



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS



Figure 1
Noise Measurement Locations

Session Report

12/19/2023

Information Panel

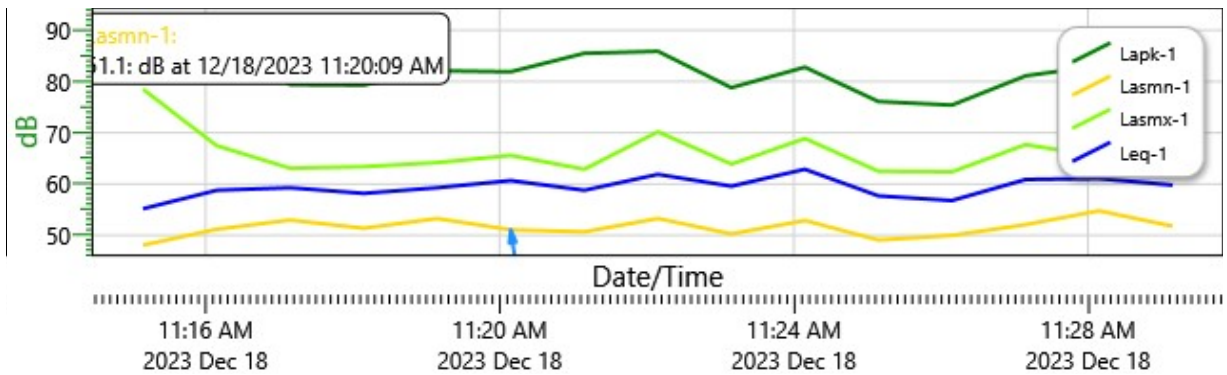
Name 5436 Carlton Way
Comments Overcast
Start Time 12/18/2023 11:14:09 AM
Stop Time 12/18/2023 11:29:11 AM
Run Time 00:15:02
Serial Number SE40214325
Device Name SE40214325
Model Type Sound Examiner
Device Firmware Rev R.11F
Company Name
Description
Location
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	59.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

5436 Carlton Way: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
12/18/2023 11:15:09 AM	92.3	48.1	78.5	55.2
11:16:09 AM	90.8	51.2	67.5	58.8
11:17:09 AM	79.4	53	63.1	59.3
11:18:09 AM	79.3	51.4	63.4	58.2
11:19:09 AM	82.1	53.3	64.2	59.3
11:20:09 AM	81.9	51.1	65.6	60.7
11:21:09 AM	85.5	50.7	62.9	58.8
11:22:09 AM	85.9	53.3	70.2	61.9
11:23:09 AM	78.8	50.3	63.9	59.6
11:24:09 AM	82.8	52.9	68.9	62.9
11:25:09 AM	76.1	49.1	62.5	57.7
11:26:09 AM	75.4	50	62.4	56.8
11:27:09 AM	81.1	52.1	67.7	60.9
11:28:09 AM	83.1	54.8	65.4	61.1
11:29:09 AM	80.8	51.8	65.5	59.8

Session Report

12/19/2023

Information Panel

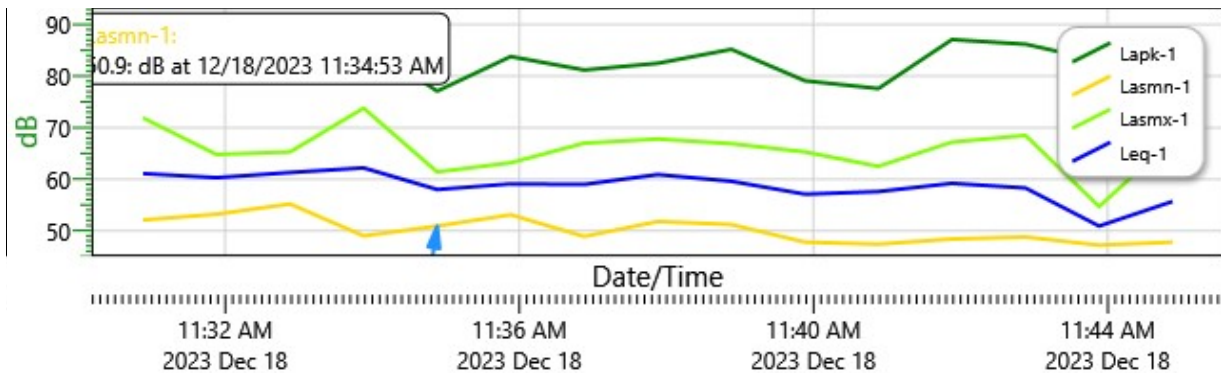
Name 5443 Carlton Way
Comments Overcast
Start Time 12/18/2023 11:29:53 AM
Stop Time 12/18/2023 11:45:05 AM
Run Time 00:15:12
Serial Number SE40214325
Device Name SE40214325
Model Type Sound Examiner
Device Firmware Rev R.11F
Company Name
Description
Location
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	59.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

5443 Carlton Way: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
12/18/2023 11:30:53 AM	91.2	52.1	71.9	61.1
11:31:53 AM	78.9	53.2	64.8	60.3
11:32:53 AM	80.1	55.2	65.3	61.3
11:33:53 AM	86.6	49	73.8	62.2
11:34:53 AM	77.1	50.9	61.4	58
11:35:53 AM	83.8	53.1	63.2	59.1
11:36:53 AM	81.2	48.9	67	59
11:37:53 AM	82.5	51.8	67.8	60.9
11:38:53 AM	85.2	51.2	66.9	59.6
11:39:53 AM	79.1	47.8	65.3	57.1
11:40:53 AM	77.6	47.4	62.5	57.6
11:41:53 AM	87.1	48.4	67.2	59.2
11:42:53 AM	86.2	48.8	68.5	58.3
11:43:53 AM	83	47.2	54.7	50.9
11:44:53 AM	82.9	47.8	67.7	55.7

Session Report

12/19/2023

Information Panel

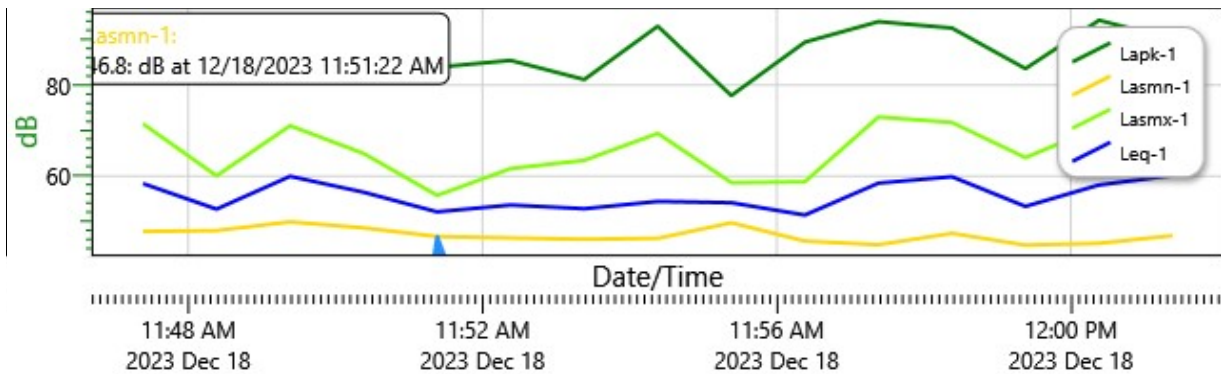
Name 5437 Harold Way
Comments
Start Time 12/18/2023 11:46:23 AM
Stop Time 12/18/2023 12:01:26 PM
Run Time 00:15:03
Serial Number SE40214325
Device Name SE40214325
Model Type Sound Examiner
Device Firmware Rev R.11F
Company Name
Description
Location
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	56.9 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

5437 Harold Way: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
12/18/2023 11:47:23 AM	85.4	47.9	71.5	58.4
11:48:23 AM	80.6	48.1	60.1	52.8
11:49:23 AM	94.6	50	71.1	60
11:50:23 AM	85.2	48.7	65	56.5
11:51:23 AM	83.9	46.8	55.8	52.2
11:52:23 AM	85.4	46.5	61.7	53.7
11:53:23 AM	81.2	46.2	63.5	52.9
11:54:23 AM	92.9	46.4	69.4	54.5
11:55:23 AM	77.7	49.8	58.6	54.2
11:56:23 AM	89.4	45.8	58.8	51.5
11:57:23 AM	93.9	45	73	58.5
11:58:23 AM	92.5	47.5	71.8	59.9
11:59:23 AM	83.6	44.9	64.1	53.4
12:00:23 PM	94.2	45.3	70.8	58.1
12:01:23 PM	90	47	72	60.2



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CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

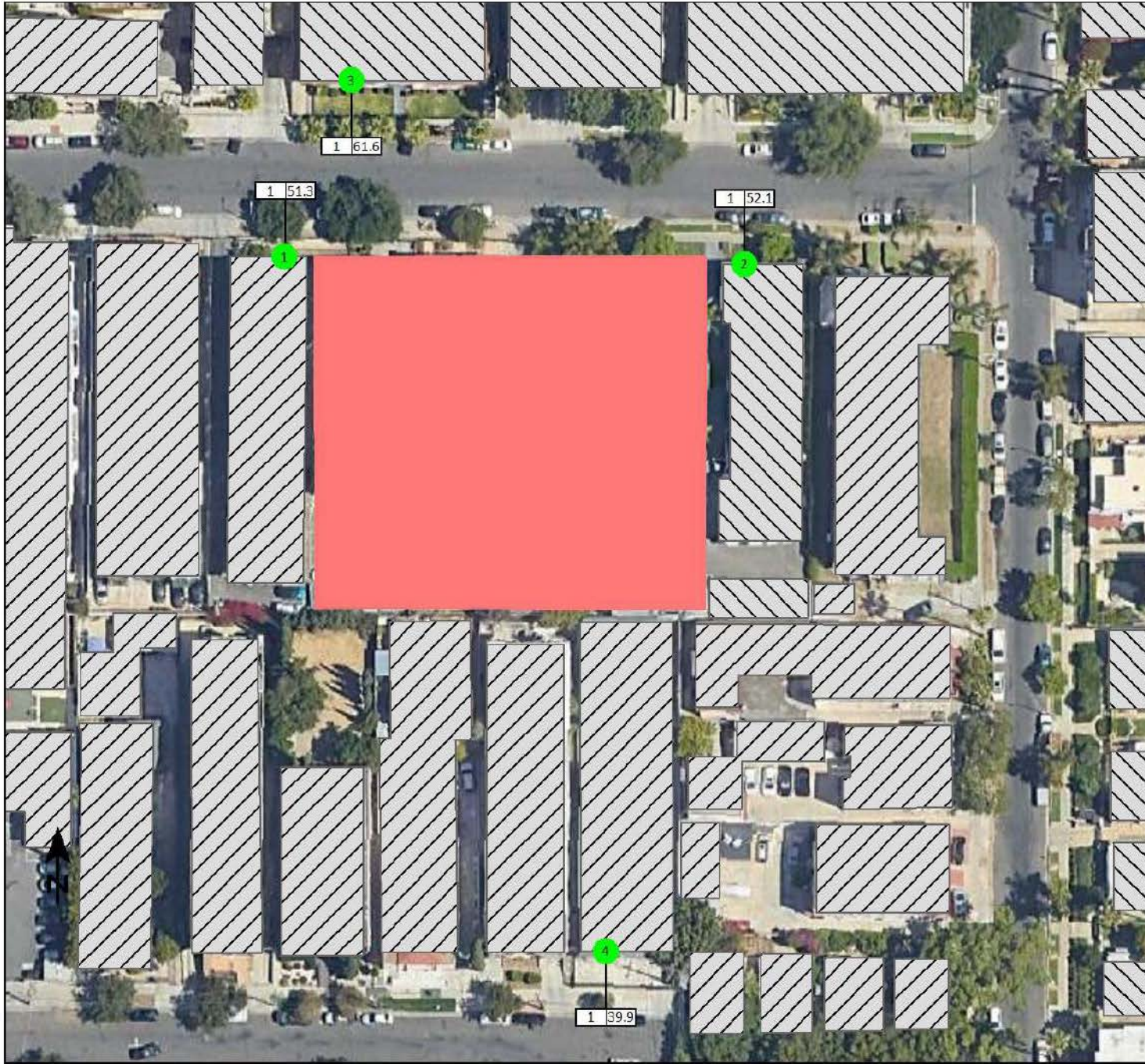
Source name	Size m/m ²	Reference	Day dB(A)	Level		Corrections		
				Evening dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	3207 m ²	Lw/unit	106.4	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates		Buildi side	Floor	Height abv.gr m	Limit				Level				Conflict			
		X	Y				Day	Evenir	Night	Lden	Day	Evenir	Night	Lden	Day	Evenir	Night	Lden
		in meter				dB(A)		dB(A)		dB								
1	Residences - 5412 C	11379313774063	3	North	GF	118.00	-	-	-	-	51.3	0.0	0.0	48.2	-	-	-	-
2	Residences - 5434-54	11379383774062	2	North	GF	119.42	-	-	-	-	52.1	0.0	0.0	49.1	-	-	-	-
3	Residences - Carlton	11379323774090	0	South	GF	120.67	-	-	-	-	61.6	0.0	0.0	58.6	-	-	-	-
4	Residences - Harold	11379363773958	8	South	GF	117.76	-	-	-	-	39.9	0.0	0.0	36.9	-	-	-	-


Contribution levels of the receivers

Source name	Traffic lane	Day	Level		Lden
			Evening dB(A)	Night	
Residences - 5412 Carlton Way GF		51.3	0.0	0.0	48.2
Construction Site	-	51.3	-	-	48.2
Residences - 5434-5436 Carlton Way GF		52.1	0.0	0.0	49.1
Construction Site	-	52.1	-	-	49.1
Residences - Carlton Way (north side) GF		61.6	0.0	0.0	58.6
Construction Site	-	61.6	-	-	58.6
Residences - Harold Way GF		39.9	0.0	0.0	36.9
Construction Site	-	39.9	-	-	36.9



5424 Carlton Way

Signs and symbols

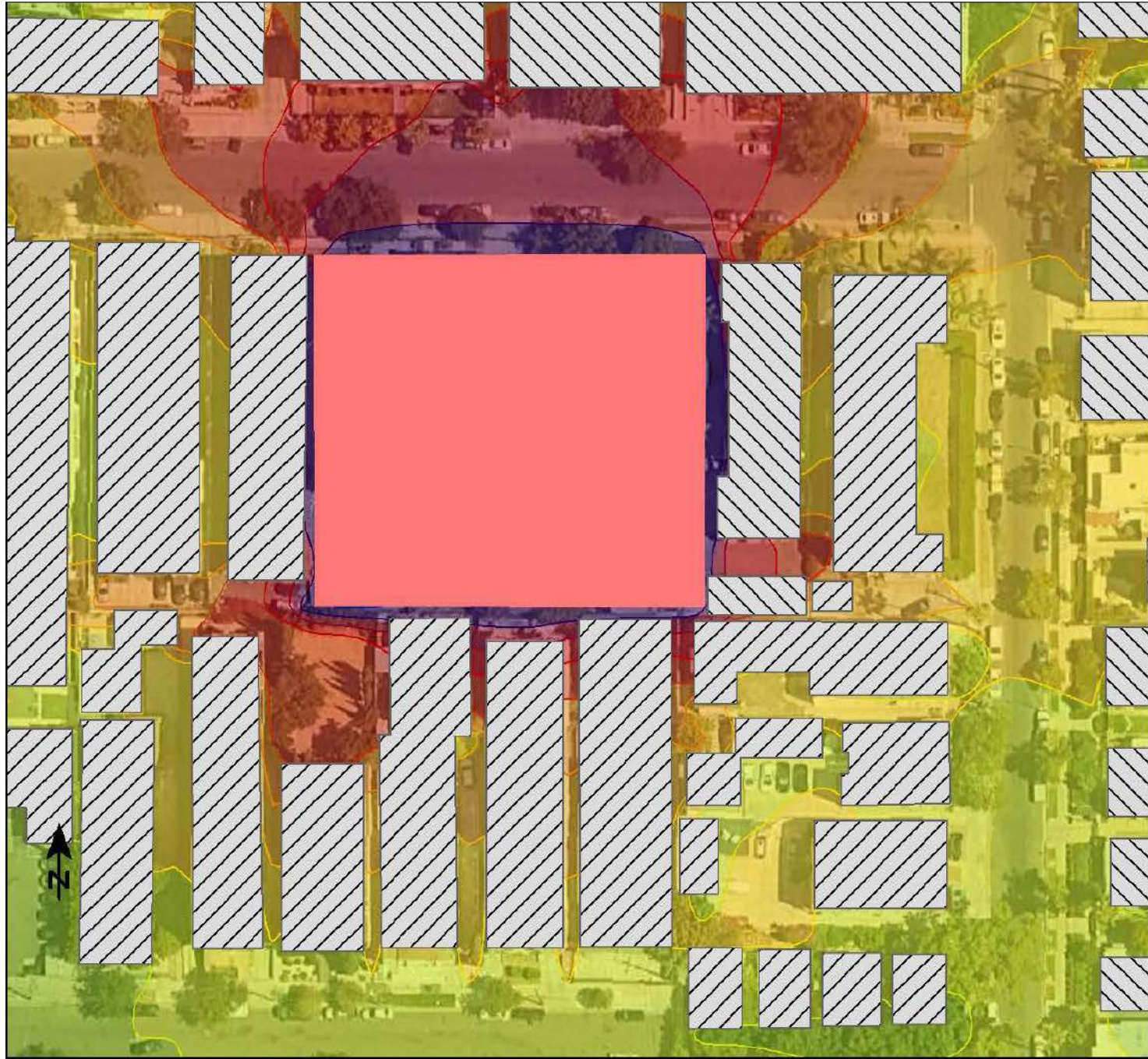
-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 64

0 12.5 25 50 75 100 feet





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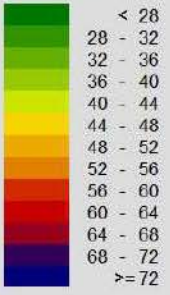


5424 Carlton Way

Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)



1 : 64



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Construction Noise Impacts



DOUGLASKIM+ASS

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Carlton Way (north side)	59.2	61.6	63.6	4.4	No
Residences - 5412 Carlton Way	59.2	51.3	59.9	0.7	No
Residences - 5434-5436 Carlton Way	59.7	52.1	60.4	0.7	No
Residences - Harold Way	56.9	39.9	57.0	0.1	No

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	125.0	135	3.1%
Site Preparation	5	0		5	0.1%
Grading	7.5	0	331	339	7.7%
Trenching	2.5	0		3	0.1%
Building Construction	125	91.3		216	4.9%
Architectural Coatings	24.9	0		24.9	0.6%

Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are an even split of medium- and heavy-duty trucks.

4,398 Traffic Volumes on Western Avenue at Sunset Boulevard in the peak A.M. hour



DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS NOISE CALCULATIONS

Project: 5424 Carlton Way

Receiver Parameters	
Receiver:	Residences - Carlton Way (north side)
Land Use Category:	2 - Residential
Existing Noise (Measured or Generic Value):	57 dBA

Noise Source Parameters	
Number of Noise Sources: 1	

Noise Source Parameters	
Source 1	
Source Type:	Stationary Source
Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr: 33
Nighttime hrs	Avg. Number of Autos/hr: 10
Distance	Distance from Source to Receiver (ft): 40
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier? No
	Joint Track/Crossover? No
	Embedded Track? No
	Aerial Structure? No

Noise Barrier?	
No	

Noise Barrier?	
No	

Noise Barrier?	
No	

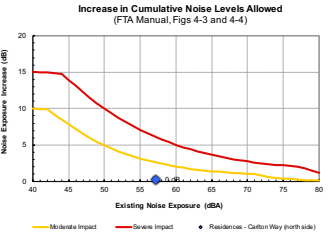
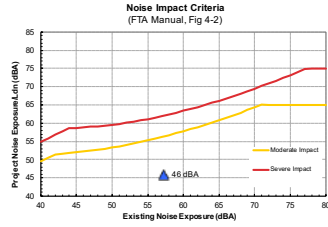
Noise Barrier?	
No	

Noise Barrier?	
No	

Project Results Summary	
Existing Ldn:	57 dBA
1991 FTA Project Ldn:	55 dBA
Total Noise Exposure:	55 dBA
Increase:	0 dB
Impact?	None

Distance to Impact Contours	
Dist to Mod. Impact Contour:	(Source 1): 16 ft
Dist to Sev. Impact Contour:	(Source 1): 9 ft

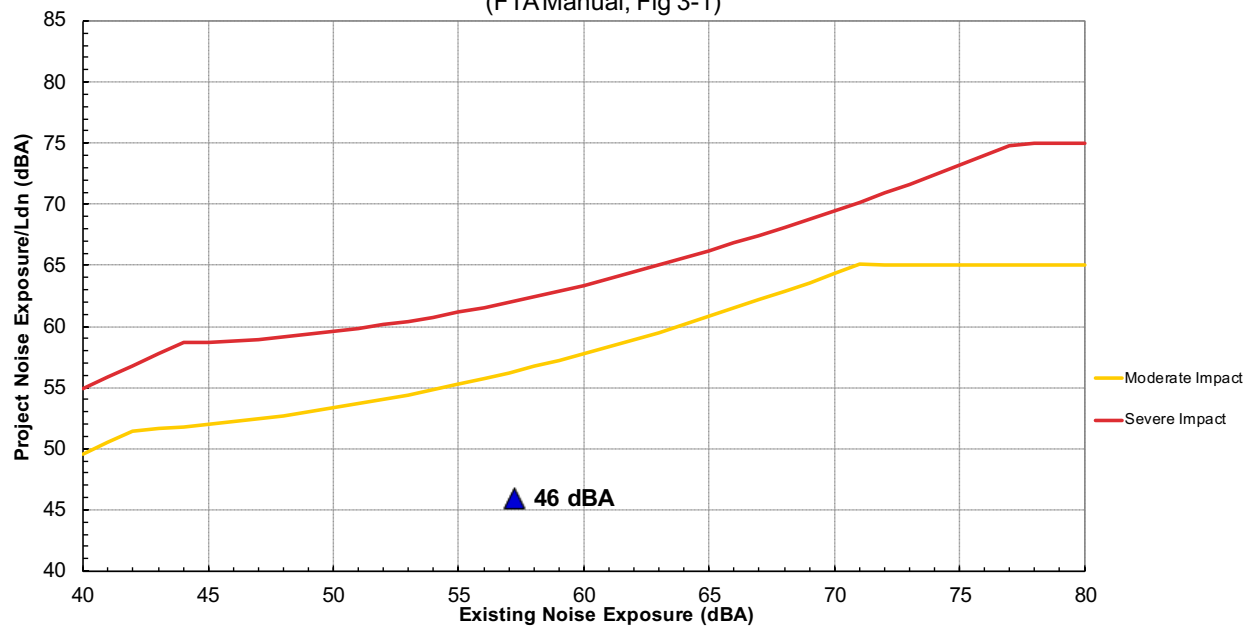
Source 1 Results	
Leq(day):	42.4 dBA
Leq(night):	38.8 dBA
Ldn:	46.0 dBA



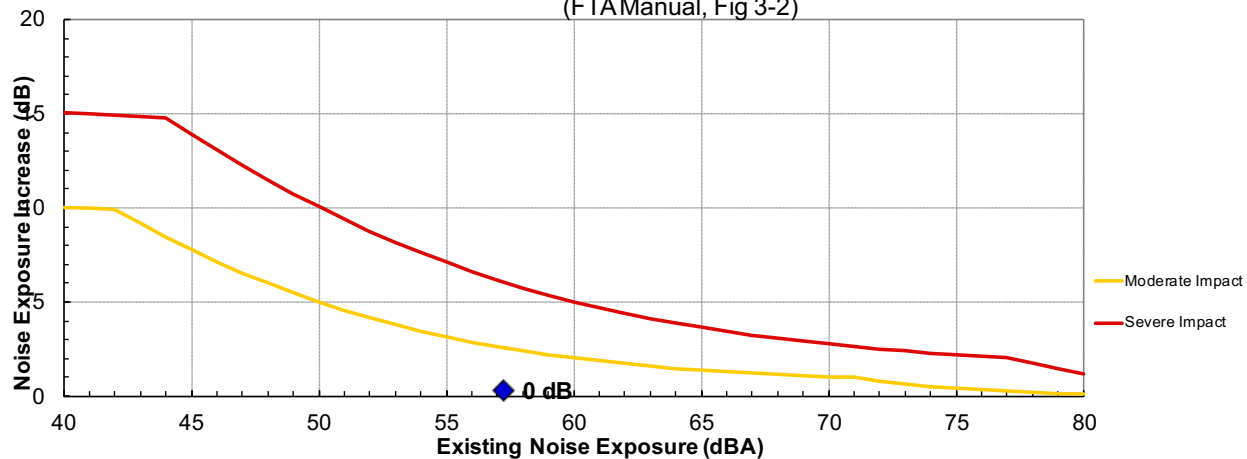
Project: 5424 Carlton Way
Receiver: Residences - Carlton Way (north side)

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria		Impact?
				Mod. Impact	Sev. Impact	
1 Parking Garage	40 ft	46.0 dBA	57 dBA	56 dBA	62 dBA	None
2 --	50 ft		57 dBA	56 dBA	62 dBA	
3 --	50 ft		57 dBA	56 dBA	62 dBA	
4 --	70 ft		57 dBA	56 dBA	62 dBA	
5 --	ft		57 dBA	56 dBA	62 dBA	
6 --	ft		57 dBA	56 dBA	62 dBA	
Combined Sources		46 dBA	57 dBA	56 dBA	62 dBA	None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)





DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS ANALYSIS
OUTDOOR SPACES

Noise emissions of industry sources

Source name	Size m/m ²	Reference	Day dB(A)	Level		Corrections		
				Evening dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Swimming Pool	41 m ²	Lw/unit	90.3	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv. grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
		X	Y						
1	Residences - 5412 Carlton Way	11379316.8	3774063.55	North	GF	118.00	-	23.8	-
2	Residences - 5434-5436 Carlton Way	11379386.7	13774062.43	North	GF	119.42	-	20.9	-
3	Residences - Carlton Way (north side)	11379326.9	3774090.29	South	GF	120.61	-	18.2	-
4	Residences - Harold Way	11379365.6	3773958.09	South	GF	117.76	-	23.6	-

Contribution levels of the receivers

Source name	Traffic lane	Level Day dB(A)
Residences - 5412 Carlton Way	GF	23.8
Swimming Pool	-	23.8
Residences - 5434-5436 Carlton Way	GF	20.9
Swimming Pool	-	20.9
Residences - Carlton Way (north side)	GF	18.2
Swimming Pool	-	18.2
Residences - Harold Way	GF	23.6
Swimming Pool	-	23.6

Swimming Pool Noise Impacts



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Sound Power Level (Lw)	90.3	dB
------------------------	------	----

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Carlton Way (north side)	57.2	18.2	57.2	0.0	No
Residences - 5412 Carlton Way	57.2	23.8	57.2	0.0	No
Residences - 5434-5436 Carlton Way	57.7	20.8	57.7	0.0	No
Residences - Harold Way	54.9	23.6	54.9	0.0	No

Note: Sound Power Level (Lw) assumes full sphere propagation



DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



DOUGLAS KIM + ASSOCIATES, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Truck Capacity		Source	
					Tons	(CY) Truck Trips		
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building		12	-	1,000	-	10	-	Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula
Single Family Residence	-	12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence	16,959	12	7,537	1,000	3,769	10	1,507	
Mobile Home				1,000	-	10	-	
Mixed Debris				480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)				500	-	10	-	
Vegetative Debris (Softwoods)			131	333	22	10	26	
Asphalt or concrete (Constructor	1,100	0.5	20	2,400	24	10	4	
TOTAL			7,689		3,815		1,538	



DOUGLASKIM+ASSOCIATES,LLC

LANDSCAPING DEBRIS

Tree	Number	Height (Feet)	Diameter at breast height (Feet)	Radius	Area	Volume (Cubic Feet)	Volume (Cubic Yards)
Urban tree	18	40	5	2.50	20	196	130.9
Total							131

Source: Montana State University; Estimating Board Feet

<https://www.montana.edu/extension/forestry/projectlearningtree/activitybooklets/Estimating%20Individual%20Tree%20Volume.pdf>



DOUGLASKIM+ASSOCIATES,LLC

TRAFFIC NOISE CALCULATIONS

Turning Movement Count Report AM

Location ID: 31
 North/South: Western Avenue
 East/West: Sunset Blvd

Date: 05/03/18
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	71	167	10	12	123	20	17	82	39	12	160	21	734
07:15	86	162	17	14	158	23	21	117	21	18	193	24	854
07:30	66	187	36	19	170	29	19	138	38	14	224	30	970
07:45	56	208	44	28	196	41	25	131	25	12	267	40	1073
08:00	89	193	52	26	186	30	19	97	19	21	264	30	1026
08:15	98	179	56	18	187	28	23	115	31	16	239	41	1031
08:30	75	197	27	15	182	34	22	112	23	14	259	53	1013
08:45	105	192	30	14	144	34	14	121	21	12	216	50	953
09:00	96	179	43	15	171	25	12	89	22	16	261	25	954
09:15	95	200	19	23	167	18	24	110	31	12	171	35	905
09:30	79	223	24	20	174	35	25	117	26	17	160	37	937
09:45	77	193	22	18	152	31	24	118	22	14	182	42	895

Total Volume:	993	2280	380	222	2010	348	245	1347	318	178	2596	428	11345
Approach %	27%	62%	10%	9%	78%	13%	13%	71%	17%	6%	81%	13%	

Peak Hr Begin:	7:45												
PHV	318	777	179	87	751	133	89	455	98	63	1029	164	4143
PHF	0.954			0.916			0.887			0.963			0.965

Turning Movement Count Report PM

Location ID: 31
 North/South: Western Avenue
 East/West: Sunset Blvd

Date: 05/03/18
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	65	144	30	24	181	29	33	131	32	39	289	57	1054
15:15	55	162	36	32	202	28	36	137	37	25	308	62	1120
15:30	63	163	50	28	164	38	31	156	28	24	296	73	1114
15:45	46	137	41	40	201	37	26	168	36	16	305	65	1118
16:00	38	178	52	34	185	37	28	146	33	24	319	75	1149
16:15	47	154	28	33	204	30	24	162	34	22	322	89	1149
16:30	51	130	50	33	178	30	31	181	40	22	338	63	1147
16:45	57	136	43	36	204	29	22	180	35	21	323	76	1162
17:00	50	149	49	33	219	37	29	186	39	20	343	77	1231
17:15	53	153	58	38	202	37	36	162	39	15	371	72	1236
17:30	60	142	49	27	231	44	43	200	44	23	337	75	1275
17:45	41	135	41	24	182	40	46	188	26	19	377	70	1189

Total Volume:	626	1783	527	382	2353	416	385	1997	423	270	3928	854	13944
Approach %	21%	61%	18%	12%	75%	13%	14%	71%	15%	5%	78%	17%	

Peak Hr Begin:	17:00												
PHV	204	579	197	122	834	158	154	736	148	77	1428	294	4931
PHF	0.928			0.922			0.904			0.965			0.967

TRAFFIC VOLUME ADJUSTMENTS

North/South Western Avenue
 East/West Sunset Boulevard
 Year 2018
 Hour 7:45-8:45 A.M.
 Source https://navigatela.lacity.org/dot/traffic_data/manual_counts/22343_SUNWES180503.pdf



DOUGLASKIM+ASSOCIATES,LLC

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	642	1274	1256	971		1.07%
2018	642	1,274	1,256	971	4,143	
2019	648	1,287	1,269	981	4,184	
2020	655	1,300	1,281	991	4,226	
2021	661	1,313	1,294	1,000	4,269	
2022	668	1,326	1,307	1,010	4,311	
2023	675	1,339	1,320	1,021	4,354	
2024	681	1,352	1,333	1,031	4,398	

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	557	1,104	1,089	842	6,048,810	82.5%
MDT	86	172	169	131	940,092	12.8%
HDT	2	5	5	4	25,348	0.3%
Buses	1	2	2	1	9,386	0.1%
MCY	15	31	30	23	167,287	2.3%
Aux	13	26	26	20	142,856	1.9%
Total	675	1,339	1,320	1,021	7,333,779	100.0%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use																
Source: ITE Trip Generation Manual, 11th Edition																
Land Use Code	221			221			221			221			221			
Land Use	Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			Multifamily Housing (Mid-Rise)			
Subcategory	Not Close to Rail Transit			Not Close to Rail Transit			Not Close to Rail Transit			Not Close to Rail Transit			Close to Rail Transit			
Setting	General Urban/Suburban			General Urban/Suburban			General Urban/Suburban			Dense Multi-Use Urban			Dense Multi-Use Urban			
Time Period	Weekday			Saturday			Sunday			Weekday			Weekday			
# Data Sites	6			1			1			1			1			
	% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			% of 24-Hour Vehicle Trips			
Time	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	
12:00 - 1:00 AM	0.8%	1.2%	0.4%	1.8%	2.8%	0.8%	3.5%	5.5%	1.2%	0.6%	1.0%	0.2%	1.1%	1.6%	0.6%	
1:00 - 2:00 AM	0.4%	0.6%	0.3%	0.3%	0.4%	0.2%	2.0%	2.9%	0.9%	0.2%	0.0%	0.5%	0.4%	0.4%	0.3%	
2:00 - 3:00 AM	0.2%	0.3%	0.1%	0.5%	0.9%	0.2%	3.3%	4.7%	1.8%	0.2%	0.2%	0.2%	0.6%	1.0%	0.1%	
3:00 - 4:00 AM	0.2%	0.2%	0.2%	1.7%	2.4%	1.0%	0.6%	0.5%	0.6%	0.0%	0.0%	0.0%	0.3%	0.3%	0.3%	
4:00 - 5:00 AM	0.3%	0.1%	0.5%	0.3%	0.4%	0.2%	0.6%	1.0%	0.0%	0.6%	0.0%	1.2%	0.1%	0.3%	0.0%	
5:00 - 6:00 AM	1.2%	0.4%	2.0%	0.2%	0.2%	0.4%	0.4%	0.5%	0.3%	2.2%	0.7%	3.6%	0.6%	0.1%	1.0%	
6:00 - 7:00 AM	4.4%	1.0%	7.8%	1.2%	0.4%	1.9%	0.6%	0.0%	1.2%	4.2%	1.5%	7.0%	2.7%	1.3%	4.2%	
7:00 - 8:00 AM	8.6%	2.5%	14.7%	3.5%	3.0%	4.0%	1.3%	0.8%	1.8%	9.8%	1.9%	17.6%	7.3%	1.0%	13.6%	
8:00 - 9:00 AM	7.8%	3.0%	12.5%	3.8%	2.8%	4.8%	2.2%	0.8%	3.9%	9.5%	1.9%	17.1%	7.5%	4.4%	10.5%	
9:00 - 10:00 AM	4.5%	2.2%	6.9%	5.8%	3.5%	8.1%	2.9%	1.8%	4.2%	5.2%	3.4%	7.0%	4.5%	2.3%	6.8%	
10:00 - 11:00 AM	3.7%	2.7%	4.6%	6.4%	5.0%	7.7%	5.4%	3.9%	7.2%	3.9%	2.9%	4.8%	5.6%	4.2%	6.9%	
11:00 - 12:00 PM	3.7%	3.4%	4.0%	6.4%	6.1%	6.7%	6.8%	3.7%	10.4%	3.5%	3.6%	3.4%	4.5%	2.5%	6.5%	
12:00 - 1:00 PM	4.6%	4.3%	4.8%	6.6%	4.5%	8.5%	6.8%	6.0%	7.8%	4.5%	4.1%	4.8%	5.2%	5.1%	5.3%	
1:00 - 2:00 PM	4.4%	4.4%	4.4%	6.2%	6.9%	5.4%	7.3%	6.0%	8.7%	4.1%	4.6%	3.6%	5.5%	5.4%	5.6%	
2:00 - 3:00 PM	3.9%	4.1%	3.7%	7.3%	7.1%	7.5%	6.7%	6.3%	7.2%	3.3%	2.9%	3.6%	3.9%	3.9%	3.9%	
3:00 - 4:00 PM	4.9%	5.9%	3.8%	6.7%	8.2%	5.2%	7.8%	5.8%	10.1%	4.1%	4.1%	4.1%	5.6%	6.3%	4.9%	
4:00 - 5:00 PM	7.2%	9.2%	5.1%	6.2%	6.3%	6.0%	5.6%	5.8%	5.4%	5.0%	6.3%	3.6%	6.8%	8.6%	5.1%	
5:00 - 6:00 PM	9.4%	13.1%	5.8%	7.7%	7.8%	7.7%	7.8%	7.9%	7.5%	9.1%	13.1%	5.1%	7.7%	11.0%	4.4%	
6:00 - 7:00 PM	9.0%	12.1%	6.0%	6.8%	6.3%	7.3%	7.8%	9.2%	6.3%	9.4%	15.0%	3.9%	6.7%	8.3%	5.1%	
7:00 - 8:00 PM	7.4%	9.4%	5.4%	5.4%	6.9%	4.0%	6.6%	9.2%	3.6%	8.3%	13.1%	3.6%	6.5%	8.7%	4.4%	
8:00 - 9:00 PM	5.4%	7.7%	3.1%	4.3%	4.5%	4.2%	4.7%	5.0%	4.5%	5.1%	7.3%	2.9%	5.1%	5.9%	4.2%	
9:00 - 10:00 PM	4.0%	6.5%	1.5%	4.0%	4.3%	3.7%	4.3%	5.8%	2.7%	4.0%	7.0%	1.0%	5.8%	8.6%	3.0%	
10:00 - 11:00 PM	2.6%	3.7%	1.6%	3.9%	4.8%	3.1%	3.9%	5.2%	2.4%	2.4%	3.9%	1.0%	3.5%	5.2%	1.7%	
11:00 - 12:00 AM	1.4%	2.1%	0.8%	3.0%	4.3%	1.7%	1.3%	1.8%	0.6%	0.8%	1.5%	0.2%	2.6%	3.5%	1.7%	

Time	Total	Entering	Day	Evening
12:00 - 1:00 AM	3		4	
1:00 - 2:00 AM	2		1	
2:00 - 3:00 AM	1		2	
3:00 - 4:00 AM	1		1	
4:00 - 5:00 AM	1		1	
5:00 - 6:00 AM	5		2	
6:00 - 7:00 AM	17		11	
7:00 - 8:00 AM	34		29	
8:00 - 9:00 AM	31		30	
9:00 - 10:00 AM	18		18	
10:00 - 11:00 AM	15		22	
11:00 - 12:00 PM	15		18	
12:00 - 1:00 PM	18		21	
1:00 - 2:00 PM	17		22	
2:00 - 3:00 PM	15		16	
3:00 - 4:00 PM	19		22	
4:00 - 5:00 PM	28		27	
5:00 - 6:00 PM	37		30	
6:00 - 7:00 PM	36		27	
7:00 - 8:00 PM	29		26	
8:00 - 9:00 PM	21		20	
9:00 - 10:00 PM	16		23	
10:00 - 11:00 PM	10		14	
11:00 - 12:00 AM	6		10	

ADT 397

ADT 397 23 10



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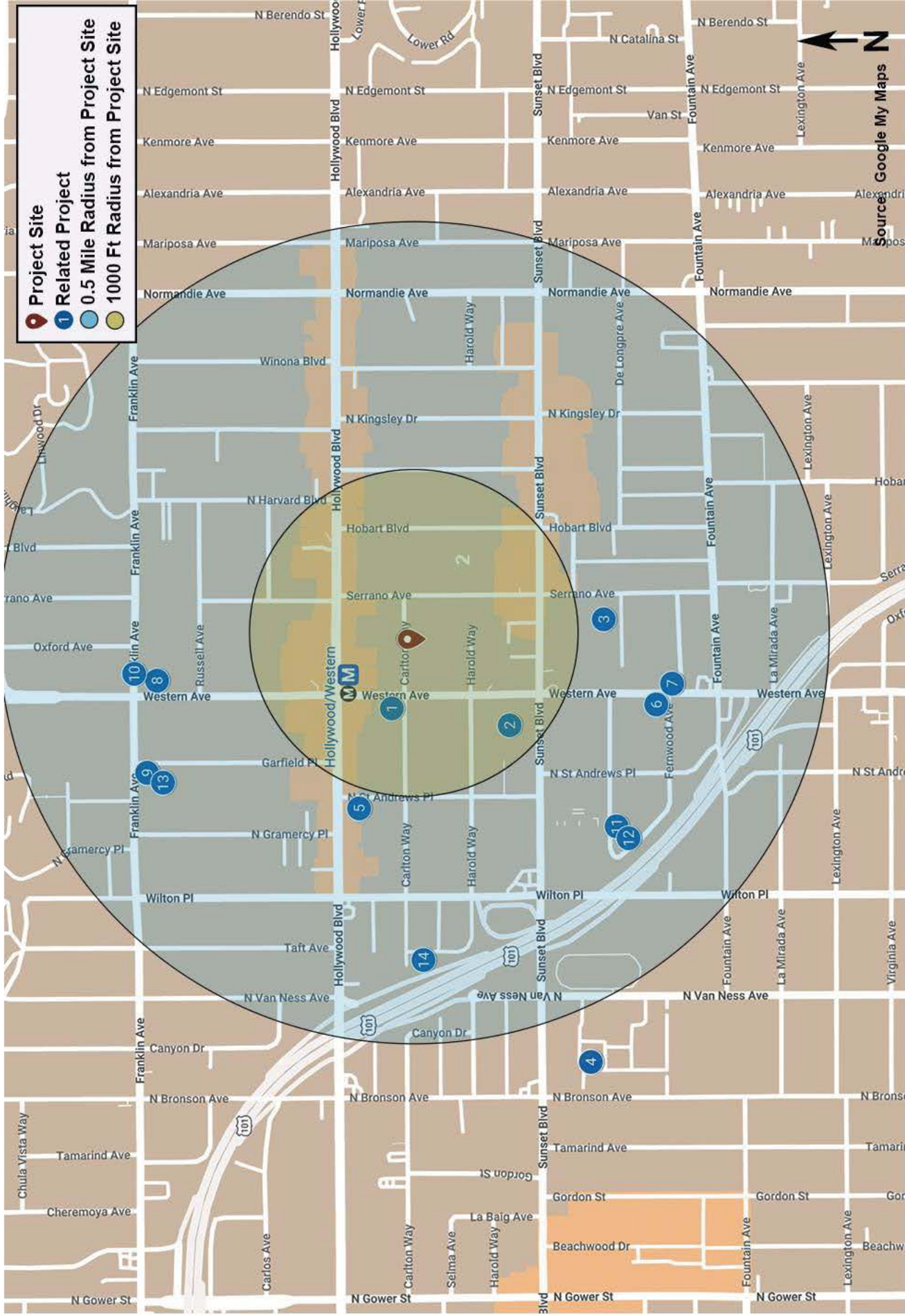
CUMULATIVE PROJECTS

Project Site

Related Project

0.5 Mile Radius from Project Site

1000 Ft Radius from Project Site



Source: Google My Maps



DOUGLASKIM+ASSOCIATES,LLC

RELATED PROJECT TRIP GENERATION ESTIMATES

1657 WESTERN AVENUE

Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

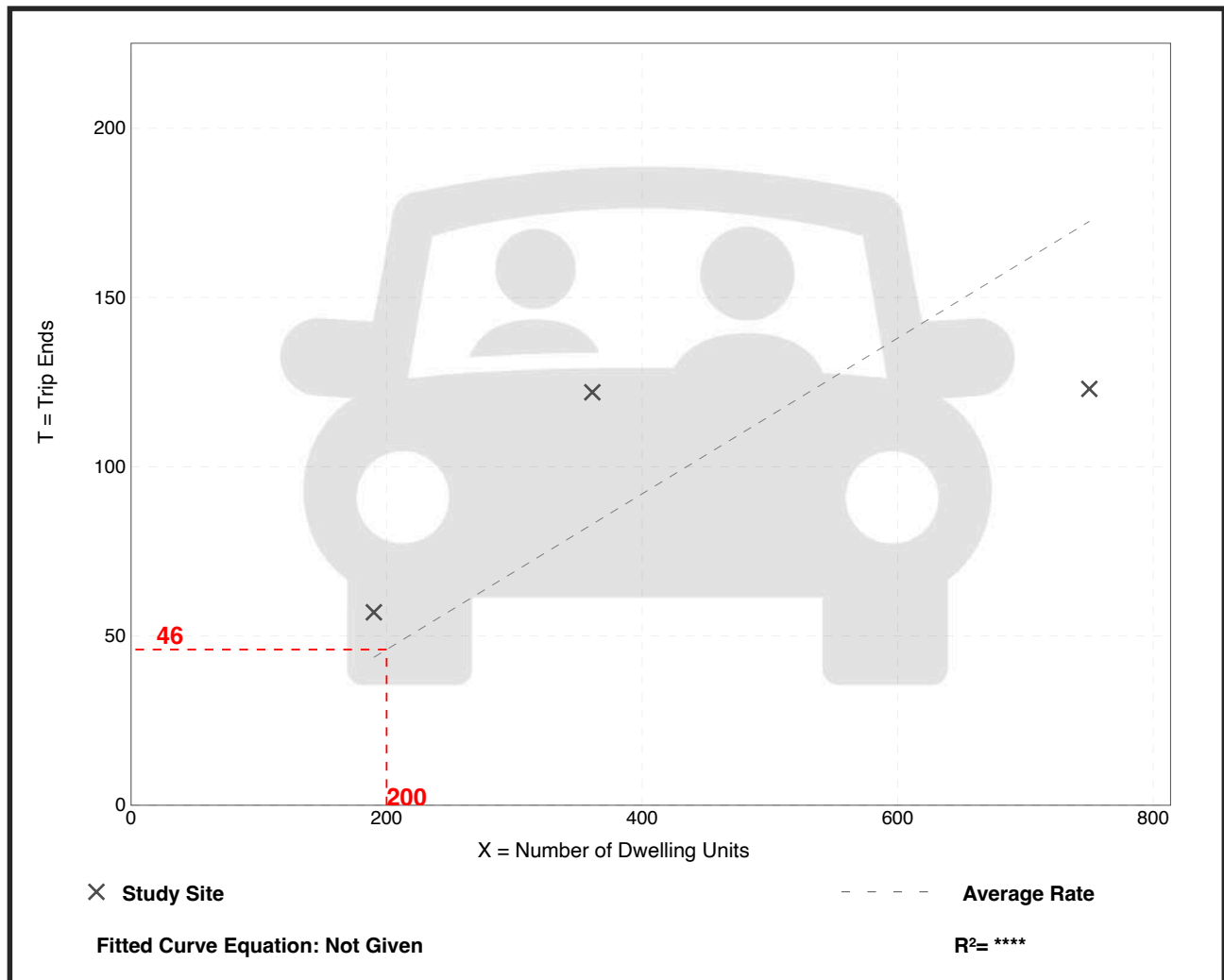
Number of Studies: 3
 Avg. Num. of Dwelling Units: 434
 Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.23	0.16 - 0.34	0.10

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

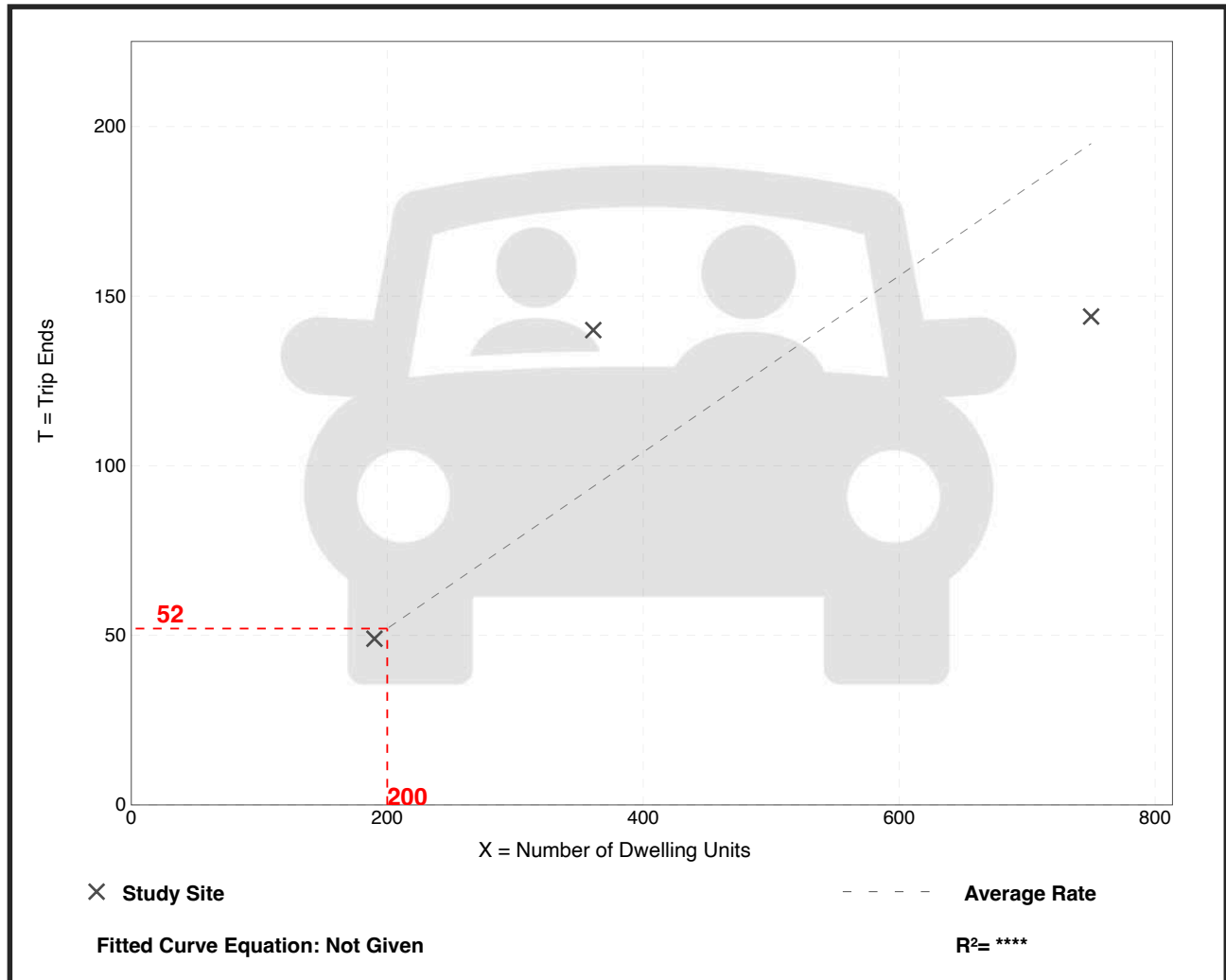
Number of Studies: 3
 Avg. Num. of Dwelling Units: 434
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.19 - 0.39	0.10

Data Plot and Equation

Caution – Small Sample Size



5525 SUNSET BOULEVARD

Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

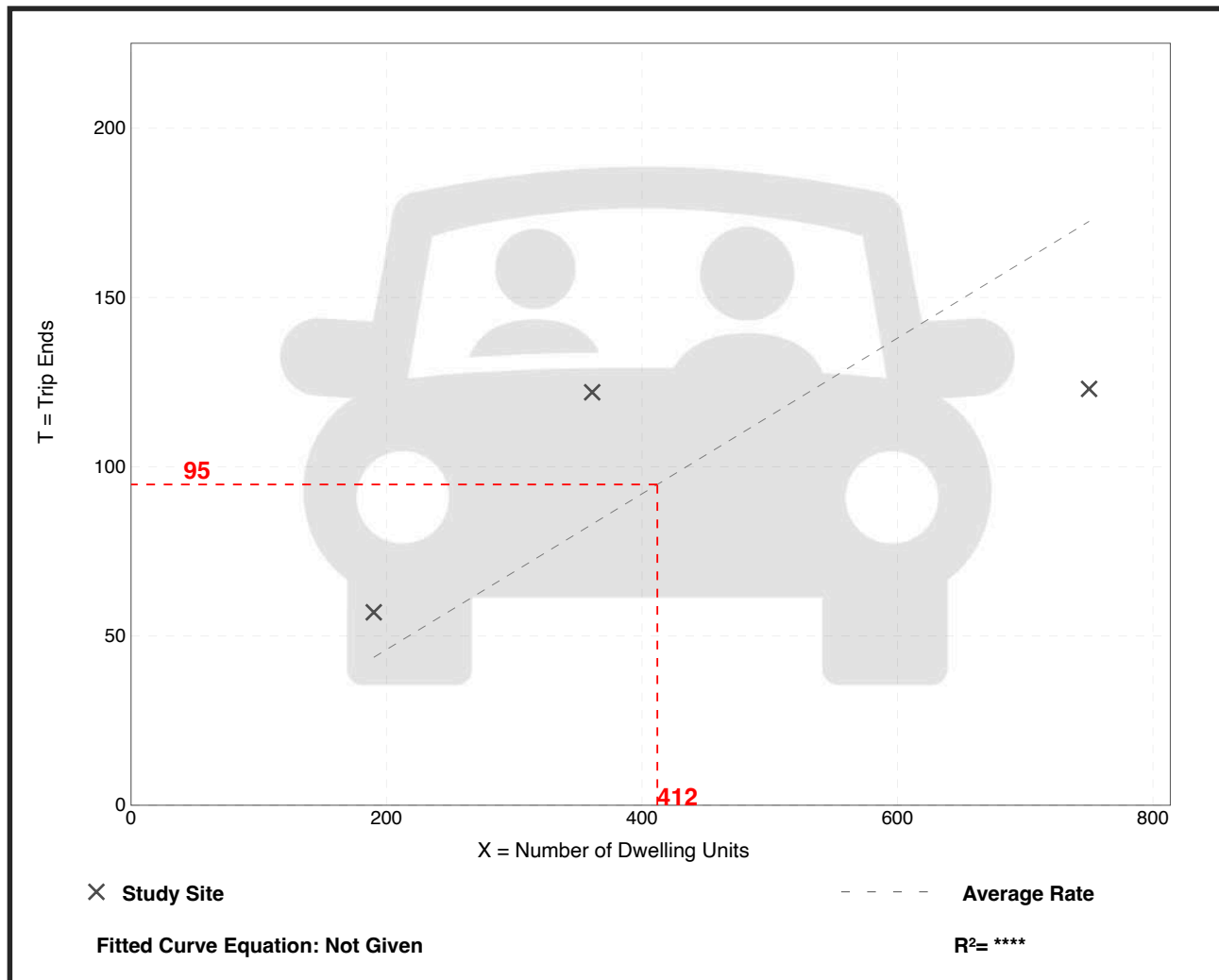
Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. Num. of Dwelling Units: 434
 Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.23	0.16 - 0.34	0.10

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

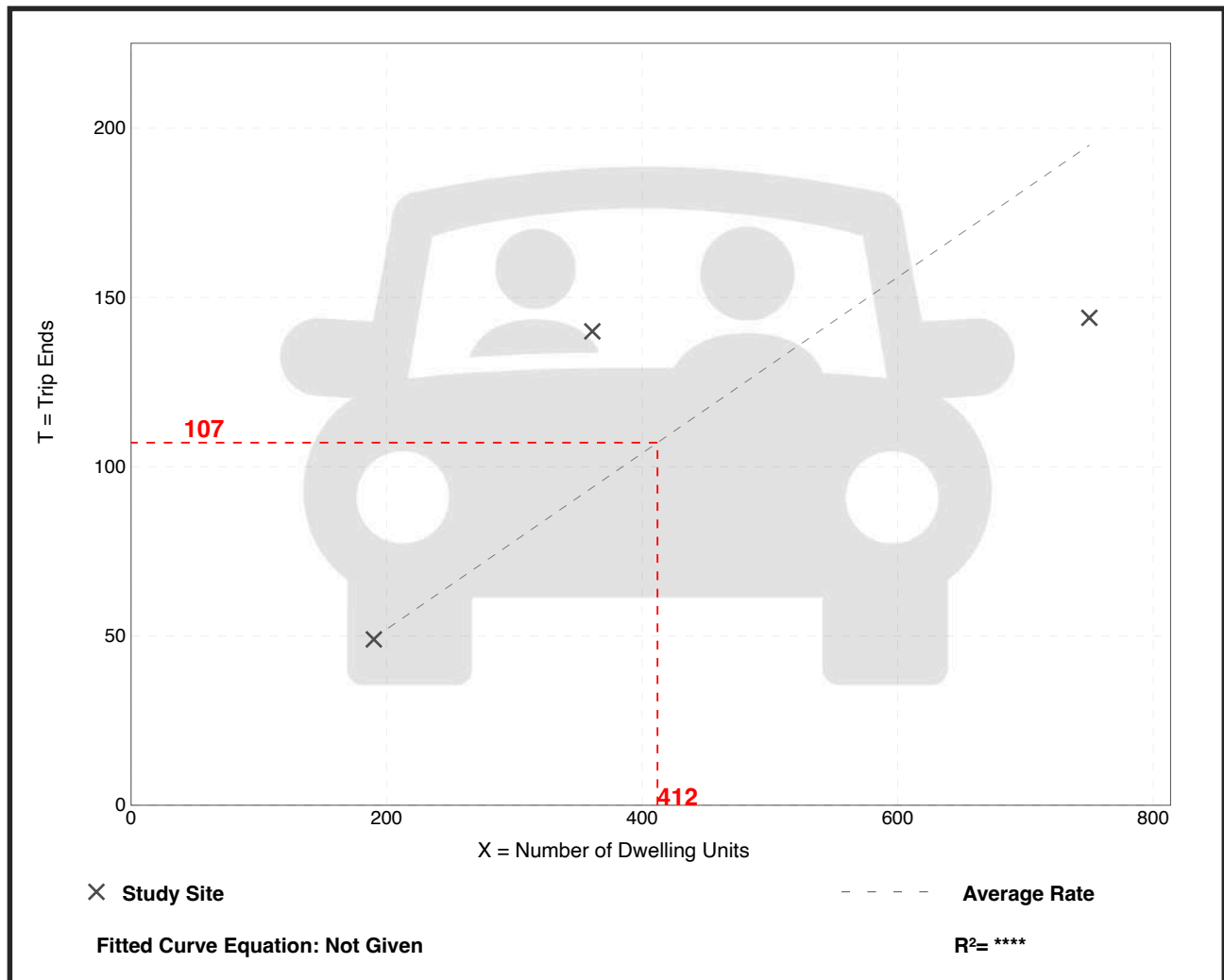
Number of Studies: 3
 Avg. Num. of Dwelling Units: 434
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.19 - 0.39	0.10

Data Plot and Equation

Caution – Small Sample Size



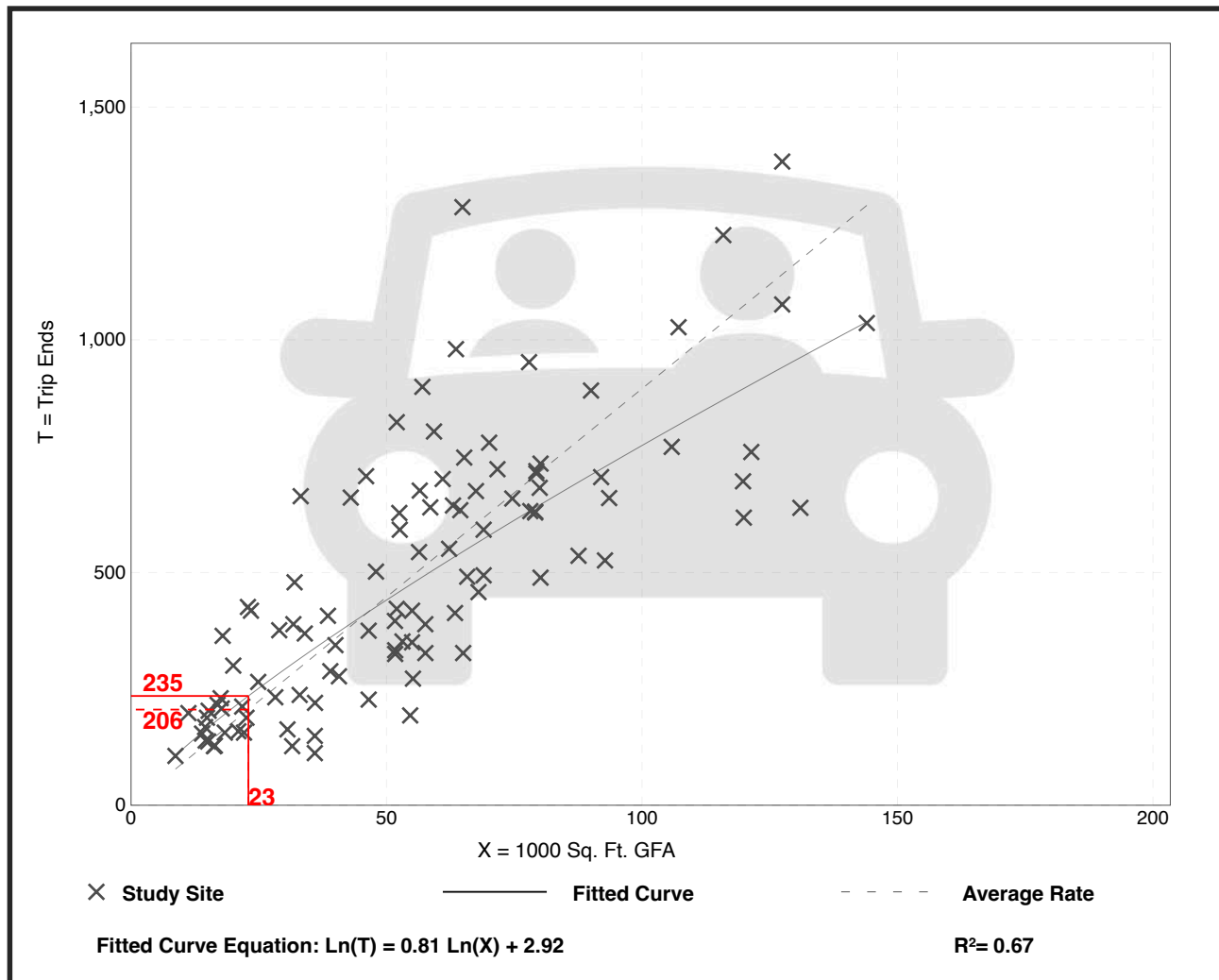
Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 104
 Avg. 1000 Sq. Ft. GFA: 55
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

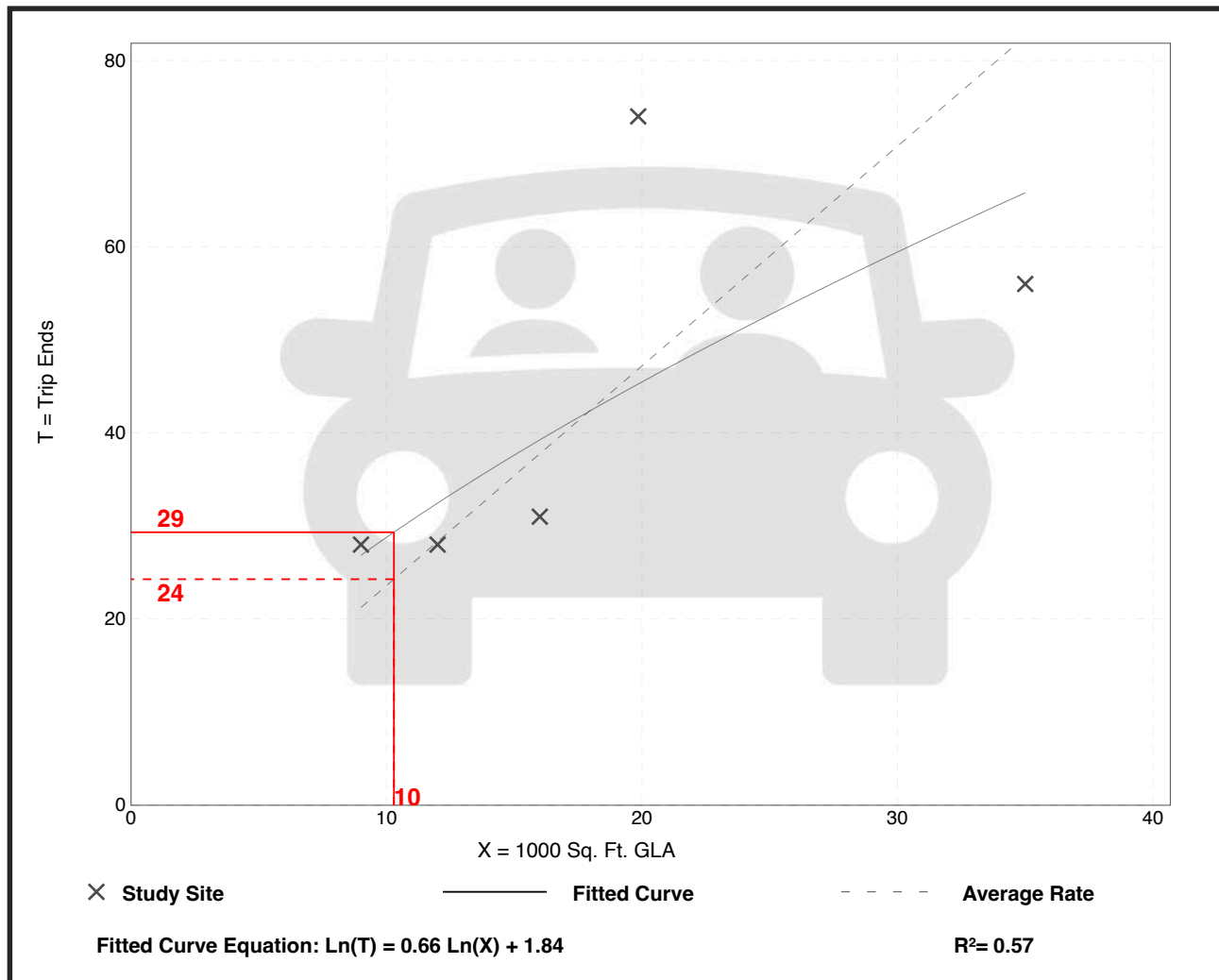
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



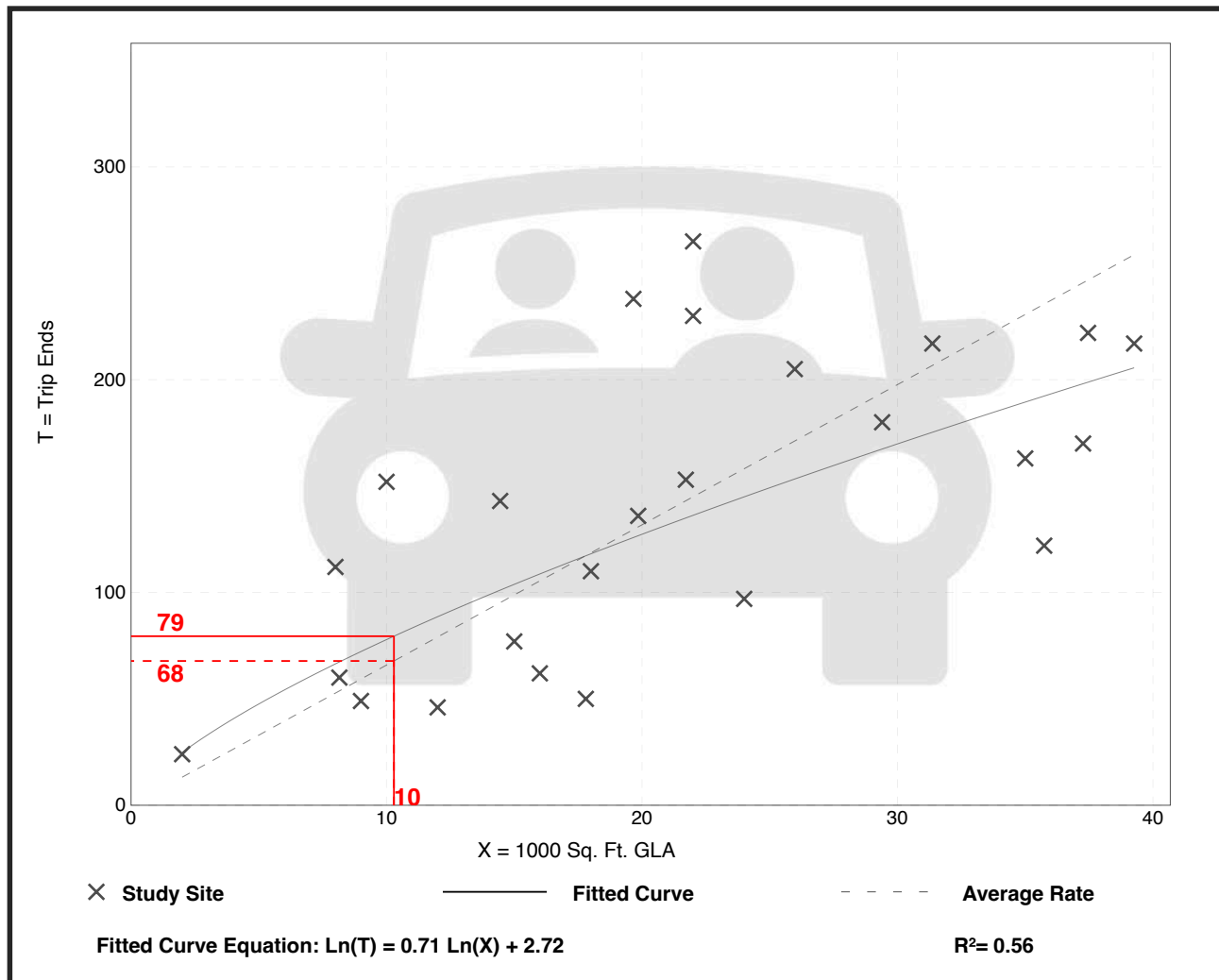
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



5420 SUNSET BOULEVARD

Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

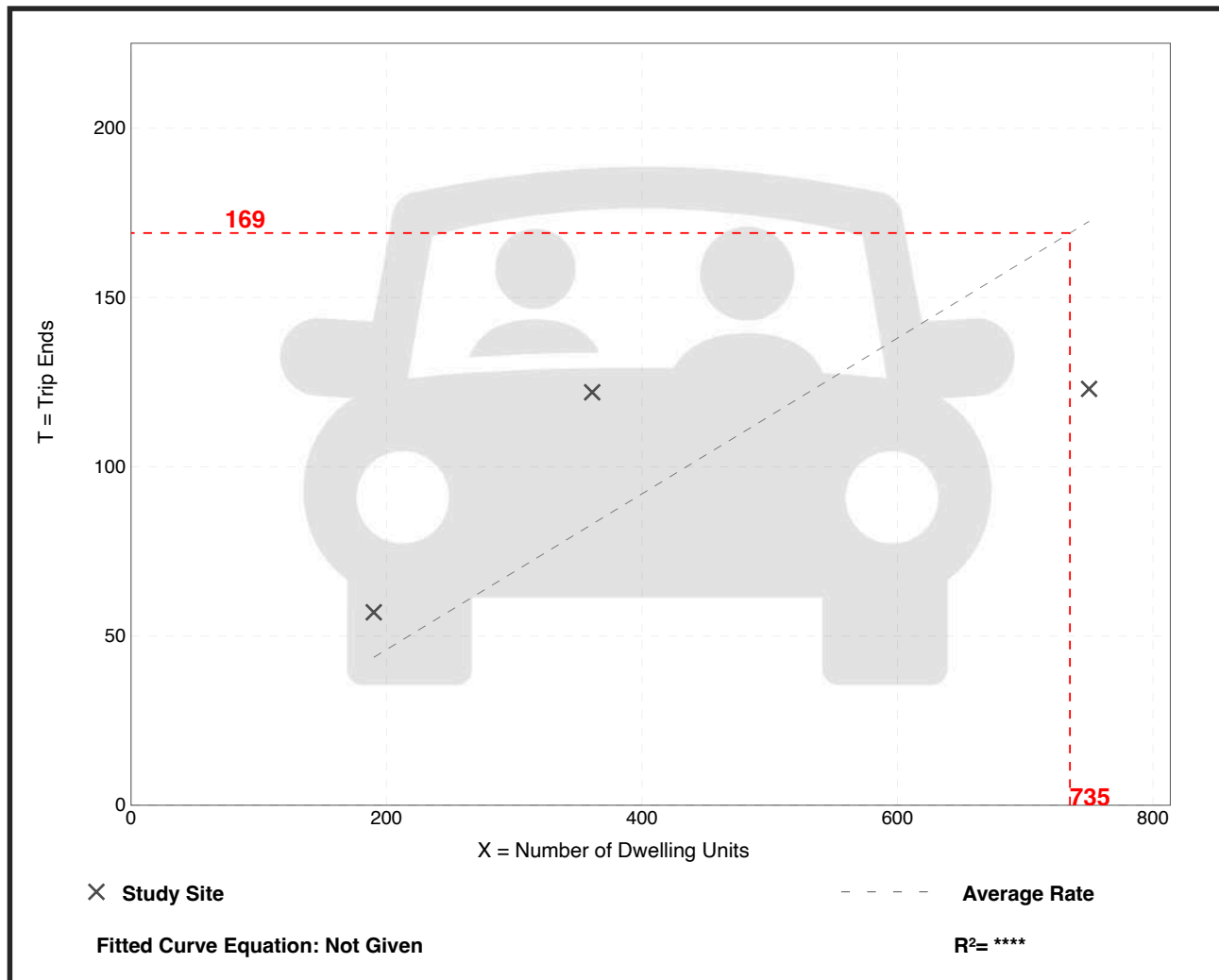
Number of Studies: 3
 Avg. Num. of Dwelling Units: 434
 Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.23	0.16 - 0.34	0.10

Data Plot and Equation

Caution – Small Sample Size



Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

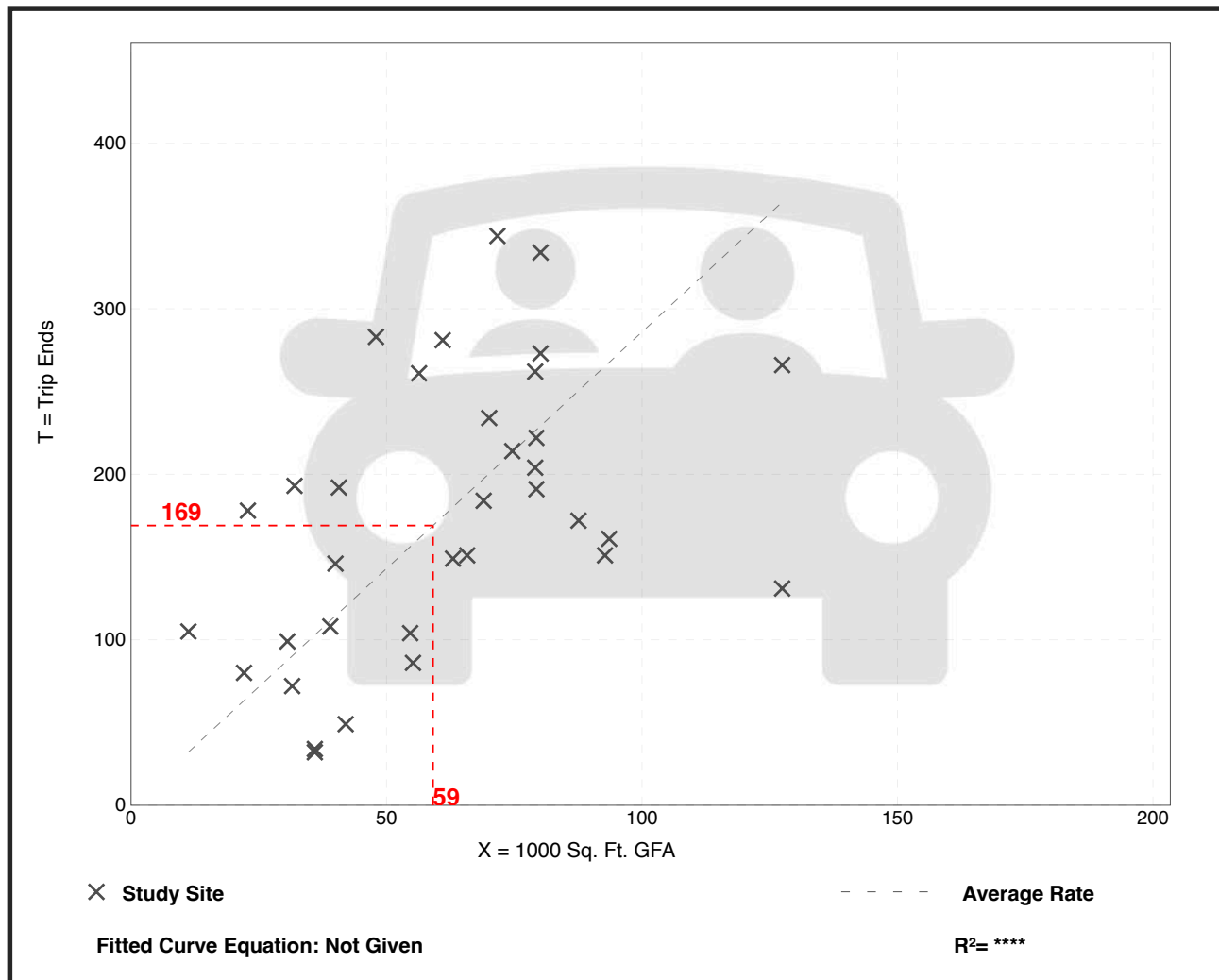
Setting/Location: General Urban/Suburban

Number of Studies: 34
 Avg. 1000 Sq. Ft. GFA: 61
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.86	0.89 - 9.35	1.45

Data Plot and Equation



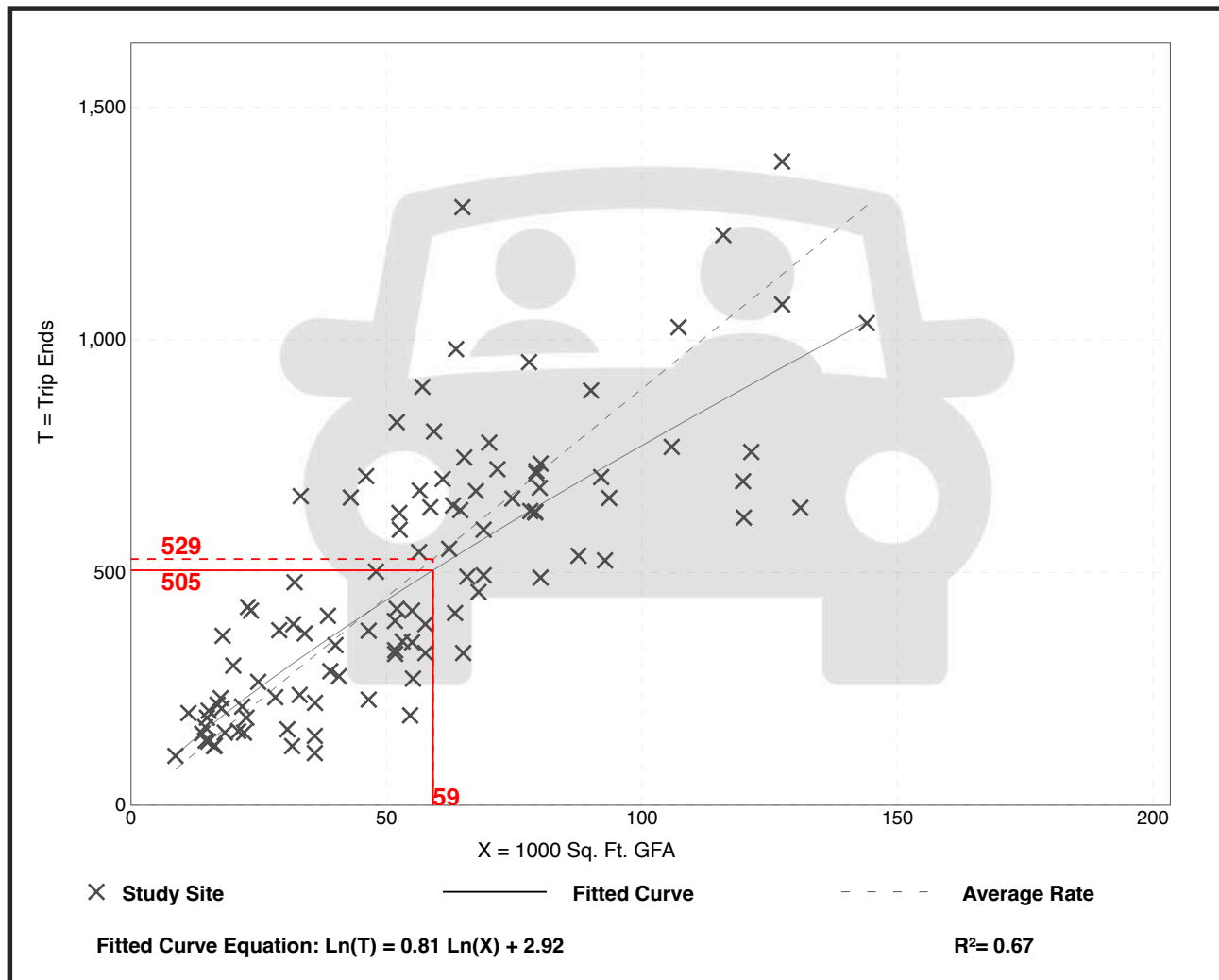
Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 104
 Avg. 1000 Sq. Ft. GFA: 55
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

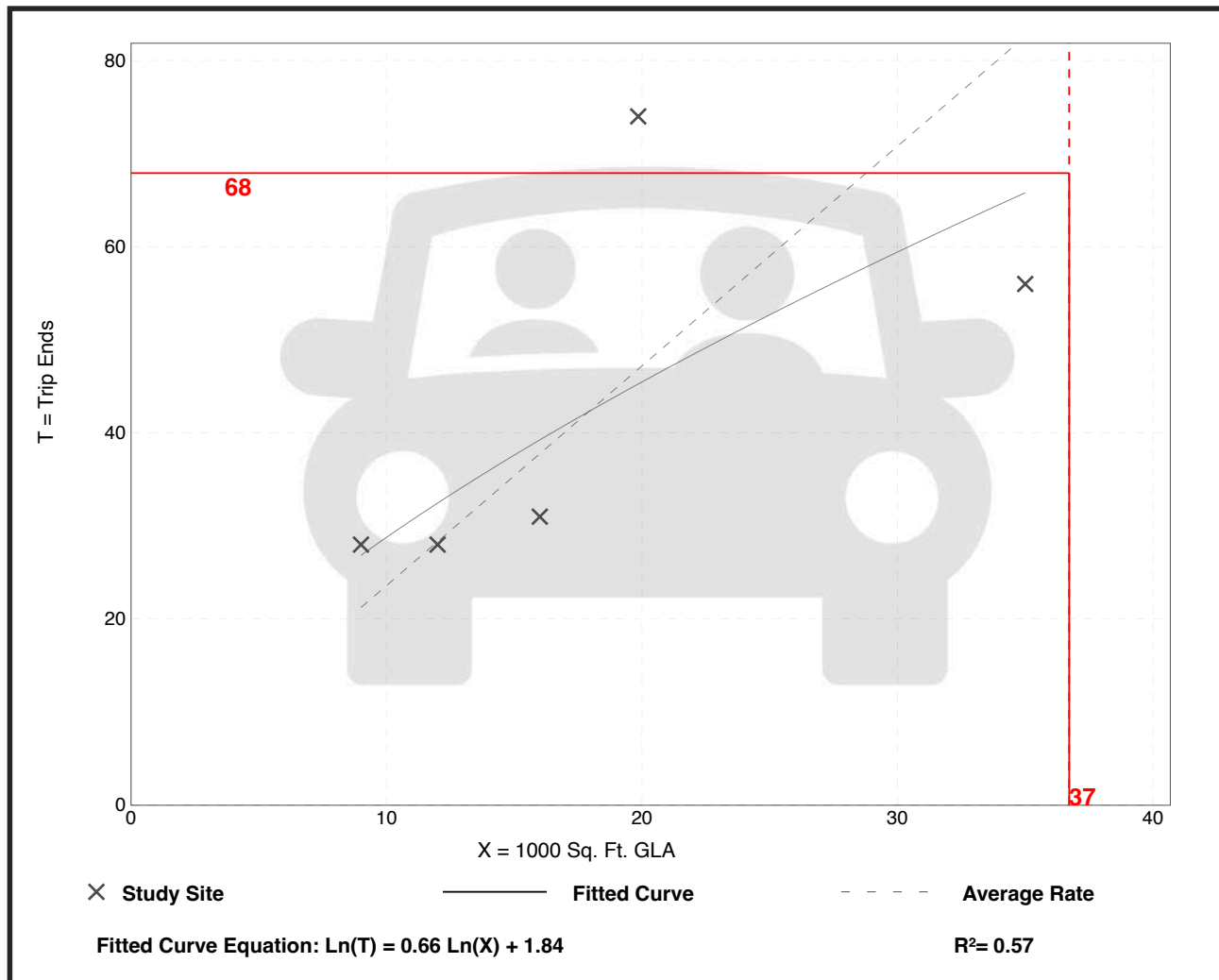
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



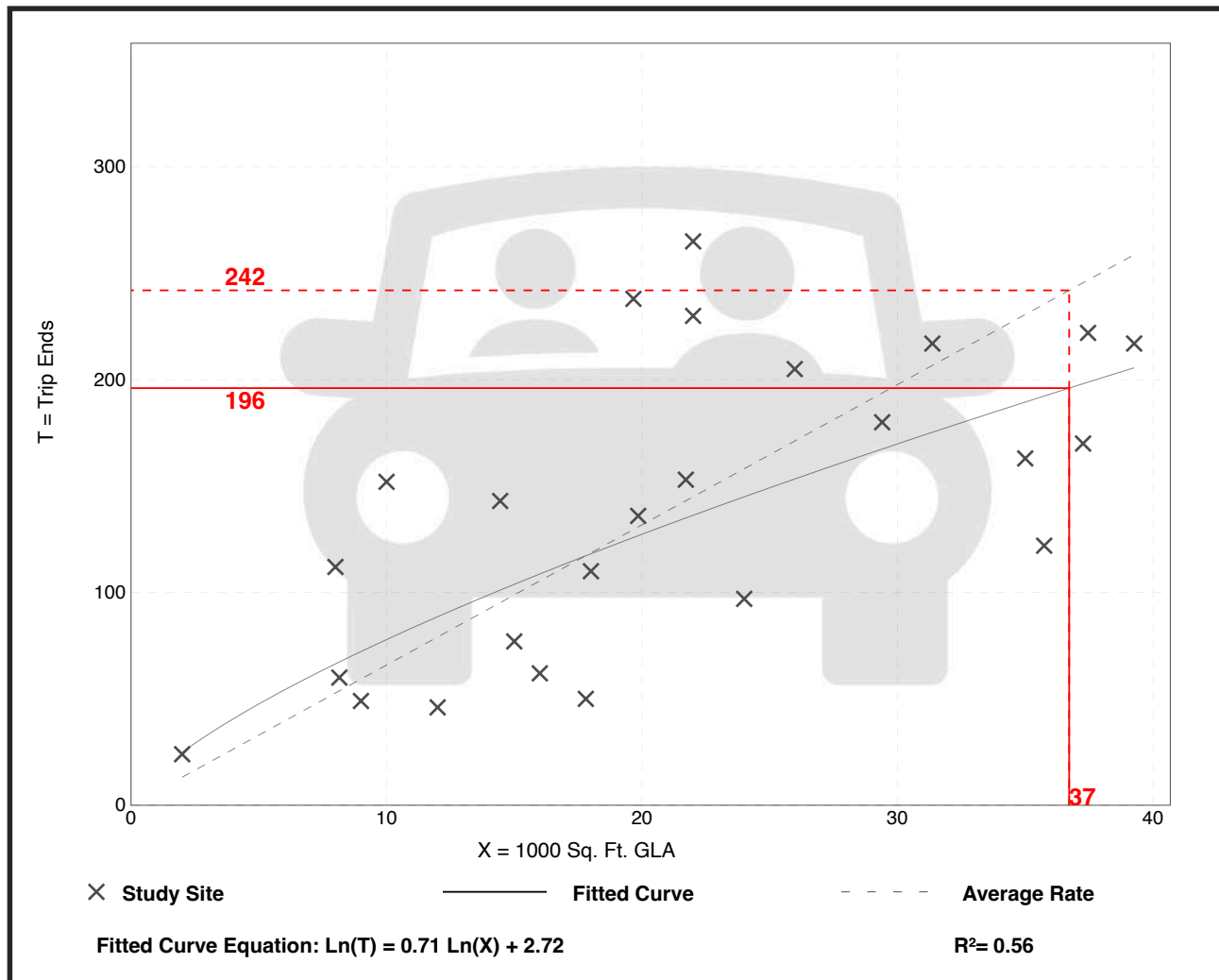
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



5600 HOLLYWOOD BOULEVARD

Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

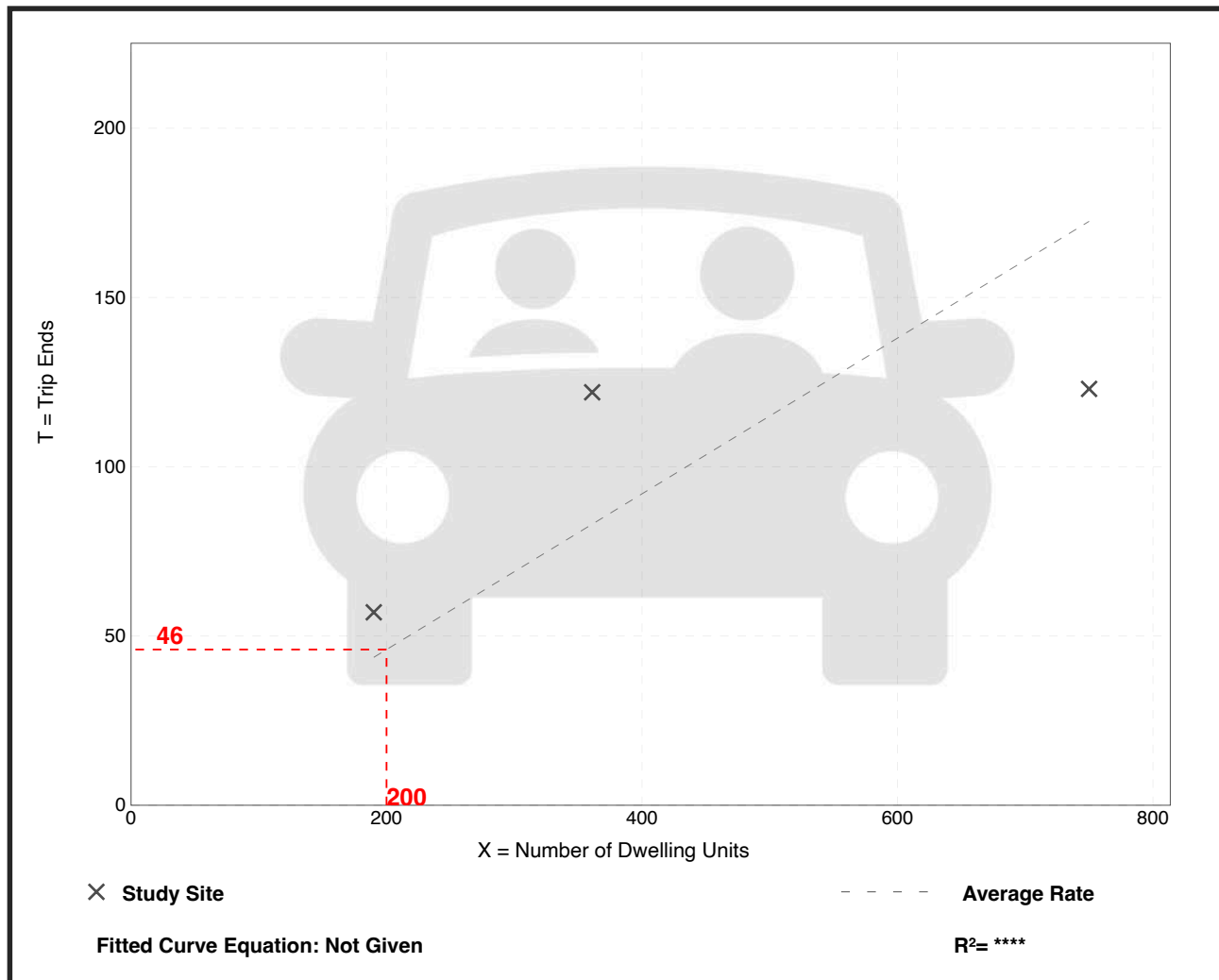
Number of Studies: 3
 Avg. Num. of Dwelling Units: 434
 Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.23	0.16 - 0.34	0.10

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

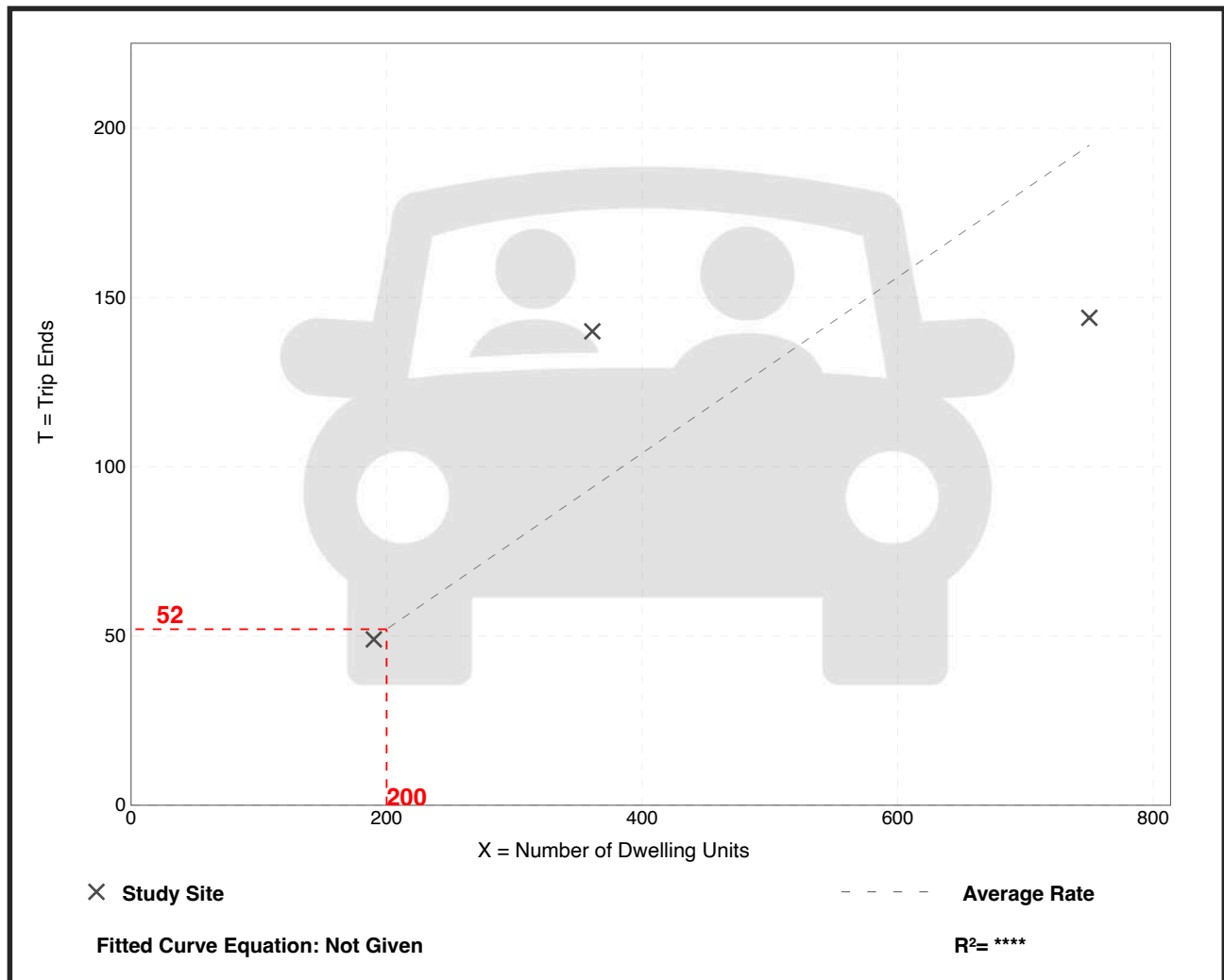
Number of Studies: 3
 Avg. Num. of Dwelling Units: 434
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.19 - 0.39	0.10

Data Plot and Equation

Caution – Small Sample Size





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CUMULATIVE CONSTRUCTION NOISE IMPACTS

Receiver list



No.	Receiver name	Coordinates		Building side	Floor	Height abv. grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
		X	Y						
1	Residences - 5412 Carlton Way	11379316.8	3774063.55	North	GF	118.00	-	51.8	-
2	Residences - 5434-5436 Carlton Way	11379386.7	13774062.43	North	GF	119.42	-	52.9	-
3	Residences - Carlton Way (north side)	11379326.9	3774090.29	South	GF	120.61	-	61.7	-
4	Residences - Harold Way	11379365.6	3773958.09	South	GF	117.76	-	44.0	-

Contribution levels of the receivers

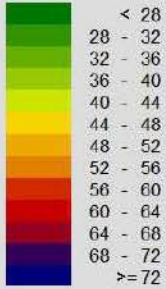
Source name	Traffic lane	Level Day dB(A)
Residences - 5412 Carlton Way	GF	51.8
Construction Site	-	51.3
Related Project -1657 Western Ave.	-	41.6
Related Project -5420 Sunset Bl.	-	29.0
Related Project -5525 Sunset Bl.	-	31.1
Related Project -5600 Hollywood Bl.	-	27.1
Residences - 5434-5436 Carlton Way	GF	52.9
Construction Site	-	52.8
Related Project -1657 Western Ave.	-	34.1
Related Project -5420 Sunset Bl.	-	29.6
Related Project -5525 Sunset Bl.	-	32.0
Related Project -5600 Hollywood Bl.	-	24.8
Residences - Carlton Way (north side)	GF	61.7
Construction Site	-	61.6
Related Project -1657 Western Ave.	-	41.8
Related Project -5420 Sunset Bl.	-	31.6
Related Project -5525 Sunset Bl.	-	36.4
Related Project -5600 Hollywood Bl.	-	27.0
Residences - Harold Way	GF	44.0
Construction Site	-	41.1
Related Project -1657 Western Ave.	-	31.9
Related Project -5420 Sunset Bl.	-	34.7
Related Project -5525 Sunset Bl.	-	38.8
Related Project -5600 Hollywood Bl.	-	24.6

5424 Carlton Way

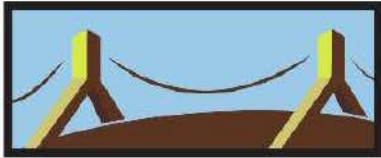
Signs and symbols

-  Building
-  Construction Site

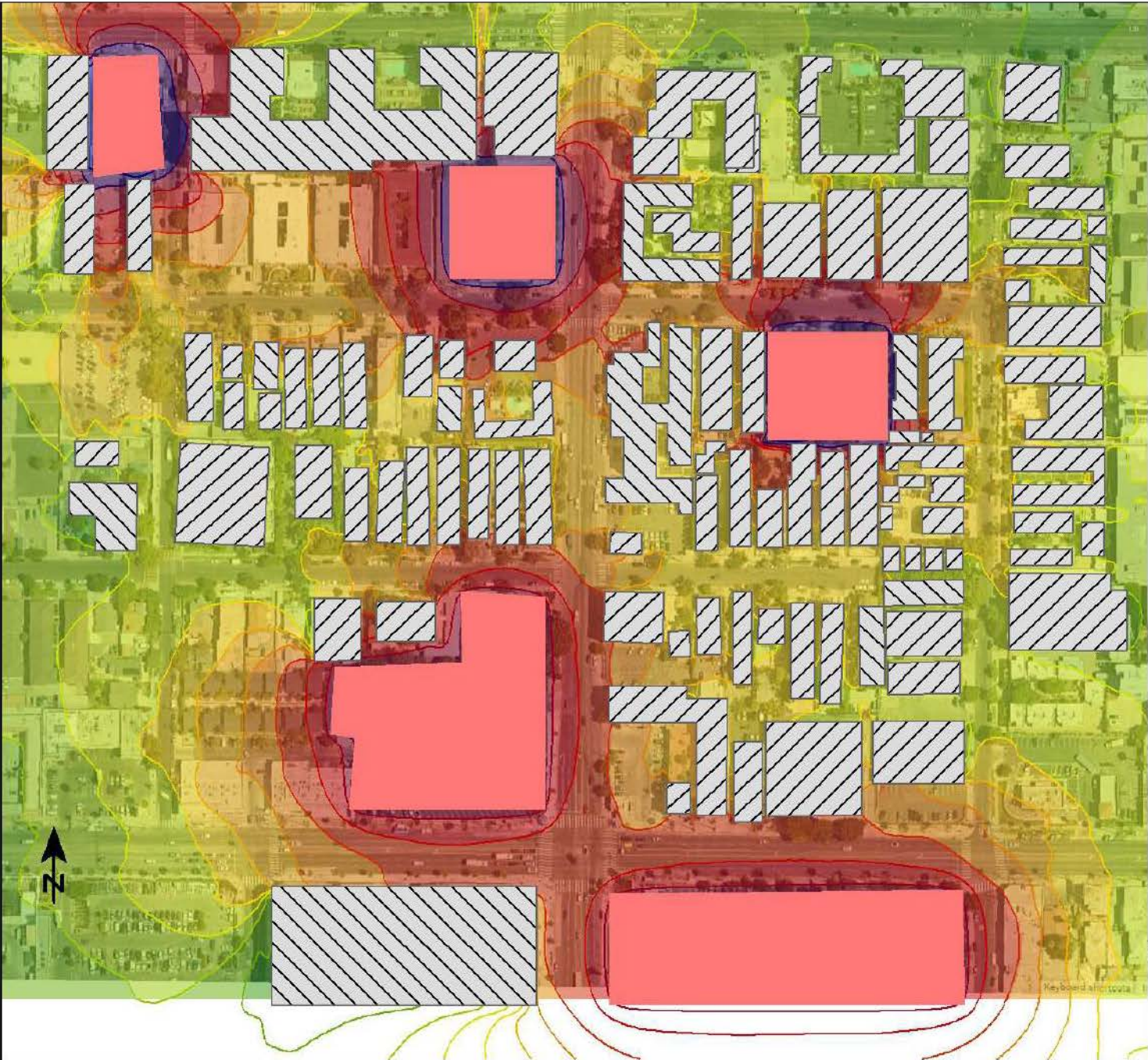
Levels in dB(A)



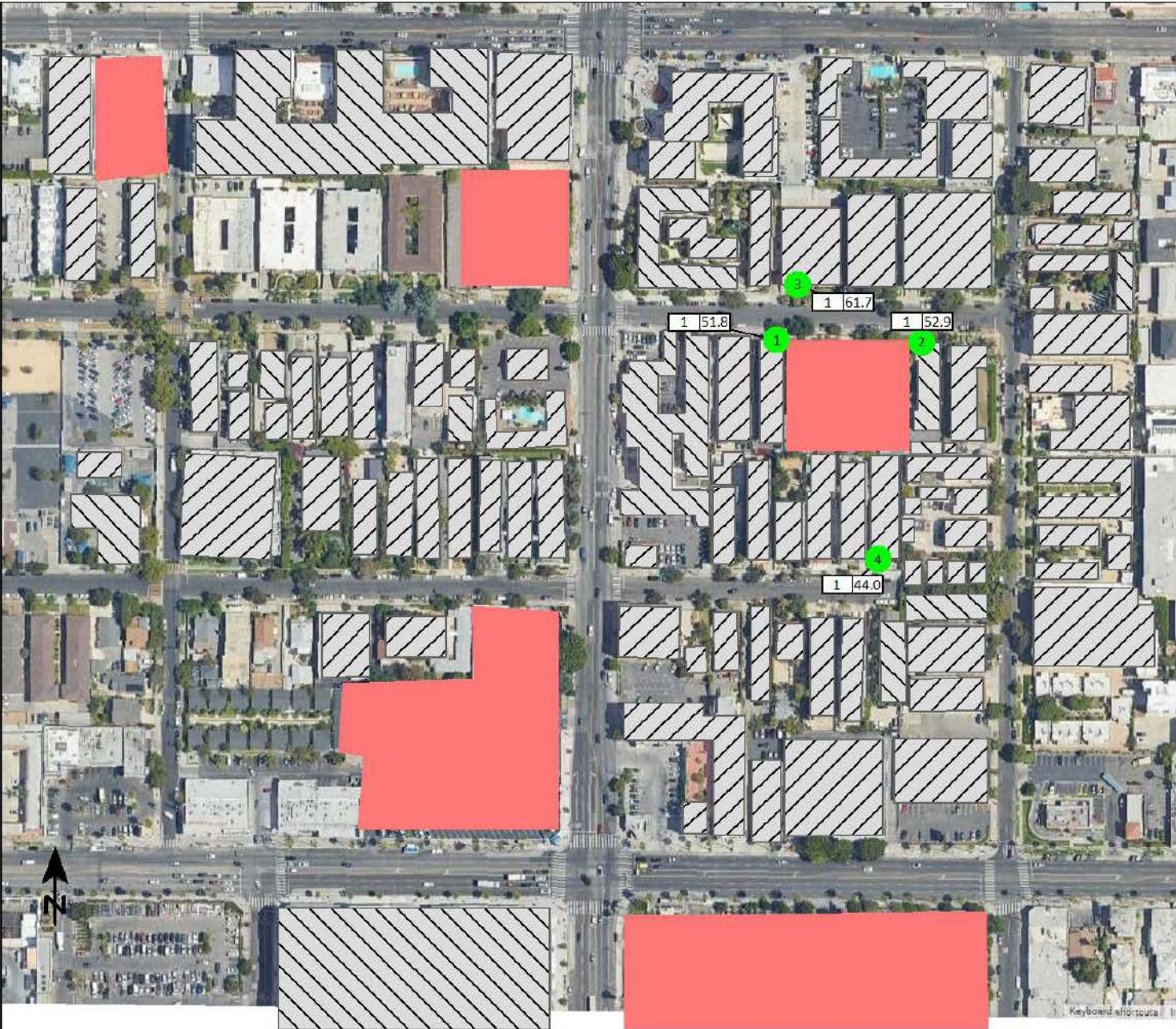
1 : 208






DOUGLASKIM+ASSOCIATES,LLC



5424 Carlton Way



Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 208



DOUGLASKIM+ASSOCIATES,LLC

Cumulative Construction Noise Impacts



DOUGLASKIM+ASSOCIATES,LLC

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Carlton Way (north side)	59.2	61.7	63.6	4.4	No
Residences - 5412 Carlton Way	59.2	51.8	59.9	0.7	No
Residences - 5434-5436 Carlton Way	59.7	52.9	60.5	0.8	No
Residences - Harold Way	56.9	44.0	57.1	0.2	No

Note: Sound Power Level (Lw) assumes full sphere propagation