emission Factor <sup>b</sup> (pounds/MWh) CO <sub>2</sub> /CH <sub>4</sub> /N <sub>2</sub> O	Annual GHG Emissions (MTCO <sub>2</sub> e/yr) <sup>c</sup>
<sup>c</sup> Energy calculation worksheets are provided in Appendix C. CO <sub>2</sub> e was calculated using CalEEMod, and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix C of this assessment. <sup>d</sup> The Baseline condition conservatively assumed that energy demand for the older buildings on the Project site, most of which were constructed in the mid 20th Century, would meet the 2005 Title 24 Building Standards Code. <sup>e</sup> The CalEEMod output for the unmitigated Project scenario reflects consistency with 2016 Title 24 Standards. The mitigated condition reflects the reduction in energy usage from LEED Gold (i.e., use of energy efficient lighting and Energy Star-labeled products and Appliances). Although the Project would result in a 22 percent reduction from LEED baseline of ASHRAE 90.1-2010. This analysis conservatively assumes no reduction in GHG emissions in comparison to 2016 Title 24 standards. <sup>f</sup> The Project shall provide the equivalent of 105 kilowatts of photovoltaic panels on the Project site and is equivalent to 158,736 KWh per year. Source: Eyestone Environmental, 2018.				

Project lighting would be energy efficient, effective and aesthetically pleasing and would minimize light trespass from the Project Site. All on-site exterior lighting would be automatically controlled to illuminate only when necessary and would be shielded or directed toward areas to be illuminated and, thereby, limit spillover onto nearby residential areas. In addition, all interior lighting would be equipped with occupancy sensors that would automatically extinguish and/or dim lights when not in use. Electricity from lighting would also be reduced consistent with the Energy Independence and Security Act, which requires approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014.

The estimated annual emissions from electrical demand from the Project are provided in Table 6 on page 30. Detailed emissions calculations are provided in Appendix C.

### *(b) Natural Gas*

As discussed above in Section 2, Methodology, the Baseline condition assumes that the existing land uses would meet 2005 Title 24 Building Standards Code. This assumption is conservative as many of the existing structures were constructed well before the requirements of the 2005 Title 24 Building Standards Code were implemented. The estimated annual emissions from natural gas demand from the Baseline Condition are provided in Table 7 on page 33. Detailed emissions calculations are provided in Appendix C.



**Table 7**  
**Natural Gas Combustion Greenhouse Gas Emissions<sup>a</sup>**

Land Use	Units (sf/rm/du)	Annual Natural Gas Demand (MMBtu/year)	Emission Factor <sup>b</sup> (pounds/MMBtu) CO <sub>2</sub> /CH <sub>4</sub> /N <sub>2</sub> O	Annual GHG Emissions (MTCO <sub>2</sub> e/yr) <sup>c</sup>
<b>Baseline (2017)<sup>d</sup></b>				
Office	14,800 sf	185.1	117.65/0.0023/0.0022	10
Retail	14,320 sf	26.1	117.65/0.0023/0.0022	1
Parking Lot	35,900 sf	0.0	117.65/0.0023/0.0022	0
<b>Total Baseline (2017)</b>		<b>211.2</b>		<b>11</b>
<b>Project (2023 through 2053)<sup>e</sup></b>				
Apartments High Rise	260 du	2,396.4	117.65/0.0023/0.0022	129
Enclosed Parking Structure	89,680 sf	0.0	117.65/0.0023/0.0022	0
Office	3,580 sf	37.3	117.65/0.0023/0.0022	2
Restaurant (High Turnover)	3,200 sf	738.4	117.65/0.0023/0.0022	39
Retail	11,020 sf	18.1	117.65/0.0023/0.0022	1
Unenclosed Parking Structure	96,380 sf	0.0	117.65/0.0023/0.0022	0
<b>Total Project (2023 through 2053)</b>		<b>3,190.2</b>		<b>171</b>
<p><i>du = dwelling units</i>  <i>sf = square feet</i></p> <p><sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.</p> <p><sup>b</sup> CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O Emission Factors: California Air Pollution Control Officers Association, CalEEMod User's Guide, 2017.</p> <p><sup>c</sup> Energy calculation worksheets are provided in Appendix C. CO<sub>2</sub>e was calculated using CalEEMod, and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix C of this assessment.</p> <p><sup>d</sup> The Baseline condition conservatively assumed that energy demand for the older buildings on the Project site, most of which were constructed in the mid 20th Century, would meet the 2005 Title 24 Building Standards Code.</p> <p><sup>e</sup> Although the Project would result in a 22 percent reduction from LEED baseline of ASHRAE 90.1-2010. This analysis conservatively assumes no reduction in GHG emissions in comparison to 2016 Title 24 standards.</p> <p>Source: Eyestone Environmental, 2018.</p>				

The Project would be designed to incorporate PDFs that would reduce its energy demand with the goal of achieving or exceeding the requirements of the State of California Green Building Standards (CALGreen) Code, the City of Los Angeles Green Building Code, and the USGBC LEED Gold rating. The Project would be designed to optimize energy performance and reduce building energy cost by 22 percent for new/remodeled construction compared to the LEED baseline of ASHRAE 90.1-2010. However, this



analysis conservatively assumes no reduction in GHG emissions in comparison to 2016 Title 24 Building Standards Code. The estimated annual emissions from natural gas combustion from the Project are provided in Table 7 on page 33. Detailed emissions calculations are provided in Appendix C.

### (3) Mobile Source Emissions

Emissions of GHGs from motor vehicles are dependent on model years and the specific types of vehicles that are used to travel to and from the Project Site. Mobile-source emissions were calculated using the VMT within the CalEEMod emissions inventory model. As discussed above, CalEEMod may not adequately reflect future year GHG emissions because it does not incorporate the emission factors for the 2017–2025 vehicle emissions standards. Therefore, Mobile source emission factors are based on the CARB on-road vehicle emissions factor model (EMFAC) Version EMFAC2017. Mobile source emissions are the product of the CalEEMod estimated VMT multiplied by the EMFAC2017 emission factors.

The Project design includes characteristics that would reduce trips and VMT as compared to a standard project within the air basin as measured by CalEEMod. The Project represents an infill development within an existing urbanized area that would concentrate new residential, office, and neighborhood serving commercial uses within a High-Quality Transit Area (HQTA), which is defined in SCAG's 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Project Site is located approximately 0.25 mile from the Hollywood/Vine Metro Red Line station and is served by eight Metro local bus lines and three DASH bus lines, and one LADOT Commuter Express bus line. The location of mass-transit in close proximity to the Project site would encourage alternative modes of transportation, resulting in VMT reductions. The Project would provide 35 short-term and 269 long-term bicycle parking spaces to further encourage biking. The Project would locate residential uses in proximity to a job center which would reduce the distance required for travel from home to work.

The Project would incorporate characteristics and PDFs that would reduce trips and VMT as compared to standard ITE trip generation rates. The Project characteristics listed below are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*,<sup>23</sup> which provides emission reduction values for recommended

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<sup>23</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, (2010).



mitigation measures, and would reduce VMT and vehicle trips to the Project site by approximately 64 percent for the Baseline Condition and 67 percent for the Project Condition compared to a development without these characteristics.<sup>24</sup> They would therefore result in a corresponding reduction in VMT and associated GHG emissions.

Specific VMT reduction measures for both the Baseline and Project scenarios are discussed in detail below.

- **Increase Density (LUT-1):** Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies, such as enhanced transit services. The Project would increase the site density from zero dwelling units per acre and 56 jobs per acre to approximately 186 dwelling units per acre and 40 jobs per acre.
- **Increase Diversity of Urban and Suburban Developments (Mixed-Uses) (LUT-3):** The Project would introduce new uses on the Project Site, including *new* residential, retail, restaurant, and office uses. The Project would locate complementary new residential, retail restaurant, and office uses in proximity to other existing off-site residential, office, retail, restaurant, and hotel uses. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation (i.e., walking and biking), which would result in corresponding reductions in transportation-related emissions.
- **Increased Destination Accessibility (LUT-4):** The Project would be located in an area that offers access to multiple other nearby retail and entertainment destinations, including Hollywood & Highland Center located approximately 0.4 mile to the west of the Project Site. In addition, the Project Site is located within 5.5 miles of Downtown Los Angeles, a primary job center, also easily accessible by public transportation (including the Metro Red Line, which connects the Hollywood/Highland Station and Hollywood/Vine Station to several stations in Downtown Los Angeles and North Hollywood). The access to multiple destinations in proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions for both the Baseline and Project conditions.

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<sup>24</sup> Please refer to the Hollywood and Wilcox (Baseline and Operations 2023) CalEEMod Output files provided in Appendix C (Greenhouse Gas Emissions (Operations)). As shown therein, the CAPCOA measures under the Baseline Condition would reduce VMT from 1,466,945 miles to 530,811 miles (64 percent) and under the Project Condition would reduce VMT from 6,328,543 miles to 2,104,241 miles (67 percent).



- **Increase Transit Accessibility (LUT-5):** The Project Site will be located approximately 0.25 from the Metro Red Line Hollywood/Vine Station as well as 12 bus lines on Hollywood Boulevard that would encourage and support use of public transportation. The Project would also provide bicycle parking spaces for the proposed uses to encourage utilization of alternative modes of transportation.
- **Improve Design of Development (LUT-9):** The Project would add community-serving retail uses along Hollywood Boulevard. Additional restaurant uses, as well as residential amenities including a lobby area and lounge, would be located along Wilcox Avenue. An outdoor courtyard, which could be used as an outdoor seating/dining area for a restaurant, would also be incorporated to the north of the commercial use at ground-level along Wilcox Avenue and would be publicly accessible during business hours. The Project would include a high level of street access, which improves street accessibility and connectivity. The reduction in VMT associated with this measure is based on the number of intersections per square mile within the Project area. It was conservatively assumed that this measure would be applicable to both the Baseline and Project conditions.
- **Provide Pedestrian Network Improvements (SDT-1):** Project design would provide pedestrian access that minimizes barriers and links the Project Site with existing or planned external streets to encourage people to walk instead of drive. The Project would provide several improvements, such as direct access to the existing off-site pedestrian network including existing off-site sidewalks along Hollywood Boulevard and Wilcox Avenue, to encourage and increase pedestrian activities in the area, which would further reduce VMT and associated transportation-related emissions.
- **Provide Traffic Calming Measures (SDT-2):** The Project would provide traffic calming measures to encourage people to walk or bike instead of using a vehicle. This mode shift results in a decrease in VMT. Streets within 0.5 mile of the Project Site are equipped with sidewalks.

A transportation demand management (TDM) program would also be implemented to reduce the use of single occupant vehicles by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM program would include design features, transportation services, education, and incentives intended to reduce the amount of single occupant vehicles during commuter peak hours. The TDM program would include the following strategies:

- Transportation Information Center, educational programs, kiosks and/or other measures;
- Promotion and support of carpools and rideshare;



- Bicycle amenities such as racks;
- Parking incentives and support for formation of carpools/vanpools;
- On-site TDM coordinator;
- Mobility hub support;
- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area; and
- Participate as a member in the future Hollywood Community TMO, when operational.

The combined effect of the various strategies implemented as part of the TDM program would result in a 15 percent reduction in daily trip generation by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.).

The estimated annual emissions from mobile sources from the Baseline Condition are provided in Table 8 on page 38. Detailed emissions calculations are provided in Appendix C. The emissions were calculated using a representative motor vehicle fleet mix for year 2017 and specific VMT reduction measures for the Baseline Condition discussed in detail above.

The Project will require 10 percent of the total code-required parking spaces to be equipped with EV charging stations and/or outlets for plugin. This would reduce the number of trips associated with fossil-fueled vehicles by providing a percentage of the total code-required parking spaces with EV charging stations and/or outlets for plugin. The analysis accounts for the estimated emission reduction for each mile driven in an electric



**Table 8**  
**Mobile Source Greenhouse Gas Emissions<sup>a</sup>**

<b>Condition</b>	<b>Estimated Annual VMT<sup>b</sup></b>	<b>CO<sub>2</sub>e Emission Factor<sup>c</sup> (grams/mile)</b>	<b>Annual GHG Emissions<sup>d</sup> (MTCO<sub>2</sub>e/year)</b>	<b>EV Charger Reduction<sup>e</sup> (MTCO<sub>2</sub>e/year)</b>	<b>Total Annual GHG Emissions<sup>f</sup> (MTCO<sub>2</sub>e/year)</b>
Baseline (2017)	530,811	433.1	253	---	253
Project (2023)	2,104,241	377.1	875	(210)	665
Project (2024)	2,104,241	369.6	857	(211)	646
Project (2025)	2,104,241	360.3	836	(202)	634
Project (2026)	2,104,241	352.1	817	(194)	623
Project (2027)	2,104,241	344.6	799	(194)	606
Project (2028)	2,104,241	337.7	783	(188)	596
Project (2029)	2,104,241	331.6	769	(182)	587
Project (2030)	2,104,241	326.0	756	(183)	573
Project (2031)	2,104,241	321.3	745	(179)	566
Project (2032)	2,104,241	316.8	735	(175)	560
Project (2033)	2,104,241	312.9	726	(172)	554
Project (2034)	2,104,241	309.4	718	(169)	549
Project (2035)	2,104,241	306.4	711	(166)	544
Project (2036)	2,104,241	303.9	705	(164)	541
Project (2037)	2,104,241	301.8	700	(162)	538
Project (2038)	2,104,241	300.0	696	(161)	535
Project (2039)	2,104,241	298.6	693	(159)	533
Project (2040)	2,104,241	297.4	690	(158)	532
Project (2041)	2,104,241	296.4	688	(157)	531
Project (2042)	2,104,241	295.7	686	(156)	530
Project (2043)	2,104,241	295.2	685	(155)	529
Project (2044)	2,104,241	294.8	684	(155)	529
Project (2045)	2,104,241	294.5	683	(154)	529
Project (2046)	2,104,241	294.4	683	(154)	529
Project (2047)	2,104,241	294.4	683	(154)	529
Project (2048)	2,104,241	294.4	683	(153)	530
Project (2049)	2,104,241	294.5	683	(153)	530
Project (2050)	2,104,241	294.9	684	(153)	531
Project (2051)	2,104,241	294.9	684	(153)	531
Project (2052)	2,104,241	294.9	684	(153)	531
Project (2053)	2,104,241	294.9	684	(153)	531
<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations. <sup>b</sup> VMT calculated within CalEEMod, Model output files are provided in Appendix C.					



**Table 8 (Continued)**  
**Mobile Source Greenhouse Gas Emissions**

<b>Condition</b>	<b>Estimated Annual VMT<sup>b</sup></b>	<b>CO<sub>2</sub>e Emission Factor<sup>c</sup> (grams/mile)</b>	<b>Annual GHG Emissions<sup>d</sup> (MTCO<sub>2</sub>e/year)</b>	<b>EV Charger Reduction<sup>e</sup> (MTCO<sub>2</sub>e/year)</b>	<b>Total Annual GHG Emissions<sup>f</sup> (MTCO<sub>2</sub>e/year)</b>
<sup>c</sup> EMFAC2017 Emission Factors for Los Angeles County motor vehicle fleet mix. <sup>d</sup> Mobile source emissions are the product of the CalEEMod estimated VMT multiplied by the EMFAC2017 emission factors. <sup>e</sup> Emission reduction associated with 10 percent of the total code-required parking spaces equipped with EV charging stations and/or outlets for plugin. See calculation worksheets in Appendix C. <sup>f</sup> Total mobile source emissions less reduction measures. Source: Eyestone Environmental, 2018.					

vehicle as compared to the default emission factor calculated by EMFAC2017 in the mobile emissions inventory. To ensure that the calculated Project benefit is in only the incremental increase in EV usage beyond what is already anticipated, the emission factor and emissions inventory for the baseline year incorporates the existing EV fleet penetration rate included in EMFAC. Since the reduction in GHG emissions associated with the EV chargers is calculated separately, the EV fleet penetration is not included in future operational analysis years. This ensures that the VMT reduction benefits of the Project EVs do not double count the benefit of the existing EVs. The estimated annual emissions from mobile sources from the Project are provided in Table 8 on page 38. Detailed emissions calculations are provided in Appendix C.

#### (4) Solid Waste Emissions

Emissions of GHGs associated with solid waste disposal were calculated using the CalEEMod emissions inventory model. The emissions are based on the following: (1) Number of residential units and square footage of commercial and retail land uses; (2) Waste disposal rate for the land uses; (3) Waste diversion rate; (4) GHG emission factors for solid waste decomposition; and (5) GWP values for the GHGs emitted. Annual solid waste disposal rates used in CalEEMod are based on data from the California Department of Resources Recycling and Recovery (CalRecycle). The rates were based on statewide averages and the total amount of waste disposed was reduced by the diversion rate of 50 percent, pursuant to the City of Los Angeles Solid Waste Management Policy Plan, which was adopted by the City to comply with Assembly Bill 939. The estimated annual emissions from solid waste disposal from the Baseline Condition and Project are provided in Table 9 on page 40. Detailed emissions calculations are provided in Appendix C.



## (5) Water Usage and Wastewater Generation Emissions

The Baseline condition assumes that the existing land uses would not include any reductions in indoor and outdoor water usage in comparison to CalEEMod default usage

**Table 9**  
**Solid Waste Disposal Greenhouse Gas Emissions<sup>a</sup>**

Land Use	Waste Disposal Rate (tons/yr)	Waste Disposal Rate after 50% Diversion <sup>b</sup> (tons/yr)	Annual GHG Emissions <sup>c</sup> (MTCO <sub>2</sub> e/yr)
<b>Baseline (2017)</b>			
Office	13.8	6.9	3.5
Retail	15.0	7.5	3.8
Parking Lot	0.0	0.0	0.0
<b>Total Baseline (2017)</b>	<b>28.9</b>	<b>14.4</b>	<b>7.3</b>
<b>Project (2023 through 2053)</b>			
Apartments High Rise	119.6	60.1	30.0
Enclosed Parking Structure	0.0	0.0	0.0
Office	3.3	1.7	0.9
Restaurant (High Turnover)	38.1	19.2	9.6
Retail	11.6	5.8	2.9
Unenclosed Parking Structure	0.0	0.0	0.0
<b>Total Project (2023 through 2053)</b>	<b>172.6</b>	<b>86.8</b>	<b>43.4</b>
<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations. <sup>b</sup> The rates were based on statewide averages and the total amount of waste disposed was reduced by the diversion rate of 50 percent, pursuant to the City of Los Angeles Solid Waste Management Policy Plan, which was adopted by the City to comply with Assembly Bill 939. <sup>c</sup> CO <sub>2</sub> e was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix C of this assessment. Source: Eyestone Environmental, 2018.			

rates. This assumption is conservative based on the age of many of the existing structures on the Project Site. The estimated annual emissions from water and wastewater from the Baseline Condition are provided in Table 10 on page 41. Detailed emissions calculations are provided in Appendix C.

The Project would be designed to incorporate PDFs that would reduce its indoor and outdoor water usage with the goal of achieving or exceeding the requirements of the State of California Green Building Standards (CALGreen) Code, the City of Los Angeles Green Building Code, and the USGBC LEED Gold rating. Thus, the Project would reduce its



**Table 10**  
**Water and Wastewater Greenhouse Gas Emissions<sup>a</sup>**

Land Use	Indoor Water Demand <sup>b</sup> (Gal/yr)	Outdoor Water Demand <sup>b</sup> (Gal/yr)	Supply, Treat, Distribute/ Wastewater Treatment <sup>c</sup> (kWh/Mgal)	Electricity CO <sub>2</sub> Intensity Factor <sup>d</sup> (lbs CO <sub>2</sub> e/ MWh)	Annual GHG Emissions <sup>e</sup> (MTCO <sub>2</sub> e/yr)
<b>Baseline (2017)</b>					
Office	2,644,680	1,620,930	13,021	834	24
Retail	1,060,720	650,118	13,021	834	9
Parking Lot	0	0	13,021	834	0
<b>Total Baseline (2017)</b>	<b>3,705,400</b>	<b>2,271,048</b>	<b>13,021</b>	<b>834</b>	<b>33</b>
<b>Project (2023)</b>					
Apartments High Rise	16,940,000	10,679,600	13,021	595	115
Enclosed Parking Structure	0	0	13,021	595	0
Office	636,287	389,982	13,021	595	4
Restaurant (High Turnover)	971,308	61,998	13,021	595	5
Retail	816,279	500,300	13,021	595	6
Unenclosed Parking Structure	0	0	13,021	595	0
<b>Total Project (2023)</b>	<b>19,363,874</b>	<b>11,631,880</b>	<b>13,021</b>	<b>595</b>	<b>130</b>
<i>Reduction Measures<sup>f</sup></i>					
<i>Indoor 35% and Outdoor 30%</i>	<i>(6,777,357)</i>	<i>(3,489,563)</i>	13,021	595	<i>(44)</i>
<b>Total Project (2023) less Reduction Measures</b>	<b>12,586,514</b>	<b>8,142,317</b>	<b>13,021</b>	<b>595</b>	<b>86</b>
<b>Project (2024 through 2026)</b>					
Apartments High Rise	16,940,000	10,679,600	13,021	533	105
Enclosed Parking Structure	0	0	13,021	533	0
Office	636,287	389,982	13,021	533	4
Restaurant (High Turnover)	971,308	61,998	13,021	533	5
Retail	816,279	500,300	13,021	533	5
Unenclosed Parking Structure	0	0	13,021	533	0
<b>Total Project (2024–2026)</b>	<b>19,363,874</b>	<b>11,631,880</b>	<b>13,021</b>	<b>533</b>	<b>119</b>
<i>Reduction Measures<sup>f</sup></i>					
<i>Indoor 35% and Outdoor 30%</i>	<i>(6,777,357)</i>	<i>(3,489,563)</i>	13,021	533	<i>(40)</i>
<b>Total Project (2024-2026) less Reduction Measures</b>	<b>12,586,514</b>	<b>8,142,317</b>	<b>13,021</b>	<b>533</b>	<b>79</b>



**Table 10 (Continued)**  
**Water and Wastewater Greenhouse Gas Emissions**

Land Use	Indoor Water Demand <sup>b</sup> (Gal/yr)	Outdoor Water Demand <sup>b</sup> (Gal/yr)	Supply, Treat, Distribute/ Wastewater Treatment <sup>c</sup> (kWh/Mgal)	Electricity CO <sub>2</sub> Intensity Factor <sup>d</sup> (lbs CO <sub>2</sub> e/ MWh)	Annual GHG Emissions <sup>e</sup> (MTCO <sub>2</sub> e/yr)
<b>Project (2027 through 2029)</b>					
Apartments High Rise	16,940,000	10,679,600	13,021	488	98
Enclosed Parking Structure	0	0	13,021	488	0
Office	636,287	389,982	13,021	488	4
Restaurant (High Turnover)	971,308	61,998	13,021	488	4
Retail	816,279	500,300	13,021	488	5
Unenclosed Parking Structure	0	0	13,021	488	0
<b>Total Project (2027–2029)</b>	<b>19,363,874</b>	<b>11,631,880</b>	<b>13,021</b>	<b>488</b>	<b>111</b>
<i>Reduction Measures<sup>f</sup></i>					
<i>Indoor 35% and Outdoor 30%</i>	<i>(6,777,357)</i>	<i>(3,489,563)</i>	13,021	488	<i>(38)</i>
<b>Total Project (2027–2029) less Reduction Measures</b>	<b>12,586,514</b>	<b>8,142,317</b>	<b>13,021</b>	<b>488</b>	<b>74</b>
<b>Project (2030–2053)</b>					
Apartments High Rise	16,940,000	10,679,600	13,021	444	92
Enclosed Parking Structure	0	0	13,021	444	0
Office	636,287	389,982	13,021	444	4
Restaurant (High Turnover)	971,308	61,998	13,021	444	4
Retail	816,279	500,300	13,021	444	4
Unenclosed Parking Structure	0	0	13,021	444	0
<b>Total Project (2030–2053)</b>	<b>19,363,874</b>	<b>11,631,880</b>	<b>13,021</b>	<b>444</b>	<b>104</b>
<i>Reduction Measures<sup>f</sup></i>					
<i>Indoor 35% and Outdoor 30%</i>	<i>(6,777,357)</i>	<i>(3,489,563)</i>	13,021	444	<i>(35)</i>
<b>Total Project (2030–2053) less Reduction Measures</b>	<b>12,586,514</b>	<b>8,142,317</b>	<b>13,021</b>	<b>444</b>	<b>69</b>
<p><sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.</p> <p><sup>b</sup> Indoor and outdoor water usage rates were calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix C of this assessment.</p> <p><sup>c</sup> The water-related energy use was calculated using default CalEEMod values: (1) 9,727 kWh/Mgal for water supply; (2) 111 kWh/Mgal for water treatment; (3) 1,272 kWh/Mgal for water distribution; and (4) 1,911 kWh/Mgal for wastewater treatment.</p> <p><sup>d</sup> Electricity CO<sub>2</sub> Intensity Factor: California Air Resources Board, Statewide Emission Factors for Use with AB 900 Projects, January 2017; CH<sub>4</sub> and N<sub>2</sub>O Emission Factors: California Air Pollution Control Officers Association, CalEEMod User's Guide, 2017.</p> <p><sup>e</sup> CO<sub>2</sub>e was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation</p>					



**Table 10 (Continued)**  
**Water and Wastewater Greenhouse Gas Emissions**

Land Use	Indoor Water Demand <sup>b</sup> (Gal/yr)	Outdoor Water Demand <sup>b</sup> (Gal/yr)	Supply, Treat, Distribute/ Wastewater Treatment <sup>c</sup> (kWh/Mgal)	Electricity CO <sub>2</sub> Intensity Factor <sup>d</sup> (lbs CO <sub>2</sub> e/ MWh)	Annual GHG Emissions <sup>e</sup> (MTCO <sub>2</sub> e/yr)
<i>CalEEMod output file within Appendix C of this assessment.</i> <sup>f</sup> <i>The Project would be designed to incorporate PDFs that would reduce its water usage with the goal of achieving or exceeding the requirements of USGBC LEED Gold rating (i.e., reduce indoor water use by a minimum of 35% by installing water fixtures that exceed applicable standards and 30% from the outdoor water calculated baseline at peak watering month by installing efficient irrigation).</i> <i>Source: Eyestone Environmental, 2018.</i>					

indoor and outdoor water usage as compared to the default factors in CalEEMod. The PDFs were accounted for in CalEEMod by selecting the appropriate options in the “mitigation measures” section of the model. A summary of the water-efficiency PDFs is provided below:

- The Project would reduce indoor water use by a minimum of 35 percent by installing water fixtures that exceed applicable standards.
- The Project would reduce outdoor water use by a minimum of 30 percent from the calculated baseline at peak watering month by installing efficient irrigation.

The estimated annual emissions from water and wastewater from the Project are provided in Table 10 on page 41. Detailed emissions calculations are provided in Appendix C.

## (6) Emergency Generator Emissions

The Project would include one emergency generator with a rating of 350 hp (horsepower.) The equipment would be operated approximately once per month for 15 minutes for routine maintenance and testing purposes. The estimated annual emissions from emergency generators would be approximately 2 MT/CO<sub>2</sub>e per year. Detailed emissions calculations are provided in Appendix C.



## (7) Summary of GHG Emissions and Comparison to Baseline Condition

Table 11 on page 45 provides a summary of the determination of net additional GHG emissions comparing the existing baseline site GHG emissions and the Project GHG emissions. As shown in Table 11, the Project site generates approximately 485 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) per year under the Baseline Condition. This excludes any one-time construction GHG emissions that were generated when the existing uses and related infrastructure were originally built. Construction of the Project would generate one-time GHG emissions of approximately 1,556 MTCO<sub>2</sub>e per year during the first year and 1,082 MTCO<sub>2</sub>e per year during the second year. At Project buildout (2023), the Project Site would generate approximately 1,356 MTCO<sub>2</sub>e during the first full year of operation. Future year emissions would decline as a greater percentage of motor vehicles meet more stringent emissions standards, including the Pavley Phase I and Phase II emissions standards, and power companies meet the 50 percent Renewables Portfolio Standard. In 2053, annual Project emissions would be reduced to approximately 1,108 MTCO<sub>2</sub>e. As shown in Table 11 on page 45, the Project would commit to purchase voluntary carbon credits for the life of the Project. Consistent with SCAQMD's definition of the "life of the project" for CEQA GHG purposes, provided in SCAQMD's Governing Board Agenda Item 31, December 5, 2008, the Project would be required to offset 23,023 MT CO<sub>2</sub>e over a 30-year lifetime. The SCAQMD recommends that offsets should have a 30-year project life, should be real, quantifiable, verifiable, and surplus and will be considered in the following prioritized manner: (1) project design feature/on-site reduction measures; (2) off-site within neighborhood; (3) off-site within district; (4) off-site within state; and (5) off-site out of state.

## (8) Method to Offset Emissions

The Applicant agreed to meet the requirement set forth in California Public Resources Code Section 21183, subdivision (c) to demonstrate that the Project would result in no net additional GHG emissions through the purchase of voluntary carbon credits sufficient to offset all projected additional GHG emissions. A copy of the commitment letter is provided in Appendix A.

Notably, the commitments to enter into contracts to offset net additional GHG emissions will be incorporated as an improvement measure in the Final EIR for the Project. All improvement measures will be enforceable through the Project's Mitigation Monitoring and Reporting Program (MMRP), which represents a binding and enforceable agreement between the Applicant and the lead agency (City of Los Angeles).



**Table 11**  
**Summary of Annual GHG Emissions (MTCO<sub>2</sub>e/yr)<sup>a</sup>**

GHG Emission Source	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
<b>Baseline (2017)</b>											
Area			0	0	0	0	0	0	0	0	0
Energy			196	196	196	196	196	196	196	196	196
Mobile			254	254	254	254	254	254	254	254	254
Waste			7	7	7	7	7	7	7	7	7
Water			33	33	33	33	33	33	33	33	33
<b>Total Baseline (2017)</b>			<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>
<b>Project</b>											
Construction	1,556	1,082									
Area			4	4	4	4	4	4	4	4	4
Energy			599	554	554	554	522	522	522	491	491
Mobile			875	857	836	817	799	783	769	756	745
Stationary			2	2	2	2	2	2	2	2	2
Waste			43	43	43	43	43	43	43	43	43
Water			86	79	79	79	74	74	74	69	69
EV Chargers			(210)	(211)	(202)	(194)	(194)	(188)	(182)	(183)	(179)
Solar			(43)	(39)	(39)	(39)	(35)	(35)	(35)	(32)	(32)
<b>Total Project</b>	<b>1,556</b>	<b>1,082</b>	<b>1,356</b>	<b>1,291</b>	<b>1,278</b>	<b>1,267</b>	<b>1,216</b>	<b>1,206</b>	<b>1,197</b>	<b>1,150</b>	<b>1,143</b>
Project – Baseline	1,556	1,082	867	801	788	777	726	716	707	660	653
Carbon Credits <sup>b</sup>	(1,556)	(1,082)	(867)	(7801	(788)	(777)	(726)	(716)	(707)	(660)	(653)
Difference	0	0	0	0	0	0	0	0	0	0	0
Exceed Baseline?	No	No	No	No	No	No	No	No	No	No	No



**Table 11 (Continued)**  
**Summary of Annual GHG Emissions (MTCO<sub>2</sub>e/yr)**

<b>GHG Emission Source</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>	<b>2042</b>	<b>2043</b>
<b>Baseline (2017)</b>												
Area	0	0	0	0	0	0	0	0	0	0	0	0
Energy	196	196	196	196	196	196	196	196	196	196	196	196
Mobile	254	254	254	254	254	254	254	254	254	254	254	254
Waste	7	7	7	7	7	7	7	7	7	7	7	7
Water	33	33	33	33	33	33	33	33	33	33	33	33
<b>Total Baseline</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>
<b>Project</b>												
Construction												
Area	4	4	4	4	4	4	4	4	4	4	4	4
Energy	491	491	491	491	491	491	491	491	491	491	491	491
Mobile	735	726	718	711	705	700	696	693	690	688	686	685
Stationary	2	2	2	2	2	2	2	2	2	2	2	2
Waste	43	43	43	43	43	43	43	43	43	43	43	43
Water	69	69	69	69	69	69	69	69	69	69	69	69
EV Chargers	(175)	(172)	(181)	(169)	(166)	(164)	(162)	(161)	(159)	(157)	(156)	(155)
Solar	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)
<b>Total Project</b>	<b>1,136</b>	<b>1,131</b>	<b>1,125</b>	<b>1,121</b>	<b>1,118</b>	<b>1,115</b>	<b>1,112</b>	<b>1,110</b>	<b>1,109</b>	<b>1,107</b>	<b>1,106</b>	<b>1,106</b>
Project – Baseline	647	641	636	631	628	625	622	650	619	618	617	616
Carbon Credits <sup>b</sup>	(647)	(641)	(636)	(631)	(628)	(625)	(622)	(650)	(619)	(618)	(617)	(616)
Difference	0	0	0	0	0	0	0	0	0	0	0	0
Exceed Baseline?	No	No	No	No	No	No	No	No	No	No	No	No



**Table 11 (Continued)**  
**Summary of Annual GHG Emissions (MTCO<sub>2</sub>e/yr)**

<b>GHG Emission Source</b>	<b>2044</b>	<b>2045</b>	<b>2046</b>	<b>2047</b>	<b>2048</b>	<b>2049</b>	<b>2050</b>	<b>2051</b>	<b>2052</b>	<b>2053</b>
<b>Baseline (2017)</b>										
Area	0	0	0	0	0	0	0	0	0	0
Energy	196	196	196	196	196	196	196	196	196	196
Mobile	254	254	254	254	254	254	254	254	254	254
Waste	7	7	7	7	7	7	7	7	7	7
Water	33	33	33	33	33	33	33	33	33	33
<b>Total Baseline</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>
<b>Project</b>										
Construction										
Area	4	4	4	4	4	4	4	4	4	4
Energy	491	491	491	491	491	491	491	491	491	491
Mobile	684	683	683	683	683	683	684	684	684	684
Stationary	2	2	2	2	2	2	2	2	2	2
Waste	43	43	43	43	43	43	43	43	43	43
Water	69	69	69	69	69	69	69	69	69	69
EV Chargers	(155)	(154)	(154)	(154)	(153)	(153)	(153)	(153)	(153)	(153)
Solar	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)
<b>Total Project</b>	<b>1,106</b>	<b>1,105</b>	<b>1,106</b>	<b>1,106</b>	<b>1,106</b>	<b>1,107</b>	<b>1,108</b>	<b>1,108</b>	<b>1,108</b>	<b>1,108</b>
Project – Baseline	616	616	616	616	617	617	618	618	618	618
Carbon Credits <sup>b</sup>	(616)	(616)	(616)	(616)	(617)	(617)	(618)	(618)	(618)	(618)
Difference	0	0	0	0	0	0	0	0	0	0
Exceed Baseline?	No	No	No	No	No	No	No	No	No	No
<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations. <sup>b</sup> Total voluntary carbon credits required for construction and the life of the Project (30 years) equal 23,023 MT CO <sub>2</sub> e. Source: Eyestone Environmental, 2018.										



Based on this assessment, the Project would not result in any net additional GHGs, including GHG emissions from employee transportation, in accordance with Public Resources Code Section 21183(c) with the purchase of voluntary carbon credits. Therefore, the Project would meet the GHG emissions requirements for streamlined environmental review under CEQA.



# Appendices

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January 16, 2019

Ms. Lezlie Kimura Szeto, Manager  
Sustainable Communities Policy & Planning Section  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

Re: Greenhouse Gas Emissions Offset Approach for the Hollywood & Wilcox Project

Dear Ms. Kimura Szeto:

This letter is provided as a supplement to the application filed by 6436 Hollywood Boulevard LLC and 1624 Wilcox Ave LP (the "Applicant"), who proposes to develop the Hollywood & Wilcox Project (the "Project") in the Hollywood community in the City of Los Angeles.

As you know, the Applicant has applied for certification by the Governor as a leadership project under the Jobs and Economic Improvement Through Environmental Leadership Act of 2011, as amended (collectively, "AB 900" or the "Act"). The application includes projected emissions for the Project that show certain projected net additional emissions of greenhouse gases ("GHG") as a result of the construction of the Project and as a consequence of Project operations.

The Applicant has committed to no net increase in construction and operation-related GHG emissions. Consistent with policy recommendations included in California Air Resources Board's ("CARB") California 2017 Climate Change Scoping Plan,<sup>1</sup> while offsets are a potential way to mitigate GHG emissions, other options will continue to be explored as well to the extent feasible, with the following order of preference: (1) project design feature/ on-site reduction measures; (2) off-site local reductions; (3) off-site regional reductions, and (4) offset credits issued by an accredited registry, such as the American Climate Registry (ACR), Climate Action Reserve (CAR), and Verra (formerly the Verified Carbon Standard or VCS). To the extent offsets are used to mitigate GHG emissions, prior to issuance of any Temporary Certificate of Occupancy for any building in the Project, the Applicant or its successor shall enter into one or more contracts to purchase carbon credits issued by an accredited carbon registry, which contract, together with any previous contracts, shall evidence the purchase of carbon credits in an amount sufficient to offset the operational emissions attributable to each building constructed within the Project over the analysis horizon of 30 years ("Operation Emissions"). Prior to execution of the contract(s), the Applicant shall provide the lead agency (the City of Los Angeles) a calculation of the net additional

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<sup>1</sup> The California 2017 Climate Change Scoping Plan is available at: [www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](http://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf).



operational GHG emissions according to the methodology followed in the *Greenhouse Gas Emissions Methodology and Documentation for the Hollywood & Wilcox Project* document. The Applicant shall agree to promptly submit copies of executed contracts for purchased carbon credits to CARB and to the Governor's office. The commitments to enter into contracts to offset net additional GHG emissions will be incorporated as a condition of Project approval under the Public Resources Code Section 21183(e), which is binding and enforceable by the lead agency.

The Applicant proposes to meet the requirement set forth in California Public Resources Code Section 21183(c), which requires that the Project demonstrate that it will not result in net additional emissions of GHG, through the implementation of GHG-reducing Project Design Features and/or acquisition of voluntary carbon credits sufficient to offset all projected additional emissions, in the following manner:

1. Prior to issuance of a Temporary Certificate of Occupancy for the Project, the Applicant shall commit to providing to the lead agency, the City of Los Angeles, a calculation of the net additional emissions resulting from the construction of the Project (the "Construction Emissions"), to be calculated in accordance with the methodology agreed upon by CARB in connection with the AB 900 certification of the Project (the "Agreed Methodology"). The Applicant shall provide courtesy copies of the calculations to CARB and the Governor's Office promptly following transmittal of the calculations to the City of Los Angeles. The Applicant shall enter into one or more contracts for the implementation of GHG-reducing Project Design Features and/or purchase voluntary carbon credits from an accredited carbon registry in an amount sufficient to offset the Construction Emissions. The Applicant shall provide courtesy copies of any such contracts to CARB and the Governor's Office promptly following the execution of such contracts.
2. Prior to issuance of any Temporary Certificate of Occupancy for the Project, the Applicant or its successor shall commit to entering into one or more contracts to purchase carbon credits from an accredited carbon registry, which contract, together with any previous contracts for the purchase of carbon credits, shall evidence the purchase of carbon credits in an amount sufficient to offset the Operational Emissions attributable to the Project, and shall be calculated on a net present value basis for a 30-year useful life.

Prior to execution of the contract(s), the Applicant and its consultant shall calculate the Operational Emissions, in accordance with the methodology described in the Applicant's "Application for Environmental Leadership Development Project," specifically the "Greenhouse Gas Emissions Methodology and Documentation" prepared by Eyestone Environmental.

The City will issue a Temporary Certificate of Occupancy upon receipt of the following: (1) a fully executed copy of the carbon offset purchase agreement(s); (2) a final CARB Determination that the Project will not result in any net additional GHG emissions; and (3) a copy of OPR's Certification Letter for the Project.



3. The following Project Design Features were accounted for in the AB 900 application for purposes of reducing GHG emissions and are, therefore, included as commitments in this letter.
  - A. The design of the new buildings shall incorporate features to be capable of achieving Gold certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD&C® or LEED-NC® Rating System using the LEED v4 rating system. Specific sustainability features that are integrated into the Project design to enable the Project to achieve at least LEED® Gold certification would include the following:
    - a. The Project will promote alternatives to conventionally fueled automobiles by providing 10 percent of the total code-required parking spaces to be equipped with EV charging stations and/or outlets for plugin.
    - b. The Project will optimize building energy performance with a 22 percent reduction from the LEED baseline consistent with LEED requirements.
    - c. The Project will reduce water consumption by 35 percent for indoor water and 30 percent for outdoor water from the LEED usage baseline.
    - d. The Project will provide on-site recycling areas with containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.
  - B. The residential units within the Project shall not include the use of natural gas-fueled fireplaces.
  - C. The Project will include the equivalent of 105 kilowatts of photovoltaic panels on the Project Site.
  - D. A transportation demand management (TDM) program would also be implemented to reduce the use of single occupant vehicles by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The combined effect of the various strategies implemented as part of the TDM program would result in a 15 percent reduction in daily trip generation by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.). The TDM program would include the following strategies:
    - a. Transportation Information Center, educational programs, kiosks and/or other measures.
    - b. Promotion and support of carpools and rideshare.
    - c. Bicycle amenities such as racks.
    - d. Parking incentives and support for formation of carpools/vanpools.



- e. On-site TDM coordinator.
- f. Mobility hub support
- g. Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area.
- h. Participate as a member in the future Hollywood Community TMO, when operational.

The improvement measure commitments outlined herein will be incorporated into the Project's Final Environmental Impact Report (FEIR) as Project Design Features or mitigation measures. The Applicant will agree to comply with all Project Design Features and mitigation measures contained in the FEIR through the Project's Mitigation Monitoring and Reporting Program, which represents a binding and enforceable agreement with the Project's lead agency, the City of Los Angeles.

Should you have any questions, please do not hesitate to call Mario Palumbo at (212) 875-4900.

Sincerely,

**6436 Hollywood Boulevard LLC**

By: California Manager Corp., Manager

By: Arnold S. Lehman  
Arnold S. Lehman, Vice President

**1624 Wilcox Ave LP**

By: Princeton Leasing LLC, General Partner

By: California Manager Corp., Manager

By: Arnold S. Lehman  
Arnold S. Lehman, Vice President

cc: City of Los Angeles, Department of City Planning

Mark Hagmann, P.E., Air Quality Director, Eyestone Environmental LLC



## Appendix A

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# Greenhouse Gas Emissions Offset Approach for the Hollywood and Wilcox Project/LEED Measure





# Hollywood & Wilcox

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## Project LEED Measures

The following list highlights the primary sustainability strategies expected to be implemented by the Hollywood & Wilcox Project (Project) to achieve Gold certification under the LEED v4 rating system. This list is preliminary; the LEED Gold strategy is expected to evolve during the Project design. This is in addition to the strategies needed to reduce the greenhouse gas (GHG) emissions, as required by the California Air Resources Board (CARB).

### Integrative Process

- The Project will conduct energy-related and water-related systems analyses to inform the owner's Project requirements, basis of design, design, documents, and construction documents.

### Location & Transportation

- The Project would be located on previously developed land.
- The Project would be located in an area with a diverse range of services within one half mile and a surrounding density of at least 7 units per acre residential and 0.5 FAR non-residential.
- The Project Site is located approximately 0.25 mile from the Metro Red Line Hollywood/Vine Station and well served by Metro and LADOT bus lines, the majority of which provide frequency of service intervals of 15 minutes or less during the A.M. and P.M. peak commute periods.
- The Project would include 26 short-term and 260 long-term bicycle parking spaces for residential uses and 9 short-term and 9 long-term bicycle parking spaces for commercial uses.

### Sustainable Sites

- Complete a site survey or assessment to address building relationship to topography, hydrology, climate, solar exposure, soils, vegetation, human uses, and health effects.
- Provide outdoor open space in excess of 30-percent of the total site area.



- Reduce runoff volume for the 85th percentile storm event and improve water quality by replicating the natural hydrology and water balance of the site.
- Reduce heat island effects by including landscaping on the outdoor roof deck on Level 12.
- Reduce light pollution by meeting uplight and light trespass requirements using the IESNA TM-15-11 BUG method.

#### Water Efficiency

- Reduce outdoor water use by 30 percent below baseline requirements.
- Reduce indoor water use by 35 percent below baseline requirements.
- Install water meters for potable water and commit to sharing whole-project water use with the United States Green Building Council (USGBC) for five years.
- Reduce water requirement 50-percent for peak watering month, first through plant species and irrigation system, per EPA WaterSense Budget Tool.
- Conduct one-time potable water analysis for cooling tower, and calculate the number of cooling tower cycles. Limit cooling tower cycles to avoid exceeding maximum values.
- Install separate water meters for landscape irrigation within the LEED boundary and for indoor plumbing fixtures of the LEED building.

#### Energy & Atmosphere

- Enhanced commissioning of energy systems, including fundamental construction and complete operating and maintenance (O&M) training, as well as systems monitoring 10 months after substantial completion.
  - Reduce energy use by 22-percent below LEED baseline.
  - Advanced energy metering for dominant energy uses.
  - Participate in an existing demand response program.
  - Provide the equivalent of 105 kilowatts of photovoltaic panels on the Project Site.
-



### Materials and Resources

- Use at least 20 different permanently installed products sourced from at least five different manufacturers that have publicly available Environmental Product Declarations (EDPs) and/or use products that comply with one of a USGBC list of environment criteria for 50-percent of the total value of permanently installed products by cost and/or;
- Use at least 20 different permanently installed products from at least five different manufacturers that use Manufacturer Inventory or Health Product Declarations (HPDs) to demonstrate the chemical inventory of the product to at least 0.1% (1,000 ppm) and/or;
- Use at least 20 different permanently installed products from at least five different manufacturers that use any of the following programs to demonstrate the chemical inventory of the product to at least 0.1-percent: a publicly available inventory, healthy product declaration, or cradle to cradle; and/or use products that document their material ingredient optimization via Green Screen v1.2 Benchmark or Cradle to Cradle Certified for at least 25-percent of the total value of permanently installed products in the project by cost and/or;
- Implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris or minimize the generation of construction waste to 2.5 pounds per square foot of building floor area.

### Indoor Environmental Quality

- Enhance indoor air quality by including 10-foot permanent entryway systems at all regularly used exterior entrances, exhaust hazardous gas/chemical storage areas (i.e., janitor rooms, trash rooms), and MERV 13 air filtration.
  - Use of low-emitting materials.
  - Develop and implement an indoor air quality management plan for construction and preoccupancy of the building, including a flush or testing plan.
  - After construction ends and before occupancy, complete baseline indoor air quality testing for all occupied spaces using the required protocols.
  - Include individual thermostats in at least 50-percent of the individual occupant spaces and group controls for all multi-occupant spaces.
-



- Include individual lighting controls for at least 90-percent of individual occupant spaces and multi-zone control systems for multi-occupant spaces.
- Achieve direct line of sight to outdoors via vision glazing for 75-percent of all regularly occupied floor areas.

#### Innovation and Design Process

- Innovation in design (credits 1.1 and 1.2).
- Innovation in design: education.
- Innovation in design: green housekeeping.
- Innovation in design: integrated pest management.
- Checklist completed by a LEED Accredited professional.

#### Regional Priority Credits

- Regional Priority Credits are bonus points for LEED credits deemed important for the project location. There are six options; a maximum of four credits can be earned. The following Los Angeles priority credits will be achieved:
  - Surrounding density and diverse uses.
  - Access to quality transit.
  - Rainwater management



## Appendix B

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### Greenhouse Gas Emissions (Construction)





**Hollywood and Wilcox**  
**Construction Assumptions**

**Site Parameters**

Site Acreage	1.4	acres
Total Building Square Footage	278.892	KSF
Open Space	33.75	KSF

**Land Use**

Type	Amount	Units		
Apartments	260	DU	261.092	TSF
Office	3.58	KSF		
Retail	11.02	KSF		
Restaurant	3.2	KSF		
Parking (Unenclosed)	252	Spaces	96.38	TSF
Parking (Enclosed)	168	Spaces	89.68	TSF

**Construction Schedule<sup>a</sup>**

Phase	Start Date	End Date	Days	Months
Demolition	1/1/2021	1/31/2021	21	1.0
Shoring / Excavation	2/1/2021	5/24/2021	81	3.8
Foundation / Below Grade Parking / Podium	5/25/2021	7/16/2021	39	1.7
Tower Concrete	7/17/2021	4/15/2022	195	8.9
Interior Finishes	11/1/2021	12/31/2022	305	14.0
Hardscape / Landscaping	9/1/2022	12/31/2022	87	4.0
Architectural Coatings	1/1/2022	12/31/2022	260	12.0
<b>Total</b>				<b>24</b>

**Demolition Truck Trips<sup>a</sup>**

Total Truck Trips (round trip)	200
Total Truck Trips (one-way)	400
Peak Daily Total Truck Trips (round trip)	20
Peak Daily Total Truck Trips (one-way)	40

**Shoring / Excavation (Soil Export Truck Trips)<sup>a</sup>**

Total Export (CY)	58,000
Truck Capacity (CY)	14
Total Truck Trips (round trip)	4143
Total Truck Trips (One-way)	8,286
Days of Export	81
Peak Trips per Day	53
Total Vendor Delivery (One-way trips)	60
Peak Daily Vendor Delivery (One-way trips)	8



## Hollywood and Wilcox

### Construction Assumptions

#### One-way Distance to Landfill (mi)

Chiquita Canyon	35
Vulcan Irwindale	30
Sunshine Canyon	20
Vulcan Sun Valley	14

#### Foundation / Below Grade Parking / Podium Concrete and Delivery Truck Trips

Total Foundation (roundtrips)	1708
Total Foundation (one-way trips)	3436
Days	39
Average Daily Trips (one-way trips per day)	88
Peak Daily Foundation (roundtrips per day)	121
Peak Daily Foundation (one-way trips per day)	242

#### Tower Concrete and Delivery Truck Trips

Total Tower Concrete (roundtrips)	2840
Total Tower Concrete (one-way trips)	5700
Days	195
Average Daily Trips (one-way trips per day)	29
Peak Daily Tower Concrete (roundtrips per day)	50
Peak Daily Tower Concrete (one-way trips per day)	100

#### Interior Finishes Delivery Truck Trips

Total Interior Finishes (roundtrips)	512
Total Interior Finishes (one-way trips)	1044
Days	305
Average Daily Trips (one-way trips per day)	3.4
Peak Daily Interior Finishes (roundtrips per day)	10
Peak Daily Interior Finishes (one-way trips per day)	20

#### Worker Trips

Demolition (trips per day)	24
Shoring/Excavation (trips per day)	100
Foundation (trips per day)	300
Tower Concrete (trips per day)	500
Interior Finishes (trips per day)	250
Hardscape/Landscape (trips per day)	20



Hollywood and Wilcox  
Construction Assumptions

**Hollywood and Wilcox**

**Construction Assumptions**

**Equipment Mix<sup>a</sup>**

Phase Name	Equipment Type	Unit Amount	Usage Hours
Demolition	Concrete/Industrial Saws	1	8
	Air Compressors	1	8
	Excavator	2	8
	Rubber Tired Loader	1	8
	Skid Steer Loader	1	8
Shoring / Excavation	Bore Drill Rig	2	8
	Rubber Tired Loader	1	8
	Plate Compactor	1	8
	Air Compressors	1	8
	Welders	4	8
	Cranes	1	8
	Excavator	1	8
Foundation / Below Grade Parking / Podium	Cranes	1	8
	Plate Compactor	2	8
	Generator Sets	2	8
	Pumps	1	8
	Forklifts	2	8
Tower Concrete	Welders	6	8
	Pumps	2	8
	Forklifts	2	8
Interior Finishes	Cranes	1	8
	Aerial Lift	3	8
	Air Compressors	3	8
	Forklifts	2	8
Hardscape / Landscaping	Skid Steer Loader	2	8
	Cement and Mortar Mixer	1	8
	Paving Equipment	1	8

<sup>a</sup> Information provided by Matt Construction. January 31, 2018.



## Hollywood and Wilcox (Construction) - South Coast Air Basin, Annual

### Hollywood and Wilcox (Construction)

#### South Coast Air Basin, Annual

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3.58	1000sqft	0.00	3,580.00	0
Enclosed Parking with Elevator	168.00	Space	0.00	89,680.00	0
Unenclosed Parking Structure	252.00	Space	0.00	96,380.00	0
High Turnover (Sit Down Restaurant)	3.20	1000sqft	0.00	3,200.00	0
Apartments High Rise	260.00	Dwelling Unit	1.40	261,092.00	744
Strip Mall	11.02	1000sqft	0.00	11,020.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	11			<b>Operational Year</b>	2023
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1227.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - see Construction Assumptions

Off-road Equipment - see Construction Assumptions

Off-road Equipment - see Construction Assumptions

Off-road Equipment - see Construction Assumptions

Off-road Equipment - see Construction Assumptions

Off-road Equipment - see Construction Assumptions

Off-road Equipment -

Off-road Equipment - see Construction Assumptions

Off-road Equipment - see Construction Assumptions

Trips and VMT - see Construction Assumptions 8,586

Demolition - see Construction Assumptions

Grading - see Construction Assumptions

Vehicle Trips -

Construction Off-road Equipment Mitigation -

Architectural Coating -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Parking	11164	10080
tblAreaCoating	Area_Residential_Exterior	176237	175500
tblAreaCoating	Area_Residential_Interior	528711	526500
tblConstructionPhase	NumDays	10.00	260.00
tblConstructionPhase	NumDays	200.00	39.00



[illegible]



tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	35.00
tblTripsAndVMT	HaulingTripLength	20.00	35.00
tblTripsAndVMT	HaulingTripNumber	165.00	400.00
tblTripsAndVMT	HaulingTripNumber	7,250.00	8,286.00
tblTripsAndVMT	VendorTripNumber	0.00	8.00
tblTripsAndVMT	VendorTripNumber	61.00	88.00
tblTripsAndVMT	VendorTripNumber	61.00	29.00
tblTripsAndVMT	VendorTripNumber	61.00	3.00
tblTripsAndVMT	VendorTripNumber	0.00	3.00
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHD
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHD
tblTripsAndVMT	VendorVehicleClass	HDT_Mix	HHD
tblTripsAndVMT	WorkerTripNumber	15.00	24.00
tblTripsAndVMT	WorkerTripNumber	28.00	100.00
tblTripsAndVMT	WorkerTripNumber	271.00	300.00
tblTripsAndVMT	WorkerTripNumber	271.00	500.00
tblTripsAndVMT	WorkerTripNumber	271.00	250.00
tblTripsAndVMT	WorkerTripNumber	54.00	50.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00

## 2.0 Emissions Summary

### 2.1 Overall Construction

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021																1,555.6117
2022																1,082.3270
Maximum																1,555.6117

## 3.0 Construction Detail

### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/31/2021	5	21	
2	Shoring / Excavation	Grading	2/1/2021	5/24/2021	5	81	
3	Foundation / Below Grade Parking	Building Construction	5/25/2021	7/16/2021	5	39	



4	Tower Construction	Building Construction	7/17/2021	4/15/2022	5	195
5	Interior Finishes	Building Construction	11/1/2021	12/31/2022	5	305
6	Architectural Coating	Architectural Coating	1/1/2022	12/31/2022	5	260
7	Hardscape / Landscaping	Paving	9/1/2022	12/31/2022	5	87

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 528,711; Residential Outdoor: 176,237; Non-Residential Indoor: 26,700; Non-Residential Outdoor: 8,900; Striped**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Air Compressors	1	8.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	2	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition	Rubber Tired Loaders	1	8.00	203	0.36
Demolition	Skid Steer Loaders	1	8.00	65	0.37
Shoring / Excavation	Air Compressors	1	8.00	78	0.48
Shoring / Excavation	Bore/Drill Rigs	2	8.00	221	0.50
Shoring / Excavation	Cranes	1	8.00	231	0.29
Shoring / Excavation	Excavators	1	8.00	158	0.38
Shoring / Excavation	Graders	0	8.00	187	0.41
Shoring / Excavation	Plate Compactors	1	8.00	8	0.43
Shoring / Excavation	Rubber Tired Dozers	0	8.00	247	0.40
Shoring / Excavation	Rubber Tired Loaders	1	8.00	203	0.36
Shoring / Excavation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Shoring / Excavation	Welders	4	8.00	46	0.45
Foundation / Below Grade Parking	Cranes	1	8.00	231	0.29
Foundation / Below Grade Parking	Excavators	0	8.00	158	0.38
Foundation / Below Grade Parking	Forklifts	2	8.00	89	0.20
Foundation / Below Grade Parking	Generator Sets	2	8.00	84	0.74
Foundation / Below Grade Parking	Graders	0	8.00	187	0.41
Foundation / Below Grade Parking	Plate Compactors	2	8.00	8	0.43
Foundation / Below Grade Parking	Pumps	1	8.00	84	0.74
Foundation / Below Grade Parking	Rubber Tired Dozers	0	8.00	247	0.40
Foundation / Below Grade Parking	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Foundation / Below Grade Parking	Welders	0	8.00	46	0.45
Tower Construction	Cranes	0	8.00	231	0.29
Tower Construction	Forklifts	2	8.00	89	0.20
Tower Construction	Generator Sets	0	8.00	84	0.74
Tower Construction	Pumps	2	8.00	84	0.74
Tower Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Tower Construction	Welders	6	8.00	46	0.45
Interior Finishes	Aerial Lifts	3	8.00	63	0.31
Interior Finishes	Air Compressors	3	8.00	78	0.48
Interior Finishes	Cranes	1	8.00	231	0.29
Interior Finishes	Forklifts	2	8.00	89	0.20
Interior Finishes	Generator Sets	0	8.00	84	0.74
Interior Finishes	Pavers	0	8.00	130	0.42



## Trips and VMT

### 3.1 Mitigation Measures Construction

Water Exposed Area

### 3.2 Demolition - 2021

### **Unmitigated Construction On-Site**

### Unmitigated Construction Off-Site

[illegible]



[illegible]

### 3.3 Shoring / Excavation - 2021

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

### 3.4 Foundation / Below Grade Parking - 2021

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]



Vendor																	55.3174
Worker																	56.0018
<b>Total</b>																	<b>111.3192</b>

### 3.5 Tower Construction - 2021

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road																152.1428
<b>Total</b>																<b>152.1428</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling																0.0000
Vendor																56.0911
Worker																287.1887
<b>Total</b>																<b>343.2798</b>

### 3.5 Tower Construction - 2022

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road																95.0743
<b>Total</b>																<b>95.0743</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	----------	-----------	-----	-----	------



Category	tons/yr										MT/yr				
Hauling															0.0000
Vendor															34.6583
Worker															173.0565
<b>Total</b>															<b>207.7148</b>

### 3.6 Interior Finishes - 2021

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road																50.6462
Total																50.6462

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling																0.0000
Vendor																1.6416
Worker																53.8479
Total																55.4895

### 3.6 Interior Finishes - 2022

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road																292.6218
Total																292.6218

#### Unmitigated Construction Off-Site



[illegible]



[illegible]

### **Unmitigated Construction Off-Site**

[illegible]



## Appendix C

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### Greenhouse Gas Emissions (Operations)





Hollywood and Wilcox Project  
GHG Modeling Parameters

Summary of	2017	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
<b>GHG Emissions</b>														
<b>Baseline</b>														
Area	0.0													
Energy	196.1													
Mobile	253.4													
Waste	7.3													
Water	32.9													
Total	<b>489.7</b>				<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>	<b>490</b>
<b>Buildout</b>														
Area					4	4	4	4	4	4	4	4	4	4
Energy					599	554	554	554	522	522	522	491	491	491
Mobile					875	857	836	817	799	783	769	756	745	735
Stationary					2	2	2	2	2	2	2	2	2	2
Waste					43	43	43	43	43	43	43	43	43	43
Water					86	79	79	79	74	74	74	69	69	69
Reduction for EV Chargers					(210)	(211)	(202)	(194)	(194)	(188)	(182)	(183)	(179)	(175)
Reduction for Solar					(43)	(39)	(39)	(39)	(35)	(35)	(35)	(32)	(32)	(32)
Total					<b>1,356</b>	<b>1,291</b>	<b>1,278</b>	<b>1,267</b>	<b>1,216</b>	<b>1,206</b>	<b>1,197</b>	<b>1,150</b>	<b>1,143</b>	<b>1,136</b>
<b>Construction</b>		-	<b>1,556</b>	<b>1,082</b>										
<b>Buildout less Baseline:</b>		-	1,556	1,082	867	801	788	777	726	716	707	660	653	<b>647</b>
Emission Offsets		-	1,556	1,082	867	801	788	777	726	716	707	660	653	<b>647</b>
<b>Net GHG Emissions:</b>		-	-	-	-	-	-	-	-	-	-	-	-	-



Hollywood and Wilcox Project  
GHG Modeling Parameters

Summary of	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053
<b>GHG Emissions</b>																					
<b>Baseline</b>																					
Area																					
Energy																					
Mobile																					
Waste																					
Water																					
Total	490	490	490	490	490	490	490	490	490	490	490	490	490	490	490	490	490	490	490	490	490
<b>Buildout</b>																					
Area	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Energy	491	491	491	491	491	491	491	491	491	491	491	491	491	491	491	491	491	491	491	491	491
Mobile	726	718	711	705	700	696	693	690	688	686	685	684	683	683	683	683	683	684	684	684	684
Stationary	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Waste	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43
Water	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
Reduction for EV Chargers	(172)	(169)	(166)	(164)	(162)	(161)	(159)	(158)	(157)	(156)	(155)	(155)	(154)	(154)	(154)	(153)	(153)	(153)	(153)	(153)	(153)
Reduction for Solar	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)	(32)
Total	1,131	1,125	1,121	1,118	1,115	1,112	1,110	1,109	1,107	1,106	1,106	1,106	1,105	1,106	1,106	1,106	1,107	1,108	1,108	1,108	1,108
<b>Construction</b>																					
<b>Buildout less Baseline:</b>	641	636	631	628	625	622	620	619	618	617	616	616	616	616	616	617	617	618	618	618	618
Emission Offsets	641	636	631	628	625	622	620	619	618	617	616	616	616	616	616	617	617	618	618	618	618
Net GHG Emissions:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																					<b>Total</b>
																					<b>23,023</b>



Hollywood and Wilcox Project  
GHG Modeling Parameters

**Trip Generation Rates (ADT):**

	Square Footage	Quantity	Units	ITE Trip Generation Rate (9th Edition) Daily	Transit	Trip Reduction Credits Internal Captur Walk/Bike	TDM (%)	Total	Daily Trip Rate Buildout	CalEEMod Default Weekday Saturday Sunday	Adjusted Trips (Buildout) Adjustment Sat Sun
<b>Buildout (Daily Trip Generation)</b>											
Apartments (ITE# 220)	261,092	260.00	Units	6.65		Calculated within CalEEMod	15%	1,470	5.65	4.20 4.98 3.65	1.35 6.70 4.91
General Office Building (ITE# 710)	3,580	3.58	TSF	11.03		Calculated within CalEEMod	15%	34	9.38	11.03 2.46 1.05	0.85 2.09 0.89
Shopping Center (ITE#820)	11,020	11.02	TSF	42.70		Calculated within CalEEMod	15%	400	36.30	44.32 42.04 20.43	0.82 34.43 16.73
High-Turnover Restaurant (ITE# 932)	3,200	3.20	TSF	127.15		Calculated within CalEEMod	15%	346	108.08	127.15 158.37 131.84	0.85 134.61 112.06
Parking (Below 2 levels)	89,680	168	spaces	-	-	-	-	-	-	-	-
Parking (Above 3 levels)	96,380	252	spaces	-	-	-	-	-	-	-	-
Total:								2,249			
***Parking Above Grade includes 1,450 sq ft bicycle parking facility											
	Square Footage	Quantity	Units	Trip Rate (week) Daily	Transit	Trip Reduction Credits Internal Captur Walk/Bike	TDM	Total	Daily Trip Rate Buildout	CalEEMod Default Weekday Saturday Sunday	Adjusted Trips (Buildout) Adjustment Sat Sun
<b>Baseline (Daily Trip Generation)</b>											
General Office Building (ITE# 710)	14,880	14.88	TSF	11.03		Calculated within CalEEMod	0%	164	11.03	11.03 2.46 1.05	1.00 2.46 1.05
Shopping Center (ITE#820)	14,320	14.32	TSF	42.70		Calculated within CalEEMod	0%	611	42.70	44.32 42.04 20.43	0.96 40.50 19.68
Parking	35,900	90.00	spaces	-	-	-	-	-	-	-	-
Total:								776			

\*\*\*Note: Trip generation rates were derived from the AB900 Traffic Assessment for the Hollywood & Wilcox Project, dated July 21, 2018, attached as Appendix D.

**ENERGY**

**Calculation of Carbon Intensity Factor for Energy**

	2017	2023	Year 2024-2026	2027-2029	2030-
Electricity CO2 Intensity Metric (lbs CO2 per MWh)	834	595	533	488	444
CalEEMod Default N20 per MWh for LADWP	0.00617	0.00617	0.00617	0.00617	0.00617
CalEEMod Default CH4 per MWh for LADWP	0.029	0.029	0.029	0.029	0.029
Electricity CO2 Intensity Metric (lbs CO2e per MWh)	836.56	597.56	535.56	490.56	446.56

	CO2	CH4	N2O
Global Warming Potential (GWP)	1	25	298

Baseline Year Source: LADWP, 2017 Power Strategic Long-Term Resource Plan, Appendix C, Table C-1.

Year 2023 and Beyond Source: California Air Resources Board, Statewide Emission Factors (EF) for Use with AB 900 Projects, January 2017. CARB recommends use an emission factor of 595 lbs/CO2/MWh for years 2020 and beyond. Future year CO2 intensity factors were scaled proportionately based on future year renewable energy targets of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

**Calculation of GHG Emission Reduction for PV Panels**

Annual kWh	2017	2023	2024-2026	2027-2029	2030-
PV Size (105 KW)	158736	-43	-39	-35	-32

Solar Report included as Appendix E.

**Calculation of Parking Garage Ventilation Energy Factor**

Full Power Ventilation Flowrate:	0.5 cfm/sf	Section 120.6(c) of California Building Code, Mandatory Requirements for Enclosed Parking Garages, provides a minimum 0.15 cfm/sf flowrate. Conservatively assumed 0.5 cfm/sf.
Fan Horsepower/1,000 sf:	0.19 hp/1,000 sf	Fan Horsepower = (CFM x Static Pressure of 1.6 in WC)/(6356 x Motor Fan Efficiency of 65%)
Setback Mode Power Ventilation Flowrate:	0.05 cfm/sf	Energy Star technical reference recommends a minimum flow rate of 0.05 cfm/sf when fan is in setback mode.
Fan Horsepower/1,000 sf:	0.02 hp/1,000 sf	Fan Horsepower = (CFM x Static Pressure of 1.6 in WC)/(6356 x Motor Fan Efficiency of 65%)
Fan Horsepower/1,000 sf per Day:	1.51 hp/1,000 sf/Day	Energy Star technical reference recommends 6 hours per day at full power and 18 hours per day at 0.05 cfm/sf in setback mode.
Horsepower to kW Conv.	0.746 kW per hp	
Fan kW/1,000 sf per Day:	1.13 kW/1,000 sf/Day	
Annual kW/sf	0.41 kWh/sf Annual	

Source: Energy Star Portfolio Manger Technical Reference: Parking and the Energy Star Score in the United States and Canada, August 2018.



**APPLICABLE GHG REDUCTION MEASURES Included within CalEEMod**

Applicable VMT Reduction Measures selected in CalEEMod based on CAPCOA's Quantifying Greenhouse Gas Mitigation Measures, August, 2010.

LUT-1:	Increase Density LUT-1 CAPCOA measures dwellings per acre and jobs per acre . Data Needed: number of housing units per acre or jobs per acre Employees: 79 employees for Baseline and 56 employees for Buildout. Residential Units: 0 units for Baseline and 260 units (744 population) for Buildout. Acreage	<b>Buildout #/Acre</b>	<b>Baseline #/Acre</b>	
			40	56
			186	Not Applicable
			1.4	1.4
LUT-3	Increase Diversity of Urban and Suburban Developments (Mixed Use) (Internally calculated in CalEEMod based on mix of land uses)			
LUT-4	Improve Destination Accessibility Distance to Downtown or Job Center	<b>Buildout</b>	<b>Baseline</b>	
		5.5		5.5 miles
LUT-5	Increase Transit Accessibility (0.5-24.6% reduction) Distance to Transit Station	<b>Buildout</b>	<b>Baseline</b>	
		0.25		0.25 miles
LUT-6	Integrate Below Market Rate Housing Number of dwelling units below market rate	<b>Buildout</b>	<b>Baseline</b>	
		Not Applicable	Not Applicable	dwelling units
LUT-8/SDT-1	Provide pedestrian Network Improvements	<b>Buildout</b>	<b>Baseline</b>	
		Project Site On	Not Applicable	
LUT-9	Improve Walkability Design Intersections within one square mile of the Project site	<b>Buildout</b>	<b>Baseline</b>	
		161		161 intersections
SDT-2	Provide Traffic Calming Measures Percent of Streets with sidewalks within one square mile of the Project site Percent of intersections with crosswalks within one square mile of the Project site Number of Intersections with crosswalks and/or timers	<b>Buildout</b>	<b>Baseline</b>	
		75		75 Percent
		25		25 Percent
		52		52 intersections

**Total VMT Reduction for Buildout:**

Buildout with CAPCOA Measures:	6,328,543 miles
Buildout without CAPCOA Measures:	2,104,241 miles
Percent Reduction:	-67%

**Energy Reduction Measures Included in CalEEMod Run:**

High Efficiency Lighting (25%)  
20% reduction from LEED baseline of ASHRAE 90.1-2010 (conservatively assumed no reduction in comparison to 2016 Title 24 standards)  
Energy Star

**Water Reduction Measures Included in CalEEMod Run:**

35% below baseline requirements (Indoor)  
30% below baseline requirements (Outdoor)

**Waste Diversion Rate Reduction Measures Included in CalEEMod Run:**

Consistency with LA County Diversion Rate of 50%

**Area Source Reduction Measure Included in CalEEMod Run:**

-Fireplaces would be prohibited within residential units

**Additional Measures:**

10% Parking Stalls Equipped with Charging Station/Plugin (See calculations below)



**GHG Emissions Reductions for Residential Uses Associated with PDF XX-XX (Electric Vehicle Charging Stations/Plugins).**

	2017 (Baseline)																											
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
<b>Step 1: Estimating GHG Emissions Reduction to Replace Gasoline/Diesel Vehicle with Electric Vehicle</b>																												
LADWP Electricity Emission Factor (MTCO <sub>2</sub> E/MWh) <sup>1</sup>	0.38	0.27	0.24	0.24	0.24	0.22	0.22	0.22	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
Fuel Economy of Electric Vehicle (kWh/mile) <sup>2</sup>	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Electric Vehicle GHG Emissions (grams/mile)	125.2	89.4	80.2	80.2	80.2	73.4	73.4	73.4	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8
GHG Emissions from Residential Miles Traveled (CalEEMod) (grams/mile) <sup>3</sup>	369.5	313.8	305.8	296.4	288.1	280.6	274.1	268.2	262.9	258.6	254.5	250.9	247.6	244.9	242.4	240.4	238.6	237.1	235.8	234.8	233.9	233.2	232.6	232.1	231.6	231.3	230.9	230.7
GHG Emissions Reduction from Additional Electric Vehicles, (grams/mile)	244.2	224.3	225.6	216.2	207.9	207.2	200.6	194.8	196.1	191.8	187.6	184.0	180.8	178.0	175.6	173.5	171.8	170.3	169.0	168.0	167.1	166.4	165.7	165.2	164.8	164.4	164.1	163.8
<b>Step 2: Estimating Project Residential-Related VMT GHG Emissions</b>																												
Residential Average Yearly VMT with TDM and PDFs (miles/year) <sup>4</sup>	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165	1,682,165
Percent of Residential Miles Driven in Electric Vehicles due to this Measure <sup>5</sup>	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Residential VMT that is Displaced by EVs due to this Measure (miles/year)	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217	168,217
GHG Emissions Reduction from Residential Electric Vehicles (MTCO <sub>2</sub> E/MWh)	41	38	38	36	35	35	34	33	33	32	32	31	30	30	30	29	29	29	28	28	28	28	28	28	28	28	28	28

Notes:

- 1) CO<sub>2</sub> Intensity factor reflects consistency with CARB, Statewide Emission Factors (EF) for Use with AB 900 Projects, January 2017.  
2) US Department of Energy, 2013. Benefits and Considerations of Electricity as a Vehicle Fuel (Average kWh/mile). Available at: [http://afdc.energy.gov/fuels/electricity\\_benefits.html](http://afdc.energy.gov/fuels/electricity_benefits.html).  
3) CalEEMod Output file provided in Appendix C.  
4) Residential charging of vehicles would primarily occur over night, while commercial use charging of vehicles would primarily occur during the day. In addition, it is assumed that the charging stations/plugins for residential uses would be fully utilized which is supported by the projected number of electric vehicles in the future. Bloomberg New Energy Finance projects that electric vehicles will represent 35 percent of global new car sales by 2040 (<https://about.bnef.com/blog/electric-vehicles-to-be-35-of-global-new-car-sales-by-2040/>).  
5) 10 percent of proposed parking stalls would include EV chargers.

**GHG Emissions Reductions for Commercial Uses Associated with PDF XX-X (Electric Vehicle Charging Stations/Plugins).**

Step 1: Estimating GHG Emissions Reduction to Replace Gasoline/Diesel Vehicle with Electric Vehicle																													
LADWP Electricity Emission Factor (MTCO2E/MWh) <sup>1</sup>	0.38	0.27	0.24	0.24	0.24	0.22	0.22	0.22	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
Fuel Economy of Electric Vehicle (kWh/mile) <sup>2</sup>	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33
Gasoline/Diesel CO2 Emissions While Running (grams/mile) <sup>3</sup>	369.5	313.8	305.8	296.4	288.1	280.6	274.1	268.2	262.9	258.6	254.5	250.9	247.6	244.9	242.4	240.4	238.6	237.1	235.8	234.8	233.9	233.2	232.6	232.1	231.6	231.3	230.9	230.7	230.5
Annual VMT Reduction per Parking Spot (miles/charging station/year) <sup>4</sup>	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250	18,250
Number of On-Site Chargers	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
Annual VMT Reduction All Stations/Plugins (Based on Charge)	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500	766,500
Step 2: Estimating GHG Emissions Reduction from Installing Electric Vehicle Charging Stations/Plugins																													
GHG Emissions of Gasoline/Diesel Vehicle (MTCO2E/MWh)	283	240	234	227	221	215	210	206	202	198	195	192	190	188	186	184	183	182	181	180	179	179	178	178	178	177	177	177	177
GHG Emissions of Electric Vehicle (MTCO2E/MWh)	96	69	61	61	61	56	56	56	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51
GHG Emissions Reduction (MTCO2E/MWh)	187	172	173	166	159	159	154	149	150	147	144	141	139	136	135	133	132	131	130	129	128	128	127	127	126	126	126	126	125

Notes:

- 1) CO<sub>2</sub> Intensity factor reflects a 2028 RPS for LADWP (570 lbs of CO<sub>2</sub>E/MWh).  
2) US Department of Energy, 2013. Benefits and Considerations of Electricity as a Vehicle Fuel (Average kWh/mile). Available at: [http://afdc.energy.gov/fuels/electricity\\_benefits.html](http://afdc.energy.gov/fuels/electricity_benefits.html).  
3) CARB, 2017. EMFAC2017, running exhaust emission rate for CO<sub>2</sub> and CH<sub>4</sub> for light duty gasoline- and diesel-powered vehicles in Los Angeles, aggregated for all models and speeds, averaged over all seasons for 2023. Included as Appendix XXX.XX.  
4) Annual VMT reduction estimated based on an estimate of 10 hours of charge time for a Level 2 charging station that charges at a rate of 25 driving range per hour. It is conservatively assumed that 20 % of the miles charged would be driven by the charged vehicles.



Project VMT								
Land Use	Average Daily Trip Rate			Unmitigated	Mitigated			
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT			
Apartments High Rise	1,469.00	1,742.00	1276.60	5,059,142	1,682,165			
Enclosed Parking with Elevator	0.00	0.00	0.00					
General Office Building	33.58	7.48	3.19	82,180	27,325			
High Turnover (Sit Down Restaurant)	345.86	430.75	358.59	490,351	163,042			
Strip Mall	400.03	379.42	184.36	696,870	231,709			
Total	2,248.47	2,559.65	1,822.74	6,328,543	2,104,241			
EMFAC2017 Output - Los Angeles County - All Vehicle Categories (Gas, DSL, NG)								
Project Emissions								
tons/day								
Year	VMT per Day	Sum of CO <sub>2</sub> _TOTEX	Sum of CH <sub>4</sub> _TOTEX	Sum of N <sub>2</sub> O_TOTEX	Sum of CO <sub>2</sub> E	Emission Factor (g/mi)	Project Annual VMT	Project Annual CO <sub>2</sub> e Emissions
2017 (Baseline)	280,484,657	131,357	10.61	7.68	133,911	433.1	530,811	253
2023	284,332,194	116,185	7.65	6.18	118,218	377.1	2,104,241	875
2024	284,995,320	114,123	7.46	6.06	116,114	369.6	2,104,241	857
2025	285,474,252	111,440	7.28	5.93	113,388	360.3	2,104,241	836
2026	285,529,418	108,927	7.12	5.82	110,839	352.1	2,104,241	817
2027	286,222,712	106,858	7.02	5.73	108,741	344.6	2,104,241	799
2028	286,903,934	104,969	6.92	5.65	106,826	337.7	2,104,241	783
2029	287,590,197	103,285	6.84	5.58	105,120	331.6	2,104,241	769
2030	288,279,230	101,793	6.76	5.53	103,608	326.0	2,104,241	756
2031	288,942,886	100,536	6.70	5.47	102,334	321.3	2,104,241	745
2032	289,600,566	99,362	6.65	5.43	101,146	316.8	2,104,241	735
2033	290,257,148	98,347	6.61	5.40	100,121	312.9	2,104,241	726
2034	290,896,280	97,463	6.57	5.37	99,228	309.4	2,104,241	718
2035	291,528,044	96,716	6.54	5.35	98,475	306.4	2,104,241	711
2036	292,200,093	96,142	6.52	5.35	97,899	303.9	2,104,241	705
2037	292,861,457	95,678	6.50	5.35	97,434	301.8	2,104,241	700
2038	293,489,828	95,314	6.49	5.35	97,071	300.0	2,104,241	696
2039	294,099,695	95,041	6.49	5.36	96,800	298.6	2,104,241	693
2040	294,696,127	94,848	6.48	5.37	96,611	297.4	2,104,241	690
2041	295,235,301	94,705	6.49	5.39	96,473	296.4	2,104,241	688
2042	295,795,651	94,647	6.49	5.41	96,422	295.7	2,104,241	686
2043	296,313,878	94,639	6.50	5.44	96,423	295.2	2,104,241	685
2044	296,788,212	94,661	6.52	5.47	96,455	294.8	2,104,241	684
2045	297,250,781	94,713	6.53	5.51	96,518	294.5	2,104,241	683
2046	297,669,547	94,803	6.55	5.54	96,618	294.4	2,104,241	683
2047	298,092,814	94,920	6.57	5.57	96,746	294.4	2,104,241	683
2048	298,468,800	95,044	6.59	5.61	96,880	294.4	2,104,241	683
2049	298,799,352	95,177	6.61	5.64	97,024	294.5	2,104,241	683
2050	299,117,023	95,393	6.64	5.69	97,254	294.9	2,104,241	684



EMFAC2017 Output - Los Angeles County - All Vehicle Categories (Gas, DSL, NG) (EV included for Baseline-Year 2017) Used for Mobile

Year	VMT per Day	tons/day				Emission Factor (g/mi)
		Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of CO2E	
2017	280,484,657	131,357	10.61	7.68	133,911	433.1
2023	284,332,194	116,185	7.65	6.18	118,218	377.1
2024	284,995,320	114,123	7.46	6.06	116,114	369.6
2025	285,474,252	111,440	7.28	5.93	113,388	360.3
2026	285,529,418	108,927	7.12	5.82	110,839	352.1
2027	286,222,712	106,858	7.02	5.73	108,741	344.6
2028	286,903,934	104,969	6.92	5.65	106,826	337.7
2029	287,590,197	103,285	6.84	5.58	105,120	331.6
2030	288,279,230	101,793	6.76	5.53	103,608	326.0
2031	288,942,886	100,536	6.70	5.47	102,334	321.3
2032	289,600,566	99,362	6.65	5.43	101,146	316.8
2033	290,257,148	98,347	6.61	5.40	100,121	312.9
2034	290,896,280	97,463	6.57	5.37	99,228	309.4
2035	291,528,044	96,716	6.54	5.35	98,475	306.4
2036	292,200,093	96,142	6.52	5.35	97,899	303.9
2037	292,861,457	95,678	6.50	5.35	97,434	301.8
2038	293,489,828	95,314	6.49	5.35	97,071	300.0
2039	294,099,695	95,041	6.49	5.36	96,800	298.6
2040	294,696,127	94,848	6.48	5.37	96,611	297.4
2041	295,235,301	94,705	6.49	5.39	96,473	296.4
2042	295,795,651	94,647	6.49	5.41	96,422	295.7
2043	296,313,878	94,639	6.50	5.44	96,423	295.2
2044	296,788,212	94,661	6.52	5.47	96,455	294.8
2045	297,250,781	94,713	6.53	5.51	96,518	294.5
2046	297,669,547	94,803	6.55	5.54	96,618	294.4
2047	298,092,814	94,920	6.57	5.57	96,746	294.4
2048	298,468,800	95,044	6.59	5.61	96,880	294.4
2049	298,799,352	95,177	6.61	5.64	97,024	294.5
2050	299,117,023	95,393	6.64	5.69	97,254	294.9

EMFAC2017 Output - Los Angeles County - LDA, LDT1, LDT2, MDV (Gas, DSL, NG) Used for EV Offset Calculation

Year	VMT per Day	tons/day				Emission Factor (g/mi)
		Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of CO2E	
2017	260,001,162	104,502	5.59	4.22	105,899	369.5
2023	260,550,493	89,253	3.09	2.67	90,124	313.8
2024	260,760,511	87,076	2.85	2.52	87,897	305.8
2025	260,849,138	84,446	2.63	2.38	85,222	296.4
2026	260,509,160	81,989	2.43	2.27	82,728	288.1
2027	260,792,057	79,980	2.27	2.19	80,688	280.6
2028	261,124,170	78,213	2.13	2.11	78,896	274.1
2029	261,469,435	76,643	2.00	2.06	77,305	268.2
2030	261,825,273	75,254	1.89	2.01	75,899	262.9
2031	262,187,197	74,122	1.79	1.97	74,753	258.6
2032	262,549,779	73,043	1.70	1.93	73,662	254.5
2033	262,917,519	72,100	1.62	1.91	72,709	250.9
2034	263,277,383	71,277	1.54	1.89	71,878	247.6
2035	263,635,298	70,571	1.48	1.87	71,165	244.9
2036	264,010,087	69,972	1.42	1.86	70,561	242.4
2037	264,383,690	69,472	1.37	1.85	70,057	240.4
2038	264,733,413	69,053	1.32	1.84	69,635	238.6
2039	265,073,786	68,708	1.28	1.84	69,287	237.1
2040	265,409,380	68,428	1.24	1.83	69,006	235.8
2041	265,712,303	68,203	1.21	1.83	68,780	234.8
2042	266,025,998	68,028	1.19	1.83	68,604	233.9
2043	266,299,990	67,887	1.17	1.83	68,462	233.2
2044	266,539,748	67,771	1.15	1.83	68,346	232.6
2045	266,771,759	67,677	1.14	1.83	68,252	232.1
2046	266,945,892	67,593	1.13	1.83	68,168	231.6
2047	267,125,774	67,530	1.12	1.84	68,105	231.3
2048	267,266,617	67,473	1.11	1.84	68,048	230.9
2049	267,366,740	67,419	1.11	1.84	67,996	230.7
2050	267,457,393	67,381	1.11	1.85	67,958	230.5

	CO2	CH4	N2O
Global Warming Potential (GWP)	1	25	298

## Hollywood and Wilcox (Operations) - Baseline - Los Angeles-South Coast County, Annual

## Hollywood and Wilcox (Operations) - Baseline

### Los Angeles-South Coast County, Annual

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14.88	1000sqft	1.40	14,880.00	0
Parking Lot	35.90	1000sqft	0.00	35,900.00	0
Strip Mall	14.32	1000sqft	0.00	14,320.00	0

### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2017
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	834	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - LADWP 2016 CO2 Intensity Factor - 834 lbs/MWh

Land Use - Site Specific Acreage

Construction Phase - see Construction Assumptions

Off-road Equipment - see Construction Assumptions

Off-road Equipment - see Construction Assumptions

Trips and VMT - see Construction Assumptions 8,586

Demolition - see Construction Assumptions

Grading - see Construction Assumptions

Vehicle Trips - see Traffic Study

Woodstoves - No hearths

Energy Use - Historic Data

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.34	1.40
tblLandUse	LotAcreage	0.82	0.00
tblLandUse	LotAcreage	0.33	0.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	834
tblVehicleTrips	ST_TR	42.04	40.50
tblVehicleTrips	SU_TR	20.43	19.69
tblVehicleTrips	WD_TR	44.32	42.70



2.0 Emissions Summary

2.2 Overall Operational  
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																1.7300e-003
Energy																196.0871
Mobile																721.7884
Waste																14.5238
Water																32.9243
Total																965.3253

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																1.7300e-003
Energy																196.0871
Mobile																294.0813
Waste																7.2619
Water																28.2542
Total																525.6862

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45.54

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																294.0813
Unmitigated																721.7884

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	164.13	36.60	15.62	401,698	145,354
Parking Lot	0.00	0.00	0.00		
Strip Mall	611.46	579.96	281.96	1,065,247	385,457
Total	775.59	616.56	297.58	1,466,945	530,811

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Parking Lot	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Strip Mall	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated																184.7513
Electricity Unmitigated																184.7513
NaturalGas Mitigated																11.3358
NaturalGas Unmitigated																11.3358

5.2 Energy by Land Use - NaturalGas

Unmitigated



	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	185107																9.9367
Parking Lot	0																0.0000
Strip Mall	26062.4																1.3991
<b>Total</b>																	<b>11.3358</b>

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	185107																9.9367
Parking Lot	0																0.0000
Strip Mall	26062.4																1.3991
<b>Total</b>																	<b>11.3358</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	226771				86.0451
Parking Lot	31592				11.9871
Strip Mall	228547				86.7190
<b>Total</b>					<b>184.7513</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	226771				86.0451
Parking Lot	31592				11.9871
Strip Mall	228547				86.7190
<b>Total</b>					<b>184.7513</b>

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																1.7300e-003
Unmitigated																1.7300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																1.7300e-003
Total																1.7300e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Landscaping																1.7300e-003
Total																1.7300e-003

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower



	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				28.2542
Unmitigated				32.9243

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.64468 / 1.62093				23.4993
Parking Lot	0 / 0				0.0000
Strip Mall	1.06072 / 0.650118				9.4250
Total					32.9243

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.11574 / 1.62093				20.1661
Parking Lot	0 / 0				0.0000
Strip Mall	0.848575 / 0.650118				8.0881
Total					28.2542

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

#### Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			

Mitigated				7.2619
Unmitigated				14.5238

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	13.84				6.9602
Parking Lot	0				0.0000
Strip Mall	15.04				7.5636
Total					14.5238

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	6.92				3.4801
Parking Lot	0				0.0000
Strip Mall	7.52				3.7818
Total					7.2619

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation



## Hollywood and Wilcox (Operations 2023) - Los Angeles-South Coast County, Annual

## Hollywood and Wilcox (Operations 2023)

### Los Angeles-South Coast County, Annual

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3.58	1000sqft	0.00	3,580.00	0
Enclosed Parking with Elevator	168.00	Space	0.00	89,680.00	0
Unenclosed Parking with Elevator	252.00	Space	0.00	96,380.00	0
High Turnover (Sit Down Restaurant)	3.20	1000sqft	0.00	3,200.00	0
Apartments High Rise	260.00	Dwelling Unit	1.40	261,092.00	744
Strip Mall	11.02	1000sqft	0.00	11,020.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2023
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	595	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - CARB EF for Year 2023

Land Use - Total acreage equals 1.4 acres. Site specific square footage.

Vehicle Trips - see Traffic Study

Woodstoves - No wood fireplaces or hearths

Energy Use - see parking structure energy calculations

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	3.92	0.41
tblLandUse	LandUseSquareFeet	67,200.00	89,680.00
tblLandUse	LandUseSquareFeet	100,800.00	96,380.00
tblLandUse	LandUseSquareFeet	260,000.00	261,092.00
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.51	0.00
tblLandUse	LotAcreage	2.27	0.00
tblLandUse	LotAcreage	0.07	0.00
tblLandUse	LotAcreage	4.19	1.40
tblLandUse	LotAcreage	0.25	0.00

tblProjectCharacteristics	CO2IntensityFactor	1227.89	595
tblTripsAndVMT	VendorTripNumber	61.00	58.00
tblTripsAndVMT	WorkerTripNumber	271.00	264.00
tblVehicleTrips	ST_TR	4.98	6.70
tblVehicleTrips	ST_TR	2.46	2.09
tblVehicleTrips	ST_TR	158.37	134.61
tblVehicleTrips	ST_TR	42.04	34.43
tblVehicleTrips	SU_TR	3.65	4.91
tblVehicleTrips	SU_TR	1.05	0.89
tblVehicleTrips	SU_TR	131.84	112.06
tblVehicleTrips	SU_TR	20.43	16.73
tblVehicleTrips	WD_TR	4.20	5.65
tblVehicleTrips	WD_TR	11.03	9.38
tblVehicleTrips	WD_TR	127.15	108.08
tblVehicleTrips	WD_TR	44.32	36.30

## 2.2 Overall Operational

[illegible][illegible]



Total																1,720.9278
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.98

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																986.6565
Unmitigated																2,626.6778

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment High Rise	1,469.00	1,742.00	1276.60	5,059,142	1,682,165
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	33.58	7.48	3.19	82,180	27,325
High Turnover (Sit Down Restaurant)	345.86	430.75	358.59	490,351	163,042
Strip Mall	400.03	379.42	184.36	696,870	231,709
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,248.46	2,559.65	1,822.74	6,328,543	2,104,241

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartment High Rise	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

General Office Building	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
High Turnover (Sit Down Restaurant)	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Strip Mall	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Unenclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated																427.4544
Electricity Unmitigated																478.0565
NaturalGas Mitigated																171.2516
NaturalGas Unmitigated																171.2516

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.3964e+06																128.6412
Enclosed Parking with Elevator	0																0.0000
General Office Building	37267.8																2.0006
High Turnover (Sit Down Restaurant)	738432																39.6397
Strip Mall	18072.8																0.9702
Unenclosed Parking with Elevator	0																0.0000
Total																	171.2516

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					



Apartments High Rise	2.3964e+006																128.6412
Enclosed Parking with Elevator	0																0.0000
General Office Building	37267.8																2.0006
High Turnover (Sit Down Restaurant)	738432																39.6397
Strip Mall	18072.8																0.9702
Unenclosed Parking with Elevator	0																0.0000
<b>Total</b>																	<b>171.2516</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.02962e+006				279.0554
Enclosed Parking with Elevator	210748				57.1185
General Office Building	46504.2				12.6039
High Turnover (Sit Down Restaurant)	141248				38.2821
Strip Mall	148770				40.3207
Unenclosed Parking with Elevator	186977				50.6759
<b>Total</b>					<b>478.0565</b>

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	953826				258.5130
Enclosed Parking with Elevator	171513				46.4847
General Office Building	42818.6				11.6050
High Turnover (Sit Down Restaurant)	134952				36.5757
Strip Mall	129243				35.0283
Unenclosed Parking with Elevator	144811				39.2477
<b>Total</b>					<b>427.4544</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																4.4967
Unmitigated																87.8015

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Hearth																83.3048
Landscaping																4.4967
Total																87.8015

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Hearth																0.0000
Landscaping																4.4967
Total																4.4967

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

- Apply Water Conservation Strategy
- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower



	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				86.0683
Unmitigated				129.7185

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	16.94 / 10.6796				114.9978
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	0.636287 / 0.389982				4.2859
High Turnover (Sit Down Restaurant)	0.971308 / 0.0619984				4.9366
Strip Mall	0.816279 / 0.5003				5.4982
Unenclosed Parking with Elevator	0 / 0				0.0000
Total					129.7185

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	11.011 / 7.47572				76.3565
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	0.413586 / 0.272988				2.8445
High Turnover (Sit Down Restaurant)	0.63135 / 0.0433989				3.2181
Strip Mall	0.530581 / 0.35021				3.6492
Unenclosed Parking with Elevator	0 / 0				0.0000
Total					86.0683

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				43.3954
Unmitigated				86.7907

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	119.6				60.1470
Enclosed Parking with Elevator	0				0.0000
General Office Building	3.33				1.6747
High Turnover (Sit Down Restaurant)	38.08				19.1505
Strip Mall	11.57				5.8186
Unenclosed Parking with Elevator	0				0.0000
Total					86.7907

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	59.8				30.0735
Enclosed Parking with Elevator	0				0.0000
General Office Building	1.665				0.8373
High Turnover (Sit Down Restaurant)	19.04				9.5752
Strip Mall	5.785				2.9093
Unenclosed Parking with Elevator	0				0.0000
Total					43.3954

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.25	12	350	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (200 - 600 HP)																1.6050
Total																1.6050

11.0 Vegetation

Hollywood and Wilcox (Operations 2024-2026) - Los Angeles-South Coast County, Annual

Hollywood and Wilcox (Operations 2024-2026)  
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3.58	1000sqft	0.00	3,580.00	0
Enclosed Parking with Elevator	168.00	Space	0.00	89,680.00	0
Unenclosed Parking with Elevator	252.00	Space	0.00	96,380.00	0
High Turnover (Sit Down Restaurant)	3.20	1000sqft	0.00	3,200.00	0
Apartments High Rise	260.00	Dwelling Unit	1.40	261,092.00	744
Strip Mall	11.02	1000sqft	0.00	11,020.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	533	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CARB EF for Year 2024-2026

Land Use - Total acreage equals 1.4 acres. Site specific square footage.

Vehicle Trips - see Traffic Study

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood fireplaces or hearths

Energy Use - see parking structure energy calculations

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	3.92	0.41
tblLandUse	LandUseSquareFeet	67,200.00	89,680.00
tblLandUse	LandUseSquareFeet	100,800.00	96,380.00
tblLandUse	LandUseSquareFeet	260,000.00	261,092.00
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.51	0.00
tblLandUse	LotAcreage	2.27	0.00



tblLandUse	LotAcreage	0.07	0.00
tblLandUse	LotAcreage	4.19	1.40
tblLandUse	LotAcreage	0.25	0.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	533
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	350.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.25
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	VendorTripNumber	61.00	58.00
tblTripsAndVMT	WorkerTripNumber	271.00	264.00
tblVehicleTrips	ST_TR	4.98	6.70
tblVehicleTrips	ST_TR	2.46	2.09
tblVehicleTrips	ST_TR	158.37	134.61
tblVehicleTrips	ST_TR	42.04	34.43
tblVehicleTrips	SU_TR	3.65	4.91
tblVehicleTrips	SU_TR	1.05	0.89
tblVehicleTrips	SU_TR	131.84	112.06
tblVehicleTrips	SU_TR	20.43	16.73
tblVehicleTrips	WD_TR	4.20	5.65
tblVehicleTrips	WD_TR	11.03	9.38
tblVehicleTrips	WD_TR	127.15	108.08
tblVehicleTrips	WD_TR	44.32	36.30

## 2.2 Overall Operational

[illegible][illegible]

Energy																	554.3519
Mobile																	965.5583
Stationary																	1.6050
Waste																	43.3954
Water																	78.9152
Total																	1,648.3222

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52.41

#### 4.0 Operational Detail - Mobile

##### 4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																965.5583
Unmitigated																2,568.4041

##### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment High Rise	1,469.00	1,742.00	1276.60	5,059,142	1,682,165
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	33.58	7.48	3.19	82,180	27,325
High Turnover (Sit Down Restaurant)	345.86	430.75	358.59	490,351	163,042
Strip Mall	400.03	379.42	184.36	696,870	231,709
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,248.46	2,559.65	1,822.74	6,328,543	2,104,241

##### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15



Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850
Enclosed Parking with Elevator	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850
General Office Building	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850
High Turnover (Sit Down Restaurant)	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850
Strip Mall	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850
Unenclosed Parking with Elevator	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated																383.1002
Electricity Unmitigated																428.4517
NaturalGas Mitigated																171.2516
NaturalGas Unmitigated																171.2516

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.3964e+06																128.6412
Enclosed Parking with Elevator	0																0.0000
General Office Building	37267.8																2.0006
High Turnover (Sit Down Restaurant)	738432																39.6397
Strip Mall	18072.8																0.9702
Unenclosed Parking with Elevator	0																0.0000
Total																	171.2516

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.3964e+06																128.6412
Enclosed Parking with Elevator	0																0.0000
General Office Building	37267.8																2.0006
High Turnover (Sit Down Restaurant)	738432																39.6397
Strip Mall	18072.8																0.9702
Unenclosed Parking with Elevator	0																0.0000
<b>Total</b>																	<b>171.2516</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.02962e+006				250.0996
Enclosed Parking with Elevator	210748				51.1917
General Office Building	46504.2				11.2961
High Turnover (Sit Down Restaurant)	141248				34.3098
Strip Mall	148770				36.1369
Unenclosed Parking with Elevator	186977				45.4176
<b>Total</b>					<b>428.4517</b>

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	953826				231.6888
Enclosed Parking with Elevator	171513				41.6613
General Office Building	42818.6				10.4008
High Turnover (Sit Down Restaurant)	134952				32.7805
Strip Mall	129243				31.3936
Unenclosed Parking with Elevator	144811				35.1753
<b>Total</b>					<b>383.1002</b>

### 6.0 Area Detail



6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																4.4965
Unmitigated																87.8013

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Hearth																83.3048
Landscaping																4.4965
Total																87.8013

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Hearth																0.0000
Landscaping																4.4965
Total																4.4965

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				78.9152
Unmitigated				118.9934

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	16.94 / 10.6796				105.4579
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	0.636287 / 0.389982				3.9310
High Turnover (Sit Down Restaurant)	0.971308 / 0.0619984				4.5615
Strip Mall	0.816279 / 0.5003				5.0430
Unenclosed Parking with Elevator	0 / 0				0.0000
Total					118.9934

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	11.011 / 7.47572				69.9886
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	0.413586 / 0.272988				2.6078
High Turnover (Sit Down Restaurant)	0.63135 / 0.0433989				2.9734
Strip Mall	0.530581 / 0.35021				3.3455
Unenclosed Parking with Elevator	0 / 0				0.0000
Total					78.9152

8.0 Waste Detail



8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				43.3954
Unmitigated				86.7907

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	119.6				60.1470
Enclosed Parking with Elevator	0				0.0000
General Office Building	3.33				1.6747
High Turnover (Sit Down Restaurant)	38.08				19.1505
Strip Mall	11.57				5.8186
Unenclosed Parking with Elevator	0				0.0000
Total					86.7907

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	59.8				30.0735
Enclosed Parking with Elevator	0				0.0000
General Office Building	1.665				0.8373
High Turnover (Sit Down Restaurant)	19.04				9.5752
Strip Mall	5.785				2.9093
Unenclosed Parking with Elevator	0				0.0000
Total					43.3954

9.0 Operational Offroad

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.25	12	350	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (200 - 600 HP)																1.6050
Total																1.6050

11.0 Vegetation



## Hollywood and Wilcox (Operations 2027-2029) - Los Angeles-South Coast County, Annual

**Hollywood and Wilcox (Operations 2027-2029)**  
**Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3.58	1000sqft	0.00	3,580.00	0
Enclosed Parking with Elevator	168.00	Space	0.00	89,680.00	0
Unenclosed Parking with Elevator	252.00	Space	0.00	96,380.00	0
High Turnover (Sit Down Restaurant)	3.20	1000sqft	0.00	3,200.00	0
Apartments High Rise	260.00	Dwelling Unit	1.40	261,092.00	744
Strip Mall	11.02	1000sqft	0.00	11,020.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2027
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	488	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - CARB EF for Year 2027-2029

Land Use - Total acreage equals 1.4 acres. Site specific square footage.

Demolition - see Construction Assumptions

Grading - see Construction Assumptions

Vehicle Trips - see Traffic Study

Woodstoves - No wood fireplaces or hearths

Energy Use - see parking structure energy calculations

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Fleet Mix -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	3.92	0.41
tblLandUse	LandUseSquareFeet	67,200.00	89,680.00
tblLandUse	LandUseSquareFeet	100,800.00	96,380.00
tblLandUse	LandUseSquareFeet	260,000.00	261,092.00

tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.51	0.00
tblLandUse	LotAcreage	2.27	0.00
tblLandUse	LotAcreage	0.07	0.00
tblLandUse	LotAcreage	4.19	1.40
tblLandUse	LotAcreage	0.25	0.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	488
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	350.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.25
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	VendorTripNumber	61.00	58.00
tblTripsAndVMT	WorkerTripNumber	271.00	264.00
tblVehicleTrips	ST_TR	4.98	6.70
tblVehicleTrips	ST_TR	2.46	2.09
tblVehicleTrips	ST_TR	158.37	134.61
tblVehicleTrips	ST_TR	42.04	34.43
tblVehicleTrips	SU_TR	3.65	4.91
tblVehicleTrips	SU_TR	1.05	0.89
tblVehicleTrips	SU_TR	131.84	112.06
tblVehicleTrips	SU_TR	20.43	16.73
tblVehicleTrips	WD_TR	4.20	5.65
tblVehicleTrips	WD_TR	11.03	9.38
tblVehicleTrips	WD_TR	127.15	108.08
tblVehicleTrips	WD_TR	44.32	36.30

## 2.0 Emissions Summary

### 2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																87.8011
Energy																563.6999
Mobile																2,378.1902
Stationary																1.6050
Waste																86.7907
Water																111.2091
Total																3,229.2959

### Mitigated Operational



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																4.4963
Energy																522.1594
Mobile																899.7497
Stationary																1.6050
Waste																43.3954
Water																73.7235
Total																1,545.1291

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52.15

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																899.7497
Unmitigated																2,378.1902

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment High Rise	1,469.00	1,742.00	1276.60	5,059,142	1,682,165
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	33.58	7.48	3.19	82,180	27,325
High Turnover (Sit Down Restaurant)	345.86	430.75	358.55	490,351	163,042
Strip Mall	400.03	379.42	184.36	696,870	231,709
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,248.46	2,559.65	1,822.74	6,328,543	2,104,241

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

#### 4.4 Fleet Mix

## 5.0 Energy Detail

### Historical Energy Use: N

## 5.1 Mitigation Measures Energy

## Install High Efficiency Lighting

### Install Energy Efficient Appliances

## 5.2 Energy by Land Use - Natural Gas

### Unmitigated

[illegible]



Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.3964e+06																128.6412
Enclosed Parking with Elevator	0																0.0000
General Office Building	37267.8																2.0006
High Turnover (Sit Down Restaurant)	738432																39.6397
Strip Mall	18072.8																0.9702
Unenclosed Parking with Elevator	0																0.0000
Total																	171.2516

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.02962e+006				229.0834
Enclosed Parking with Elevator	210748				46.8900
General Office Building	46504.2				10.3469
High Turnover (Sit Down Restaurant)	141248				31.4267
Strip Mall	148770				33.1003
Unenclosed Parking with Elevator	186977				41.6011
Total					392.4483

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	953826				212.2196
Enclosed Parking with Elevator	171513				38.1604
General Office Building	42818.6				9.5268
High Turnover (Sit Down Restaurant)	134952				30.0259
Strip Mall	129243				28.7556
Unenclosed Parking with Elevator	144811				32.2194

Total					350.9077
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6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																4.4963
Unmitigated																87.8011

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Hearth																83.3048
Landscaping																4.4963
Total																87.8011

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Hearth																0.0000
Landscaping																4.4963
Total																4.4963

7.0 Water Detail

7.1 Mitigation Measures Water



- Apply Water Conservation Strategy
- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				73.7235
Unmitigated				111.2091

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	16.94 / 10.6796				98.5337
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	0.636287 / 0.389982				3.6735
High Turnover (Sit Down Restaurant)	0.971308 / 0.0619984				4.2893
Strip Mall	0.816279 / 0.5003				4.7126
Unenclosed Parking with Elevator	0 / 0				0.0000
Total					111.2091

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	11.011 / 7.47572				65.3668
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	0.413586 / 0.272988				2.4360
High Turnover (Sit Down Restaurant)	0.63135 / 0.0433989				2.7957
Strip Mall	0.530581 / 0.35021				3.1250
Unenclosed Parking with Elevator	0 / 0				0.0000

Total				73.7235
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## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

#### Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				43.3954
Unmitigated				86.7907

### 8.2 Waste by Land Use

#### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	119.6				60.1470
Enclosed Parking with Elevator	0				0.0000
General Office Building	3.33				1.6747
High Turnover (Sit Down Restaurant)	38.08				19.1505
Strip Mall	11.57				5.8186
Unenclosed Parking with Elevator	0				0.0000
Total					86.7907

#### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	59.8				30.0735
Enclosed Parking with Elevator	0				0.0000
General Office Building	1.665				0.8373
High Turnover (Sit Down Restaurant)	19.04				9.5752
Strip Mall	5.785				2.9093
Unenclosed Parking with Elevator	0				0.0000



Total				43.3954
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9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.25	12	350	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (200 - 600 HP)																1.6050
Total																1.6050

11.0 Vegetation

## Hollywood and Wilcox (Operations 2030-) - Los Angeles-South Coast County, Annual

## Hollywood and Wilcox (Operations 2030-)

### Los Angeles-South Coast County, Annual

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3.58	1000sqft	0.00	3,580.00	0
Enclosed Parking with Elevator	168.00	Space	0.00	89,680.00	0
Unenclosed Parking with Elevator	252.00	Space	0.00	96,380.00	0
High Turnover (Sit Down Restaurant)	3.20	1000sqft	0.00	3,200.00	0
Apartments High Rise	260.00	Dwelling Unit	1.40	261,092.00	744
Strip Mall	11.02	1000sqft	0.00	11,020.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2030
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	444	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - CARB EF for Year 2030-

Land Use - Total acreage equals 1.4 acres. Site specific square footage.

Vehicle Trips - see Traffic Study

Woodstoves - No wood fireplaces or hearths

Energy Use - see parking structure energy calculations

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Fleet Mix -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	T24E	3.92	0.41
tblLandUse	LandUseSquareFeet	67,200.00	89,680.00
tblLandUse	LandUseSquareFeet	100,800.00	96,380.00
tblLandUse	LandUseSquareFeet	260,000.00	261,092.00
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.51	0.00
tblLandUse	LotAcreage	2.27	0.00



tblLandUse	LotAcreage	0.07	0.00
tblLandUse	LotAcreage	4.19	1.40
tblLandUse	LotAcreage	0.25	0.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	444
tblTripsAndVMT	VendorTripNumber	61.00	58.00
tblTripsAndVMT	WorkerTripNumber	271.00	264.00
tblVehicleTrips	ST_TR	4.98	6.70
tblVehicleTrips	ST_TR	2.46	2.09
tblVehicleTrips	ST_TR	158.37	134.61
tblVehicleTrips	ST_TR	42.04	34.43
tblVehicleTrips	SU_TR	3.65	4.91
tblVehicleTrips	SU_TR	1.05	0.89
tblVehicleTrips	SU_TR	131.84	112.06
tblVehicleTrips	SU_TR	20.43	16.73
tblVehicleTrips	WD_TR	4.20	5.65
tblVehicleTrips	WD_TR	11.03	9.38
tblVehicleTrips	WD_TR	127.15	108.08
tblVehicleTrips	WD_TR	44.32	36.30

## 2.2 Overall Operational

[illegible][illegible]

Stationary																	1.6050
Waste																	43.3954
Water																	68.6472
Total																	1,466.0087

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52.11

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																857.1833
Unmitigated																2,253.1667

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
Apartment High Rise	1,469.00	1,742.00	1276.60	5,059,142		1,682,165	
Enclosed Parking with Elevator	0.00	0.00	0.00				
General Office Building	33.58	7.48	3.19	82,180		27,325	
High Turnover (Sit Down Restaurant)	345.86	430.75	358.59	490,351		163,042	
Strip Mall	400.03	379.42	184.36	696,870		231,709	
Unenclosed Parking with Elevator	0.00	0.00	0.00				
Total	2,248.46	2,559.65	1,822.74	6,328,543		2,104,241	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartment High Rise	0.542058	0.044057	0.210689	0.115963	0.013736	0.006367	0.021423	0.034509	0.002637	0.001734	0.005297	0.000719	0.000812
Enclosed Parking with Elevator	0.542058	0.044057	0.210689	0.115963	0.013736	0.006367	0.021423	0.034509	0.002637	0.001734	0.005297	0.000719	0.000812
General Office Building	0.542058	0.044057	0.210689	0.115963	0.013736	0.006367	0.021423	0.034509	0.002637	0.001734	0.005297	0.000719	0.000812



High Turnover (Sit Down Restaurant)	0.542058	0.044057	0.210689	0.115963	0.013736	0.006367	0.021423	0.034509	0.002637	0.001734	0.005297	0.000719	0.000812
Strip Mall	0.542058	0.044057	0.210689	0.115963	0.013736	0.006367	0.021423	0.034509	0.002637	0.001734	0.005297	0.000719	0.000812
Unenclosed Parking with Elevator	0.542058	0.044057	0.210689	0.115963	0.013736	0.006367	0.021423	0.034509	0.002637	0.001734	0.005297	0.000719	0.000812

## Historical Energy Use: N

Install High Efficiency Lighting

Install Energy Efficient Appliances

[illegible][illegible][illegible]

General Office Building	37267.8																2.0006
High Turnover (Sit Down Restaurant)	738432																39.6397
Strip Mall	18072.8																0.9702
Unenclosed Parking with Elevator	0																0.0000
<b>Total</b>																	<b>171.2516</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.02962e+006				208.5341
Enclosed Parking with Elevator	210748				42.6838
General Office Building	46504.2				9.4187
High Turnover (Sit Down Restaurant)	141248				28.6077
Strip Mall	148770				30.1311
Unenclosed Parking with Elevator	188977				37.8694
<b>Total</b>					<b>357.2449</b>

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	953826				193.1831
Enclosed Parking with Elevator	171513				34.7374
General Office Building	42818.6				8.6723
High Turnover (Sit Down Restaurant)	134952				27.3325
Strip Mall	129243				26.1761
Unenclosed Parking with Elevator	144811				29.3293
<b>Total</b>					<b>319.4306</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

No Hearths Installed



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																4.4957
Unmitigated																87.8006

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Hearth																83.3048
Landscaping																4.4957
Total																87.8006

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating																0.0000
Consumer Products																0.0000
Hearth																0.0000
Landscaping																4.4957
Total																4.4957

7.0 Water Detail

7.1 Mitigation Measures Water

- Apply Water Conservation Strategy
- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e

Category	M1/yr			
Mitigated				68.6472
Unmitigated				103.5977

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	M1/yr			
Apartments High Rise	16.94 / 10.6796				91.7634
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	0.636287 / 0.389982				3.4216
High Turnover (Sit Down Restaurant)	0.971308 / 0.0619984				4.0232
Strip Mall	0.816279 / 0.5003				4.3895
Unenclosed Parking with Elevator	0 / 0				0.0000
Total					103.5977

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	M1/yr			
Apartments High Rise	11.011 / 7.47572				60.8477
Enclosed Parking with Elevator	0 / 0				0.0000
General Office Building	0.413586 / 0.272988				2.2679
High Turnover (Sit Down Restaurant)	0.63135 / 0.0433989				2.6220
Strip Mall	0.530581 / 0.35021				2.9095
Unenclosed Parking with Elevator	0 / 0				0.0000
Total					68.6472

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

#### Category/Year

	Total CO2	CH4	N2O	CO2e



	M1/yr			
Mitigated				43.3954
Unmitigated				86.7907

## 8.2 Waste by Land Use

### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			
Apartments High Rise	119.6				60.1470
Enclosed Parking with Elevator	0				0.0000
General Office Building	3.33				1.6747
High Turnover (Sit Down Restaurant)	38.08				19.1505
Strip Mall	11.57				5.8186
Unenclosed Parking with Elevator	0				0.0000
Total					86.7907

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			
Apartments High Rise	59.8				30.0735
Enclosed Parking with Elevator	0				0.0000
General Office Building	1.665				0.8373
High Turnover (Sit Down Restaurant)	19.04				9.5752
Strip Mall	5.785				2.9093
Unenclosed Parking with Elevator	0				0.0000
Total					43.3954

## 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.25	12	350	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
----------------	--------

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (200 - 250 HP)																1.6050
Total																1.6050

11.0 Vegetation

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## Appendix D

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# AB 900 Traffic Assessment for the Hollywood and Wilcox Project





## MEMORANDUM

**TO:** Stephanie Eyestone-Jones, Eyestone Environmental  
Brad Napientek, Eyestone Environmental  
Mark Hagmann, Eyestone Environmental

**FROM:** Patrick A. Gibson, P.E., T.E., PTOE  
Emily Wong, P.E.

**DATE:** January 18, 2019

**RE:** AB 900 Traffic Assessment for the  
Hollywood & Wilcox Project

**Ref:** J1484

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This memorandum presents the traffic analysis for the application for Environmental Leadership Development Project (ELDP) designation for the Hollywood & Wilcox project (Project) in the Hollywood community of the City of Los Angeles, California (City).

## BACKGROUND

In September 2011, Governor Brown signed Assembly Bill (AB) No. 900, *Jobs and Economic Improvement through Environmental Leadership Act* (Buchanan, 2011), which established procedures for streamlining environmental review under the California Environmental Quality Act for projects that meet certain requirements. The transportation requirements of AB 900 state that a project that achieves at least 15% greater transportation efficiency than a project with similar size, capacity, and location type ("Comparable Project") may be designated an ELDP.

## PROJECT LOCATION

The Project is located at 6430-6436 Hollywood Boulevard and 1624-1648 Wilcox Avenue (Project Site) and is bounded by Hollywood Boulevard to the north, commercial uses to the east, hotel uses to the south, and Wilcox Avenue to the west. The Project Site is currently occupied by commercial office and retail uses, including the historic Attie Building.

The Project Site is located less than 0.5 miles south of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles and the San Fernando Valley. The Project Site is served by Hollywood Boulevard, a designated Avenue I in *Mobility Plan 2035 – An Element of the General Plan* (Los Angeles Department of City Planning, January 2016) (Mobility Plan 2035) and Wilcox Avenue, a designated Modified Avenue III in Mobility Plan 2035. The Project Site is also located within 0.25 miles of the Los Angeles County Metropolitan Transportation Authority's (Metro) Hollywood/Vine Station of the Metro Red Line subway, which travels between Union Station in downtown Los Angeles



and North Hollywood in the San Fernando Valley at 10-minute intervals throughout the day. The Metro Red Line has connecting service to the Metro Purple Line at the Wilshire/Vermont Station, the Metro Gold Line at Union Station, the Metro Blue and Expo Lines at the 7<sup>th</sup> Street/Metro Center Station, and the Metro Orange Line at the North Hollywood Station. The Project Site is also served by numerous transit lines, with a bus stop on the southwest corner of Wilcox Avenue & Hollywood Boulevard that serves Metro lines 212, 217, and 222, as well as the Los Angeles Department of Transportation (LADOT) DASH Hollywood line. Additional bus stops for Metro Lines 2/302, 180/181, 210, and 780 are located within 0.25 miles walking distance on Hollywood Boulevard and Cahuenga Boulevard. Bicycle routes with shared lane markings, or “sharrows”, are located on Selma Avenue in the vicinity of the Project Site.

## **PROJECT DESCRIPTION**

The Project proposes the development of 260 apartment units and approximately 17,800 square feet (sf) of community service retail, office, and restaurant uses. The approximately 9,000 sf existing Attie Building located at the corner of Hollywood Boulevard & Wilcox Avenue would be retained and integrated into the development of the Project. The remaining existing commercial uses would be removed to accommodate the Project. The Project would also include 33,750 sf of open space provided within landscaped courtyards and terraces, a sky deck, and a pool deck.

Parking for the Project would be provided on-site within five parking levels, including two subterranean levels, an at-grade level, and two above-grade levels. Vehicular access to the Project Site would be provided via a new full-access driveway on Wilcox Avenue. The Project would also provide short-term and long-term bicycle parking. A loading area would be provided within the ground level of the parking garage. Pedestrian access to the commercial building would be provided via the sidewalks along Hollywood Boulevard and Wilcox Avenue, while pedestrian access to the residential building would be provided by a residential lobby located along Wilcox Avenue.

## **PROJECT TRIP GENERATION**

The Project trip generation estimates were calculated using published rates from *Trip Generation, 9<sup>th</sup> Edition* (Institute of Transportation Engineers [ITE], 2012) for apartments (ITE 220), general office building (ITE 710), shopping center (ITE 820), and high-turnover restaurant (ITE 932). As shown in Table 1, prior to the application of trip generation reductions, the Project would generate 2,646 daily weekday trips, including 185 morning peak hour trips (58 inbound, 127 outbound) and 239 afternoon peak hour trips (145 inbound, 94 outbound).

The application of *Trip Generation, 9<sup>th</sup> Edition* rates is consistent with the study approach outlined in the Memorandum of Understanding (MOU), which was reviewed and approved by LADOT in August 2016. Since the approval of the MOU, ITE has published refined trip rates based on updated survey data in *Trip Generation, 10<sup>th</sup> Edition* (2017), which are detailed in Table 1. As shown in Table 1, by applying rates from *Trip Generation, 10<sup>th</sup> Edition*, the Project

would generate fewer trips than with the application of rates from *Trip Generation, 9<sup>th</sup> Edition*. Thus, the application of *Trip Generation, 9<sup>th</sup> Edition* rates provides a conservative analysis.

## PROJECT-RELATED REDUCTIONS

The Project's design and location characteristics would encourage non-auto modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc. The Project Site is located approximately 0.25 miles from the Metro Hollywood/Vine Station; therefore, a 15% transit reduction was applied to all land use components of the Project, as allowed by LADOT's *Transportation Impact Study Guidelines* (December 2016). In addition, a conservative 5% internal capture reduction was applied to the retail and restaurant uses to account for the synergy of uses within a mixed-use development.

In addition to the Project's vehicle trip reducing design features, a transportation demand management (TDM) program would be implemented to reduce the use of single occupant vehicles by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit as part of the Project's mitigation program. The TDM program would include design features, transportation services, education, and incentives intended to reduce the amount of single occupant vehicles during commuter peak hours. The TDM program would include the following strategies:

- Transportation Information Center, educational programs, kiosks and/or other measures
- Promotion and support of carpools and rideshare
- Bicycle amenities such as racks
- Parking incentives and support for formation of carpools/vanpools
- On-site TDM coordinator
- Mobility hub support
- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area
- Participate as a member in the future Hollywood Community TMO, when operational

The combined effect of the various strategies implemented as part of the TDM program would result in a reduction in peak hour trip generation by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.). *Trip Generation Handbook, 3<sup>rd</sup> Edition* (ITE, August 2014) provides a summary of research of TDM programs at various employment sites. At places with the most comprehensive programs, including both economic incentives (e.g., transit passes, etc.) and support services, the programs resulted in an average 24% reduction in commuter vehicles.

As detailed in *Transportation Impact Study for the Hollywood & Wilcox Project* (Gibson Transportation Consulting, Inc., June 2018) (Transportation Impact Study), in addition to the proposed Transportation Systems Management improvement, only a 5% trip reduction related to the implementation of a TDM program would be needed in order to mitigate the Project-



related significant traffic impact. However, the Project has proposed a more comprehensive TDM program that could result in a trip reduction credit of 15%. The Project would be subject to annual monitoring to ensure that the actual trips generated by the Project Site are consistent with the TDM reduction target of 15%, as detailed in the Transportation Impact Study. The monitoring program would continue until the Project has shown that achievement of the peak hour trip requirements has been met for the duration of time determined by LADOT. Should the actual trips exceed the trip requirements, the Project will be subject to a penalty program. The penalty program may include the purchase of additional transit passes or a financial penalty to fund areawide transportation improvements or enhancements to the components of the TDM program to increase the effectiveness of TDM in meeting the trip reduction goals.

The Project is considered an “infill” project, as it is located within an urbanized and developed area and is replacing approximately 25,400 sf of existing commercial retail and office uses with a high-density, mixed-use development. The Project is also rehabilitating the 9,000 sf historic Attie Building. The Attie Building is a contributing structure to the Hollywood Boulevard Commercial and Entertainment District, a 12-block area of the commercial core of Hollywood that contains examples of architecture from the 1920s and 1930s. The District was listed in the National Register of Historic Places in 1984.

As shown in Table 2, with the combined effects of the Project’s design and location features, as well as the proposed TDM program and reduction of trips associated with the removal of existing uses, the Project is anticipated to generate a net total of 1,314 daily weekday trips, including 98 morning peak hour trips (16 inbound, 82 outbound) and 116 afternoon peak hour trips (82 inbound, 34 outbound),

## **COMPARABLE PROJECT**

A Comparable Project is defined as a project with similar size, capacity, and location type. Therefore, it was assumed that a Comparable Project would be a mixed-use development with a land use program similar to the Project and the same trip generation rates, internal capture reduction, and pass-by reductions were utilized to develop the trip estimates for a Comparable Project. For informational purposes, two location types were evaluated, including a project site located in Hollywood and a project site located in a suburban area.

### **Hollywood Location**

For the purposes of providing a conservative comparison, it was assumed that a Comparable Project in Hollywood would also be located within 0.25 miles of a Metro rail station. Therefore, a 15% transit/walk-in reduction was applied in accordance with LADOT guidelines. In addition, it was also assumed that a Comparable Project in Hollywood would have similar opportunities to implement standard and achievable TDM strategies that could further reduce the trip generation by 5%. Thus, a Comparable Project in Hollywood would generate a total of 1,966 daily trips, including 139 morning peak hour trips (42 inbound, 97 outbound) and 179 afternoon peak hour trips (109 inbound, 70 outbound), as shown in Table 3A.

These trip generation numbers assume that the Comparable Project was developed on a vacant or underutilized site (e.g., a surface parking lot). If the Comparable Project was developed on an infill site with existing active land uses, then the net trip generation of the Comparable Project would be reduced, but it is speculative to estimate the reduction without knowing the specific land uses to be replaced.

### **Suburban Location**

If a Comparable Project were located in a suburban area with local transit service in the vicinity, a 5% transit/walk-in reduction could be applied, in accordance with LADOT guidelines. It was also assumed that, given the location, a Comparable Project in a suburban area could implement achievable TDM strategies, which could further reduce the trip generation by 5%. As shown in Table 3B, a Comparable Project in a suburban area is estimated to generate a total of 2,314 daily trips, including 167 morning peak hour trips (51 inbound, 116 outbound) and 210 afternoon peak hour trips (129 inbound, 81 outbound).

Similar to the discussion above, these trip generation numbers assume that the Comparable Project was developed on a greenfield site or a vacant or underutilized site (e.g., a surface parking lot). If the suburban Comparable Project was developed on an infill site with existing active land uses, then the net trip generation of the suburban Comparable Project would be reduced, but it is speculative to estimate the reduction without knowing the specific land uses to be replaced.

### **SUMMARY**

As shown in Tables 3A and 3B, when compared with a Comparable Project in a similar Hollywood location, the Project could achieve transportation efficiency of approximately 29-35%. If compared to a Comparable Project in a suburban area, the Project could achieve transportation efficiency of approximately 38-42%.

Thus, the Project satisfies the transportation requirements of AB 900 that require a Project achieve transportation efficiency of 15% or greater.



**TABLE 1  
TRIP GENERATION**

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation, 9th Edition Rates</u> [a]									
Apartment	220	per du	6.65	20%	80%	0.51	65%	35%	0.62
General Office	710	per ksf	11.03	88%	12%	1.56	17%	83%	1.49
Shopping Center	820	per ksf	42.70	62%	38%	0.96	48%	52%	3.71
High-Turnover Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85
<u>Proposed Project</u>									
Apartment	220	260 du	1,729	27	106	133	105	56	161
Office	710	3.58 ksf	39	5	1	6	1	4	5
Retail	820	11.02 ksf	471	7	4	11	20	21	41
Restaurant	932	3.2 ksf	407	19	16	35	19	13	32
Total - Proposed Project			2,646	58	127	185	145	94	239
<u>Trip Generation, 10th Edition Rates</u> [b]									
Multi-Family Housing (Mid-Rise)	221	per du	5.44	26%	74%	0.36	61%	39%	0.44
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
Shopping Center	820	per ksf	37.75	62%	38%	0.94	48%	52%	3.81
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77
<u>Proposed Project</u>									
Apartment	221	260 du	1,414	24	70	94	70	44	114
Office	710	3.58 ksf	35	3	1	4	1	3	4
Retail	820	11.02 ksf	416	6	4	10	20	22	42
Restaurant	932	3.2 ksf	359	18	14	32	19	12	31
Total - Proposed Project			2,224	51	89	140	110	81	191
Difference (10th Edition - 9th Edition)			(422)	(7)	(38)	(45)	(35)	(13)	(48)

**Notes**

du: dwelling units

ksf: 1,000 square feet

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

**TABLE 2**  
**TRIP GENERATION WITH TRIP REDUCTIONS** [a]

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b><u>Proposed Project</u></b>									
Apartment Less 15% Transit/Walk-In Reduction [b] Less 15% TDM Program [c]	220	260 du	1,729 (259) (221)	27 (4) (3)	106 (16) (14)	133 (20) (17)	105 (16) (13)	56 (8) (7)	161 (24) (20)
<b>Subtotal - Apartment</b>			<b>1,249</b>	<b>20</b>	<b>76</b>	<b>96</b>	<b>76</b>	<b>41</b>	<b>117</b>
Office Less 15% Transit/Walk-In Reduction [b] Less 15% TDM Program [c]	710	3.58 ksf	39 (6) (5)	5 (1) (1)	1 0 0	6 (1) (1)	1 0 0	4 (1) 0	5 (1) 0
<b>Subtotal - Office</b>			<b>28</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>
Retail Less 5% Internal Capture Reduction [d] Less 15% Transit/Walk-In Reduction [b] Less 20% Pass-by Reduction [e] Less 15% TDM Program [c]	820	11.02 ksf	471 (24) (67) (76) (46)	7 0 (1) (1) (1)	4 0 (1) (1) 0	11 0 (2) (2) (1)	20 (1) (3) (3) (2)	21 (1) (3) (3) (2)	41 (2) (6) (6) (4)
<b>Subtotal - Retail</b>			<b>258</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>12</b>	<b>23</b>
Restaurant Less 5% Internal Capture Reduction [d] Less 15% Transit/Walk-In Reduction [b] Less 20% Pass-by Reduction [e] Less 15% TDM Program [c]	932	3.2 ksf	407 (20) (58) (66) (39)	19 (1) (3) (3) (2)	16 (1) (2) (3) (2)	35 (2) (5) (6) (4)	19 (1) (3) (3) (2)	13 (1) (2) (2) (1)	32 (2) (5) (5) (3)
<b>Subtotal - Restaurant</b>			<b>224</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>17</b>
<b>Total - Proposed Project</b>			<b>1,759</b>	<b>37</b>	<b>87</b>	<b>124</b>	<b>98</b>	<b>63</b>	<b>161</b>
<b><u>Existing Uses to be Removed</u></b>									
Office Less 15% Transit/Walk-In Reduction [b]	710	14.88 ksf	164 (25)	20 (3)	3 0	23 (3)	4 (1)	18 (3)	22 (4)
<b>Subtotal - Office</b>			<b>139</b>	<b>17</b>	<b>3</b>	<b>20</b>	<b>3</b>	<b>15</b>	<b>18</b>
Retail Less 15% Transit/Walk-In Reduction [b] Less 20% Pass-by Reduction [e]	820	10.52 ksf	449 (67) (76)	6 (1) (1)	4 (1) (1)	10 (2) (2)	19 (3) (3)	20 (3) (3)	39 (6) (6)
<b>Subtotal - Retail</b>			<b>306</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>13</b>	<b>14</b>	<b>27</b>
<b>Total - Existing Uses to be Removed</b>			<b>445</b>	<b>21</b>	<b>5</b>	<b>26</b>	<b>16</b>	<b>29</b>	<b>45</b>
<b>Total - Net New Proposed Project Trips</b>			<b>1,314</b>	<b>16</b>	<b>82</b>	<b>98</b>	<b>82</b>	<b>34</b>	<b>116</b>

Notes

du: dwelling units

ksf: 1,000 square feet

[a] Trip generation based on rates published in *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012, as detailed in Table 1.

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood/Vine station and a Metro RapidBus stop (Line 780), therefore a 15% transit adjustment was applied, per Traffic Study Policies and Procedures (LADOT, August 2014).

[c] The Project's mitigation program will reduce the single occupancy vehicle trips to the Project Site by 15% with the combined effect of the various strategies of the TDM program by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residents and retail).

[e] Pass-by adjustments account for trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.



**TABLE 3A**  
**TRIP GENERATION COMPARISON - COMPARABLE PROJECT IN HOLLYWOOD** <sup>[a]</sup>

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Comparable Project</b>									
Apartment	220	260 du	1,729	27	106	133	105	56	161
Less 15% Transit/Walk-In Reduction [b]			(259)	(4)	(16)	(20)	(16)	(8)	(24)
Less 5% TDM Program [c]			(74)	(1)	(5)	(6)	(4)	(2)	(6)
<b>Subtotal - Apartment</b>			<b>1,396</b>	<b>22</b>	<b>85</b>	<b>107</b>	<b>85</b>	<b>46</b>	<b>131</b>
Office	710	3.58 ksf	39	5	1	6	1	4	5
Less 15% Transit/Walk-In Reduction [b]			(6)	(1)	0	(1)	0	(1)	(1)
Less 5% TDM Program [c]			(2)	0	0	0	0	0	0
<b>Subtotal - Office</b>			<b>31</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>4</b>
Retail	820	11.02 ksf	471	7	4	11	20	21	41
Less 5% Internal Capture Reduction [d]			(24)	0	0	0	(1)	(1)	(2)
Less 15% Transit/Walk-In Reduction [b]			(67)	(1)	(1)	(2)	(3)	(3)	(6)
Less 20% Pass-by Reduction [e]			(76)	(1)	(1)	(2)	(3)	(3)	(6)
Less 5% TDM Program [c]			(15)	0	0	0	(1)	(1)	(2)
<b>Subtotal - Retail</b>			<b>289</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>12</b>	<b>13</b>	<b>25</b>
Restaurant	932	3.2 ksf	407	19	16	35	19	13	32
Less 5% Internal Capture Reduction [d]			(20)	(1)	(1)	(2)	(1)	(1)	(2)
Less 15% Transit/Walk-In Reduction [b]			(58)	(3)	(2)	(5)	(3)	(2)	(5)
Less 20% Pass-by Reduction [e]			(66)	(3)	(3)	(6)	(3)	(2)	(5)
Less 5% TDM Program [c]			(13)	(1)	(1)	(2)	(1)	0	(1)
<b>Subtotal - Restaurant</b>			<b>250</b>	<b>11</b>	<b>9</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>19</b>
<b>Total - Comparable Project</b>			<b>1,966</b>	<b>42</b>	<b>97</b>	<b>139</b>	<b>109</b>	<b>70</b>	<b>179</b>
<b>Total - Proposed Project</b>			<b>1,314</b>	<b>16</b>	<b>82</b>	<b>98</b>	<b>82</b>	<b>34</b>	<b>116</b>
<b>Project Trip Comparison with Comparable Project</b>			<b>(652)</b>	<b>(26)</b>	<b>(15)</b>	<b>(41)</b>	<b>(27)</b>	<b>(36)</b>	<b>(63)</b>
<b>Project Transportation Efficiency Compared to a Comparable Project</b>			<b>-33%</b>	<b>-62%</b>	<b>-15%</b>	<b>-29%</b>	<b>-25%</b>	<b>-51%</b>	<b>-35%</b>

**Notes**

du: dwelling units

ksf: 1,000 square feet

[a] Trip generation based on rates published in *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012, as detailed in Table 1.

[b] The comparable project site is assumed to be located within a 1/4 mile of a Metro Red Line station, therefore a 15% transit adjustment was applied, per Traffic Study Policies and Procedures (LADOT, August 2014).

[c] The Project's mitigation program will reduce the single occupancy vehicle trips to the Project Site by 5% with the combined effect of the various strategies of the TDM program by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residents and retail).

[e] Pass-by adjustments account for trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

**TABLE 3B**  
**TRIP GENERATION COMPARISON - COMPARABLE PROJECT IN SUBURBAN AREA<sup>[a]</sup>**

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Comparable Project</b>									
Apartment	220	260 du	1,729	27	106	133	105	56	161
Less 5% Transit/Walk-In Reduction [b]			(86)	(1)	(5)	(6)	(5)	(3)	(8)
Less 5% TDM Program [c]			(82)	(1)	(5)	(6)	(5)	(3)	(8)
Subtotal - Apartment			1,561	25	96	121	95	50	145
Office	710	3.58 ksf	39	5	1	6	1	4	5
Less 5% Transit/Walk-In Reduction [b]			(2)	0	0	0	0	0	0
Less 5% TDM Program [c]			(2)	0	0	0	0	0	0
Subtotal - Office			35	5	1	6	1	4	5
Retail	820	11.02 ksf	471	7	4	11	20	21	41
Less 5% Internal Capture Reduction [d]			(24)	0	0	0	(1)	(1)	(2)
Less 5% Transit/Walk-In Reduction [b]			(22)	0	0	0	(1)	(1)	(2)
Less 20% Pass-by Reduction [e]			(85)	(1)	(1)	(2)	(4)	(4)	(8)
Less 5% TDM Program [c]			(17)	0	0	0	(1)	(1)	(2)
Subtotal - Retail			323	6	3	9	13	14	27
Restaurant	932	3.2 ksf	407	19	16	35	19	13	32
Less 5% Internal Capture Reduction [d]			(20)	(1)	(1)	(2)	(1)	(1)	(2)
Less 5% Transit/Walk-In Reduction [b]			(19)	(1)	(1)	(2)	(1)	(1)	(2)
Less 20% Pass-by Reduction [e]			(74)	(3)	(3)	(6)	(3)	(2)	(5)
Less 5% TDM Program [c]			(15)	(1)	(1)	(2)	(1)	0	(1)
Subtotal - Restaurant			279	13	10	23	13	9	22
Total - Comparable Project			2,198	49	110	159	122	77	199
Total - Proposed Project			1,314	16	82	98	82	34	116
Project Trip Comparison with Comparable Project			(884)	(33)	(28)	(61)	(40)	(43)	(83)
Project Transportation Efficiency Compared to a Comparable Project			-40%	-67%	-25%	-38%	-33%	-56%	-42%

**Notes**

du: dwelling units

ksf: 1,000 square feet

[a] Trip generation based on rates published in *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012, as detailed in Table 1.

[b] The comparable project site is assumed to be located within a 1/4 mile of local bus transit, therefore a 5% transit adjustment was applied, per Traffic Study Policies and Procedures (LADOT, August 2014).

[c] The Project's mitigation program will reduce the single occupancy vehicle trips to the Project Site by 5% with the combined effect of the various strategies of the TDM program by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (i.e., between residents and retail).

[e] Pass-by adjustments account for trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.



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## Appendix E

### Solar Report





Caution: Photovoltaic system performance predictions calculated by PVWatts® include many inherent assumptions and uncertainties and do not reflect variations between PV technologies nor site-specific characteristics except as represented by PVWatts® inputs. For example, PV modules with better performance are not differentiated within PVWatts® from lesser performing modules. Both NREL and private companies provide more sophisticated PV modeling tools (such as the System Advisor Model at <https://sam.nrel.gov>) that allow for more precise and complex modeling of PV systems.

The expected range is based on 30 years of actual weather data at the given location and is intended to provide an indication of the variation you might see. For more information, please refer to this NREL report: The Error Report.

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The energy output range is based on analysis of 30 years of historical weather data for nearby , and is intended to provide an indication of the possible interannual variability in generation for a Fixed (open rack) PV system at this location.

RESULTS

158,736 kWh/Year\*

System output may range from 151,228 to 162,053 kWh per year near this location.

Month	Solar Radiation ( kWh / m <sup>2</sup> / day )	AC Energy ( kWh )	Value ( \$ )
January	3.13	7,783	1,244
February	3.89	8,913	1,424
March	5.37	13,500	2,157
April	6.49	15,811	2,527
May	7.07	17,705	2,829
June	7.35	17,508	2,798
July	7.58	18,642	2,979
August	7.22	17,678	2,825
September	5.90	13,990	2,236
October	4.59	11,291	1,804
November	3.59	8,598	1,374
December	2.95	7,316	1,169
Annual	5.43	158,735	\$ 25,366

Location and Station Identification

Requested Location	90001, USA
Weather Data Source	Lat, Lon: 33.97, -118.26    0.7 mi
Latitude	33.97° N
Longitude	118.26° W

PV System Specifications (Residential)

DC System Size	105.4 kW
Module Type	Premium
Array Type	Fixed (open rack)
Array Tilt	0°
Array Azimuth	180°
System Losses	14.08%
Inverter Efficiency	96%
DC to AC Size Ratio	1.2

Economics

Average Retail Electricity Rate	0.160 \$/kWh
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Performance Metrics

Capacity Factor	17.2%
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## **Appendix B.4**

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### AB 900 Water Use Analysis

**Hollywood + Wilcox**  
**Water Use Analysis, August 22, 2018**

Fixture Type	Flow Rate (gpm or gpf)		Duration (min or # flushes)		Daily Uses		Occupants			Gallons Per Day
Residential Water Use										
Showerheads residential <sup>†</sup>	1.75	x	8	x	1	x	632	=	8,848.0	
Lavatory faucets residential	1	x	0.25	x	5	x	632	=	790.0	
Kitchen faucets	1.5	x	4	x	1	x	632	=	3,792.0	
Tank water closets (M)	1	x	1	x	5	x	316	=	1,580.0	
Tank water closets (F)	1	x	1	x	5	x	316	=	1,580.0	
Clotheswashers (gal/person-day) <sup>1</sup>	5.08						632	=	3,210.6	
Dishwashers (gal/person-day) <sup>2</sup>	0.43						632	=	271.8	
Nonresidential Water Use										
Lavatory faucets nonresidential	0.5	x	0.25	x	3	x	189	=	70.9	
Water closets - nonresidential (F)	1.1	x	1	x	3	x	95	=	313.5	
Water closets - nonresidential (M)	1.1	x	1	x	1	x	94	=	103.4	
Urinals	0.125	x	1	x	2	x	94	=	23.5	
Restaurant kitchen(s) <sup>3</sup>									625.2	
Potable Water Irrigation (daily) <sup>4</sup>									=	605.2
Pool & Spa Water Loss <sup>5</sup>									=	125.6
Estimated Daily Water Use in Gallons Per Day								=	21,939.6	
Average use per Household per Day								=	84.4	

**Assumptions**

- 260 units = 632 projected occupants (using 2.43 persons per household for multi-family units based on the 2016 American Community Survey 5-Year Average Estimate (2012–2016) per correspondence with Jack Tsao, Los Angeles Department of City Planning, March 8, 2018)

- Nonresidential occupants (per Table A, Chapter 4, California Plumbing Code occupant load factor of 1 person/200 SF retail & office, 1 person/30 SF restaurant), 17,800 SF total:

56 retail occupants (11,020 sf)

18 office occupants (3,580 sf)

8 max onsite peak shift FTEs serving residential tenants (per GMPA)

+ 107 restaurant occupants (3,200 sf)

189 total nonresidential occupants

† Residential shower duration is assumed at 8 minutes, per the 480 seconds identified as a default A67 on the LEED v4 Indoor Water Use Reduction Calculator tool.

1. Clothes Washer in each unit (baseline per Homes v4, 15.1 gal per person per day, WF=9.5). High efficiency WF=3.2, therefore 33.6% of baseline, or 5.08 gal per person per day.

2. Dishwashers assumed in each unit (baseline per Homes v4, 0.7 gal per person per day, 6.5 GPC). High efficiency dishwashers can be 4 GPC, therefore 61% of baseline, or 0.43 gal per person per day.

3. Restaurant kitchen water use based on 1) assume kitchen = 50% of restaurant space, and 2) US EPA Savings Calculator for ENERGY STAR Certified Commercial Kitchen Equipment. Calculator result for 2,935 sf kitchen = 418,586 gpy/365 days = 1,146.8 gpd

4. Landscaping potable water use calculated using LEED v4 Outdoor Water Use Reduction Calculator v02. Assumes efficient Irrigation system and drought tolerant plants. 6,940 SF of landscape

5. Per GMPA, pool surface 660 SF + spa 140 SF = 800 sf total. Avg 0.25 inch/0.021 ft loss per day, or 0.157 gal/sf-day to replace loss. 0.157 gal/sf-day x 800 sf = 125.6 gal/day.



## **Appendix B.5**

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### AB 900 Supplemental Recycling Requirements

**Information establishing that the project will comply with the requirements for commercial and organic waste recycling in Chapters 12.8 (commencing with Public Resources Code section 42649) and 12.9 (commencing with Public Resources Code Section 42649.8), as applicable as required pursuant to Public Resources Code section 21183(d).**

PRC Chapter 12.8 requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units to recycle. The purpose of PRC Chapter 12.8 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. As of January 1, 2019, PRC Chapter 12.9 requires businesses that generate four cubic yards or more of commercial solid waste to arrange for recycling services for organic waste. On January 20, 2020, this requirement applies to businesses generating two or more cubic yards of commercial solid waste if it has been determined that statewide disposal of organic waste has not been reduced to 50 percent of 2014 levels. Organic waste such as green materials and food materials are recyclable through composting and mulching, and through anaerobic digestion, which can produce renewable energy and fuel. Reducing the amount of organic materials sent to landfills and increasing the production of compost and mulch are part of the AB 32 (California Global Warming Solutions Act of 2006) Scoping Plan.

The Project will be subject to these statutory requirements. The Applicant has included appropriate recycling and composting collection facilities in the design of the Project so that these materials can be easily disposed of by residents and employees and easily collected by the various solid waste collection and disposal companies that serve the Project Site. Specifically, trash/recycling rooms would be provided on the ground floor, parking level P1, and throughout the residential floors and the Project would comply with PRC Sections 42649 and 42649.8 by providing clearly marked receptacles for commercial and organic recycling. The Applicant will arrange for commercial and organic recycling services following Project approval. The trash/recycling rooms would be sized in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687). Specifically, the trash/recycling rooms included in the Project would comprise 2,200 square feet, exceeding the 100 square feet required by the ordinance. Furthermore, during construction, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris consistent with PRC Section 42912.

Thus, the Project will be required to comply not only with the PRC requirements for commercial and organic waste recycling, but also with the requirements requiring recycling during construction. The Project would also comply with City of Los Angeles Space Allocation Ordinance requirements for the trash/recycling rooms.



## **Appendix B.6**

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AB 900 Supplemental Prevailing and  
Living Wage Requirements

**Information to show that the project will satisfy the prevailing and living wage requirements of Public Resources Code section 21183(b).**

PRC Section 21183(b) requires that projects certified by the Governor create “high-wage, highly skilled jobs that pay prevailing wages and living wages and provide construction jobs and permanent jobs for Californians, and helps reduce unemployment” and defines “jobs that pay prevailing wages” as “all construction workers employed in the execution of the project will receive at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code.”

The Project will create high-wage, highly skilled jobs during both construction and operation. Based on estimates provided by the Project’s construction consultant, 12 to 325 construction workers would be working at any given time depending on the phase of construction with the fewest during the demolition phase and the most during the finishing phase. The Applicant will include a prevailing wage requirement in all construction contracts as required by PRC Section 21183(b).

During operation, based on employee generation rates published by the Los Angeles Unified School District<sup>1</sup>, the Project’s commercial component would result in 39 permanent jobs and based on the Applicant’s other properties, the Project’s residential component would result in an additional 13 jobs for a total of 52 permanent jobs. These jobs would include a range of full- and part-time positions including, but not limited to, building engineer, retail staff, office workers, kitchen workers, servers, landscapers, on-site security, and janitorial staff. In addition to the prevailing wage requirements for construction workers, the Applicant would be required to comply with local ordinances that require the payment of living wages. Specifically, as of July 1, 2019, the Los Angeles Minimum Wage Ordinance (Ordinance No. 184,320) requires employers with more than 25 employees to provide sick time and an hourly rate of no less than \$14.25 per hour and requires employers with fewer than 25 employees to provide sick time and an hourly rate of no less than \$13.25 per hour, both of which are higher than the current state minimum wage of \$12.00 per hour. Ordinance No. 184,320 also provides for increases up to \$15.00 per hour beginning on July 1, 2020 for employers with more than 25 employees and July 1, 2021 for employers with fewer than 25 employees.

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<sup>1</sup> Los Angeles Unified School District, 2018 Developer Fee Justification Study, Table 14, March 2018.