

Sharon and Zina,

Attached please find the following Applicant submitted correspondence related to CF-17-0649, for the property located at 5570 Melrose Avenue and 674 N. Beachwood Drive, CPC-2016-4316-DB-1A:

- 1) Applicant Appeal Response, submitted on behalf of Armbruster Goldsmith & Delvac LLP
- 2) Updated Findings for ENV-2016-4317-CE – Categorical Exemption Findings
- 3) Updated Master Land Use Application (corrected information)
- 4) Updated Project Entitlement Findings

We will have hard copies of all of these materials delivered to your office at City Hall tomorrow, Tuesday 8/1/17 for distribution to the PLUM committee members.

Please call me at (310) 204-3500 or email me at [dana@three6ixty.net](mailto:dana@three6ixty.net) should you have any questions regarding this transmittal.

Thank you,

Dana Sayles

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July 31, 2017

VIA E-MAIL and U.S. MAIL

The Honorable Planning and Land Use Committee  
of the City of Los Angeles  
200 North Spring Street, Room 350  
Los Angeles, CA 90012-2601

Sharon.Dickinson@LACity.org

Re: 5570 Melrose Avenue, Council File No. 17-0649; CPC-2016-4316-DB-1A; ENV-2015-4317-CE: Response to Appeal (Scheduled for the August 8, 2017 PLUM Committee Agenda)

Dear Chairman Huizar and Committee Members:

Armbruster Goldsmith & Delvac LLP and three6ixty represent Crescent Capital Partners, LLC (the "Applicant") with respect to the property located at 5570 West Melrose Avenue Los Angeles, CA 90038 / 647 North Beachwood Drive, Los Angeles, CA 90004 (the "Property"). The Applicant is seeking to demolish the existing automobile repair facility on the Property and construct a new two- to-five story, approximately 43,078 square foot, mixed-use building consisting of 52 apartments (including 11% of the base density, or five units, for very low income tenants) and approximately 5,500 square feet of commercial space (the "Project"). The City Planning Commission ("CPC"), in a determination letter dated as of May 23, 2017 (the "CPC Determination"), (1) determined that the Project qualified for the Class 32 (In-Fill Development Projects) CEQA categorical exemption, (2) approved On-Menu Density Bonus Incentives for a 35% increase in floor area and to permit the averaging of floor area, density, parking, open space, and access from the C2-1VL Zone to the R3-1 Zone, and (3) approved an Off-Menu Waiver to permit a maximum of five stories and 56 feet in lieu of the otherwise permitted three stories and 45 feet.

This letter responds to the appeal of the CPC Determination, dated June 6, 2017 (the "Appeal"), filed by Mr. Dan Wells & Pharlap Enterprises LLC, 5546 Melrose LLC & Woodrow Jackson, and Tracey Clark (collectively the "Appellants"). As set forth in the CPC determination, the Project complies with the Los Angeles Municipal Code ("LAMC") with respect to the dual C2-1VL and R3-1 zoning for the Property, as well as all applicable laws and regulations, including, but not limited to, those governing density, floor area, height, setbacks, open space, and access. Additionally, the Project is consistent with the General Plan, including

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the Wilshire Community Plans and the Mobility Element, and laws governing a state-designated Transit Priority Area. Moreover, the Project meets all of the criteria for the Class 32 categorical exemption.

As more fully discussed below, the Appeal is meritless and not supported by substantial evidence. Therefore, on behalf of our client, we respectfully request that the Planning and Land Use Committee uphold the CPC's Determination and deny the Appeal.

### Discussion

**1. Ms. Tracey Clarke has no standing to appeal the CPC Determination.** The Law Offices of Beth S. Dorris filed the Appeal on behalf of multiple appellants. However, pursuant to LAMC 12.22.A.25(g)(2)(f) only:

“An applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property aggrieved by the Director's decision may appeal the decision to the City Planning Commission pursuant to applicable procedures set forth in Section 11.5.7 C.6. of this Code that are not in conflict with the provisions of this paragraph (g)(2)(i).” (Emphasis added.)

Ms. Clarke lives at 575 N. Plymouth Drive, as evidenced by her driver's license submitted as part of the Appeal. This address is approximately 1.5 blocks away from the Project, not within the required location criteria under LAMC Section 12.22.A.25(g)(2)(f). As such, Ms. Clarke's Appeal should be dismissed and/or disregarded. The Appeal claims that because Ms. Clarke is within the “line of sight” of the proposed rooftop deck and pool deck, she has standing to appeal “within the meaning of the LAMC Density Bonus Ordinance.” However, “line of sight” does not convey standing to appeal under LAMC Section 12.22.A.25(g)(2)(f). Furthermore, Ms. Clarke has become the public spokesperson for the Appellants and should not be permitted to represent their collective concerns.

**2. The Appeal is limited to the review of requests for On-Menu Incentives, and there is no evidence in the record to support the findings required to deny these incentives.** As noted above, the CPC approved two On-Menu Incentives and one Off-Menu Waiver.

Pursuant to LAMC Section 12.22.A.25(g)(3)(i)(b), the CPC's approval of the Off-Menu Waiver is final and cannot be further appealed. Therefore, the only requests that may be considered by the PLUM Committee are the On-Menu Incentives for which the CPC was the initial decision maker. These On-Menu Incentives are limited to a 35% increase in Floor Area, and the request to “average” across zones. In order to disapprove these incentives, the CPC, and the PLUM Committee on appeal must make one of the following affirmative findings, supported by substantial evidence:

1. The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units; or
2. The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

Appellants fail to provide any credible evidence to support the above findings. Rather, Appellants make the vague claim that the Project is out of scale and character with the surrounding neighborhood. This claim does not support either finding, and is incorrect in any event. The Project is not nestled in the middle of a single-family neighborhood, but instead on Melrose Avenue, a designated Avenue II (Secondary Highway), and intended for higher density development by the goals and policies of the Wilshire Community Plan. Further, the property is directly opposite Paramount Studios, which has been approved for one million square feet of development, including a 22-story high-rise tower. Therefore, the Project as designed with heights transitioning from two stories opposite single-family homes to the west, to five stories at the prominent commercial corner, is appropriate in its surrounding context.

**3. The CPC correctly approved five very affordable units, not seven.** Appellants assert the that Project is required to provide seven affordable housing units, in lieu of five units approved by the CPC. California Government Code section 65915 mandates that the set-aside units be a percentage of the maximum base density otherwise permitted on a property. Therefore, in this instance the math is as follows:

<i>Lot Size:</i>	<i>18,723 sf</i>
<i>Density Allowed by Zone:</i>	<i>40 DU (total)</i>
- <i>400 sf/land (C2 Zone)</i>	<i>31 DU</i>
- <i>800 sf/land (R3 Zone)</i>	<i>9 DU</i>
<i>Maximum Allowable Density Bonus (35%):</i>	<i>54 DU</i>
<i>Units Provided</i>	<i>52 DU</i>
<i>11% Very Low Income</i>	<i>.11*40=4.4, round up to 5 DU</i>

There was no error made by the CPC in approving the Project with five very low income housing units. Although the original Project application showed 15% affordable units, the form that reflected that set-aside had several other errors in calculation that were subsequently corrected and the number of affordable units was revised accordingly. The corrected project

description was the basis for all environmental review and public noticing on the Project. Thus, Appellants' claim that the Project has the incorrect number of affordable housing units is wrong.

**4. The CPC correctly determined that the Project qualifies for the Class 32 categorical exemption.** Appellants challenge the applicability of the Class 32 exemption by declaring, without the submission of *any* substantial evidence, that the Project will have certain significant impacts. Yet, the CPC expressly found that the approval of the Project “would not result in any significant effects relating to traffic, noise, air quality, or water quality” as required under CEQA Guidelines Section 15332(d). (CPC Determination, Environmental Findings, No.3.) That finding is supported by substantial evidence already in the record:

- December 19, 2016 Air Quality Analysis by Pomeroy Environmental Services
- November 1, 2016, Geotechnical Evaluation by Byer Geotechnical, Inc.
- December 3, 2016, Technical Traffic Evaluation by Overland Traffic Consultants, Inc.
- April 20, 2017, City Planning Recommendation Report.

That finding is further supported by the attached technical reports that address Appellants' unsupported assertions of significant impacts:

- July 10, 2017, Water Resources Initial Study Report by KPFF Consulting Engineers (Attachment A)
- July 7, 2017, Overland Traffic Consultants, Inc. Response Memorandum (Attachment B)
- July 7, 2017, Pomeroy Response Memorandum (Attachment C)
- July 2017, Noise Impact Study by Acoustical Engineering Services, Inc. (Attachment D)
- July 24, 2017, Historic Evaluation by Sapphos Environmental, Inc. (Attachment E)

All of the above reports demonstrate that the Project will not have any significant impacts – either in the categories called out under the Class 32 exemption or otherwise identified by Appellants. Appellants do not challenge any other criteria for the application of the Class 32 exemption, each of which the CPC made the appropriate determination. (CPC Determination, Environmental Findings, No.3.)

**5. There are no significant aesthetic impacts as a matter of law.** Appellants wrongly allege that the Project will have significant aesthetic impacts, including light/glare. The Project is located in a Transit Priority Area as established by Senate Bill (SB) 743. Among other things, SB 743 added Public Resources Code (“PRC”) Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit

station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. The Project meets the definition of an infill site (the Project site is in urban Los Angeles and is currently developed with an automotive repair center) and a major transit stop (see July 7, 2017, Overland Traffic Consultants, Inc. Response Memorandum (Attachment B) pages 5-6). In addition, the City’s Zoning Information File ZI No. 2452 identifies the Project site as being located within a Transit Priority Area. As such, in accordance with PRC Section 21099(d)(1) and ZI No. 2452, the Project will not have any significant aesthetic impacts.

**6. The Project provides more than the required amount of parking.** Appellants claim the Project includes “far too little parking.” Yet, as noted above, because the Project is located within a Transit Priority Area, there can be no significant parking impact as a matter of law. Furthermore, the Project is required to provide only 26 residential parking spaces in accordance with parking requirements for a Transit Priority Project, but is providing 54 designated residential parking spaces, more than double the required amount of on-site parking spaces. The Applicant also added seven additional spaces in response to community concerns. (April 20, 2017, City Planning Recommendation Report, page A-5 (originally proposed 69 spaces; increased to 76 spaces).)

In addition, the Applicant is proposing the following voluntary conditions<sup>1</sup>:

- Vehicle Parking on P1 Level (at-grade) will be “unbundled” to provide additional over-night parking spaces for residential tenants after commercial business hours. Commercial business hours are proposed from 7:00 AM to 12:00 AM, daily. Exact hours to be confirmed pending the confirmation of tenant(s).
- Residential tenants will be prohibited from applying to the City of Los Angeles for preferential parking permits for off-site/on-street parking within the surrounding neighborhood, including Beachwood Drive, Gower Street, Plymouth Street, and Clinton Street.

**7. There will be no significant traffic impacts from Project construction or operations.** Appellants claim the Project will result in significant construction and operational traffic impacts because the traffic analysis failed to account for the Paramount Project.

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<sup>1</sup> The Applicant is also proposing these, voluntary conditions:

- A minimum of 20% of the total number of vehicle parking spots shall be capable of supporting Electric Vehicle Supply Equipment (EVSE).
- A minimum of four (4) vehicle parking spots will be installed with Electric Vehicle (EV) chargers.

Appellants have submitted no evidence, substantial or otherwise, to support their claim. The Project traffic analysis determined that there will be no significant traffic impacts, and the Paramount Project was expressly included in the analysis as related project #75. The traffic analysis was reviewed and approved by LADOT. (December 3, 2016, Technical Traffic Evaluation by Overland Traffic Consultants, Inc.; April 20, 2017, City Planning Recommendation Report, page A-5; July 7, 2017, Overland Traffic Consultants, Inc. Response Memorandum (Attachment B).)

Appellants also assert that the traffic analysis needed to take into account the possibility of Airbnb or short term rentals. This is incorrect, but in any event, the Applicant is proposing the following voluntary condition:

- Residential tenants will be prohibited from utilizing units as temporary vacation rentals or listing units on temporary rental service websites including, but not limited to, AirBnb.

**8. There will be no significant noise impacts.** Appellants assert, again without any evidence, that the Project will result in significant construction and operational noise impacts. Appellants are incorrect. As demonstrated in the Project Noise Impact Study, with implementation of a construction noise plan, there will be no significant construction noise impacts. (July 2017, Noise Impact Study by Acoustical Engineering Services, Inc. (Attachment D).) The Project Noise Study also shows that there will be no significant impacts from the pool/roof deck or any other operational area. (*Id.*) Further, the Applicant is proposing the following voluntary condition:

- Voluntary Restricted Hours for the rooftop pool deck and second-floor outdoor courtyard, in concurrence with surrounding neighbors as follows:
  - Sunday – Thursday: 8:00 AM to 10:00 PM
  - Friday – Saturday: 8:00 AM to 11:00 PM

**9. There will be no significant construction air quality impacts.** Appellants assert that “air quality impacts are per se significant during construction, given that the underground parking will necessarily require excavation and stockpiling of soils presumed significant under AQMD standards.” This is flatly wrong. First, South Coast Air Quality Management District (“SCAQMD”) does not “presume” construction air quality impacts are “per se” significant. Second, Project construction air quality emissions were analyzed and compared against the appropriate significance thresholds and found to be less than significant. (December 19, 2016 Air Quality Analysis by Pomeroy Environmental Services; July 7, 2017, Pomeroy Response Memorandum (Attachment C).)

**10. There will be no significant impacts to historic resources.** Appellants assert that the Project will result in historic impacts and not be compatible with the Larchmont Heights Neighborhood Conservation Areas. Yet, as demonstrated in the Historic Evaluation, (1) existing site buildings are not historic, (2) the Project is not within any historic district and is a sufficient

distance away from nearby historic districts so as to not create any compatibility issues, and (3) the Project design has been tailored at the request of the local community to be compatible with fabric of the greater Larchmont Village neighborhood, which includes nearby historic districts and historic resources. (July 24, 2017 Historic Evaluation by Sapphos Environmental, Inc. (Attachment F).)

**11. There will be no significant hazardous substance impacts.** Appellants claim that because the site is currently being used as an automotive repair shop, hazardous waste impacts are potentially significant. Appellants merely speculate as to the possibility of a significant impact and submit no evidence. All of the soil excavated for the construction of the subterranean parking level will be subject to best practices evaluation which is standard protocol. If any residual contamination is discovered, the Applicant will comply with all regulatory requirements, including those of Cal/EPA Department of Toxic Substances Control that address the safe removal and disposal of contaminated soil. As such, there is no potential for a significant hazardous waste impact.

**12. The Project was widely vetted with the local community and modified significantly to respond to community concerns, resulting in substantial Applicant volunteered Conditions of Approval.** The Project team conducted extensive community outreach with the Larchmont Village Neighborhood Association (“LVNA”) and the Greater Wilshire Neighborhood Council, including six (6) meetings and workshops on the project to ensure a collaborative Project.

The Project was originally presented to the community as a contemporary design, consistent with all provisions of the LAMC for height, density, floor area, setbacks, parking and open space. The Applicant received several comments that the building was “fine,” but did not reflect the unique architectural character or history of the greater Larchmont Village neighborhood. As a result of this feedback, the Applicant embarked on a wholesale redesign of the Project architecture and made various changes/additions to the Project to respond to concerns about parking, privacy, access, landscaping, and noise/operations. The Project changes (including the volunteered conditions noted above) are summarized as follows:

- Revised project design to reflect a modern/art-deco architectural style, more consistent with the local neighborhood and history of the area.
- Added seven on-site parking spaces for a total of 76 parking spaces in lieu of 69 as originally proposed.
- Agreed to “unbundle” the 22 commercial parking spaces after-hours to allow greater overnight parking provisions in an effort to limit intrusion into the neighborhood.
- Enhanced the ground floor along Melrose Avenue with pedestrian scale detailing and additional landscaping.
- Created a more pronounced residential lobby area on Beachwood Drive.



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- Added solid balconies on the south-facing units to ensure greater privacy for abutting residences.
- Limited hours for outdoor courtyard and roof deck.
- Agreed to restrict any short-term rentals/Airbnb on-site.

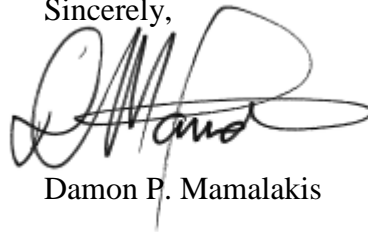
These changes by the Applicant reflect the continued willingness of the team to create a collaborative Project for the community. The Appellants' claims that there was no community outreach is unfounded.

**Conclusion**

As demonstrated herein, the Appeal is not based on facts or substantial evidence. Indeed, Appellants' contentions are baseless, generalized grievances that do not merit overturning the CPC Determination. The Project complies with all laws governing the Project, and there was no error by the CPC in granting the CPC Determination.

Therefore, on behalf of the Applicant, we respectfully request that the Planning and Land Use Committee deny the Appeal and sustain the City Planning Commission's decision to approve CPC-2016-4316-DB-1A.

Sincerely,

A handwritten signature in black ink, appearing to read 'Damon P. Mamalakis', enclosed within a thin black rectangular border.

Damon P. Mamalakis

cc: Councilmember David Ryu's Office  
Planning Department

**Attachment A**  
**Water Resources Initial Study Report**  
**by KPF Consulting Engineers**



**5570 MELROSE AVENUE MIXED-USE PROJECT**

**5570 MELROSE AVENUE  
LOS ANGELES, CA 90038**

**WATER RESOURCES  
INITIAL STUDY REPORT  
July 10, 2017**

**PREPARED BY:**

KPFF Consulting Engineers  
700 South Flower Street, Suite 2100  
Los Angeles, CA 90017  
(213) 418-0201

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### Appendix

Figure 1 – Existing Drainage Pattern

Figure 2 – Hydro Calculations of Existing Drainage

Figure 3 – Hydrology Map

Figure 4 – FEMA Map

Figure 5 – Dam Inundation Map

## 1. INTRODUCTION

### 1.1. PROJECT DESCRIPTION

This Project consists of the development of a new mixed-use building located in the Hollywood neighborhood of the City of Los Angeles. The Project is located at 5570 Melrose Avenue and bounded by Melrose Avenue on the north, North Beachwood Drive on the east, and neighboring private lots to the south and west. The Project Site area is approximately 20,107 square feet or 0.46 acres.

The ground level of the proposed building will include a retail space fronting on Melrose Avenue and a lobby and additional parking spaces in the rear. The remaining upper four levels will contain living spaces, as well as a swimming pool on the second floor. The Project consists of approximately 36,932 square feet of residential uses (including 52 residential units), 5,491 square feet of ground floor retail, ground floor level parking for up to 24 parking stalls, and one level of subterranean parking for up to 52 parking stalls.

### 1.2. SCOPE OF WORK

The purpose of this report is to determine the proposed Project impacts to the existing hydrology, water quality, and groundwater.

## 2. SURFACE WATER HYDROLOGY

Initial Study Checklist Questions and Answers

VIII.c): Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Answer: **Less Than Significant Impact.** The Project Site is approximately 100-percent impervious. The Project Site is not crossed by any water courses or rivers. Currently, stormwater from the Project Site is conveyed by sheet flow to the north onto Melrose Avenue. See Figure 1 for existing drainage pattern.

Construction activities associated with the Project, which would involve removal of the existing structures and grading, have the potential to temporarily alter existing drainage patterns and flows on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. However, the Project includes the implementation of a Stormwater Pollution Prevention Plan that would specify Best Management Practices and erosion control measures to be used during construction to manage runoff flows so that runoff would not impact offsite drainage facilities and receiving waters. In addition, the Project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion.

With implementation of the Project, drainage would be collected and treated, and overflow would be conveyed similar to, or better than, the existing condition. In addition, as the amount of impervious surfaces on the Project Site is expected to decrease with the inclusion of landscaped areas on the Project Site, the Project would not increase the percentage of impervious surface area on the Project Site. Therefore, stormwater flows from the Project Site would not increase with implementation of the Project and, as such, the Project would not affect the capacity of the existing stormwater infrastructure during a 50-year storm event, as required by the City.<sup>1</sup>

Based on the above, through compliance with all applicable NPDES requirements, including preparation of a Stormwater Pollution Prevention Plan and implementation of Best Management Practices, as well as through compliance with applicable City grading regulations, the Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area such that substantial erosion, siltation, or onsite or offsite flooding would occur. Therefore, the impact would be less than significant, and no mitigation measures would be required. No further evaluation of this topic is required.

VIII.d): Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Answer: **Less Than Significant Impact.** See response to Checklist Question VIII.c) above.

VIII.e): Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems, or provide substantial additional sources of polluted runoff?

Answer: **Less Than Significant Impact.** See response to Checklist Question VIII.c) above.

VIII.g): Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

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<sup>1</sup> Per the City's Special Order No. 007-1299, the City has adopted the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual as its basis of design for storm drainage facilities. The Hydrology Manual requires projects to have drainage facilities to meet the Urban Flood level of protection, which is defined as runoff from a 25-year frequency storm falling on a saturated watershed. The City of Los Angeles CEQA Thresholds Guide, however, establishes the 50-year frequency design storm event as the threshold to evaluate potential impacts on surface water hydrology. Therefore, to provide a more conservative analysis of the ability of storm drain infrastructure to accommodate the demand generated by the Project, the higher 50-year storm event threshold was used.

Answer: **No Impact.** The Project Site is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.<sup>2,3</sup> Thus, the Project would not place housing within a 100-year flood hazard area. No impacts would occur, and no mitigation would be required. No further analysis of this topic is required. See Figure 4 for FEMA Map.

VIII.h): Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

Answer: **No Impact.** As discussed above, the Project Site is not located within a designated 100-year flood plain area. Therefore, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur, and no mitigation measures would be required. No further evaluation of this topic is required.

VIII.i): Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Answer: **Less Than Significant Impact.** The Project Site is within the potential inundation area of the Hollywood Reservoir according to the City of Los Angeles General Plan Safety Element, Exhibit G: Inundation & Tsunami Hazard Areas (Refer to Figure 5 in the Appendix). Dam safety regulations are the primary means of reducing damage or injury due to inundation occurring from dam failure. The California Division of Safety of Dams regulates the siting, design, construction, and periodic review of all dams in the State. In addition, dams and reservoirs are monitored during storms and measures are instituted in the event of potential overflow. These measures include seismic retrofits and other related dam improvements completed under the requirements of the 1972 State Dam Safety Act. Further, in the event of a dam failure at the Hollywood Reservoir, existing urban development north of the Project Site, including the US 101 Freeway, would serve as a physical barrier likely to redirect flows away from the Project Site. Additionally, the reservoir is located approximately 2.5 miles toward the north, decreasing the risk to the Project. Therefore, the risk of flooding from inundation by dam failure is considered low and impacts are less than significant.

XVI.c): Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

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<sup>2</sup> Federal Emergency Management Agency, Flood Insurance Rate Map, Panel Number 06037C1605F, effective September 26, 2008.

<sup>3</sup> Safety Element of the Los Angeles City General Plan, Exhibit F, City of Los Angeles, November 26, 1996, p. 57.

Answer: **Less Than Significant Impact.** Based on City of Los Angeles record data, there is an existing 21-inch Vitrified Clay Pipe (RCP) on Melrose Avenue. The existing site with approximately 100-percent impervious area has a 50-year storm flow rate of 1.43 cubic feet per second (cfs). See Figure 2 for calculation results. Since it is not expected to increase impervious area of the Site, it is determined that the construction of new storm water drainage facilities or expansion of existing facilities will not be required.

### 3. SURFACE WATER QUALITY

#### Initial Study Checklist Questions and Answers

VIII.a): Would the project violate any water quality standards or waste discharge requirements?

Answer: **Less Than Significant Impact.** During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, onsite watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Therefore, Project-related construction activities could potentially result in adverse effects on water quality. However, the Project would be required to provide a Stormwater Pollution Prevention Plan that would be developed and implemented during construction of the Project. The Stormwater Pollution Prevention Plan would set forth Best Management Practices, including erosion control, sediment control, non-stormwater management, and materials management measures, to minimize the discharge of pollutants in stormwater runoff. The Stormwater Pollution Prevention Plan would be carried out in compliance with the City of Los Angeles' *Best Management Practices Handbook, Part A Construction Activities*. In addition, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC) to reduce the effects of sedimentation and erosion. With compliance with these existing regulatory requirements, impacts to water quality during construction would be less than significant, and no mitigation measures would be required. No further evaluation of this topic is required.

Operation of the Project would introduce sources of potential stormwater pollution that are typical of residential, community, office, and retail uses (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with circulation areas). Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. However, in accordance with NPDES Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the



City's Low Impact Development Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. To this end, Best Management Practices, such as a drywell, infiltration trench, or capture and reuse cistern system, would be implemented to collect, detain, treat, and discharge runoff onsite before discharging into the municipal storm drain system. The final selection of Best Management Practices would be completed through coordination with the City of Los Angeles as part of the site plan review and permitting processes. The Standard Urban Stormwater Mitigation Plan would be subject to review and approval by the City for compliance with the City of Los Angeles' *Development Best Management Practices Handbook, Part B, Planning Activities*. With compliance with these existing regulatory requirements, impacts on water quality during operation would be less than significant, and no mitigation measures would be required. No further evaluation of this topic is required.

VIII.b): Would the project substantially deplete groundwater supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume of a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Answer: **Less Than Significant Impact.** Based on the Geotechnical Investigation, groundwater was encountered at a depth of approximately 52.5 feet below ambient Site grade. In addition, based on a review of the California Geological Survey Seismic Hazard Evaluation Report 026 Plate 1.2 entitled "Historically Highest Ground Water Contours," the historic high groundwater level within the Project Site is on the order of 42 feet below ground. The Project would include excavation to depths of up to 25 feet below ground surface for the proposed subterranean parking garage. Therefore, no groundwater would be expected to be encountered during construction of the Project which could require withdrawal of groundwater. Similarly, the Project would not require a permanent withdrawal of groundwater during operation of the Project. Therefore, the Project is not expected to deplete groundwater supplies.

With regard to groundwater recharge, the percolation of precipitation that falls on pervious surfaces is variable, depending on the soil type, condition of the soil, vegetative cover, and other factors. As discussed above, approximately 100 percent of the existing Project Site consists of impervious surface area. Therefore, the degree to which surface water infiltration and groundwater recharge occurs onsite is negligible. With implementation of the Project, the amount of impervious surfaces is expected to decrease slightly due to the addition of landscaped areas. As such, operation of the Project would not alter the existing limited groundwater recharge that occurs within the Project Site. Furthermore, in accordance with the City's Low Impact Development Ordinance, the Project would include Best Management Practices to collect and detain stormwater.

Therefore, the Project would not substantially interfere with groundwater recharge.

Based on the above, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant, and no mitigation measures would be required. No further evaluation of this topic is required.

VIII.c): Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Answer: **Less Than Significant Impact.** See response to Checklist Question VIII.c) in Surface Water Hydrology Section above.

VIII.g): Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Answer: **No Impact.** See response to Checklist Question VIII.g) in Surface Water Hydrology Section above.

#### 4. GROUNDWATER LEVEL

##### Initial Study Checklist Questions and Answers

VIII.b). Would the project substantially deplete groundwater supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume of a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Answer: **Less Than Significant Impact.** See response to Checklist Question VIII.b) in Surface Water Quality Section above.

VIII.f): Would the project otherwise substantially degrade water quality?

Answer: **Less Than Significant Impact.** See response to Checklist Question VIII.a) in Surface Water Quality Section above.

VIII.i): Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Answer: **No Impact.** See response to Checklist Question VIII.i) in Surface Water Hydrology Section above.

VIII.j): Would the project inundation by seiche, tsunami, or mudflow?

Answer: **No Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Site is located approximately 12.5 miles northeast of the Pacific Ocean. In addition, the Safety Element of the General Plan does not map the Project Site as being located within an area potentially affected by a tsunami.<sup>4</sup> The Project Site is also not positioned downslope from an area of potential mudflow. Therefore, no seiche, tsunami, or mudflow events would be expected to impact the Project Site. No impacts would occur, and no mitigation measures would be required. No further evaluation of this topic is required.

## 5. GROUNDWATER QUALITY

### Initial Study Checklist Questions and Answers

VIII.g): Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Answer: **No Impact.** See response to Checklist Question VIII.g) in Surface Water Hydrology Section above.

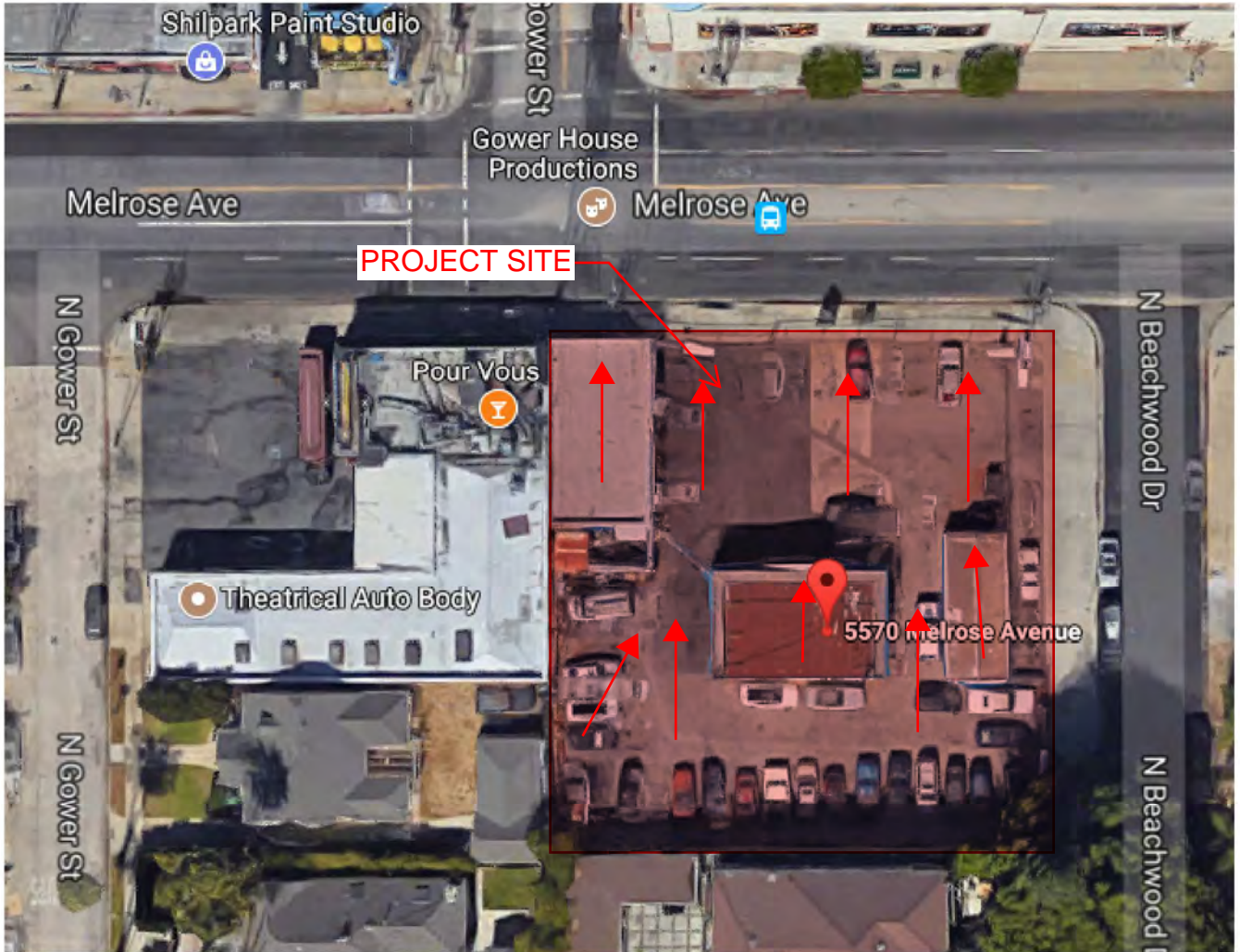
VIII.h): Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

Answer: **No Impact.** See response to Checklist Question VIII.h) in Surface Water Hydrology Section above.

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<sup>4</sup> Los Angeles General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas (November 1996), p. 59.

FIGURE 1  
EXISTING SITE DRAINAGE PATTERN



**FIGURE 2**  
**HYDRO CALCULATIONS OF EXISTING DRAINAGE**

### Peak Flow Hydrologic Analysis

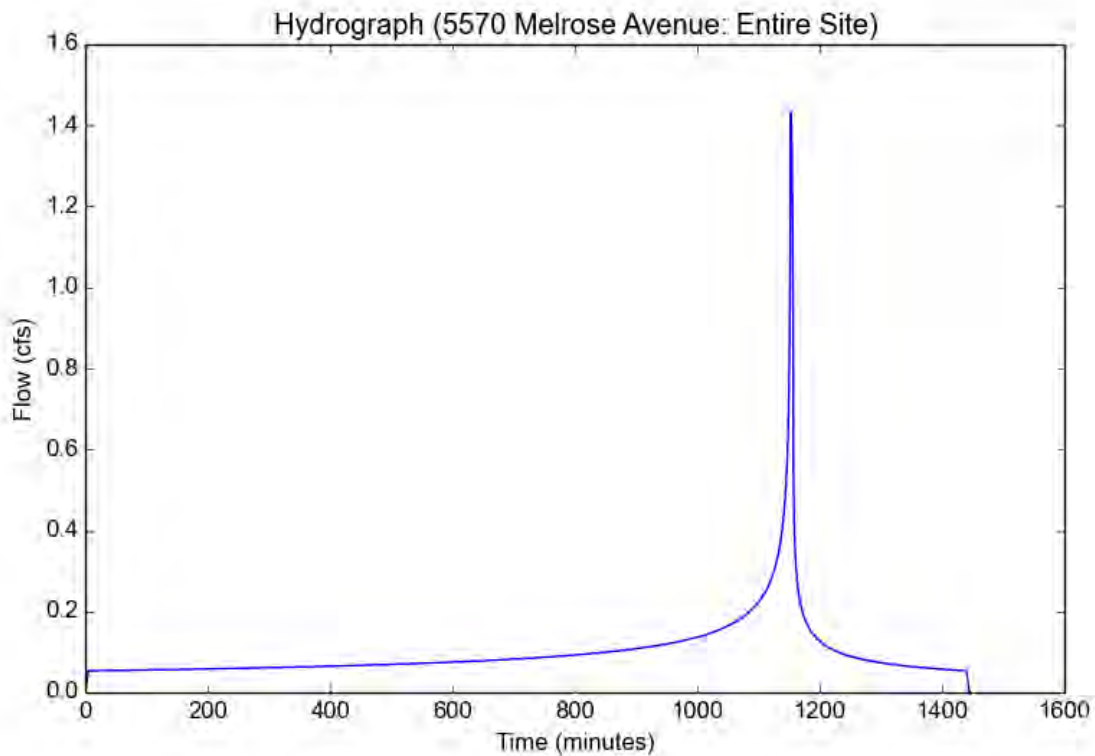
File location: P:/2017/1700490 5570 Melrose/ENGR/EIR/5570 Melrose Avenue - Entire Site.pdf  
Version: HydroCalc 1.0.2

#### Input Parameters

Project Name	5570 Melrose Avenue
Subarea ID	Entire Site
Area (ac)	0.46
Flow Path Length (ft)	150.0
Flow Path Slope (vft/hft)	0.02
50-yr Rainfall Depth (in)	5.8
Percent Impervious	1.0
Soil Type	9
Design Storm Frequency	50-yr
Fire Factor	0
LID	False

#### Output Results

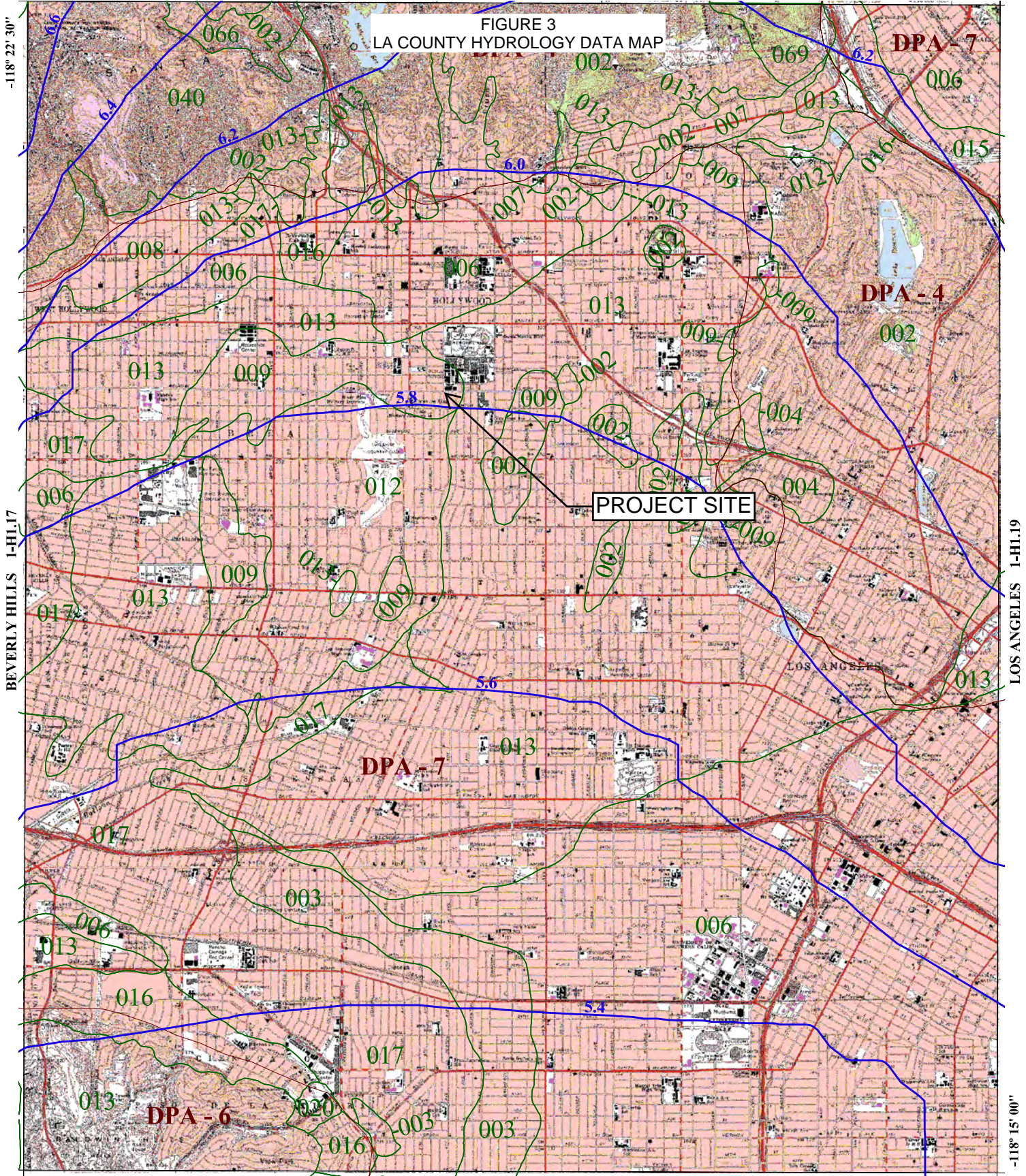
Modeled (50-yr) Rainfall Depth (in)	5.8
Peak Intensity (in/hr)	3.4604
Undeveloped Runoff Coefficient (Cu)	0.9013
Developed Runoff Coefficient (Cd)	0.9
Time of Concentration (min)	5.0
<b>Clear Peak Flow Rate (cfs)</b>	<b>1.4326</b>
Burned Peak Flow Rate (cfs)	1.4326
24-Hr Clear Runoff Volume (ac-ft)	0.1984
24-Hr Clear Runoff Volume (cu-ft)	8644.3227



34° 07' 30"

BURBANK 1-H1.28

FIGURE 3  
LA COUNTY HYDROLOGY DATA MAP



BEVERLY HILLS 1-H1.17

LOS ANGELES 1-H1.19

PROJECT SITE

INGLEWOOD 1-H1.8

34° 00' 00"

-118° 15' 00"



016 SOIL CLASSIFICATION AREA

7.2 INCHES OF RAINFALL

DPA - 6 DEBRIS POTENTIAL AREA

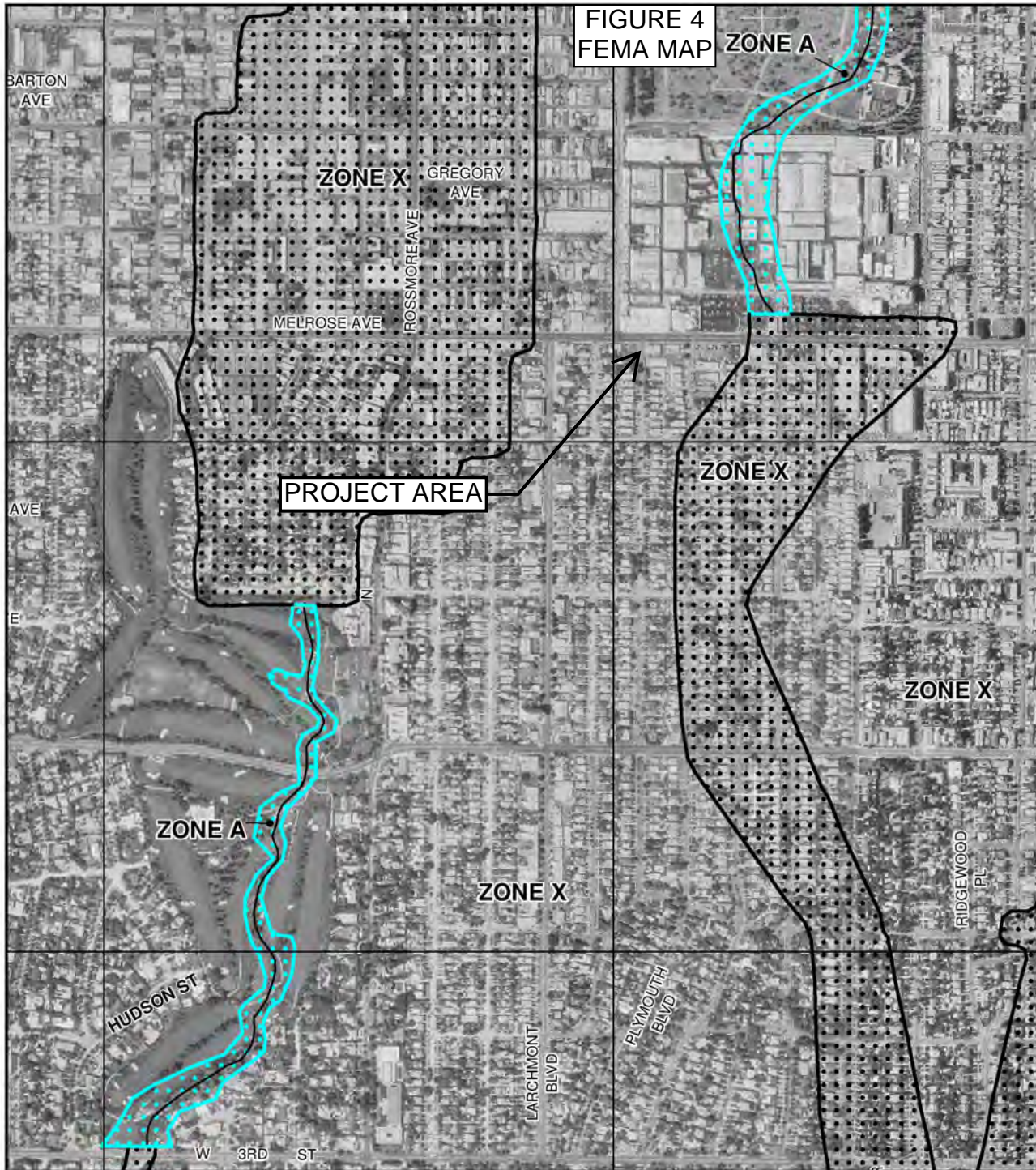
1 0 1 2 Miles

25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878  
10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714

# HOLLYWOOD 50-YEAR 24-HOUR ISOHYET

## 1-H1.18





**FIGURE 4  
FEMA MAP**

and insurance is available in this community, contact your National Flood Insurance Program at 1-800-638-6620.

**MAP SCALE 1" = 1000'**

**NFIP**

**PANEL 1605F**

**FIRM**  
FLOOD INSURANCE RATE MAP  
LOS ANGELES COUNTY,  
CALIFORNIA  
AND INCORPORATED AREAS

**PANEL 1605 OF 2350**  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

**CONTAINS:**

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES COUNTY	065043	1605	F
BEVERLY HILLS, CITY OF	060655	1605	F
LOS ANGELES, CITY OF	060137	1605	F
WEST HOLLYWOOD, CITY OF	060720	1605	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

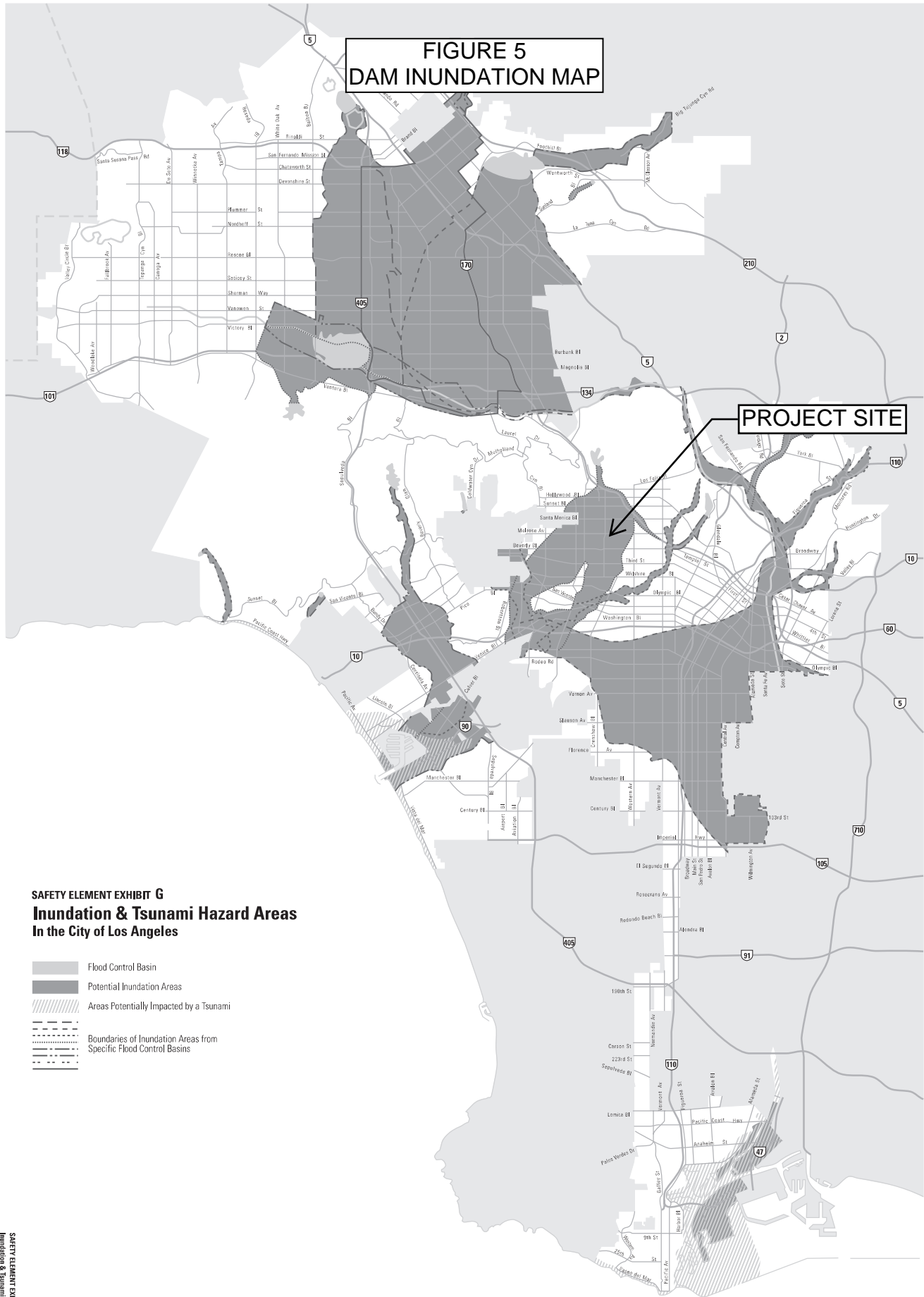
**MAP NUMBER**  
**06037C1605F**

**EFFECTIVE DATE**  
**SEPTEMBER 26, 2008**

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)

**FIGURE 5  
DAM INUNDATION MAP**



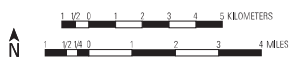
**SAFETY ELEMENT EXHIBIT G  
Inundation & Tsunami Hazard Areas  
In the City of Los Angeles**

- Flood Control Basin
- Potential Inundation Areas
- Areas Potentially Impacted by a Tsunami
- Boundaries of Inundation Areas from Specific Flood Control Basins

SAFETY ELEMENT EXHIBIT G  
Inundation & Tsunami Hazard Areas

Source: Environmental Impact Report, Framework Element, Los Angeles City General Plan, May 1995; Technical Appendix to the Safety Element of the Los Angeles County General Plan Hazard Reduction in Los Angeles County, Volume 2, Plate 6, "Flood and Inundation Hazards" January 1993; California Environmental Quality Act of 1970 (CEQA), Public Resources Code Section 21000 et seq, with amendments as amended, 1997; California Government Code Title 7 chapter 3, article 5 section 65303(a), as amended 1993.

Prepared by the General Plan Framework Section • City of Los Angeles Planning Department • Citywide Graphics • March, 1994 • Council File No. 89-2104





**Attachment B**  
**Overland Traffic Consultants, Inc.**  
**Response Memorandum**



July 7, 2017

Crescent Capital Partners  
c/o Kevin Marsh and Mishel Michael  
8690 National Boulevard  
Culver City, CA 90232

RE: Responses to Comments Regarding Traffic Evaluation for the Proposed Mixed-Use Project at 5570 Melrose Avenue – 647 Beachwood Drive

Dear Crescent Capital Partners,

Overland Traffic Consultants has prepared this letter to respond to appeal claims and community comments regarding traffic and traffic analysis for the proposed Project at 5570 Melrose Avenue – 647 Beachwood Drive. In this letter, we address traffic analysis requirements by the Los Angeles Department of Transportation (LADOT), LADOT review of The Project's traffic analysis, the identification of related projects, potential cumulative impacts, request for additional traffic study intersections, and location of the Project within a Transit Priority Area (TPA). Each of these topics is presented below.

#### LADOT Traffic Analysis Requirements

LADOT's Traffic Study Guidelines, December 2016 detail when a traffic analysis is needed for a proposed project and what format is required. If a proposed project is estimated to create under 25 net new peak hour trips, no further analysis is needed beyond the estimate of project trips. If a project is estimated to create 25 to 42 net new peak hour trips then a technical traffic memorandum is required to evaluate potential traffic impacts. If a proposed project is estimated to create 43 or more peak hour trips, then a full traffic impact study is required.

In the estimate of Project's peak hour trips for the proposed 52 dwelling units with 5,500 square feet of retail development to replace 6,484 square feet of vehicle repair services, a net of 19 AM Peak Hour trips and 31 PM Peak Hour trips was estimated. As required by LADOT, a technical traffic memorandum analysis was conducted for the proposed project. The analysis included an assessment of potential traffic impacts of Existing + Project and Future with Project scenarios. A Memorandum of Understanding (MOU) was prepared and submitted to LADOT for approval of the study parameters prior to initiating the study. The MOU includes the trip generation, the buildout year, ambient growth rate, freeway screencheck, analysis format, and study intersections.

The MOU was reviewed and approved by LADOT on November 8, 2016. The approved MOU is attached to the technical traffic analysis that was conducted. The technical traffic

analysis was conducted according to the approved traffic study guidelines and MOU parameters and is dated December 3, 2016.

### LADOT Analysis Findings

As stated, a technical traffic memorandum analysis was conducted for the proposed project. The traffic analysis, dated December 3, 2016, concluded that no significant impacts are anticipated with the proposed Project. The traffic analysis was reviewed and approved by LADOT with a letter sent to Department of City Planning dated December 28, 2016. This letter is attached (Attachment A). The LADOT review letter concurred with the findings in the technical traffic analysis trip generation, study intersections, and less than significant impact determination with recommended Project requirements including (in summary):

- A request for a work site traffic control plan to minimize potential construction impacts,
- A request that the applicant check with the Bureau of Engineering's Land Development Group to determine if there are highway dedication, street widening or sidewalk requirements,
- To work with LADOT's Citywide Planning Coordination Section for review and approval of driveway(s), and
- To be aware of, and comply with, the Los Angeles Municipal Code application fees to be paid to LADOT for permit issuance activities.

### Related Projects

There was an assertion that the future development of the Paramount Studios was not included in the traffic analysis. As indicated in the December 3, 2016 traffic assessment, Related Project number 75 lists the future buildout of the Paramount Studios as part of the traffic generated in the future conditions in the area. All related projects, including Paramount Studios, were included in the Future Conditions scenario.

### Cumulative Impacts

Cumulative traffic impacts are addressed in the City of Los Angeles by estimating future traffic conditions by adding 1% per year ambient growth to the future buildout year and by including potential traffic generated by other proposed projects (related projects) to the existing traffic conditions. The addition of the ambient growth and related project's traffic potentially increases the traffic volumes to a higher Level of Service. At a higher (or worse) Level of Service, the amount of project traffic that can be added before a significant impact is identified is smaller. Additionally, using both the ambient growth factor and related projects to their full buildout is overly conservative in terms of estimating future conditions. It is likely that not all of the related projects will be constructed or will be built to the level it is currently envisioned and it is likely that some percentage of related projects are already accounted for in the ambient growth factor. No significant cumulative traffic impacts are anticipated with the Project.

### Request for Additional Study

The December 6, 2016 traffic analysis included an evaluation of potential impacts at the following intersections:

- (1) Melrose Avenue & Vine Street/Rossmore Avenue,
- (2) Gower Street & Melrose Avenue, and
- (3) Melrose Avenue & Van Ness Avenue.

As indicated previously, these intersections were determined, in coordination with LADOT, as being the most likely to be impacted by Project related traffic. There has been an assertion that additional intersections should have been analyzed specifically Melrose Avenue & Larchmont Boulevard, Melrose Avenue & Gower Street as well as the roadway segment on Clinton Avenue.

To the west of Melrose Avenue & Larchmont Boulevard is the study intersection of Melrose Avenue & Vine Street/Rossmore Avenue and to the east is the study the intersection of Melrose Avenue & Gower Street. No significant traffic impacts were identified at either of these study intersections. With no significant traffic impacts on either side of Larchmont Boulevard, low peak hour volumes created by the proposed Project, and no direct connection to the Project site, it is not probable that a significant impact

would occur at Melrose Avenue & Larchmont Boulevard. Thus, the intermediate intersections were deemed unnecessary to study. Furthermore, the traffic analysis included Melrose Avenue & Gower Street and no significant impact occurs from the addition of net Project trips.

Clinton Avenue is a local street south of the Project site. The intersections south of the Project site along Clinton Avenue are not signalized. While some Project traffic may choose to use Clinton Avenue to gain access to the major roadways no significant traffic impacts are likely. The low peak hour traffic volumes created by the Project would not be sufficient to increase traffic volumes to meet any of the traffic signal warrants or create the need for a traffic signal.

LADOT has a local neighborhood traffic intrusion traffic analysis policy established. This process evaluates proposed commercial project traffic intrusion onto local neighborhood streets. Residential trips are not included in the neighborhood traffic evaluation. The Project proposes 5,500 square feet of retail. This retail creates 201 daily trips with 5 during the morning peak hour and 17 during the PM Peak Hour. The existing commercial vehicle repair services create 117 daily trips with 13 during the AM Peak Hour and 18 during the PM Peak Hour. Overall, the net commercial trips created are 84 more daily trips ( $201 - 117 = 84$ ), eight fewer AM Peak Hour trips ( $5 - 13 = -8$ ), and one fewer PM Peak Hour trips ( $17 - 18 = -1$ ) than the existing vehicle repair services.

In CEQA review of the potential traffic impacts on Clinton Avenue, the net total Project trips (residential and commercial with existing removed) is a total of 430 daily trips. The approved trip distribution in the traffic study did not route Project trips down Clinton Avenue in order to present worst case conditions (higher Project traffic volumes) through the study intersections. However, it may be that some residents, guests and employees of the retail will turn down Clinton Avenue to enter the Project area. Since Clinton Avenue is not signalized at Vine Street/Rossmore Avenue or at Van Ness Avenue, it is unlikely that many would chose to turn left in or out of the Project area at Clinton Avenue. Ten percent of the Project trips were routed northbound from Rossmore Avenue to Melrose Avenue (northbound right) and 10% of the Project trips were routed southbound from Van Ness Avenue to Melrose Avenue (southbound right). If drivers instead made their right turns onto Clinton Avenue to approach the Project that would equate to 43 daily trips from each direction.



The City of Los Angeles identifies a street segment impact as:

<u>Project ADT* with Project (Final ADT)</u>	<u>Project-Related Increase in ADT</u>
0 to 999	120 or more
1,000 to 1,999	12 percent or more of final ADT
2,000 to 2,999	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

\*ADT = average daily traffic

The number of vehicle trips to meet or exceed the impact criteria are:

- 0 to 999 ADT – 120 trips
- 1,000 to 1,999 ADT – 120 to 240 trips
- 2,000 to 2,999 ADT – 200 to 199 trips
- 3,000 or more ADT – 240 trips

Thus, even with the modified distribution assumption, which is not the approved distribution, the Project level of trip generation of 43 daily trips on Clinton Avenue is well below the 120 daily trip impact threshold and accordingly would not create a significant neighborhood traffic impact.

Transit Priority Area

An assertion that the Project is not in a Transit Priority Area (TPA) was made. In order to be deemed part of a TPA, a mixed-use project must be within one-half mile (2,640 feet) of a major street transit stop that is existing or planned. A major transit stop is a site containing an existing rail transit section, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The intersection of Vine Street/Rossmore Avenue & Melrose Avenue is approximately 1,500 feet from the Project site. An aerial view of the distance between the Project site and the bus stops is provided on the following page.



Aerial View of Project distance from bus stops at Melrose & Rossmore/Vine

There are bus stops for Metro Route 10 operating along Melrose Avenue and Metro Route 210 operating along Vine Street/Rossmore Avenue at this intersection. Metro Route 10 offers service between West Hollywood and Downtown Los Angeles including the 7<sup>th</sup> Street Metro Center, Pershing Square and Civic Center/Grand Park Metro Station with 8 to 12 minute headways (time between buses) during the morning peak hour and 10 to 13 minute headways during the afternoon peak hour at Vine Street/Rossmore Avenue and Melrose Avenue. Metro Route 210 offers services between Redondo Beach and Hollywood with stops at the Expo/Crenshaw and Hollywood/Vine Metro stations with 15 minute headways during the morning and afternoon peak periods. These two major bus routes with of frequency interval of 15 minutes or less meet the criteria for the Project to be in a TPA.

Attachment B provides the Metro bus routes and schedules.

Summary

- A traffic analysis was conducted for the proposed project at 5570 Melrose Avenue & 647 Beachwood Drive in the format of a technical traffic letter. The traffic analysis was reviewed and approved by LADOT. No significant traffic impacts were identified.
- The Paramount Studios related project was identified and included in the future traffic conditions analysis in the evaluation of potential project related traffic impacts.
- Cumulative impacts are evaluated in the City of Los Angeles through inclusion of ambient growth and related projects in the future conditions analysis.
- The signalized intersections evaluated in the traffic analysis are on either side of Melrose Avenue & Larchmont Boulevard without significant traffic impacts. No significant traffic impacts are anticipated at Melrose Avenue & Larchmont Boulevard. Analysis of Clinton Avenue would not create significant traffic impacts due to the low commercial volumes created by the proposed Project.

The Project is in an area with 15 minute or lower headways for Route 10 along Melrose Avenue and Route 210 along Vine Street/Rossmore Avenue less than 1,500 feet from the site. This satisfies the requirement to be defined as a TPA.

Please contact me if you have questions or comments.

Sincerely,



Liz Fleming

Attachment



ATTACHMENT A  
LADOT Assessment Letter

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

5570 Melrose Ave  
DOT Case No. CEN 16-45057

Date: December 28, 2016

To: Nicholas Hendricks, City Planner  
Department of City Planning

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-  
USE RESIDENTIAL APARTMENT PROJECT LOCATED AT 5570 MELROSE  
AVENUE (ENV-2016-4317-EAF/CPC-2016-4316-DB)**

DOT has reviewed the transportation impact analysis dated December 3, 2016 prepared by Overland Traffic Consultants, Inc., for the proposed mixed use residential apartments project located at **5570 Melrose Avenue**. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study included the detailed analysis of three intersections. Based on DOT's traffic impact criteria<sup>1</sup>, none of the study intersections included in the traffic analysis are expected to be significantly impacted by project-related traffic, as noted in **Attachment 1**. The results of the traffic analysis accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

## DISCUSSION AND FINDINGS

### A. Project Description

The proposed mixed use project of 52-unit residential apartment and 5,500 square feet of retail development is set to replace 6,484 square feet of vehicle repair services. The project will provide 47 residential and 22 commercial parking spots on one ground floor and one subterranean level of parking. Additionally, 5 short term and 52 long term bicycle parking spaces will be provided for the residential units. Vehicular access will be accommodated via a full access driveway on Beachwood Drive. The project is expected to be completed by 2020.

### B. Trip Generation

The project is estimated to generate a net increase of 430 daily trips, 19 trips in the a.m. peak hour, and 31 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition, 2012. A copy of the trip generation table can be found in

---

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

**Attachment 2.**C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

**PROJECT REQUIREMENTS**A. Construction Impacts

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

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Melrose Avenue** is designated as an Avenue II, which would require a 28-foot half-width roadway and a 43-foot half-width right-of-way. **Beachwood Drive** is designated as a Local Street-Standard, which would require a 18-foot half-width roadway and a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The project will provide 47 residential and 22 commercial vehicle parking spaces. There will be one ground floor and one level of subterranean vehicle parking, as well as 5 short term and 52 long term bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 3** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should

be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

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

Attachments

*J:\Letters\2016\CEN16-45057\_5570 Melrose Ave\_mixed use ts ltr.docx*

c: Julia Duncan, Council District No. 4  
Jeannie Shen, Hollywood/Wilshire, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Carl Mills, Central District, BOE  
Liz Fleming, Overland Traffic Consultants, Inc.

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

Table 5  
Existing and Existing + Project Summary Operating Conditions

No.	Intersection	Peak Hour	Existing		Existing With Project			Significant?
			CMA	LOS	CMA	LOS	IMPACT	
1	Melrose Avenue & Rossmore/Vine Street	AM	0.813	D	0.815	D	+ 0.002	No
		PM	0.811	D	0.815	D	+ 0.004	No
2	Gower Street & Melrose Avenue	AM	0.744	C	0.748	C	+ 0.004	No
		PM	0.800	D	0.802	D	+ 0.002	No
3	Melrose Avenue & Van Ness Avenue	AM	0.700	C	0.701	C	+ 0.001	No
		PM	0.771	C	0.775	C	+ 0.004	No

Table 6  
Future Conditions Without and With Project Operating Conditions

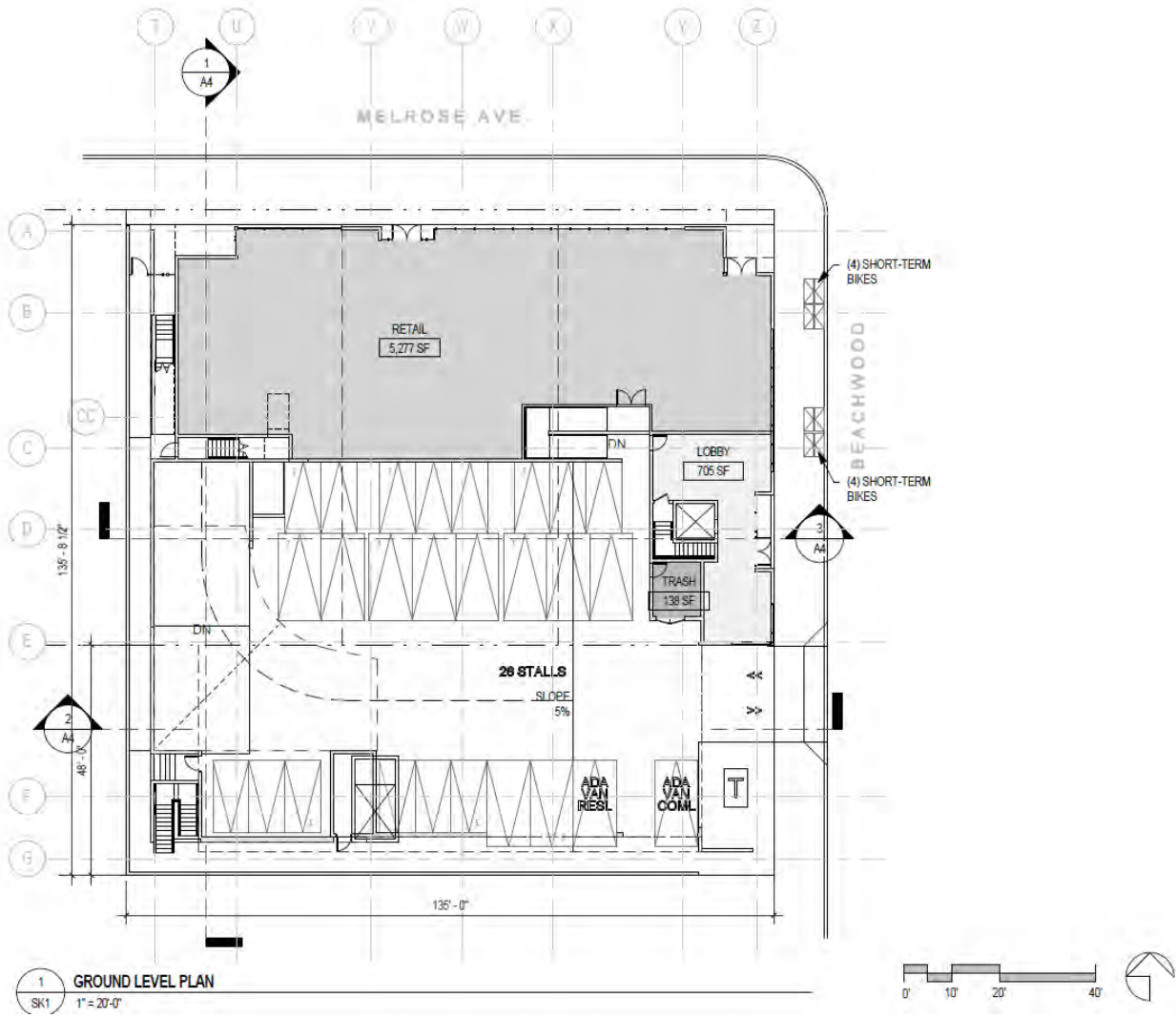
No.	Intersection	Peak Hour	Future Without Project		Future With Project			Significant?
			CMA	LOS	CMA	LOS	IMPACT	
1	Melrose Avenue & Rossmore/Vine Street	AM	0.915	E	0.918	E	+ 0.003	No
		PM	0.919	E	0.922	E	+ 0.003	No
2	Gower Street & Melrose Avenue	AM	0.839	D	0.842	D	+ 0.003	No
		PM	0.880	D	0.882	D	+ 0.002	No
3	Melrose Avenue & Van Ness Avenue	AM	0.792	C	0.793	C	+ 0.001	No
		PM	0.889	D	0.893	D	+ 0.004	No

## ATTACHMENT 2 Project Trip Generation Estimates

Table 2  
Project Trip Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
<b>Proposed Project</b>									
220	Residential	52 units	346	27	5	22	32	21	11
820	Retail	5,500 sf	235	5	3	2	20	10	10
	Internal Trips	5%	(12)	(0)	(0)	(0)	(1)	(0)	(1)
	Pass-by Trips	10%	(22)	(0)	(0)	(0)	(2)	(1)	(1)
	Subtotal Retail		201	5	3	2	17	9	8
<b>TOTAL PROPOSED</b>			<b>547</b>	<b>32</b>	<b>8</b>	<b>24</b>	<b>49</b>	<b>30</b>	<b>19</b>
<b>Existing to be Removed</b>									
852	Vehicle Repair Services	6,484 sf	130	15	10	5	20	10	10
	Pass-by Trips	10%	(13)	(2)	(1)	(1)	(2)	(1)	(1)
	Subtotal Vehicle Repair		117	13	9	4	18	9	9
<b>TOTAL EXISTING</b>			<b>117</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>18</b>	<b>9</b>	<b>9</b>
<b>NET TOTAL TRIPS (Proposed -Existing)</b>			<b>430</b>	<b>19</b>	<b>(1)</b>	<b>20</b>	<b>31</b>	<b>21</b>	<b>10</b>

### ATTACHMENT 3 Project Site plan



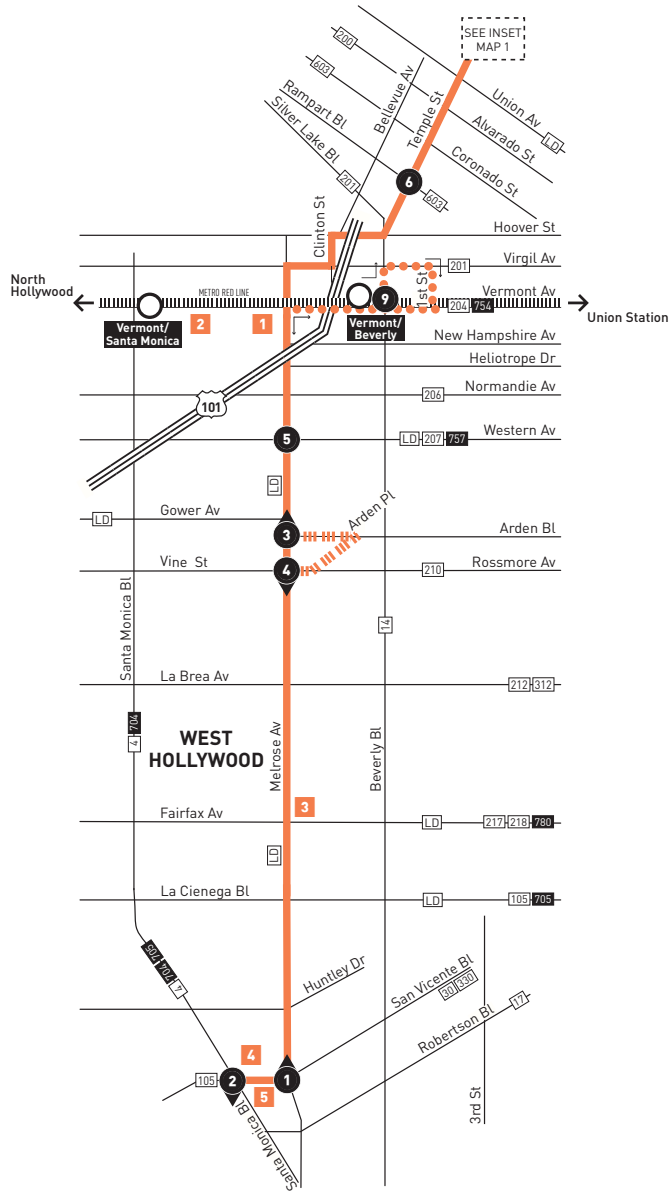
## ATTACHMENT B

### Transit Maps & Schedules





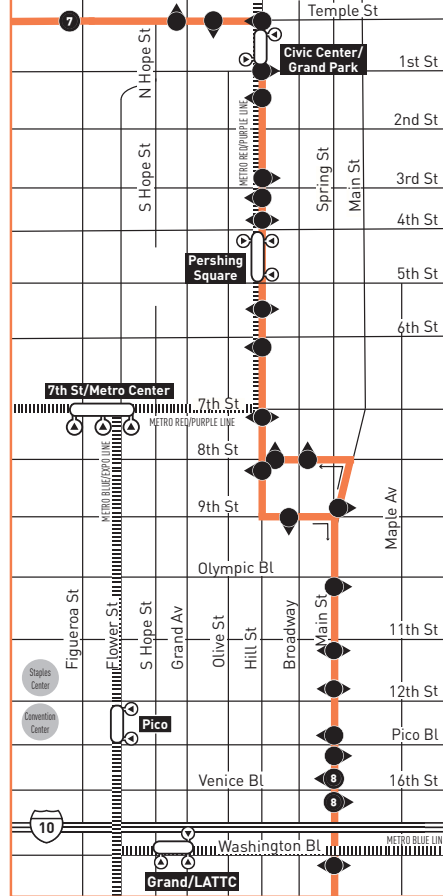
**ROUTE MAP**



**LEGEND**

- Line 10 Route
- Line 10 Owl Route to Vermont & Beverly
- Line 10 Turnaround Loop
- Local Stop/Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- LD LADOT DASH

**INSET MAP 1 - DOWNTOWN LOS ANGELES**



**INSET 1 - DOWNTOWN LOS ANGELES**

- Line 10 Route
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

**MAP NOTES**

- 1** Braille Institute
- 2** LA City College
- 3** Fairfax High School
- 4** Pacific Design Center
- 5** West Hollywood Library

# Monday through Friday

Effective Jun 25 2017

# 10

## Eastbound Al Este (Approximate Times / Tiempos Aproximados)

## Westbound Al Oeste (Approximate Times / Tiempos Aproximados)

WEST HOLLYWOOD	LOS ANGELES			DOWNTOWN LOS ANGELES		DOWNTOWN LOS ANGELES		LOS ANGELES			WEST HOLLYWOOD
1	3	5	6	7	8	8	7	6	5	4	2
San Vicente & Melrose	Melrose & Arden	Melrose & Western	Temple & Rampart	Temple & Figueroa	Main & Venice	Main & Venice	Temple & Figueroa	Temple & Rampart	Melrose & Western	Melrose & Vine	Santa Monica & San Vicente
4:00A	4:10A	4:13A	4:23A	4:30A	4:41A	5:01A	5:14A	5:21A	5:31A	5:35A	5:47A
4:21	4:31	4:34	4:44	4:51	5:02	5:27	5:42	5:49	5:59	6:03	6:16
4:41	4:51	4:54	5:04	5:12	5:24	5:42	5:57	6:05	6:17	6:21	6:34
—	5:11	5:14	5:25	5:33	5:46	5:53	6:08	6:16	6:28	6:33	6:47
5:18	5:28	5:31	5:42	5:50	6:03	6:03	6:18	6:26	6:39	6:44	6:58
—	5:42	5:46	5:57	6:06	6:21	6:13	6:28	6:37	6:50	6:55	7:11
5:43	5:54	5:58	6:10	6:19	6:34	6:20	6:36	6:45	6:58	7:04	7:22
—	6:04	6:08	6:20	6:29	6:45	6:28	6:45	6:54	7:09	7:16	7:36
—	6:14	6:18	6:30	6:39	6:55	6:34	6:52	7:01	7:17	7:25	7:46
6:12	6:23	6:27	6:40	6:49	7:06	—	—	—	—	—	—
6:20	6:31	6:36	6:50	6:59	7:17	6:47	7:06	7:17	7:33	7:41	—
6:28	6:39	6:44	6:58	7:09	7:27	—	—	—	—	—	—
6:37	6:48	6:53	7:08	7:19	7:37	6:59	7:20	7:31	7:48	7:56	8:19
6:44	6:55	7:00	7:16	7:27	7:46	—	—	—	—	—	—
6:51	7:03	7:08	7:24	7:35	7:54	7:15	7:36	7:48	8:05	8:12	8:35
6:57	7:10	7:15	7:31	7:43	8:02	7:23	7:44	7:56	8:13	8:20	8:43
7:04	7:17	7:22	7:39	7:51	8:11	7:32	7:53	8:04	8:21	8:28	8:51
7:12	7:25	7:30	7:48	8:00	8:20	7:42	8:03	8:13	8:30	8:37	9:00
7:20	7:34	7:39	7:57	8:09	8:29	7:52	8:13	8:23	8:40	8:47	9:09
7:28	7:44	7:49	8:07	8:19	8:39	8:03	8:24	8:34	8:51	8:58	9:19
7:40	7:56	8:01	8:18	8:30	8:50	8:14	8:36	8:46	9:03	9:10	9:31
7:52	8:08	8:14	8:31	8:41	9:01	8:27	8:49	8:59	9:14	9:20	—
8:11	8:27	8:33	8:49	8:59	9:19	8:39	9:01	9:11	9:26	9:33	9:52
8:32	8:48	8:54	9:09	9:19	9:39	8:53	9:15	9:25	9:40	9:47	10:06
8:52	9:08	9:14	9:29	9:39	9:59	9:08	9:30	9:40	9:55	10:01	—
9:12	9:28	9:34	9:49	9:59	10:19	9:26	9:48	9:58	10:13	10:19	10:38
9:32	9:48	9:54	10:09	10:19	10:39	9:46	10:08	10:18	10:33	10:39	—
9:52	10:08	10:14	10:29	10:39	10:59	10:06	10:28	10:38	10:53	10:59	11:18
—	10:28	10:34	10:49	10:59	11:19	10:26	10:48	10:58	11:13	11:19	—
10:31	10:48	10:54	11:09	11:19	11:39	10:46	11:08	11:18	11:33	11:39	11:58
—	11:08	11:14	11:29	11:39	11:59	11:06	11:28	11:38	11:53	11:59	—
11:11	11:28	11:34	11:49	11:59	12:19P	11:26	11:48	11:58	12:13P	12:19P	12:38P
—	11:48	11:54	12:09P	12:19P	12:39	11:46	12:08P	12:18P	12:33P	12:39P	—
11:49	12:08P	12:14P	12:29	12:39	12:59	12:06P	12:28	12:38	12:53	12:59	1:18
—	12:28	12:34	12:49	12:59	1:19	12:26	12:48	12:58	1:13	1:19	—
12:29P	12:48	12:54	1:10	1:20	1:40	12:46	1:08	1:18	1:33	1:39	1:58
—	12:57	1:03	1:19	1:29	1:49	1:06	1:28	1:38	1:53	1:59	—
—	1:05	1:11	1:27	1:37	1:57	1:26	1:48	1:58	2:13	2:19	2:38
1:01	1:22	1:28	1:44	1:54	2:14	1:46	2:08	2:19	2:34	2:40	—
—	1:39	1:45	2:01	2:11	2:31	2:06	2:28	2:39	2:54	3:00	3:19
1:35	1:56	2:02	2:18	2:28	2:48	2:25	2:47	2:58	3:13	3:19	—
—	2:01	2:05	2:21	2:31	2:51	2:42	3:04	3:16	3:31	3:37	3:56
1:50	2:12	2:18	2:34	2:44	3:04	2:55	3:18	3:30	3:45	3:51	—
—	2:24	2:30	2:46	2:56	3:16	3:05	3:29	3:41	3:56	4:02	4:21
2:12	2:35	2:42	2:58	3:08	3:28	3:16	3:40	3:52	4:07	4:14	4:33
2:24	2:47	2:54	3:10	3:20	3:41	3:27	3:51	4:03	4:18	4:24	—
—	2:59	3:06	3:22	3:32	3:53	3:38	4:02	4:14	4:29	4:36	4:55
2:47	3:11	3:18	3:34	3:44	4:05	3:48	4:13	4:25	4:40	4:46	—
2:56	3:20	3:27	3:44	3:54	4:16	3:58	4:24	4:36	4:51	4:58	5:17
—	3:30	3:37	3:54	4:04	4:26	4:09	4:35	4:47	5:02	5:08	—
3:05	3:34	3:41	3:58	4:08	4:30	4:20	4:46	4:58	5:14	5:21	5:40
—	3:44	3:51	4:08	4:18	4:41	4:31	4:57	5:09	5:25	5:31	—
3:30	3:55	4:02	4:19	4:29	4:54	4:44	5:10	5:22	5:38	5:45	6:03
—	4:05	4:13	4:30	4:40	5:05	4:56	5:22	5:34	5:50	5:57	6:15
3:50	4:16	4:24	4:41	4:51	5:16	5:09	5:35	5:47	6:03	6:10	6:28
—	4:27	4:35	4:52	5:02	5:27	5:20	5:46	5:58	6:14	6:21	6:39
—	4:38	4:46	5:03	5:13	5:38	5:32	5:58	6:10	6:26	6:33	6:51
4:21	4:48	4:56	5:14	5:24	5:49	5:44	6:10	6:22	6:38	6:44	7:02
—	4:59	5:07	5:25	5:35	6:00	6:02	6:28	6:38	6:54	7:00	7:18
4:43	5:10	5:18	5:36	5:46	6:10	6:09	6:34	6:44	7:00	7:06	7:24
—	5:21	5:29	5:47	5:57	6:19	6:27	6:50	7:00	7:14	7:20	7:37
5:05	5:33	5:41	5:59	6:09	6:31	6:37	7:00	7:10	7:24	7:30	7:45
—	5:44	5:52	6:11	6:21	6:41	6:57	7:15	7:25	7:38	7:44	7:59
5:28	5:56	6:04	6:23	6:33	6:51	7:17	7:33	7:42	7:55	8:01	8:16
5:42	6:10	6:18	6:37	6:46	7:04	7:39	7:53	8:02	8:14	8:18	8:33
6:07	6:34	6:41	7:00	7:09	7:25	8:05	8:18	8:27	8:39	8:43	8:57
6:37	7:02	7:09	7:26	7:35	7:49	8:36	8:48	8:56	9:08	9:12	9:25
7:07	7:29	7:35	7:51	8:00	8:14	9:00	9:22	9:30	9:42	9:46	9:59
7:44	8:02	8:07	8:21	8:29	8:42	10:00	10:20	10:27	10:38	10:42	10:55
8:17	8:33	8:38	8:51	8:58	9:17	11:00	11:20	11:26	11:36	11:40	11:52
8:51	9:05	9:09	9:22	9:28	9:39	—	12:12A	12:32A	12:42A	12:46A	12:58A
9:23	9:35	9:39	9:52	9:58	10:17	—	—	—	—	—	—
10:25	10:37	10:41	10:52	10:58	11:17	—	—	—	—	—	—
11:30	11:40	11:43	11:52	12:06A	—	—	—	—	—	—	—
12:30A	12:40A	12:43A	12:52A	12:58A	1:08	—	—	—	—	—	—



# Monday thru Sunday Owl Schedule

# 10

## Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

WEST HOLLYWOOD	LOS ANGELES		
1	3	5	9
San Vicente & Melrose	Melrose & Arden	Melrose & Western	Beverly & Vermont
1:20A	1:30A	1:33A	1:39A
2:20	2:30	2:33	2:39
3:20	3:30	3:33	3:39

## Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

LOS ANGELES			WEST HOLLYWOOD
9	5	4	2
Beverly & Vermont	Melrose & Western	Melrose & Vine	Santa Monica & San Vicente
1:39A	1:47A	1:51A	2:03A
2:39	2:47	2:51	3:03
3:39	3:47	3:51	4:03
4:39	4:47	4:51	5:03

## Sunday & Holiday Schedules

Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

## Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

## Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit [m.metro.net](http://m.metro.net) or call 511 and say "Nextrip"

## Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar [m.metro.net](http://m.metro.net) o llamar al 511 y decir "Nextrip"

## Special Notes

Line 10 Late Night/Owl Service provides hourly service between San Vicente and Vermont along Melrose. At Vermont buses will turn south and connect with existing Line 14 Late Night/Owl Service for patrons traveling to and from the Downtown Los Angeles area. Obtain Line 14 timetable for further information.

- B** Continues as Line 48 via Main, Maple, and San Pedro unless otherwise noted.
- C** Originates from Line 48 via Main, Maple, and San Pedro unless otherwise noted.
- D** Terminates at Melrose & Arden at time shown.
- E** Terminates at Main & Venice at time shown. Does not continue as Line 48.
- F** On School Days, trip waits at Melrose and Fairfax for 4 minutes to board students. Non-school days trip departs San Vicente & Melrose at 3:08pm, then all other timepoints remain the same.
- G** Waits at Hill and 7<sup>th</sup> for transfer connections.
- H** Operation on minimum school days. Trip starts at Melrose and Fairfax 11 minutes before time shown at Melrose and Arden. Phone Metro Information for exact days of operation.
- I** Connects with Line 14 Eastbound to Downtown Los Angeles scheduled to depart there 9-12 minutes after time shown.
- J** Connects with Line 14 Westbound originating from Downtown Los Angeles scheduled to arrive there 10 minutes before time shown.
- K** Trip does not originate from Line 48.
- L** Trip starts at Melrose & Fairfax 13 minutes before time shown and operates on School Days only. Phone Metro Information for exact days of operation.
- M** Trips starts at Hill & 7<sup>th</sup> at time shown.
- N** Terminates at Hill & 7<sup>th</sup> at time shown.
- O** Operation on early dismissal school days. Trip starts at Melrose and Fairfax 11 minutes before time shown at Melrose and Arden. Phone Metro Information for exact days of operation.

## Avisos especiales

El Servicio Nocturno/de Madrugada de la Línea 10 brinda servicio cada hora entre San Vicente y Vermont a lo largo de Melrose. En Vermont Los autobuses voltearán hacia el sur y se conectarán con el servicio Nocturno/de Madrugada de la Línea 14 para los pasajeros que viajen desde y hasta el área de Downtown Los Angeles. Para más información obtenga el horario de la Línea 14.

- B** Continúa como Línea 48 vía Main, Maple, y San Pedro a menos que se notifique lo contrario.
- C** Comienza de Línea 48 vía Main, Maple y San Pedro a menos que diga de otro modo.
- D** Termina en Melrose y Arden a la hora mostrada.
- E** Termina en Main y Venice a la hora mostrada. No continúa como Línea 48.
- F** En los días de escuela, viajes esperen en Melrose y Fairfax por 4 minutos mientras bordan los estudiantes. Los días cuando no hay escuela servicio sale de San Vicente y Melrose a las 3:08pm después todos los otros horarios permanecen igual.
- G** Espera en la Hill y 7<sup>th</sup> para las conexiones de transferencia.
- H** Operación en días mínimas de escuela. El viaje comienza en Melrose y Fairfax 11 minutos antes de la hora que se muestra en Melrose y Arden. Llame a Metro por información sobre los días exactos de operación.
- I** Se conecta con la Línea 14 con rumbo al Este hacia Downtown Los Angeles programado a salir 9-12 minutos después de la hora mostrada.
- J** Se conecta con la Línea 14 con rumbo al Oeste originándose en Downtown Los Angeles programado a llegar 11 minutos antes de la hora mostrada.
- K** Viaje no comienza de Línea 48.
- L** Viaje comienzan en Melrose y Fairfax 13 minutos antes de la hora mostrada y opera los días de escuela solamente. Llame a Metro por información sobre los días exactos de operación.
- M** Viaje comienzan en Hill y 7<sup>th</sup> a la hora mostrada.
- N** Termina en Hill y 7<sup>th</sup> a la hora mostrada.
- O** Operación en días de escuela de despido temprano. El viaje comienza en Melrose y Fairfax 11 minutos antes de la hora que se muestra en Melrose y Arden. Llame a Metro por información sobre los días exactos de operación.

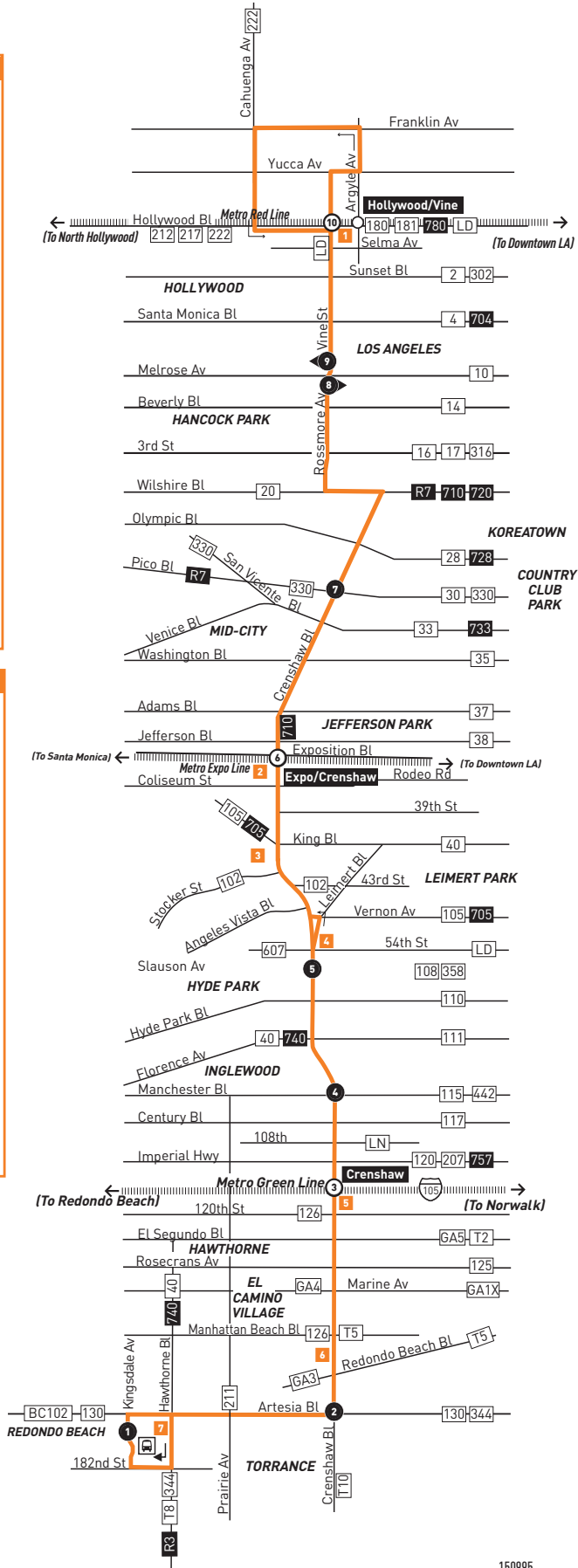


MAP NOTES

- 1 Hollywood/Vine Red Line Station**  
Metro 180, 181, 210, 212, 217, 222, 780; LD Beachwod Cyn, Hollywood
- 2 Expo/Crenshaw Station**  
Metro 210, 710, 740; LD Midtown
- 3 Baldwin Hills Crenshaw Plaza**  
Metro 40, 105, 210, 705, 710, 740; LD Crenshaw, Midtown
- 4 Crenshaw High School**
- 5 Crenshaw Green Line Station**  
Metro 126, 207, 210, 710, 757; T5, T10
- 6 El Camino College**  
Metro 126, 210, 710, T5, T10; GA4
- 7 South Bay Galleria Transit Center**  
Metro 40, 130, 210, 211, 344, 710, 740; BC102; GA3; LW; T2, T8; R3

LEGEND

- Line 210 Route
- Timepoint
- Metro Rail
- Metro Rail Station
- Metro Rail Station & Timepoint
- Transit Center
- BC Beach Cities Transit
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link
- LW Lawndale Beat
- R Rapid
- T Torrance





# Sunday and Holidays

Effective Jun 25 2017

# 210

## Northbound (Approximate Times)

## Southbound (Approximate Times)

REDONDO BEACH	TORRANCE	HAWTHORNE	INGLEWOOD	HYDE PARK	JEFFERSON PARK	COUNTRY CLUB PARK	LOS ANGELES	HOLLYWOOD	HOLLYWOOD	LOS ANGELES	COUNTRY CLUB PARK	JEFFERSON PARK	HYDE PARK	INGLEWOOD	HAWTHORNE	TORRANCE	REDONDO BEACH
1	2	3	4	5	6	7	8	10	10	9	7	6	5	4	3	2	1
South Bay Galleria	Crenshaw & Artesia	Crenshaw Green Line Station	Crenshaw & Manchester	Crenshaw & Slauson	Expo/Crenshaw Station	Crenshaw & Pico	Rossmore & Melrose	Vine & Hollywood	Hollywood & Vine	Vine & Melrose	Crenshaw & Pico	Expo/Crenshaw Station	Crenshaw & Slauson	Crenshaw & Manchester	Crenshaw Green Line Station	Crenshaw & Artesia	South Bay Galleria
6:10A	5:51A	6:03A	6:12A	6:20A	6:29A	6:38A	6:49A	6:56A	5:26A	5:32A	5:43A	5:51A	6:00A	6:07A	6:16A	6:28A	6:40A
6:35	6:17	6:29	6:38	6:46	6:55	7:04	7:16	7:23	5:58	6:04	6:16	6:24	6:33	6:40	6:49	7:01	7:13
6:59	6:42	6:54	7:03	7:11	7:21	7:30	7:42	7:49	6:31	6:37	6:49	6:57	7:07	7:15	7:25	7:38	7:50
7:24	7:06	7:18	7:28	7:36	7:47	7:56	8:08	8:15	6:59	7:05	7:18	7:27	7:37	7:45	7:55	8:08	8:20
7:46	7:31	7:44	7:54	8:02	8:13	8:22	8:34	8:41	7:21	7:27	7:40	7:49	7:59	8:07	8:17	8:30	8:42
8:06	7:53	8:06	8:16	8:24	8:35	8:44	8:56	9:03	7:42	7:48	8:01	8:10	8:20	8:28	8:38	8:51	9:03
8:31	8:13	8:26	8:37	8:46	8:57	9:07	9:20	9:28	8:02	8:09	8:22	8:31	8:41	8:49	8:59	9:12	9:24
8:45	8:52	8:47	8:58	9:07	9:19	9:29	9:42	9:50	8:20	8:27	8:40	8:49	8:59	9:07	9:17	9:31	10:03
9:18	9:25	9:24	9:35	9:44	9:56	10:07	10:20	10:28	8:56	9:03	9:16	9:25	9:37	9:46	9:57	10:11	10:23
9:50	9:57	9:56	10:08	10:17	10:30	10:41	10:54	11:02	9:28	9:35	9:48	9:59	10:11	10:20	10:31	10:45	10:58
10:21	10:29	10:28	10:40	10:49	11:02	11:13	11:26	11:35	10:01	10:08	10:21	10:33	10:46	10:55	11:07	11:21	11:35
10:52	11:00	11:05	11:17	11:21	11:34	11:45	11:58	12:07P	10:32	10:40	10:53	11:05	11:18	11:27	11:39	11:53	12:07P
11:22	11:30	11:31	11:43	11:53	12:06P	12:17	12:30	12:39	10:47	10:55	11:09	11:21	11:34	11:43	11:55	12:09P	12:24
11:54	12:02P	12:18	12:30	12:40	12:54	1:05	1:18	1:27	11:19	11:27	11:41	11:53	12:06P	12:15P	12:27	12:42	1:14
12:26P	12:34	12:34	12:46	12:56	1:10	1:21	1:34	1:43	11:35	11:43	11:57	12:09P	12:23	12:32	12:44	1:00	1:14
12:58	1:06	1:06	1:18	1:28	1:42	1:54	2:07	2:16	12:06P	12:15P	12:29	12:41	12:55	1:05	1:18	1:34	1:48
1:30	1:38	1:37	1:49	1:59	2:13	2:25	2:38	2:46	12:22	12:31	12:45	12:57	1:12	1:22	1:35	2:06	2:20
2:04	2:12	2:11	2:24	2:34	2:48	2:59	3:12	3:20	12:38	12:47	1:01	1:13	1:28	1:38	1:51	2:23	2:37
2:38	2:46	2:45	2:57	3:07	3:21	3:32	3:45	3:53	1:11	1:20	1:33	1:45	2:00	2:10	2:23	2:37	2:51
3:10	3:18	3:17	3:29	3:39	3:53	4:04	4:16	4:24	1:28	1:37	1:50	2:02	2:16	2:26	2:39	3:10	3:23
3:42	3:50	3:49	4:01	4:11	4:25	4:36	4:48	4:56	1:45	1:54	2:07	2:19	2:33	2:43	2:56	3:27	3:40
4:13	4:21	4:20	4:33	4:43	4:57	5:08	5:20	5:28	2:01	2:10	2:23	2:35	2:49	2:59	3:11	3:42	3:55
4:49	4:57	4:56	5:09	5:19	5:33	5:44	5:56	6:04	2:17	2:26	2:39	2:51	3:05	3:14	3:26	3:57	4:10
5:28	5:36	5:35	5:48	5:58	6:12	6:23	6:35	6:43	2:33	2:42	2:55	3:07	3:21	3:30	3:42	4:13	4:26
5:47	5:55	5:54	6:07	6:17	6:31	6:42	6:54	7:02	2:49	2:58	3:11	3:23	3:37	3:46	3:58	4:29	4:42
6:10	6:18	6:17	6:30	6:40	6:54	7:07	7:17	7:26	3:05	3:14	3:27	3:39	3:53	4:02	4:14	4:45	4:58
6:35	6:43	6:42	6:55	7:05	7:19	7:32	7:42	7:51	3:21	3:30	3:43	3:55	4:09	4:18	4:30	4:61	4:74
7:02	7:10	7:09	7:22	7:32	7:45	7:57	8:06	8:17	3:37	3:46	3:59	4:11	4:25	4:34	4:46	5:17	5:30
7:30	7:37	7:36	7:49	8:00	8:14	8:26	8:35	8:46	3:53	4:02	4:15	4:27	4:41	4:50	5:02	5:33	5:46
8:00	8:07	8:06	8:19	8:29	8:43	8:55	9:04	9:15	4:10	4:19	4:32	4:43	4:57	5:06	5:18	5:49	6:02
8:31	8:38	8:37	8:50	9:00	9:14	9:26	9:35	9:46	4:28	4:37	4:50	5:01	5:15	5:24	5:36	6:07	6:20
9:02	9:09	9:08	9:21	9:31	9:45	9:57	10:06	10:17	4:48	4:57	5:10	5:21	5:35	5:44	5:56	6:27	6:40
9:34	9:41	9:40	9:53	10:03	10:17	10:29	10:38	10:49	5:09	5:18	5:31	5:41	5:54	6:03	6:14	6:45	6:58
10:07	10:14	10:13	10:26	10:36	10:50	11:02	11:11	11:22	5:31	5:39	5:51	6:01	6:14	6:23	6:34	7:05	7:18
11:02	11:09	11:08	11:21	11:30	11:44	11:56	12:05	12:16	5:51	5:59	6:11	6:21	6:34	6:43	6:54	7:25	7:38
12:02A	12:09A	12:11A	12:24A	12:34A	12:47A	12:59A	1:04	1:12	6:35	6:43	6:55	7:05	7:18	7:27	7:38	8:09	8:22
									6:59	7:07	7:19	7:29	7:42	7:51	8:02	8:33	8:46
									7:24	7:32	7:44	7:54	8:07	8:16	8:27	8:58	9:11
									7:54	8:02	8:14	8:24	8:36	8:45	8:56	9:27	9:40
									8:24	8:32	8:44	8:54	9:06	9:15	9:26	9:57	10:10
									8:54	9:02	9:14	9:24	9:36	9:44	9:54	10:25	10:38
									9:24	9:32	9:44	9:54	10:06	10:14	10:23	10:54	11:07
									9:55	10:02	10:14	10:24	10:35	10:43	10:51	11:22	11:35
									11:32	11:39	11:50	12:00	12:10	12:18	12:26	12:57	13:10
									12:32A	12:39A	12:50A	1:00A	1:10	1:18	1:26	1:57	2:10
									1:32	1:39	1:50	2:00	2:10	2:18	2:26	2:57	3:10



**Attachment C**  
**Pomeroy Response Memorandum**



July 7, 2017

[via email: dana@three6ixty.net]

Ms. Dana Sayles

**three6ixty**

4309 Overland Avenue

Culver City, California 90230

**Re: Response to Air Quality Issues Raised in Appeal for the Mixed-Use Project at 5570 Melrose Avenue and 647 Beachwood Drive in the City of Los Angeles (CPC-2016-4316-DB)**

Dear Ms. Sayles:

**Pomeroy Environmental Services (PES)** has reviewed the appeal filed on the mixed-use project (Project) located at 5570 Melrose Avenue and 647 Beachwood Drive in the City of Los Angeles (City). As you know, PES prepared an air quality analysis for the Project dated December 19, 2016 (attached). As concluded therein, the construction and operational air quality emissions generated by the Project would not exceed any of thresholds of significance recommended by the SCAQMD. Thus, air quality impacts associated with the project were determined to be less than significant.

With respect to specific air quality comments, page 4 of the appeal states the following:

*“In addition, air quality impacts are per se significant during construction, given that the underground parking area will necessarily require excavation and stockpiling of soils presumed significant under AQMD standards.”*

The air quality analysis prepared for the Project (December 19, 2016 – see attached) modeled the air quality emissions associated with all aspects of construction and operations, including the excavation and soil export necessary for the subterranean parking. All emissions were determined to be below SCAQMD thresholds of significance. In addition, the previously prepared air quality analysis indicates the Project would be consistent with SCAQMD Rule 403 (Fugitive Dust). Specifically, page 3 of the analysis stated:

Ms. Dana Sayles

**three6ixty**

Re: 5570 Melrose Air Quality Response Letter

July 7, 2017

Page 2 of 2

“As required by SCAQMD Rule 403 - Fugitive Dust, appropriate dust control measures would be implemented as part of the project during each phase of development. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (up to two times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.”

Therefore, the previous air quality analysis appropriately assessed potential impacts related to soil excavation and stockpiling. Furthermore, it is incorrect that there are “per se” significant construction air quality impacts. Rather, emissions must be compared to significance thresholds and only if those thresholds are exceeded is there a potential for a significant impact. As noted above, all construction emissions were determined to be below applicable significance thresholds using the appropriate air quality emissions methodology.

In conclusion, the previous analysis correctly concluded air quality impacts associated with the Project would be less than significant. No further response to these comments is required. Ms. Sayles, if you have any questions or concerns, please do not hesitate to contact me. We appreciate the opportunity to be of service on this Project.

Sincerely,

**Pomeroy Environmental Services (PES)**



Brett Pomeroy  
President/Owner

*Attachments: Project Air Quality Analysis (December 19, 2016)  
Brett Pomeroy Resume*



December 19, 2016

[via email: dana@three6ixty.net]

Ms. Dana Sayles

**three6ixty**

4309 Overland Avenue

Culver City, California 90230

**Re: Air Quality Analysis for the Mixed-Use Project at 5570 Melrose Avenue and 647 Beachwood Drive in the City of Los Angeles**

Dear Ms. Sayles:

**Pomeroy Environmental Services (PES)** is pleased to submit the following air quality analysis for the mixed-use project (Project) at 5570 Melrose Avenue and 647 Beachwood Drive in the City of Los Angeles (City). Provided below is a brief project description and air quality analysis to support the Project's application with the City of Los Angeles and environmental clearance under the California Environmental Quality Act (CEQA) (P.R.C. 21000-21178) and the State CEQA Guidelines (C.C.R. Title 14, Chapter 3, 15000-15387).

#### **PROJECT DESCRIPTION**

The Project Site is located at 5570 Melrose Avenue and 647 Beachwood Avenue in the Wilshire Community Plan area of the City. The gross lot area of the Project Site is approximately 18,723 square feet (0.43 acres) and is currently improved with 6,484 square feet of vehicle repair services. The Project includes the demolition of existing uses and the construction, operation, and maintenance of a 52-unit mixed use project with 5,500 square feet of ground floor retail. A total of 69 vehicle parking spaces will be provided. Vehicular access will be from one two-way driveway off Beachwood Drive toward the south end of the site. Parking will be provided on-site on the ground-floor and one subterranean level. For purposes of this analysis, it is estimated that construction would begin July 2017, last approximately 18 months, and the project could be operational by January 2020.

**AIR QUALITY ANALYSIS**

A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. The Project Site is located in the South Coast Air Basin (Basin). The SCAQMD is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 1, SCAQMD Thresholds of Significance, be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

**Table 1**  
**SCAQMD Thresholds of Significance**

<b>Pollutant</b>	<b>Construction Thresholds (lbs/day)</b>	<b>Operational Thresholds (lbs/day)</b>
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO <sub>x</sub> )	150	150
Particulate Matter (PM <sub>10</sub> )	150	150
Fine Particulate Matter (PM <sub>2.5</sub> )	55	55
<i>Note: lbs = pounds.</i>		
<i>Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, website: <a href="http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2">http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2</a>; accessed December 2016.</i>		

**Regional Construction Emissions**

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 18 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would include demolition, grading/excavation/foundation preparation, and building construction. Demolition would occur for approximately one month (22 construction days). Grading and foundation preparation would occur for approximately one month (22 construction days). Building construction would occur for approximately 16 months (352 construction days) and would include the construction of the project, connection of utilities, laying irrigation for landscaping, architectural coatings, and landscaping the Project Site.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2016.3.1) recommended by the SCAQMD. Table 2, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak

construction days for each construction phase. These calculations assume that the Project would be consistent with all SCAQMD Rules, specifically, SCAQMD Rules 403 and 1113. SCAQMD Rule 1113 identifies a VOC content of 50 grams per liter for architectural coatings. And, as required by SCAQMD Rule 403 - Fugitive Dust, appropriate dust control measures would be implemented as part of the project during each phase of development. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (up to two times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As shown in Table 2, construction-related daily emissions associated with the project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be less than significant.

#### **Localized Construction Emissions**

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions. In the case of this analysis, the Project Site is located within SRA 1 covering Central Los Angeles area. The nearest sensitive receptors to the Project Site are adjacent residential uses to south (within 25 meters). The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As mentioned previously, the Project Site is 0.43 acres in size. Therefore, consistent with SCAQMD recommendations, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters have been used to address the potential localized NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions to the area surrounding the Project Site. As shown in Table 3, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

**Table 2**  
**Estimated Peak Daily Construction Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Demolition Phase</b>						
Fugitive Dust	--	--	--	--	0.13	0.02
Off-Road Diesel Equipment	1.06	9.43	7.78	0.01	0.62	0.59
On-Road Diesel Hauling	0.01	0.43	0.09	0.01	0.02	0.01
Worker Trips	0.06	0.05	0.50	0.01	0.11	0.03
<b>Total Emissions</b>	<b>1.13</b>	<b>9.91</b>	<b>8.37</b>	<b>0.03</b>	<b>0.88</b>	<b>0.65</b>
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<b>Grading/Foundation Phase</b>						
Fugitive Dust	--	--	--	--	0.35	0.19
Off-Road Diesel Equipment	1.06	9.43	7.78	0.01	0.62	0.59
On-Road Diesel Hauling	0.40	12.91	2.82	0.03	0.74	0.24
Worker Trips	0.06	0.05	0.50	0.01	0.11	0.03
<b>Total Emissions</b>	<b>1.52</b>	<b>22.39</b>	<b>11.10</b>	<b>0.05</b>	<b>1.82</b>	<b>1.05</b>
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<b>Building Construction Phase</b>						
Building Construction Off-Road Diesel Equipment	2.06	14.09	11.50	0.02	0.88	0.85
Building Construction Vendor Trips	0.05	1.35	0.41	0.01	0.08	0.03
Building Construction Worker Trips	0.31	0.24	2.54	0.01	0.58	0.16
Architectural Coatings	12.02	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.27	1.84	1.84	0.01	0.13	0.13
Architectural Coatings Worker Trips	0.06	0.04	0.44	0.01	0.11	0.03
<b>Total Emissions</b>	<b>14.77</b>	<b>17.56</b>	<b>16.73</b>	<b>0.06</b>	<b>1.78</b>	<b>1.20</b>
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. See winter emissions included in Attachment B to this letter. Winter emissions are reported herein as they are higher/more worst-case than summer emissions.</i>						

**Table 3  
Localized On-Site Peak Daily Construction Emissions**

Construction Phase <sup>a</sup>	Total On-site Emissions (Pounds per Day)			
	NO <sub>x</sub> <sup>b</sup>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Demolition Emissions</b>	<b>9.43</b>	<b>7.78</b>	<b>0.75</b>	<b>0.61</b>
<i>SCAQMD Localized Thresholds</i>	<i>74.00</i>	<i>680.00</i>	<i>5.00</i>	<i>3.00</i>
Potentially Significant Impact?	No	No	No	No
<b>Grading/Foundation Emissions</b>	<b>9.43</b>	<b>7.78</b>	<b>0.98</b>	<b>0.78</b>
<i>SCAQMD Localized Thresholds</i>	<i>74.00</i>	<i>680.00</i>	<i>5.00</i>	<i>3.00</i>
Potentially Significant Impact?	No	No	No	No
<b>Building Construction Emissions</b>	<b>15.93</b>	<b>13.34</b>	<b>1.01</b>	<b>0.98</b>
<i>SCAQMD Localized Thresholds</i>	<i>74.00</i>	<i>680.00</i>	<i>5.00</i>	<i>3.00</i>
Potentially Significant Impact?	No	No	No	No

*Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.*

<sup>a</sup> *The Project Site is 0.43 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1.*

<sup>b</sup> *The localized thresholds listed for NO<sub>x</sub> in this table takes into consideration the gradual conversion of NO<sub>x</sub> to NO<sub>2</sub>, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO<sub>x</sub> emissions is focused on NO<sub>2</sub> levels as they are associated with adverse health effects. See winter emissions included in Attachment B to this letter. Winter emissions are reported herein as they are higher/more worst-case than summer emissions.*

**Regional Operational Emissions**

The Project Site is currently developed with 6,484 square feet of vehicle repair services. As such, air pollutant emissions are currently generated at the Project site by area sources, energy demand, and mobile sources such as motor vehicle traffic traveling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing CalEEMod 2016.3.1 recommended by the SCAQMD. As shown in Table 4, Existing Daily Operational Emissions at Project Site, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.



**Table 4**  
**Existing Daily Operational Emissions at Project Site**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	0.14	<0.01	<0.01	0.00	0.00	0.00
Energy Demand	<0.01	0.03	0.03	<0.01	<0.01	<0.01
Mobile (Motor Vehicles)	0.34	1.19	3.24	<0.01	0.45	0.13
<b>Total Project Emissions</b>	<b>0.48</b>	<b>1.22</b>	<b>3.27</b>	<b>&lt;0.01</b>	<b>0.45</b>	<b>0.13</b>
<i>Note: Column totals may not add due to rounding from the model results. See winter emissions included in Attachment A to this letter. Winter emissions are reported herein as they are higher/more worst-case than summer emissions.</i>						

The Project includes the construction, operation, and maintenance of a 52-unit mixed-use project with 5,500 square feet of ground floor retail. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with the project has been prepared utilizing CalEEMod 2016.3.1 recommended by the SCAQMD. The results of these calculations are presented in Table 5, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant.

**Table 5**  
**Estimated Daily Operational Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	1.16	0.83	4.64	<0.01	0.09	0.09
Energy Demand	0.02	0.15	0.06	<0.01	0.01	0.01
Mobile (Motor Vehicles)	1.18	5.65	14.79	0.05	3.83	1.06
<b>Total Project Emissions</b>	<b>2.35</b>	<b>6.62</b>	<b>19.49</b>	<b>0.05</b>	<b>3.93</b>	<b>1.16</b>
<i>Less Existing Site Emissions</i>	<i>0.48</i>	<i>1.22</i>	<i>3.27</i>	<i>&lt;0.01</i>	<i>0.45</i>	<i>0.13</i>
<b>Net Increase Project Emissions</b>	<b>1.87</b>	<b>5.40</b>	<b>16.22</b>	<b>0.04</b>	<b>3.48</b>	<b>1.03</b>
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
<i>Source: Pomeroy Environmental Services, December 2016. Note: Column totals may not add due to rounding from the model results. Assumes all hearth would be natural gas. See winter emissions included in Attachment B to this letter. Winter emissions are reported herein as they are higher/more worst-case than summer emissions.</i>						

Ms. Dana Sayles

**three6ixty**

Re: 5570 Melrose Avenue Air Quality Analysis

December 19, 2016

Page 7 of 7

## **CONCLUSION**

As illustrated above, the construction and operational air quality emissions generated by the project would not exceed any of thresholds of significance recommended by the SCAQMD. Thus, air quality impacts associated with the project would be less than significant. Ms. Sayles, if you have any questions or concerns with this analysis, please do not hesitate to contact me. We appreciate the opportunity to be of service on this project.

Sincerely,

**Pomeroy Environmental Services (PES)**

A handwritten signature in black ink, appearing to read "Brett Pomeroy". The signature is fluid and cursive, with the first name "Brett" and last name "Pomeroy" clearly distinguishable.

Brett Pomeroy  
President/Owner

Attachment A: Air Quality Calculations-Existing Conditions (CalEEMod Output Sheets)

Attachment B: Air Quality Calculations-Proposed Project (CalEEMod Output Sheets)

5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

**5570 Melrose Avenue-Existing**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	6.50	1000sqft	0.43	6,484.00	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>	2016
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	1227.89	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

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

Project Characteristics -

Land Use - Project Site is 0.43 acre

Construction Phase - Existing Uses

Off-road Equipment -

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Area Mitigation -

## 5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	PhaseEndDate	12/16/2016	12/18/2016
tblLandUse	BuildingSpaceSquareFeet	6,500.00	6,484.00
tblLandUse	LandUseSquareFeet	6,500.00	6,484.00
tblLandUse	LotAcreage	0.15	0.43
tblProjectCharacteristics	OperationalYear	2018	2016

## 2.0 Emissions Summary

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5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

**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	lb/day										lb/day					
Area	0.1367	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4200e-003	1.4200e-003	0.0000		1.5200e-003
Energy	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9531	37.9531	7.3000e-004	7.0000e-004	38.1786
Mobile	0.3423	1.1930	3.2432	6.3400e-003	0.4395	0.0106	0.4501	0.1177	0.0100	0.1277		641.8160	641.8160	0.0533		643.1485
<b>Total</b>	<b>0.4824</b>	<b>1.2246</b>	<b>3.2705</b>	<b>6.5300e-003</b>	<b>0.4395</b>	<b>0.0130</b>	<b>0.4525</b>	<b>0.1177</b>	<b>0.0124</b>	<b>0.1301</b>		<b>679.7705</b>	<b>679.7705</b>	<b>0.0540</b>	<b>7.0000e-004</b>	<b>681.3287</b>

**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	lb/day										lb/day					
Area	0.1367	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4200e-003	1.4200e-003	0.0000		1.5200e-003
Energy	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9531	37.9531	7.3000e-004	7.0000e-004	38.1786
Mobile	0.3423	1.1930	3.2432	6.3400e-003	0.4395	0.0106	0.4501	0.1177	0.0100	0.1277		641.8160	641.8160	0.0533		643.1485
<b>Total</b>	<b>0.4824</b>	<b>1.2246</b>	<b>3.2705</b>	<b>6.5300e-003</b>	<b>0.4395</b>	<b>0.0130</b>	<b>0.4525</b>	<b>0.1177</b>	<b>0.0124</b>	<b>0.1301</b>		<b>679.7705</b>	<b>679.7705</b>	<b>0.0540</b>	<b>7.0000e-004</b>	<b>681.3287</b>

5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

	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	0.00

### 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	12/17/2016	12/18/2016	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

#### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT





5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

**3.2 Demolition - 2016**

**Mitigated 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	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

**4.1 Mitigation Measures Mobile**

	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	lb/day										lb/day					
Mitigated	0.3423	1.1930	3.2432	6.3400e-003	0.4395	0.0106	0.4501	0.1177	0.0100	0.1277		641.8160	641.8160	0.0533		643.1485
Unmitigated	0.3423	1.1930	3.2432	6.3400e-003	0.4395	0.0106	0.4501	0.1177	0.0100	0.1277		641.8160	641.8160	0.0533		643.1485

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	154.18	154.18	77.22	191,805	191,805
Total	154.18	154.18	77.22	191,805	191,805

**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-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.546581	0.047315	0.196959	0.128768	0.019038	0.005774	0.017712	0.026513	0.002264	0.002897	0.004538	0.000646	0.000994

5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

**5.0 Energy Detail**

Historical Energy Use: N

**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	lb/day										lb/day					
NaturalGas Mitigated	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9531	37.9531	7.3000e-004	7.0000e-004	38.1786
NaturalGas Unmitigated	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9531	37.9531	7.3000e-004	7.0000e-004	38.1786

5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

**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	lb/day										lb/day					
Automobile Care Center	322.601	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9531	37.9531	7.3000e-004	7.0000e-004	38.1786
<b>Total</b>		<b>3.4800e-003</b>	<b>0.0316</b>	<b>0.0266</b>	<b>1.9000e-004</b>		<b>2.4000e-003</b>	<b>2.4000e-003</b>		<b>2.4000e-003</b>	<b>2.4000e-003</b>		<b>37.9531</b>	<b>37.9531</b>	<b>7.3000e-004</b>	<b>7.0000e-004</b>	<b>38.1786</b>

**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	lb/day										lb/day					
Automobile Care Center	0.322601	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9531	37.9531	7.3000e-004	7.0000e-004	38.1786
<b>Total</b>		<b>3.4800e-003</b>	<b>0.0316</b>	<b>0.0266</b>	<b>1.9000e-004</b>		<b>2.4000e-003</b>	<b>2.4000e-003</b>		<b>2.4000e-003</b>	<b>2.4000e-003</b>		<b>37.9531</b>	<b>37.9531</b>	<b>7.3000e-004</b>	<b>7.0000e-004</b>	<b>38.1786</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

Use only Natural Gas Hearths

	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	lb/day										lb/day					
Mitigated	0.1367	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4200e-003	1.4200e-003	0.0000		1.5200e-003
Unmitigated	0.1367	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4200e-003	1.4200e-003	0.0000		1.5200e-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	lb/day										lb/day					
Architectural Coating	8.2300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1284					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4200e-003	1.4200e-003	0.0000		1.5200e-003
<b>Total</b>	<b>0.1367</b>	<b>1.0000e-005</b>	<b>6.8000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>1.4200e-003</b>	<b>1.4200e-003</b>	<b>0.0000</b>		<b>1.5200e-003</b>

5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

**6.2 Area by SubCategory**

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	lb/day										lb/day					
Architectural Coating	8.2300e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1284					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4200e-003	1.4200e-003	0.0000		1.5200e-003
<b>Total</b>	<b>0.1367</b>	<b>1.0000e-005</b>	<b>6.8000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>1.4200e-003</b>	<b>1.4200e-003</b>	<b>0.0000</b>		<b>1.5200e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**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**

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Fire Pumps and Emergency Generators

5570 Melrose Avenue-Existing - Los Angeles-South Coast County, Winter

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**

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5570 Melrose Avenue - Los Angeles-South Coast County, Winter

**5570 Melrose Avenue**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	69.00	Space	0.11	27,600.00	0
Apartments Mid Rise	52.00	Dwelling Unit	0.23	37,578.00	149
Regional Shopping Center	5.50	1000sqft	0.09	5,500.00	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>	2020
<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**



5570 Melrose Avenue - Los Angeles-South Coast County, Winter

Project Characteristics - Operational year is 2020

Land Use - Project site is 0.43 acre.

Construction Phase - Construction schedule per applicant

Off-road Equipment - Construction equipment required

Demolition -

Grading -

Architectural Coating - Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Area Coating - Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	22.00
tblConstructionPhase	NumDays	100.00	352.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	PhaseEndDate	2/5/2020	12/31/2019
tblConstructionPhase	PhaseEndDate	1/6/2020	12/31/2019

## 5570 Melrose Avenue - Los Angeles-South Coast County, Winter

tblConstructionPhase	PhaseEndDate	7/31/2018	7/25/2018
tblConstructionPhase	PhaseEndDate	8/30/2018	8/26/2018
tblConstructionPhase	PhaseStartDate	1/7/2020	11/30/2019
tblConstructionPhase	PhaseStartDate	8/31/2018	8/27/2018
tblConstructionPhase	PhaseStartDate	7/1/2018	6/26/2018
tblConstructionPhase	PhaseStartDate	8/1/2018	7/26/2018
tblGrading	MaterialExported	0.00	6,935.00
tblLandUse	BuildingSpaceSquareFeet	52,000.00	37,578.00
tblLandUse	LandUseSquareFeet	52,000.00	37,578.00
tblLandUse	LotAcreage	0.62	0.11
tblLandUse	LotAcreage	1.37	0.23
tblLandUse	LotAcreage	0.13	0.09
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblProjectCharacteristics	OperationalYear	2018	2020

## 2.0 Emissions Summary

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5570 Melrose Avenue - Los Angeles-South Coast County, Winter

**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	lb/day										lb/day					
Area	14.6928	1.1288	30.7567	0.0677		3.9959	3.9959		3.9959	3.9959	487.0798	943.7410	1,430.8208	1.4601	0.0331	1,477.1761
Energy	0.0174	0.1490	0.0644	9.5000e-004		0.0120	0.0120		0.0120	0.0120		189.9727	189.9727	3.6400e-003	3.4800e-003	191.1016
Mobile	1.1753	5.6462	14.7877	0.0470	3.7768	0.0497	3.8265	1.0108	0.0466	1.0574		4,775.4287	4,775.4287	0.2763		4,782.3352
<b>Total</b>	<b>15.8855</b>	<b>6.9240</b>	<b>45.6088</b>	<b>0.1156</b>	<b>3.7768</b>	<b>4.0576</b>	<b>7.8344</b>	<b>1.0108</b>	<b>4.0545</b>	<b>5.0654</b>	<b>487.0798</b>	<b>5,909.1424</b>	<b>6,396.2222</b>	<b>1.7400</b>	<b>0.0365</b>	<b>6,450.6129</b>

**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	lb/day										lb/day					
Area	1.1578	0.8262	4.6423	5.1800e-003		0.0865	0.0865		0.0865	0.0865	0.0000	998.7999	998.7999	0.0266	0.0182	1,004.8786
Energy	0.0174	0.1490	0.0644	9.5000e-004		0.0120	0.0120		0.0120	0.0120		189.9727	189.9727	3.6400e-003	3.4800e-003	191.1016
Mobile	1.1753	5.6462	14.7877	0.0470	3.7768	0.0497	3.8265	1.0108	0.0466	1.0574		4,775.4287	4,775.4287	0.2763		4,782.3352
<b>Total</b>	<b>2.3505</b>	<b>6.6214</b>	<b>19.4944</b>	<b>0.0531</b>	<b>3.7768</b>	<b>0.1482</b>	<b>3.9250</b>	<b>1.0108</b>	<b>0.1451</b>	<b>1.1559</b>	<b>0.0000</b>	<b>5,964.2013</b>	<b>5,964.2013</b>	<b>0.3065</b>	<b>0.0217</b>	<b>5,978.3154</b>

## 5570 Melrose Avenue - Los Angeles-South Coast County, Winter

	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	85.20	4.37	57.26	54.07	0.00	96.35	49.90	0.00	96.42	77.18	100.00	-0.93	6.75	82.39	40.75	7.32

### 3.0 Construction Detail

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#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/26/2018	7/25/2018	5	22	
2	Grading	Grading	7/26/2018	8/26/2018	5	22	
3	Building Construction	Building Construction	8/27/2018	12/31/2019	5	352	
4	Architectural Coating	Architectural Coating	11/30/2019	12/31/2019	5	22	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.11

Residential Indoor: 76,095; Residential Outdoor: 25,365; Non-Residential Indoor: 8,250; Non-Residential Outdoor: 2,750; Striped Parking Area: 1,656 (Architectural Coating – sqft)

#### OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	6.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	6.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	29.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	867.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	51.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

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**3.2 Demolition - 2018**

**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	lb/day										lb/day					
Fugitive Dust					0.2901	0.0000	0.2901	0.0439	0.0000	0.0439			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>	<b>0.2901</b>	<b>0.6228</b>	<b>0.9129</b>	<b>0.0439</b>	<b>0.5943</b>	<b>0.6382</b>		<b>1,169.3502</b>	<b>1,169.3502</b>	<b>0.2254</b>		<b>1,174.9857</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	lb/day										lb/day					
Hauling	0.0134	0.4317	0.0943	1.0500e-003	0.0231	1.6500e-003	0.0247	6.3200e-003	1.5800e-003	7.9000e-003		113.4906	113.4906	8.2600e-003		113.6970
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
<b>Total</b>	<b>0.0746</b>	<b>0.4779</b>	<b>0.5915</b>	<b>2.2400e-003</b>	<b>0.1348</b>	<b>2.6500e-003</b>	<b>0.1375</b>	<b>0.0360</b>	<b>2.5000e-003</b>	<b>0.0385</b>		<b>231.5482</b>	<b>231.5482</b>	<b>0.0127</b>		<b>231.8657</b>

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**3.2 Demolition - 2018**

**Mitigated 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	lb/day										lb/day					
Fugitive Dust					0.1306	0.0000	0.1306	0.0198	0.0000	0.0198			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.350 2	1,169.350 2	0.2254		1,174.985 7
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>	<b>0.1306</b>	<b>0.6228</b>	<b>0.7533</b>	<b>0.0198</b>	<b>0.5943</b>	<b>0.6141</b>	<b>0.0000</b>	<b>1,169.350 2</b>	<b>1,169.350 2</b>	<b>0.2254</b>		<b>1,174.985 7</b>

**Mitigated 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	lb/day										lb/day					
Hauling	0.0134	0.4317	0.0943	1.0500e-003	0.0231	1.6500e-003	0.0247	6.3200e-003	1.5800e-003	7.9000e-003		113.4906	113.4906	8.2600e-003		113.6970
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
<b>Total</b>	<b>0.0746</b>	<b>0.4779</b>	<b>0.5915</b>	<b>2.2400e-003</b>	<b>0.1348</b>	<b>2.6500e-003</b>	<b>0.1375</b>	<b>0.0360</b>	<b>2.5000e-003</b>	<b>0.0385</b>		<b>231.5482</b>	<b>231.5482</b>	<b>0.0127</b>		<b>231.8657</b>



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### 3.3 Grading - 2018

#### 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	lb/day										lb/day					
Fugitive Dust					0.7884	0.0000	0.7884	0.4192	0.0000	0.4192			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.350 2	1,169.350 2	0.2254		1,174.985 7
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>	<b>0.7884</b>	<b>0.6228</b>	<b>1.4112</b>	<b>0.4192</b>	<b>0.5943</b>	<b>1.0135</b>		<b>1,169.350 2</b>	<b>1,169.350 2</b>	<b>0.2254</b>		<b>1,174.985 7</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	lb/day										lb/day					
Hauling	0.4011	12.9060	2.8182	0.0314	0.6890	0.0494	0.7384	0.1889	0.0472	0.2361		3,392.977 6	3,392.977 6	0.2468		3,399.148 1
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
<b>Total</b>	<b>0.4622</b>	<b>12.9522</b>	<b>3.3155</b>	<b>0.0326</b>	<b>0.8008</b>	<b>0.0504</b>	<b>0.8511</b>	<b>0.2185</b>	<b>0.0482</b>	<b>0.2667</b>		<b>3,511.035 2</b>	<b>3,511.035 2</b>	<b>0.2513</b>		<b>3,517.316 8</b>

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### 3.3 Grading - 2018

#### Mitigated 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	lb/day										lb/day					
Fugitive Dust					0.3548	0.0000	0.3548	0.1886	0.0000	0.1886			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.350 2	1,169.350 2	0.2254		1,174.985 7
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>	<b>0.3548</b>	<b>0.6228</b>	<b>0.9775</b>	<b>0.1886</b>	<b>0.5943</b>	<b>0.7829</b>	<b>0.0000</b>	<b>1,169.350 2</b>	<b>1,169.350 2</b>	<b>0.2254</b>		<b>1,174.985 7</b>

#### Mitigated 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	lb/day										lb/day					
Hauling	0.4011	12.9060	2.8182	0.0314	0.6890	0.0494	0.7384	0.1889	0.0472	0.2361		3,392.977 6	3,392.977 6	0.2468		3,399.148 1
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
<b>Total</b>	<b>0.4622</b>	<b>12.9522</b>	<b>3.3155</b>	<b>0.0326</b>	<b>0.8008</b>	<b>0.0504</b>	<b>0.8511</b>	<b>0.2185</b>	<b>0.0482</b>	<b>0.2667</b>		<b>3,511.035 2</b>	<b>3,511.035 2</b>	<b>0.2513</b>		<b>3,517.316 8</b>

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### 3.4 Building Construction - 2018

#### 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	lb/day										lb/day					
Off-Road	2.0581	14.0904	11.4993	0.0178		0.8801	0.8801		0.8459	0.8459		1,652.5164	1,652.5164	0.3469		1,661.1890
<b>Total</b>	<b>2.0581</b>	<b>14.0904</b>	<b>11.4993</b>	<b>0.0178</b>		<b>0.8801</b>	<b>0.8801</b>		<b>0.8459</b>	<b>0.8459</b>		<b>1,652.5164</b>	<b>1,652.5164</b>	<b>0.3469</b>		<b>1,661.1890</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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0527	1.3512	0.4052	2.8300e-003	0.0704	9.6500e-003	0.0801	0.0203	9.2300e-003	0.0295		301.5648	301.5648	0.0218		302.1088
Worker	0.3119	0.2355	2.5361	6.0500e-003	0.5701	5.0800e-003	0.5751	0.1512	4.6900e-003	0.1559		602.0937	602.0937	0.0227		602.6602
<b>Total</b>	<b>0.3646</b>	<b>1.5867</b>	<b>2.9413</b>	<b>8.8800e-003</b>	<b>0.6405</b>	<b>0.0147</b>	<b>0.6552</b>	<b>0.1715</b>	<b>0.0139</b>	<b>0.1854</b>		<b>903.6586</b>	<b>903.6586</b>	<b>0.0444</b>		<b>904.7690</b>

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### 3.4 Building Construction - 2018

#### Mitigated 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	lb/day										lb/day					
Off-Road	2.0581	14.0904	11.4993	0.0178		0.8801	0.8801		0.8459	0.8459	0.0000	1,652.5164	1,652.5164	0.3469		1,661.1890
<b>Total</b>	<b>2.0581</b>	<b>14.0904</b>	<b>11.4993</b>	<b>0.0178</b>		<b>0.8801</b>	<b>0.8801</b>		<b>0.8459</b>	<b>0.8459</b>	<b>0.0000</b>	<b>1,652.5164</b>	<b>1,652.5164</b>	<b>0.3469</b>		<b>1,661.1890</b>

#### Mitigated 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0527	1.3512	0.4052	2.8300e-003	0.0704	9.6500e-003	0.0801	0.0203	9.2300e-003	0.0295		301.5648	301.5648	0.0218		302.1088
Worker	0.3119	0.2355	2.5361	6.0500e-003	0.5701	5.0800e-003	0.5751	0.1512	4.6900e-003	0.1559		602.0937	602.0937	0.0227		602.6602
<b>Total</b>	<b>0.3646</b>	<b>1.5867</b>	<b>2.9413</b>	<b>8.8800e-003</b>	<b>0.6405</b>	<b>0.0147</b>	<b>0.6552</b>	<b>0.1715</b>	<b>0.0139</b>	<b>0.1854</b>		<b>903.6586</b>	<b>903.6586</b>	<b>0.0444</b>		<b>904.7690</b>

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### 3.4 Building Construction - 2019

#### 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	lb/day										lb/day					
Off-Road	1.8044	12.9001	11.2033	0.0178		0.7600	0.7600		0.7307	0.7307		1,640.7383	1,640.7383	0.3312		1,649.0185
<b>Total</b>	<b>1.8044</b>	<b>12.9001</b>	<b>11.2033</b>	<b>0.0178</b>		<b>0.7600</b>	<b>0.7600</b>		<b>0.7307</b>	<b>0.7307</b>		<b>1,640.7383</b>	<b>1,640.7383</b>	<b>0.3312</b>		<b>1,649.0185</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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0477	1.2747	0.3723	2.8000e-003	0.0704	8.2500e-003	0.0787	0.0203	7.8900e-003	0.0282		298.4048	298.4048	0.0210		298.9289
Worker	0.2824	0.2074	2.2566	5.8500e-003	0.5701	4.9200e-003	0.5750	0.1512	4.5300e-003	0.1557		582.4867	582.4867	0.0200		582.9877
<b>Total</b>	<b>0.3301</b>	<b>1.4821</b>	<b>2.6290</b>	<b>8.6500e-003</b>	<b>0.6405</b>	<b>0.0132</b>	<b>0.6537</b>	<b>0.1715</b>	<b>0.0124</b>	<b>0.1839</b>		<b>880.8915</b>	<b>880.8915</b>	<b>0.0410</b>		<b>881.9166</b>

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### 3.4 Building Construction - 2019

#### Mitigated 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	lb/day										lb/day					
Off-Road	1.8044	12.9001	11.2033	0.0178		0.7600	0.7600		0.7307	0.7307	0.0000	1,640.7383	1,640.7383	0.3312		1,649.0185
<b>Total</b>	<b>1.8044</b>	<b>12.9001</b>	<b>11.2033</b>	<b>0.0178</b>		<b>0.7600</b>	<b>0.7600</b>		<b>0.7307</b>	<b>0.7307</b>	<b>0.0000</b>	<b>1,640.7383</b>	<b>1,640.7383</b>	<b>0.3312</b>		<b>1,649.0185</b>

#### Mitigated 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0477	1.2747	0.3723	2.8000e-003	0.0704	8.2500e-003	0.0787	0.0203	7.8900e-003	0.0282		298.4048	298.4048	0.0210		298.9289
Worker	0.2824	0.2074	2.2566	5.8500e-003	0.5701	4.9200e-003	0.5750	0.1512	4.5300e-003	0.1557		582.4867	582.4867	0.0200		582.9877
<b>Total</b>	<b>0.3301</b>	<b>1.4821</b>	<b>2.6290</b>	<b>8.6500e-003</b>	<b>0.6405</b>	<b>0.0132</b>	<b>0.6537</b>	<b>0.1715</b>	<b>0.0124</b>	<b>0.1839</b>		<b>880.8915</b>	<b>880.8915</b>	<b>0.0410</b>		<b>881.9166</b>

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**3.5 Architectural Coating - 2019**

**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	lb/day										lb/day					
Archit. Coating	12.0211					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
<b>Total</b>	<b>12.2875</b>	<b>1.8354</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>282.0423</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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
<b>Total</b>	<b>0.0554</b>	<b>0.0407</b>	<b>0.4425</b>	<b>1.1500e-003</b>	<b>0.1118</b>	<b>9.6000e-004</b>	<b>0.1127</b>	<b>0.0296</b>	<b>8.9000e-004</b>	<b>0.0305</b>		<b>114.2131</b>	<b>114.2131</b>	<b>3.9300e-003</b>		<b>114.3113</b>

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### 3.5 Architectural Coating - 2019

#### Mitigated 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	lb/day										lb/day					
Archit. Coating	12.0211					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
<b>Total</b>	<b>12.2875</b>	<b>1.8354</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>282.0423</b>

#### Mitigated 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
<b>Total</b>	<b>0.0554</b>	<b>0.0407</b>	<b>0.4425</b>	<b>1.1500e-003</b>	<b>0.1118</b>	<b>9.6000e-004</b>	<b>0.1127</b>	<b>0.0296</b>	<b>8.9000e-004</b>	<b>0.0305</b>		<b>114.2131</b>	<b>114.2131</b>	<b>3.9300e-003</b>		<b>114.3113</b>

### 4.0 Operational Detail - Mobile



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### 4.1 Mitigation Measures Mobile

	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	lb/day										lb/day					
Mitigated	1.1753	5.6462	14.7877	0.0470	3.7768	0.0497	3.8265	1.0108	0.0466	1.0574		4,775.4287	4,775.4287	0.2763		4,782.3352
Unmitigated	1.1753	5.6462	14.7877	0.0470	3.7768	0.0497	3.8265	1.0108	0.0466	1.0574		4,775.4287	4,775.4287	0.2763		4,782.3352

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	345.80	332.28	304.72	1,154,997	1,154,997
Enclosed Parking with Elevator	0.00	0.00	0.00		
Regional Shopping Center	234.85	274.84	138.82	490,627	490,627
<b>Total</b>	<b>580.65</b>	<b>607.12</b>	<b>443.54</b>	<b>1,645,625</b>	<b>1,645,625</b>

### 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-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid 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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

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**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Apartments Mid Rise	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Regional Shopping Center	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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	lb/day										lb/day					
NaturalGas Mitigated	0.0174	0.1490	0.0644	9.5000e-004		0.0120	0.0120		0.0120	0.0120		189.9727	189.9727	3.6400e-003	3.4800e-003	191.1016
NaturalGas Unmitigated	0.0174	0.1490	0.0644	9.5000e-004		0.0120	0.0120		0.0120	0.0120		189.9727	189.9727	3.6400e-003	3.4800e-003	191.1016

5570 Melrose Avenue - Los Angeles-South Coast County, Winter

**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	lb/day										lb/day					
Apartments Mid Rise	1589.9	0.0172	0.1465	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.0477	187.0477	3.5900e-003	3.4300e-003	188.1592
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	24.863	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9251	2.9251	6.0000e-005	5.0000e-005	2.9424
<b>Total</b>		<b>0.0174</b>	<b>0.1490</b>	<b>0.0644</b>	<b>9.5000e-004</b>		<b>0.0120</b>	<b>0.0120</b>		<b>0.0120</b>	<b>0.0120</b>		<b>189.9727</b>	<b>189.9727</b>	<b>3.6500e-003</b>	<b>3.4800e-003</b>	<b>191.1016</b>

**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	lb/day										lb/day					
Apartments Mid Rise	1.5899	0.0172	0.1465	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.0477	187.0477	3.5900e-003	3.4300e-003	188.1592
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.024863	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9251	2.9251	6.0000e-005	5.0000e-005	2.9424
<b>Total</b>		<b>0.0174</b>	<b>0.1490</b>	<b>0.0644</b>	<b>9.5000e-004</b>		<b>0.0120</b>	<b>0.0120</b>		<b>0.0120</b>	<b>0.0120</b>		<b>189.9727</b>	<b>189.9727</b>	<b>3.6500e-003</b>	<b>3.4800e-003</b>	<b>191.1016</b>

**6.0 Area Detail**

5570 Melrose Avenue - Los Angeles-South Coast County, Winter

### 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	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	lb/day										lb/day					
Mitigated	1.1578	0.8262	4.6423	5.1800e-003		0.0865	0.0865		0.0865	0.0865	0.0000	998.7999	998.7999	0.0266	0.0182	1,004.8786
Unmitigated	14.6928	1.1288	30.7567	0.0677		3.9959	3.9959		3.9959	3.9959	487.0798	943.7410	1,430.8208	1.4601	0.0331	1,477.1761

5570 Melrose Avenue - Los Angeles-South Coast County, Winter

**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	lb/day										lb/day					
Architectural Coating	0.0725					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8627					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	13.6259	1.0789	26.4447	0.0675		3.9722	3.9722		3.9722	3.9722	487.0798	936.0000	1,423.0798	1.4526	0.0331	1,469.2456
Landscaping	0.1318	0.0499	4.3120	2.3000e-004		0.0237	0.0237		0.0237	0.0237		7.7410	7.7410	7.5800e-003		7.9304
<b>Total</b>	<b>14.6928</b>	<b>1.1288</b>	<b>30.7567</b>	<b>0.0677</b>		<b>3.9959</b>	<b>3.9959</b>		<b>3.9959</b>	<b>3.9959</b>	<b>487.0798</b>	<b>943.7410</b>	<b>1,430.8208</b>	<b>1.4602</b>	<b>0.0331</b>	<b>1,477.1761</b>

5570 Melrose Avenue - Los Angeles-South Coast County, Winter

### 6.2 Area by SubCategory

#### 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	lb/day										lb/day					
Architectural Coating	0.0725					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8627					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0909	0.7763	0.3304	4.9600e-003		0.0628	0.0628		0.0628	0.0628	0.0000	991.0588	991.0588	0.0190	0.0182	996.9482
Landscaping	0.1318	0.0499	4.3120	2.3000e-004		0.0237	0.0237		0.0237	0.0237		7.7410	7.7410	7.5800e-003		7.9304
<b>Total</b>	<b>1.1578</b>	<b>0.8262</b>	<b>4.6423</b>	<b>5.1900e-003</b>		<b>0.0865</b>	<b>0.0865</b>		<b>0.0865</b>	<b>0.0865</b>	<b>0.0000</b>	<b>998.7999</b>	<b>998.7999</b>	<b>0.0266</b>	<b>0.0182</b>	<b>1,004.8786</b>

### 7.0 Water Detail

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#### 7.1 Mitigation Measures Water

### 8.0 Waste Detail

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#### 8.1 Mitigation Measures Waste

### 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

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5570 Melrose Avenue - Los Angeles-South Coast County, Winter

**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
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## **Brett Pomeroy, President/Owner**

Mr. Brett Pomeroy has more than 13 years of professional experience in the environmental planning field with an emphasis in environmental compliance pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Mr. Pomeroy possesses a strong technical background and has provided quantitative analytical modeling support for air quality, greenhouse gases, health risk assessments, noise and vibration, and shade/shadow impact analyses for several complex and multi-faceted projects using industry-accepted modeling software. Specifically, Mr. Pomeroy has experience with AERMOD and ISC air dispersion modeling systems, CalEEMod, URBEMIS, CALINE4-based model, noise modeling based on the Federal Highway Administration's Traffic Noise Model (TNM), and the Amethyst Shadow Calculator. In addition to providing technical support, Mr. Pomeroy conducts environmental analyses for a wide array of environmental issues, conducting land use surveys, ambient noise monitoring, site photography, general environmental research and document management. Mr. Pomeroy's experience includes preparing and managing environmental documentation for both private and public sector clients. He has provided environmental analyses to support several types of environmental documents including: Categorical Exemptions, Initial Studies, Negative Declarations, Mitigated Negative Declarations, Mitigation Monitoring Programs, Environmental Impact Reports and Addendums.

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### **Project Experience (see SOQ for more details)**

- ❖ Brickyard Commerce Center (City of Compton)
- ❖ Los Angeles Memorial Coliseum Redevelopment Project (EIR)
- ❖ Los Angeles Sports Arena Redevelopment Project (EIR)
- ❖ Millennium Hollywood Mixed-Use Development EIR
- ❖ Casden Sepulveda Project EIR (Los Angeles)
- ❖ Santa Monica-Malibu Unified School District (SMMUSD) Edison Language Academy IS/MND
- ❖ 8<sup>th</sup> & Grand/Hope Mixed-Use Development Project (EIR – Los Angeles)
- ❖ City of Hope Arnold & Mabel Beckman Center for Cancer Immunotherapeutic and Tumor Immunology ("CITI") Building MND
- ❖ Sunset and Gordon Mixed-Use Project (EIR)
- ❖ Santa Monica College (Malibu Campus EIR)
- ❖ The City Market of Los Angeles Project EIR
- ❖ Ponte Vista Project EIR (Los Angeles)
- ❖ Olympic & Hill Mixed-Use Project MND
- ❖ Tilden Terrace Project GHG Inventory (City of Culver City)
- ❖ Abraxis Bioscience GHG Inventory (City of Culver City)
- ❖ Oak Village Residences EIR (City of Los Angeles)
- ❖ City of Inglewood Intergenerational Senior Center (IS/EA)
- ❖ Los Angeles Trade-Technical College 30- Year Master Plan (EIR)
- ❖ Hollywood Park Redevelopment Plan (EIR)
- ❖ 400 Duley Road Office Park Project (City of El Segundo)

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### **Educational Background and Professional Affiliations**

- ❖ B.S. in Natural Science - Loyola Marymount University
- ❖ Association of Environmental Planners (AEP)
- ❖ Participates in periodically held CEQA and NEPA workshops and conferences
- ❖ Completed 2-Day AERMOD Dispersion Modeling Training Seminar held by Lakes Environmental

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### **Professional Experience**

- ❖ 2010-2013, Project Manager, Parker Environmental Consultants
- ❖ 2004-2010, Project Manager, Christopher A. Joseph & Associates

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**Attachment D**  
**Noise Impact Study**  
**by Acoustical Engineering Services,**  
**Inc.**

Noise Impact Study

**5570 MELROSE AND 647 N. BEACHWOOD MIXED-USE**

*Prepared for:*  
Crescent Capital Partners

July 2017

*Report Ref:*  
R2017127.1

*Prepared by:*  
Acoustical Engineering Services, Inc.  
22801 Crespi Street  
Woodland Hills, CA 91364

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- Appendix A – Ambient Noise Data
- Appendix B – Construction Noise Calculations
- Appendix C – Operation Noise Calculations

## EXECUTIVE SUMMARY

This Noise Impact Study (Study) analyzes potential short-term and long-term noise impacts associated with the proposed mixed-used development at 5570 Melrose Avenue and 647 Beachwood (Project), located in the City of Los Angeles (City), California. The proposed Project includes a development of 52-unit residential apartments and 5,500 square feet of retail space at the southwest corner of Melrose Avenue and Beachwood Drive, in Los Angeles, California, as shown in Figure 1 (on page 7). This Study has been prepared in support of the Project's application with the City of Los Angeles and environmental clearance pursuant to the requirements of the California Environmental Quality Act (CEQA).

### Findings

In order to analyze the potential noise impacts of the Project construction and operations, the existing ambient noise environment at the sensitive noise receptors in the vicinity of the Project Site was measured and tabulated in this report. The measured ambient sound data were utilized as baseline noise levels and in conjunction with the applicable standards and guidelines to define the project noise impact thresholds.

The key findings of the noise analysis are as follows:

#### *Construction Noise Impacts*

- The estimated noise level from the Project on-site temporary construction activities would temporarily increase ambient noise levels in the immediate vicinity of the Project Site and exceed the Project significance threshold by up to 17.9 dBA ( $L_{eq}$ ) at residence adjacent to the Project Site to the south (receptor R2) and up to 5.2 dBA ( $L_{eq}$ ) at the residence across the Project Site to the southeast (receptor R3).
- A Construction Noise Control Plan is recommended to reduce the Project's on-site construction noise impacts at the off-site noise sensitive receptors, to reduce the construction-related noise to meet the Project significance threshold. With implementation of the recommended noise control measures (NCM-1 through NCM-5), the construction-related noise at receptors R2 and R3 would be reduced by minimum 18 and 6 dBA, respectively, which would reduce the construction-related noise levels at receptors R2 and R3 to below the Project significance threshold (5 dBA above the ambient). Therefore, the temporary noise impacts associated with the Project construction activities would be reduced to less than significant.
- Noise generated by construction trucks along the anticipated haul routes, Melrose Avenue and Gower Street, between the Project Site and the Hollywood Freeway (US-101), are estimated to be up to 61.2 dBA (hourly  $L_{eq}$ ) during the site grading/excavation phase (peak period with construction trucks). The estimated noise levels from the

construction trucks would be below the existing ambient noise levels along the anticipated haul routes. Therefore, noise impacts associated with off-site construction traffic would be less than significant.

#### *Operation Noise Impacts*

- On-site stationary noise sources including, but not limited to: building mechanical equipment, parking facility, trash compactor, and outdoor uses (occupancy noise), were evaluated against the City's exterior noise standard. The estimated noise levels from on-site stationary noise sources would be below the Project significance thresholds at all off-site noise sensitive uses. Therefore, noise impacts associated with the Project on-site stationary sources would be less than significant.
- Off-site roadway traffic noise impacts were also analyzed based on traffic volumes provided in the Project's Transportation Study.<sup>1</sup> The Project would result in a maximum noise increase of 0.1 dB A along Vine Street (north of Melrose Avenue), which considered a negligible increase. In addition, the cumulative traffic volumes would result in a maximum increase of 0.6 dBA CNEL along Van Ness Avenue. Typically, a minimum 3 dBA change in the outdoor noise environment (increase and/or decrease) is considered as a threshold of human perception. The estimated noise increases from the off-site traffic would be below the more stringent 3 dBA significance threshold under both Project and Cumulative level. Therefore, off-site traffic noise impacts associated with the Project would be less than significant.
- A composite noise analysis was performed to evaluate the noise impacts from all Project-related noise sources, including on-site and off-site sources. The Project would result in a maximum increase of 0.1 dBA CNEL at receptor R1 to 1.5 dBA CNEL at receptor R2. The increases in noise levels at all off-site receptors due to the Project would be below the more stringent 3 dBA CNEL significance thresholds. Therefore, the composite noise level impacts due to Project operation would be less than significant.

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<sup>1</sup> *Overland Traffic Consultants, Inc., "Technical Traffic Evaluation for the Proposed Mixed-Use Project at 5570 Melrose Avenue – 647 Beachwood Drive", December 2016.*

# 1 INTRODUCTION

This Noise Impact Study (Study) has been prepared to evaluate potential noise impacts associated with the proposed mixed-use project located at 5570 Melrose Avenue and 647 Beachwood Drive (Project) in the City of Los Angeles (City), California.

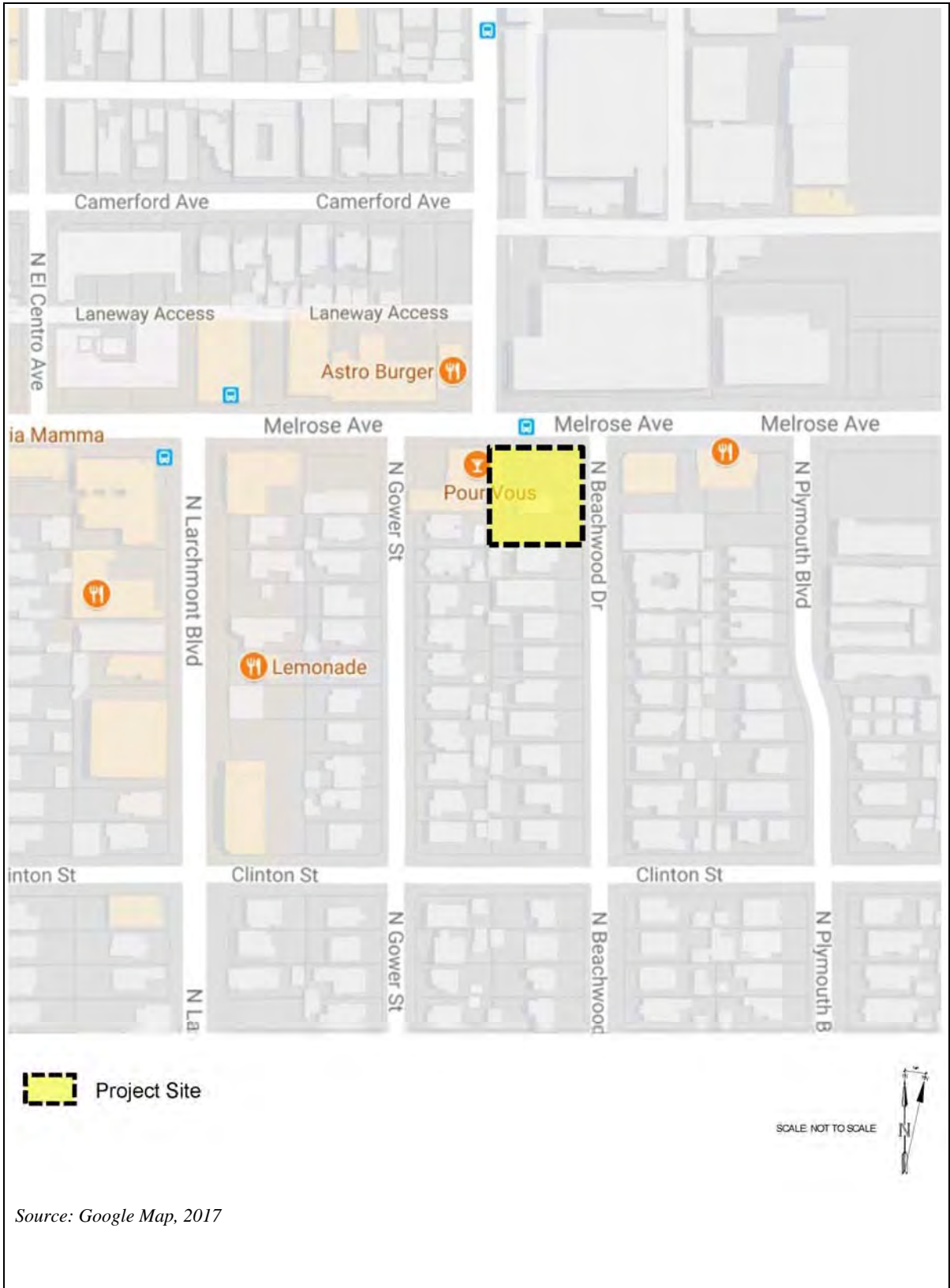
## 1.1 Project Description

The proposed Project includes a development of 52-unit residential apartments and 5,500 square feet of retail space at the southwest corner of Melrose Avenue and Beachwood Drive, in Los Angeles, California, as shown in Figure 1 (on page 7). The proposed Project would replace the existing on-site vehicle repair service building and construct a new five-story mixed-use building with one subterranean parking level.

## 1.2 Purpose

The objectives of this noise study are to:

- a) Evaluate the Project construction-related noise impacts on noise sensitive uses in the vicinity of the Project Site;
- b) Determine potential Project operation-related on-site stationary sources (i.e., mechanical equipment, parking operation, trash compactor, and outdoor uses) and off-site mobile sources (auto traffic) noise impacts on existing off-site noise sensitive uses;
- c) Evaluate noise control measures to avoid or reduce the potential noise impacts to less than significant levels.



**Figure 1. Project Site Map**



## 2 ENVIRONMENTAL SETTING

### 2.1 Fundamentals of Sound and Environmental Noise

Noise is commonly defined as sound that is undesirable because it interferes with speech communication, and hearing, causes sleep disturbance, or is otherwise annoying (unwanted sound). The decibel (dB) is a conventional unit for measuring the amplitude of sound because it accounts for the large variations in sound pressure amplitude and reflects the way people perceive changes in sound amplitude.<sup>2</sup> The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human frequency-dependent response, the A-weighted filtering system is used to adjust measured sound levels (dBA). The term “A-weighted” refers to filtering the noise signal in a manner that corresponds to the way the human ear perceives sound. Examples of various sound levels in different environments are provided in Table 1 (on page 9).

Generally, people judge the relative magnitude of sound sensation by subjective terms such as “loudness” or “noisiness.” To the normal hearing a change in sound level of 3 dB is considered “just perceptible,” a change in sound level of 5 dB is considered “clearly noticeable,” and a change (i.e., increase) of 10 dB is generally recognized as “twice as loud.”<sup>3</sup>

#### 2.1.1 Outdoor Sound Propagation

In an outdoor environment, sound levels attenuate (reduce) through the air as a function of distance. Such attenuation is commonly referred to as “distance loss” or “geometric spreading,” and is based on the noise source configuration (e.g., point source, or line source). For a point source, such as a piece of mechanical/electrical/construction equipment (e.g., air conditioner, electrical transformer, or bull dozer) the rate of sound attenuation is about 6 dB per doubling of distance from the noise source. For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of five feet would attenuate to 54 dBA at a distance of 10 feet. For a line source, such as a constant flow of traffic on a roadway, the rate of sound attenuation is about 3 dB per doubling of distance.<sup>4</sup>

In addition, structures (e.g., buildings and solid walls) and natural topography (e.g., hills) that obstruct the line-of-sight between a noise source and a receptor further reduce the noise level if the receptor is located within the “shadow” of the obstruction, such as behind a sound wall. This type of sound attenuation is known as “barrier insertion loss.” If a receptor is located behind the wall but still has a view of the source (i.e., line-of-sight is not fully blocked), some barrier insertion loss would still occur, however to a lesser extent. Additionally, a receptor located on the same side of the wall as a noise source may actually experience an increase in

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<sup>2</sup> All sound levels measured in decibel (dB) in this study are relative to  $2 \times 10^{-5}$  N/m<sup>2</sup>.

<sup>3</sup> *Engineering Noise Control*, Bies & Hansen, 1988.

<sup>4</sup> Caltrans, “*Technical Noise Supplement (TeNS)*”, 2013.

the perceived noise level as the wall reflects noise back to the receptor, thereby compounding the noise. Outdoor noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line-of-sight between the noise source and receiver) to an upper range of 20 dBA with a more substantial barrier.<sup>5</sup>

**Table 1. Typical Noise Levels**

Common Outdoor Activities	Noise Levels, dBA	Common Indoor Activities
	<b>110</b>	Rock Band
Jet Fly-over at 1000 feet		
	<b>100</b>	
Gas Lawn Mower at 3 feet		
	<b>90</b>	
Diesel Truck at 50 feet at 50 mph		Food Blender at 3 feet
	<b>80</b>	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
Gas Lawn Mower at 100 feet	<b>70</b>	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	<b>60</b>	
		Large Business Office
Quiet Urban Daytime	<b>50</b>	Dishwasher Next Room
Quiet Urban Nighttime	<b>40</b>	Theater, Large Conference Room
Quiet Suburban Nighttime		(Background)
	<b>30</b>	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall
	<b>20</b>	(Background)
		Broadcast/Recording Studio
	<b>10</b>	
	<b>0</b>	
<i>Source: Caltrans, Technical Noise Supplement (TeNS), Table 2-5, 2013</i>		

### 2.1.2 Environmental Noise Descriptors

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider the total acoustical energy content, as well as the time and duration of occurrence. The most frequently used noise descriptors, including those used by the City, are summarized below.

<sup>5</sup> Caltrans, "Technical Noise Supplement (TeNS)", 2013.

*Equivalent Sound Level ( $L_{eq}$ )*.  $L_{eq}$  is a measurement of the acoustic energy content of noise averaged over a specified time period. Thus, the  $L_{eq}$  of a time-varying sound and that of a steady sound are the same if they deliver the same amount of energy to the receptor's ear during exposure.  $L_{eq}$  for one-hour periods, during the daytime or nighttime hours, and 24 hours are commonly used in environmental noise assessments.  $L_{eq}$  can be measured for any time period, but is typically measured for an increment of no less than 15 minutes for environmental studies. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during day or night.

*Community Noise Equivalent Level (CNEL)*. CNEL is the time average of all A-weighted sound levels for a 24-hour day period with a 10 dBA adjustment (increase) added to the sound levels that occur in the nighttime hours (10:00 p.m. to 7:00 a.m.) and a 5 dBA adjustment (increase) added to the sound levels that occur in the evening hours (7:00 p.m. to 10:00 p.m.). These penalties attempt to account for increased human sensitivity to noise during the quieter nighttime periods, when the ambient background noise is less and where sleep is the most probable activity. In comparison, the 24-hour CNEL is approximately equal to the  $L_{eq}$  plus 7 dBA, for noise sources that is constant throughout the day, such as, mechanical equipment operating on a 24-hour basis. CNEL has been adopted by the State of California to define the community noise environment for development of the community noise element of a General Plan and is also used by the City of Los Angeles for land use planning.<sup>6</sup>

## **2.2 Applicable Noise Regulations**

The City of Los Angeles has adopted a number of regulations and policies, which are based in part on federal and state regulations and are intended to control, minimize, or mitigate environmental noise effects. The Noise Element of the City of Los Angeles General Plan (General Plan) establishes CNEL guidelines for land use compatibility and includes a number of goals, objectives, and policies for land use planning purposes. The City also has regulations to control unnecessary, excessive, and annoying noise, as set forth in the Los Angeles Municipal Code (LAMC) Chapter XI, Noise Regulation. In addition, the *L.A. CEQA Thresholds Guide* provides thresholds for determining noise impacts of a project. These regulations are described further below.

### **2.2.1 City of Los Angeles General Plan Noise Element**

The overall purpose of the Noise Element of the General Plan is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels. The following policies and objectives from the Noise Element of the General Plan are applicable to the Project:<sup>7</sup>

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<sup>6</sup> *State of California, General Plan Guidelines, 2003.*

<sup>7</sup> *Noise Element of the Los Angeles City General Plan, adopted February 3, 1999.*

- Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise-sensitive uses.
- Policy 2.1: Enforce and/or implement applicable City, State, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.
- Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

The City's noise compatibility guidelines are provided in Table 2 (on page 12).

### **2.2.2 City of Los Angeles Noise Regulations (Chapter XI of the LAMC)**

Chapter XI, Noise Regulation, of the LAMC (referred to herein as the Noise Regulations) establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones and provides procedures and criteria for the measurement of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources. In accordance with the Noise Regulations, a noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the Noise Regulations. The 5-dBA increase above ambient is applicable to City-regulated noise sources (e.g., mechanical equipment), and it is applicable any time of the day.<sup>8</sup>

The Noise Regulations state that the baseline ambient noise shall be the actual measured ambient noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes,  $L_{eq}$  (15-minute). The Noise Regulations indicate that in cases where the actual measured ambient conditions are not known, the City's presumed daytime (7:00 A.M. to 10:00 P.M.) and nighttime (10:00 P.M. to 7:00 A.M.) ambient noise levels defined in Section 111.03 of the LAMC should be used. The City's presumed ambient noise levels for specific land use zones, as set forth in LAMC Section 111.03, are provided in Table 3 (on page 12).

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<sup>8</sup> *Los Angeles Municipal Code, Chapter XI, Section 112.02.*

**Table 2. City of Los Angeles Guidelines for Noise Compatible Land Use**

Land Use	Day-Night Average Exterior Sound Level (CNEL dBA)						
	50	55	60	65	70	75	80
Residential Single-Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	U	U
Auditoriums, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playgrounds, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Buildings, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

*A = Normally Acceptable: Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.*  
*C = Conditionally Acceptable: New construction or development only after a detailed analysis of the noise mitigation is made and needed noise insulation features included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*  
*N = Normally Unacceptable: New construction or development generally should be discouraged. A detailed analysis of the noise reduction requirements must be made and noise insulation features included in the design of a project.*  
*U = Clearly Unacceptable: New construction or development generally should not be undertaken.*  
 Source: City of Los Angeles Noise Element, 1999.

**Table 3. City of Los Angeles Presumed Ambient Noise Levels**

Zone	Daytime (7:00 A.M. to 10:00 P.M.) dBA (L <sub>eq</sub> )	Nighttime (10:00 P.M. to 7:00 A.M.) dBA (L <sub>eq</sub> )
Residential, School, Hospitals, Hotels	50	40
Commercial	60	55
Manufacturing (M1, MR1, and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

Source: LAMC Section 111.03.

The LAMC also provides noise regulations with respect to vehicle-related noise, including Section 114.02, which prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied

residential property to exceed the ambient noise level by more than 5 dBA and Section 114.06, which requires vehicle theft alarm systems shall be silenced within five minutes.

In addition, the Noise Regulations (LAMC Section 112.05) set a maximum noise level from construction equipment (powered equipment or powered hand tools) operating between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, of 75 dBA, measured at a distance of 50 feet from the source, unless compliance with this limitation is technically infeasible.<sup>9</sup> Section 41.40 of the LAMC prohibits construction noise that disturbs persons occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or national holiday, and at any time on Sunday. Construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners.

### 2.3 Existing Ambient Noise Levels

Some land uses are considered more sensitive to intrusive noise than others based on the types of activities typically involved at the receptor location. The *L.A. CEQA Thresholds Guide* states that noise-sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.<sup>10</sup> Based on a review of the land uses in the Project area, a total of five noise receptor locations were selected to represent noise sensitive uses surrounding the Project area. Although studio uses are not defined as noise sensitive receptors by the *L.A. CEQA Thresholds Guide*, potential noise impacts at the Paramount Studio to the north (receptor R1) and the Vox Studio (receptor R4) east of the Project Site were also evaluated for informational purposes only. The locations of the noise-sensitive receptors are described in Table 4 (on page 14) and shown on Figure 2 (on page 15), as R1 through R5.

Ambient noise measurements were taken at the five selected off-site locations on June 26, 2017. The ambient noise monitoring program was conducted using several Quest Technologies Model 2900 Integrating/Logging Sound Level Meters, these sound level meters meet and exceed the minimum industry standard performance requirements for “Type 2” standard instruments as defined in the American National Standard Institute (ANSI) S1.4. Two 15-minute measurements were conducted at each of the off-site receptor locations one during the daytime hours and another during the nighttime hours. The daytime ambient noise levels were measured between 10:00 A.M. and 12:00 P.M., and the nighttime ambient noise levels were measured between 10:00 P.M. and 12:00 A.M. The ambient noise measurements were taken in

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<sup>9</sup> *In accordance with the Noise Regulations, “technically feasible” means that the established noise limitations can be complied with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.*

<sup>10</sup> *City of Los Angeles, L.A. CEQA Thresholds Guide, p. I.1-3.*

accordance with the City's standards, which require ambient noise to be measured over a period of at least 15 minutes.<sup>11</sup>

The results of the ambient sound measurement data are summarized in Table 4. As indicated in Table 4, the existing daytime ambient noise levels at the receptor locations ranged from 55.1 dBA  $L_{eq}$  (at receptor R5) to 71.4 dBA  $L_{eq}$  (at receptor R1) while the measured nighttime ambient noise levels ranged from 53.9 dBA  $L_{eq}$  (at receptor R5) to 69.7 dBA  $L_{eq}$  (at receptor R4). Based on field observation and measured sound data, the current ambient noise environment in the vicinity of the Project Site is controlled primarily by vehicular traffic on local roadways, and commercial uses, and other typical urban noise. The existing ambient noise environment at all measurement locations, currently exceed the City's presumed daytime and nighttime ambient noise standard of 50 dBA ( $L_{eq}$ ) and 40 dBA ( $L_{eq}$ ) for residential use, respectively. Therefore, consistent with LAMC procedures, the measured existing ambient noise levels are used as the baseline conditions for the purposes of determining Project impacts.

**Table 4. Description of Noise Measurement Locations**

Receptor Location	Approximate Distance to Project Site, <sup>a</sup> Feet	Measured Noise Levels, dBA $L_{eq}$		CNEL <sup>b</sup> (24-hour)
		Daytime Hours (7 a.m. to 10 a.m.)	Nighttime Hours (10 p.m. to 7 a.m.)	
R1 – Paramount Studio on the north side of Melrose Avenue, north of the Project Site	80	71.4	67.3	73.1
R2 – Residential use adjacent to the Project Site to the south and southwest.	Adjacent to Project Property Line	60.5	56.2	62.1
R3 – Residential use on the east side of Beachwood Drive, southeast of the Project Site.	65	62.8	60.0	65.4
R4 – Vox Studio at the southeast corner of Melrose Avenue and Beachwood Drive, east of the Project Site	60	70.8	69.7	74.6
R5 – Residential use on Camerford Avenue (west of Gower Street), northwest of the Project Site.	250	55.1	53.9	58.8
<sup>a</sup> Distances are estimated based on Google Earth map and are referenced to the Project nearest boundary.				
<sup>b</sup> Estimated based on short-term (15-minute) noise measurement based on FTA procedures.				
Source: AES, 2017				

<sup>11</sup> LAMC Section 111.01.



**Figure 2. Noise Measurement Locations**



### **2.3.1 Existing Traffic Noise Levels**

In addition to the ambient noise measurements in the vicinity of the Project Site, the existing traffic related noise on local roadways in the surrounding areas near the Project Site and near the off-site parking lots was calculated using the existing traffic volume provided by Overland Traffic Consultants, Inc.<sup>12</sup> Nine (9) roadway segments were selected for the existing noise analysis, based on proximity to noise sensitive uses and the traffic volume from the proposed Project.

Traffic noise levels were calculated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) and traffic volume data from the Project's traffic analysis report. The TNM traffic noise prediction model calculates the hourly  $L_{eq}$  noise levels based on specific information, including the hourly traffic volume, vehicle type mix, vehicle speed, and distance between the noise receptor and the roadway.

Table 5 (on page 17) provides the calculated CNEL for the analyzed local roadway segments based on existing traffic volumes. As shown therein, the existing CNEL due to surface street traffic volumes ranges from 67.6 dBA CNEL along Gower Street (north of Melrose Avenue) to 70.5 dBA CNEL along Melrose Avenue (East of Van Ness Avenue).

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<sup>12</sup> Overland Traffic Consultants, Inc., "Technical Traffic Evaluation for the Proposed Mixed-Use Project at 5570 Melrose Avenue – 647 Beachwood Drive", December 2016.

**Table 5. Existing Roadway Traffic Noise Levels**

<b>Roadway Segment</b>	<b>Adjacent Land Use</b>	<b>Approximate Distance to Roadway Centerline, feet</b>	<b>Calculated Traffic Noise Levels, CNEL (dBA)</b>	<b>Existing Noise Exposure Compatibility Category<sup>b</sup></b>
Vine Street/Rossmore Avenue - North of Melrose Ave.	Residential, Commercial	45	69.8	Conditionally Acceptable
- South of Melrose Ave.	Residential, Religious	45	69.6	Conditionally Acceptable
Gower Street - North of Melrose Ave.	Residential, Studio	30	67.6	Conditionally Acceptable
Van Ness Avenue - North of Melrose Ave.	Residential, Studio	30	67.8	Conditionally Acceptable
- South of Melrose Ave.	Residential, Studio	30	67.6	Conditionally Acceptable
Melrose Avenue - West of Vine St.	Residential, Commercial	40	70.4	Normally Unacceptable
- Between Vine St. and Gower St.	Residential, Commercial	40	70.4	Normally Unacceptable
- Between Gower St. and Van Ness Ave.	Commercial, Studio	40	69.9	Conditionally Acceptable
- East of Van Ness Ave.	Residential, Commercial	40	70.5	Normally Unacceptable

<sup>a</sup> Detailed calculation worksheets, are included in Appendix C.  
<sup>b</sup> Noise compatibility is based on the most stringent land use, per City's land use compatibility as provided in Table 2.  
Source: AES, 2017.

### 3 IMPACT ANALYSIS

#### 3.1 Methodology

##### 3.1.1 *Temporary Construction Noise*

Construction noise impacts due to on-site construction activities associated with the Project were evaluated by calculating the construction-related noise levels at representative sensitive receptor locations and comparing these estimated construction-related noise levels associated with construction of the Project to the existing ambient noise levels (i.e., noise levels without construction noise from the Project). Construction noise associated with the Project was analyzed based on the Project's potential construction equipment inventory, construction durations, and construction schedule. The construction equipment noise levels are based on the published noise data (equipment source levels) by Federal Highway Administration (FHWA) "Roadway Construction Noise Model (FHWA 2006)". The on-site construction noise sources were calculated using the SoundPLAN, a 3-dimensional computer noise prediction model designed to calculate noise propagation in an outdoor environment.<sup>13</sup> This acoustics prediction tool is widely used by acoustical engineers as an acoustic modelling program for environmental noise analysis. The on-site construction-related noise levels were calculated by distributing all construction equipment over the entire construction site. This approach is more conservative than the methodology provided by FTA, which is based on placing two noisiest pieces of equipment at the center of the project site.<sup>14</sup> Additional noise attenuation was assigned to receptor locations where the line-of-sight to the Project Site was interrupted by the presence of intervening structures.

In addition, the construction-related off-site trucks noise impacts were analyzed using the FHWA's Traffic Noise Model (TNM). The TNM noise model calculates the hourly  $L_{eq}$  noise levels generated by construction-related trucks. Noise impacts were determined by comparing the predicted noise level with that of the existing ambient noise levels.

##### 3.1.2 *Operation Noise*

Off-site roadway noise was analyzed using the FHWA's TNM, based on the roadway traffic data provided in the Project's transportation study. The TNM is the current Caltrans standard computer noise model for traffic noise studies. The model allows for the input of roadway parameters, noise receivers, and sound barriers (if any). Roadway noise attributable to the project "future with project" was calculated and compared to baseline noise levels that would occur under the "future without project" condition, to determine project noise impacts.

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<sup>13</sup> SoundPLAN GmbH, SoundPLAN version 7.4, 2017.

<sup>14</sup> FTA, Transit Noise and Vibration Impact Assessment, May 2006.

On-site stationary point-source noise impacts were evaluated by (1) identifying the noise levels that would be generated by the Project's stationary noise sources, such as rooftop mechanical equipment, outdoor activities (e.g., use of the outdoor courtyard), parking facilities, and trash compactor; (2) calculating the noise level from each noise source at surrounding sensitive receptor property line locations; and (3) comparing such noise levels to ambient noise levels to determine significance. The on-site stationary noise sources were calculated using the SoundPLAN, a 3-dimensional computer noise prediction model.

### **3.2 Thresholds of Significance**

For purposes of this analysis, a significant impact could occur if a project results in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- A substantial permanent increase in ambient noise levels in the vicinity of the Project above levels existing without the Project; and
- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Based on the regulatory framework described above and in accordance with significance criteria, the following thresholds of significance were used to evaluate the Project-related noise impacts:

#### **3.2.1 Construction Noise**

The significance threshold for construction-related noise impacts are based on the noise limits as provided by the City Noise Regulations and criteria provided in the *L.A. CEQA Threshold Guide*. Therefore, a project would normally have a significant impact on noise levels from construction if:

- On-site construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly  $L_{eq}$ ) or more at a noise-sensitive use; or
- On-site construction-related noise levels exceed 75 dBA ( $L_{eq}$ ) at a distance of 50 feet from where the equipment is operating when construction activities are located within 500 feet of a residential area unless technically feasible mitigation measures are incorporated; or
- Off-site construction-related truck noise levels exceed 5 dBA above the ambient noise levels when measured at the noise sensitive land use.

### 3.2.2 Operations Noise

The Project's on-site operational noise sources are based on the City's Noise Regulations (i.e., increase the ambient by 5 dBA). The City Noise Regulations; however, do not apply to off-site traffic traveling on public roads. Therefore, the significance threshold for off-site traffic noise is based on the criteria provided in the *L.A. CEQA Threshold Guide*. Therefore, the Project would have a significant noise impacts if any of the following events were to occur:

- The Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category; or
- The Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA in CNEL or greater; or
- The Project on-site operational (i.e., non-roadway) noise sources, such as, outdoor mechanical equipment, parking facilities, trash compactor, and outdoor activities, increase the ambient noise level (hourly  $L_{eq}$ ) at noise-sensitive uses by 5 dBA.

### 3.3 Temporary Construction Noise Impacts

Noise impacts from Project construction activities would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Construction activities for the Project would generally include demolition, site grading and excavation for the subterranean parking garage, and building construction. Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Demolition generally involves the use of backhoes, front-end loaders, and heavy-duty trucks. Grading and excavation typically requires the use of earth-moving equipment, such as excavators, front-end loaders, and heavy-duty trucks. Building construction typically involves the use of cranes, forklifts, concrete trucks, pumps, and delivery trucks. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site.

Individual pieces of construction equipment that would be used for construction produce maximum noise levels of 74 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in Table 6 (on page 21). The construction equipment noise levels at 50 feet distance (Referenced Maximum Noise Levels) are based on the FHWA Roadway Construction Noise Model User's Guide (RCNM, 2006), which is a technical report containing actual measured noise data for construction equipment. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites often operates under less than full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (Hourly  $L_{eq}$ ) noise level associated with each construction stage is

calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage.<sup>15</sup> These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

**Table 6. Construction Equipment Noise Emission Reference Levels and Usage Factors**

Type of Equipment	Acoustical Usage Factor (%)	Reference Maximum Noise Levels at 50 Feet, <sup>a</sup> L <sub>max</sub> (dBA)
Air Compressor	40	78
Cement and Mortar Mixer	50	80
Concrete Mixer Truck	40	79
Concrete Saw	20	90
Crane	16	81
Drill Rig	20	84
Forklift	10	75
Generator	50	81
Dump/Haul Truck	40	76
Excavator	40	81
Pump	50	81
Rubber Tired Loader	40	79
Tractor/Loader/Backhoe	40	80
Delivery Truck	40	74
Welders	40	74

<sup>a</sup> Construction equipment noise levels are based on the FHWA RCNM.  
Source: FHWA Roadway Construction Noise Model User's Guide, Table 1, 2006

Table 7 (on page 22) provides the estimated construction noise levels for various construction phases at the off-site noise sensitive receptors. As previously described, studio uses represented by receptors R1 and R4 are not defined as noise-sensitive uses by the *L.A. CEQA Thresholds Guide*. Therefore, estimated noise levels for receptors R1 and R4 are provided as information purpose only. Nevertheless, even if the receptors R1 and R4 were noise sensitive receptors, the estimated construction noise levels would below the significance threshold. As indicated in Table 7, the estimated construction noise levels at off-site noise sensitive receptors R2 and R3 would exceed the significance threshold, without noise control measures. As provided below, a construction noise control plan would be implemented to reduce on-site construction noise impacts to a less than significant level.

<sup>15</sup> Pursuant to the FHWA Roadway Construction Noise Model User's Guide, 2005, the usage factor is the percentage of time during a construction noise operation that a piece of construction is operating at full power.

**Table 7. Construction Noise Levels**

Location	Existing Ambient Noise Levels, dBA (Leq)	Estimated Noise Levels by Construction Phase, dBA (Leq)				Significance Threshold, <sup>a</sup> dBA (Leq)	Sig. Impacts?
		Demolition	Grading/Excavation	Building Construction	Finishing/Landscape		
R1	71.4	72.9	72.9	71.3	65.8	76.4 <sup>b</sup>	No <sup>b</sup>
R2	60.5	83.4	83.4	81.8	76.3	65.5	Yes
R3	62.8	73.0	73.0	71.4	65.9	67.8	Yes
R4	70.8	73.6	73.6	72.1	66.5	75.8 <sup>b</sup>	No <sup>b</sup>
R5	55.1	57.5	57.5	55.9	50.3	60.1	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA.  
<sup>b</sup> Not applicable as studio uses are not considered noise sensitive uses by the L.A. CEQA Thresholds Guide. Therefore, receptor locations R1 and R4 are included in the noise analysis for informational purposes only.  
Source: AES, 2017

In addition to on-site construction noise sources, materials delivery, concrete mixing, and haul trucks (construction trucks), and construction worker vehicles would require access to the Project Site during the Project construction period. The major noise sources associated with off-site construction trucks would be from haul trucks during the site grading/excavation, which would require approximately 867 haul trips.<sup>16</sup> Based on the estimated 22 days for the site grading, there would be approximately 40 daily truck trips. Construction-related trucks would be fewer during other construction phases with up to 11 delivery truck trips per day. Therefore, the noise analysis is based on the peak period (site grading phase) with a maximum of 40 truck trips per day. Based on an eight-hour haul period and a uniform distribution of trips, there would be five truck trips per hour. Haul trucks would generally access the Project Site via Melrose Avenue and/or Gower Street to the Hollywood Freeway (US-101).

Noise generated by construction trucks along the anticipated haul route, Melrose Avenue and Gower Street leading to the Project Site, would be approximately 61.2 dBA (hourly Leq), which would be below the existing ambient of 70.8 dBA along Melrose Avenue (measured ambient at receptor R4) and 65.1 dBA along Gower Street (based on measured ambient noise level at R5, adjusted for distance to the Gower Street). As such, significant noise impacts would not be expected from off-site construction traffic, and no additional noise control measures are required.

<sup>16</sup> Pomeroy Environmental Services, "Air Quality Analysis for the Mixed-Use Project at 5570 Melrose and 647 Beachwood Drive in the City of Los Angeles", December 2016.

### 3.4 Operation Impacts

Noise associated with the Project operation would include: (a) on-site stationary noise sources, including outdoor mechanical equipment (e.g., HVAC equipment), activities within the proposed outdoor spaces (e.g., outdoor pool deck and courtyard), parking facilities, and trash compactor; and (b) off-site mobile (roadway traffic) noise sources.

#### 3.4.1 On-Site Noise Sources

##### 3.4.1.1 Mechanical Equipment

The Project would include new mechanical equipment (e.g., air ventilation equipment), which would be located at the roof level and within the building structure (e.g., pool pump). Project-related outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA in accordance with the City's Noise Regulations (Section 112.02 of the LAMC). Table 8 (below) presents the estimated on-site mechanical equipment noise levels at the off-site receptor locations. As shown on Table 8, the estimated noise levels from the mechanical equipment would range from 37.2 dBA ( $L_{eq}$ ) at receptor location R1 to 45.7 dBA ( $L_{eq}$ ) at receptor location R2, which would be well below the existing ambient noise levels. As such, the estimated noise levels at all off-site receptor locations would be below the significance threshold of 5 dBA ( $L_{eq}$ ) above ambient noise levels. Therefore, noise impacts from the Project mechanical equipment would be less than significant.

**Table 8. Mechanical Equipment Noise Levels**

Receptor Location	Existing Ambient Noise Levels, dBA ( $L_{eq}$ )	Estimated Noise from Project Mechanical Equipment, dBA ( $L_{eq}$ )	Ambient + Project Noise Levels, dBA ( $L_{eq}$ )	Significance Threshold <sup>a</sup>	Exceed over Significance Threshold	Significant Impact?
R1	67.3	37.2	67.3	72.3	0.0	No
R2	56.2	45.7	56.6	61.5	0.0	No
R3	60.0	40.7	60.1	65.0	0.0	No
R4	69.7	40.0	69.7	74.7	0.0	No
R5	53.9	41.6	54.1	58.9	0.0	No

Notes:  
<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower plus 5 dBA, per the City of Los Angeles Noise Regulations.  
 Source: AES, 2017

##### 3.4.1.2 Outdoor Spaces

The Project would include two outdoor spaces, including an outdoor pool deck at the 2<sup>nd</sup> Level (a pool and spa, courtyard, and an outdoor exercise area), and at the 5<sup>th</sup> Level (outdoor seating and a barbeque area). Noise sources associated with outdoor uses typically include noise from



people gathering and conversing. For this operational noise analysis, reference noise levels of 65 dBA for a male and 62 dBA for a female speaking in a raised voice were used for analyzing potential noise impacts from people gathering at the outdoor spaces.<sup>17</sup> In order to analyze a typical noise scenario, it was assumed that up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time. In addition, the hours of operation for use of the outdoor areas were assumed to be from 8:00 A.M. to 11:00 P.M.

Table 9 (below) presents the estimated noise levels at the off-site sensitive receptors, resulting from the use of outdoor areas. The estimated noise levels were calculated with the assumption that the outdoor spaces would be fully occupied and operating concurrently to represent a worst-case noise analysis. As presented in Table 9, the estimated noise levels from the outdoor spaces would range from 28.4 dBA ( $L_{eq}$ ) at receptor location R3 to 54.7 dBA ( $L_{eq}$ ) at receptor location R2, which would be well below the existing ambient noise levels, which would be below the significance threshold of 5 dBA ( $L_{eq}$ ). Therefore, noise impacts from the outdoor uses would be less than significant.

**Table 9. Outdoor Uses Noise Levels**

Receptor Location	Existing Ambient Noise Levels, dBA ( $L_{eq}$ )	Estimated Noise from Outdoor Uses, dBA ( $L_{eq}$ )	Ambient + Project Noise Levels, dBA ( $L_{eq}$ )	Significance Threshold <sup>a</sup>	Exceed over Significance Threshold	Significant Impact?
R1	67.3	44.0	67.3	72.3	0.0	No
R2	56.2	54.7	58.5	61.5	0.0	No
R3	60.0	28.4	60.0	65.0	0.0	No
R4	69.7	31.2	69.7	74.7	0.0	No
R5	53.9	43.1	54.2	58.9	0.0	No

Notes:  
<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower plus 5 dBA, per the City of Los Angeles Noise Regulations.  
 Source: AES, 2017

#### 3.4.1.1 Parking Facilities

Parking for the Project would be provided within one subterranean parking level and one surface parking level area. Sources of noise within the parking garage would primarily include vehicular movements and engine noise, doors opening and closing. Noise generated within the subterranean parking level would be effectively shielded from off-site sensitive receptor locations, as it fully enclosed on all sides. The surface parking level would be located at the interior of the building and would be shielded to the off-site receptors, by building structure

<sup>17</sup> Cyril M. Harris, *Handbook of Acoustical Measurements and Noise Control*, Table 16.1, Third Edition, 1991.

and the perimeter walls along the south and west property line. Table 10 (below) presents the estimated noise levels from the at-grade parking level at the off-site receptor locations. As indicated in Table 10, the estimated noise levels from the Project parking garage would be well below the significance threshold of 5 dBA ( $L_{eq}$ ) above ambient noise levels. Therefore, noise impacts from the parking garage would be less than significant.

**Table 10. Parking Facilities Noise Levels**

Receptor Location	Existing Ambient Noise Levels, dBA ( $L_{eq}$ )	Estimated Noise from Project Parking dBA ( $L_{eq}$ )	Ambient + Project Noise Levels, dBA ( $L_{eq}$ )	Significance Threshold <sup>a</sup>	Exceed over Significance Threshold	Significant Impact?
R1	67.3	21.0	67.3	72.3	0.0	No
R2	56.2	40.7	56.3	61.5	0.0	No
R3	60.0	39.4	60.0	65.0	0.0	No
R4	69.7	25.7	69.7	74.7	0.0	No
R5	53.9	19.2	53.9	58.9	0.0	No

Notes:  
<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower plus 5 dBA, per the City of Los Angeles Noise Regulations.  
Source: AES, 2017

#### 3.4.1.1 Trash Compactor

The Project would include a trash compactor, which would be located in an enclosed room at the interior of the building ground level. The trash compactor would generate noise levels of approximately 66 dBA ( $L_{eq}$ ) at a distance of 50 feet, based on measured noise levels from typical trash compactors. The trash compactor would be effectively buffered from the off-site sensitive receptors by the Project building structure. Table 11 (on page 26) presents the estimated noise levels at the off-site receptor locations from trash compactor operation. As indicated in Table 11, the estimated noise from the trash compactor range from 13.1 dBA ( $L_{eq}$ ) at receptor location R1 to 46.1 dBA ( $L_{eq}$ ) at receptor location R3. The estimated noise levels from the trash compactor at all off-site receptor locations would be below the significance threshold of 5 dBA ( $L_{eq}$ ) above ambient noise levels. Therefore, noise impacts from trash compactor operations would be less than significant.

**Table 11. Trash Compactor Noise Levels**

<b>Receptor Location</b>	<b>Existing Ambient Noise Levels, dBA (Leq)</b>	<b>Estimated Noise from Trash Compactor, dBA (Leq)</b>	<b>Ambient + Project Noise Levels, dBA (Leq)</b>	<b>Significance Threshold<sup>a</sup></b>	<b>Exceed over Significance Threshold</b>	<b>Significant Impact?</b>
R1	71.4	13.1	71.4	76.4	0.0	No
R2	60.5	43.6	60.6	65.5	0.0	No
R3	62.8	46.1	62.9	67.8	0.0	No
R4	70.8	22.8	70.8	75.8	0.0	No
R5	55.1	14.0	55.1	60.1	0.0	No

*Notes:*  
<sup>a</sup> Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA, per the City of Los Angeles Noise Regulations.  
Source: AES, 2017

### 3.4.2 Off-Site Mobile Noise Sources

The Project is expected to generate a total of 422 net daily trips, based on the Project's Traffic Impact Study. Project-generated traffic noise impacts were evaluated by comparing the increase in noise levels from the "future without project" condition to the "future with project" condition with the Project's significance threshold. The cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from "existing" conditions to "future with project" conditions to the Project's significance criteria. Traffic noise levels at the off-site noise sensitive receptors were calculated using FHWA's Traffic Noise Model and the Project's traffic volume data. The traffic noise impact analysis is based on the 24-hour CNEL noise descriptor.

Table 12 (on page 27) provides a summary of the off-site traffic noise analysis. As shown in Table 12, traffic from the Project would result in a maximum noise increase of 0.1 dB A along Vine Street (north of Melrose Avenue), which considered a negligible increase. In addition, the cumulative traffic volumes would result in a maximum increase of 0.6 dBA CNEL along Van Ness Avenue. Typically, a minimum 3 dBA change in the noise environment (increase and/or decrease) is considered as a threshold of human perception. The estimated noise increases would be below the more stringent 3 dBA significance threshold under both Project and Cumulative level. Therefore, off-site traffic noise impacts associated with the Project would be less than significant.

**Table 12. Off-Site Roadway Traffic Noise Impacts**

Roadway Segment	Calculated Traffic Noise Levels, <sup>a</sup> CNEL (dBA)			Increase in Noise Levels, CNEL (dBA)		Significant Impact?	
	Existing Without Project (A)	Future Without Project (B)	Future With Project (C)	Project Level (C – B)	Cumulative (C – A)	Project Level	Cumulative
Vine Street/Rossmore Avenue							
- North of Melrose Ave.	69.8	70.1	70.2	0.1	0.4	No	No
- South of Melrose Ave.	69.6	70.0	70.0	0.0	0.4	No	No
Gower Street							
- North of Melrose Ave.	67.6	67.9	67.9	0.0	0.3	No	No
Van Ness Avenue							
- North of Melrose Ave.	67.8	68.4	68.4	0.0	0.6	No	No
- South of Melrose Ave.	67.6	68.2	68.2	0.0	0.6	No	No
Melrose Avenue							
- West of Vine St.	70.4	70.9	70.9	0.0	0.5	No	No
- Between Vine St. and Gower St.	70.4	70.9	70.9	0.0	0.5	No	No
- Between Gower St. and Van Ness Ave.	69.9	70.4	70.4	0.0	0.5	No	No
- East of Van Ness Ave.	70.5	71.0	71.0	0.0	0.5	No	No
<sup>a</sup> Detailed calculation worksheets, are included in Appendix C. Source: AES, 2017.							

### 3.4.3 Composite Noise Impacts from Project Operations

An evaluation of composite noise levels, including all Project related noise sources plus the existing ambient level, was conducted to identify the potential maximum Project-related noise level increase that may occur at the Project noise-sensitive receptor locations. The overall sound environment at the areas surrounding the Project Site would include contributions from each on-site and off-site individual noise source associated with the typical daily operation of the Project. Principal on-site noise sources associated with the Project would include mechanical equipment, parking facility, trash compactor, and outdoor uses. Table 13 (below) presents the estimated noise from Project-related noise sources in terms of CNEL. As indicated in Table 13, the Project would result in a maximum increase of 0.1 dBA CNEL at receptor R1 to 1.5 dBA CNEL at receptor R2. The increases in noise levels due to the Project at all off-site receptors would be below the more stringent 3 dBA CNEL significance thresholds. Therefore, the composite noise level impacts due to Project operation would be less than significant.

**Table 13. Composite Noise Impacts**

Receptor Location	Calculated Project-Related Noise Levels, CNEL (dBA)					Project Composite Noise Levels, CNEL (dBA)	Ambient Noise Levels, CNEL (dBA)	Ambient Plus Project Composite Noise Levels, CNEL (dBA)	Increase in Noise Levels Due to Project, CNEL (dBA)
	Traffic	Mechanical	Parking	Trash Comp.	Outdoor Uses				
R1	53.6	43.9	25.1	12.8	45.0	54.5	73.1	73.2	0.1
R2	47.6	52.4	44.8	40.8	55.7	58.1	62.1	63.6	1.5
R3	45.8	47.4	43.5	43.3	29.5	51.4	65.4	65.6	0.2
R4	53.6	46.7	29.8	20.3	32.3	54.4	74.6	74.6	0.0
R5	31.6	48.3	23.3	13.3	44.1	49.8	58.8	59.3	0.5

*Source: AES, 2017*

## 4 NOISE CONTROL MEASURES

As analyzed above, the Project's on-site construction activities would result in a significant impact without noise control measures. Therefore, the following noise control measures would be included, as part of a Project Noise Control Plan to reduce the Project's construction related noise to the nearby residential uses in the vicinity of the Project Site:

NCM-1: The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

NCM-2: Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

NCM-3: To extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

NCM-4: The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

NCM-5: Temporary noise barriers shall be used along the northern, eastern and southern property boundaries to block the line-of-sight between the construction equipment and the adjacent noise sensitive uses. The noise barrier shall provide minimum 18 dBA noise reduction at the residence adjacent to the Project Site to the south and southwest (receptor R2) and 6 dBA noise reduction to the residence to the southeast (receptor R3).

## 5 SIGNIFICANCE LEVEL AFTER NOISE CONTROL MEASURES

### 5.1 Construction Noise

Implementation of the noise control measures NCM-1 through NCM-5, as described above, would reduce the Project's on-site construction noise impacts at the off-site noise sensitive receptors, to the extent technically feasible. Specifically, the construction-related noise at receptors R2 and R3 would be reduced by minimum 18 and 6 dBA, respectively. The noise control measures NCM-1 through NCM-5 would reduce the construction-related noise levels at receptors R2 and R3 to below the City Noise Regulations of 75 dBA, as well as the significance threshold (5 dBA above the ambient). Therefore, the temporary noise impacts associated with the Project construction activities would be reduced to less than significant.

## **5.2      Operation Noise**

Project-level and cumulative impacts with regard to operational noise would be less than significant.

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## 6 REFERENCES

- California Department of Transportation (Caltrans), *Technical Noise Supplement (TeNS)*, September 2013.
- City of Los Angeles, *Municipal Code, Chapter XI Noise Regulation*.
- City of Los Angeles, *Noise Element of the Los Angeles City General Plan*, Adopted February 2, 1999.
- Cyril M. Harris, *Handbook of Acoustical Measurements and Noise Control*, Third Edition, 1991.
- D.A. Bies & C.H. Hansen, *Engineering Noise Control*, 1988.
- Federal Highway Administration (FHWA), *FHWA Roadway Construction Noise Model User's Guide*, January 2006.
- Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006.
- Overland Traffic Consultants, Inc., *Technical Traffic Evaluation for the Proposed Mixed-Use Project at 5570 Melrose Avenue and 647 Beachwood Drive*, December 2016.
- Pomeroy Environmental Services, *Air Quality Analysis for the Mixed-Use Project at 5570 Melrose Avenue and 647 Beachwood Drive in the City of Los Angeles*, December 2016.



# **Appendix A**

## **Ambient Noise Measurements**

Location: R1  
 Date: 6/26/2017

Time	Overload	Leq	Lmax	L10	L90
10:00:10 AM	No	72.8	81.4	76.9	64.8
10:01:10 AM	No	73	82.8	75.7	65.4
10:02:10 AM	No	66.6	72.1	70.8	59.5
10:03:10 AM	No	69.1	74.6	71.5	62.7
10:04:10 AM	No	70.8	75.3	73.5	64.8
10:05:10 AM	No	66	71.7	69.3	62.1
10:06:10 AM	No	75.2	82.6	78.5	67.6
10:07:10 AM	No	69.5	73.1	72.6	62.5
10:08:10 AM	No	64.3	70.6	66.4	58.6
10:09:10 AM	No	67.7	77.9	70.7	56.8
10:10:10 AM	No	70.5	74.2	73	65.8
10:11:10 AM	No	72.1	80.6	77.2	64.3
10:12:10 AM	No	72.3	82.1	75.2	65.2
10:13:10 AM	No	74.8	81.3	79.4	65.2
10:14:10 AM	No	70.6	76.9	75.9	63
		<b>71.4</b>			

Time	Overload	Leq	Lmax	L10	L90
9:59:14 PM	No	65.7	71.2	69.4	59.2
10:00:14 PM	No	68.8	75.6	71.9	57.3
10:01:14 PM	No	68	79.5	70.6	60
10:02:14 PM	No	65.1	70.1	68.6	59.8
10:03:14 PM	No	67.4	71.2	69.9	58.9
10:04:14 PM	No	67.4	72.6	70.1	61.2
10:05:14 PM	No	64.2	68.7	67	58.1
10:06:14 PM	No	68.4	72.7	70.9	62.4
10:07:14 PM	No	69.3	77.2	72.7	61.7
10:08:14 PM	No	67.7	73.4	72.1	58.4
10:09:14 PM	No	67.1	74.1	70.9	58.1
10:10:14 PM	No	66.6	71.6	70	60.4
10:11:14 PM	No	64.1	69.8	68.2	57.1
10:12:14 PM	No	67.5	72.9	71.8	60.4
10:13:14 PM	No	67.9	74.2	71.7	56.3
		<b>67.3</b>			

Location: R2 -  
Date: 6/26/2017

Time	Overload	Leq	Lmax	L10	L90
10:39:27 AM	No	54.4	57.1	55.5	53.6
10:40:27 AM	No	55.2	58.4	57.5	53.1
10:41:27 AM	No	54.1	55.4	55	52.9
10:42:27 AM	No	53.5	55.7	54.6	52.6
10:43:27 AM	No	63.2	70.4	68.7	54.2
10:44:27 AM	No	57.5	63.7	60.6	54.3
10:45:27 AM	No	54.2	56.7	55.1	53.5
10:46:27 AM	No	57.2	63.6	60	54.8
10:47:27 AM	No	54.6	57.3	56	53.1
10:48:27 AM	No	53.2	55.1	54.1	52.5
10:49:27 AM	No	57.5	61.6	60.8	55.3
10:50:27 AM	No	68.4	78.8	75.7	60.1
10:51:27 AM	No	64.8	77.6	62.3	60.2
10:52:27 AM	No	59.6	61.7	61.2	54.4
10:53:27 AM	No	54.5	56.7	55.5	53.3

**60.5**

Time	Overload	Leq	Lmax	L10	L90
10:36:18 PM	No	53.6	65	55.6	48.2
10:37:18 PM	No	53.7	59.3	55.6	46.9
10:38:18 PM	No	56.6	65.5	59.3	53.1
10:39:18 PM	No	57.5	64	59.3	54.3
10:40:18 PM	No	58.1	67.2	63.1	49.2
10:41:18 PM	No	53	64.7	56.6	46.1
10:42:18 PM	No	52.9	57.7	55.4	47.8
10:43:18 PM	No	62.9	77.4	61.6	48.3
10:44:18 PM	No	55.5	58.1	57	54.2
10:45:18 PM	No	55.9	60.8	58.1	54.2
10:46:18 PM	No	54.9	57	56.1	54
10:47:18 PM	No	50.6	57.6	54.1	46.5
10:48:18 PM	No	55.2	66.2	56.7	48.9
10:49:18 PM	No	51.5	57.2	54.7	46
10:50:18 PM	No	51.9	57.6	55.5	47.3

**56.2**

Location: R3  
Date: 6/26/2017

Time	Overload	Leq	Lmax	L10	L90
10:58:05 AM	No	64.5	74.2	67.3	53.4
10:59:05 AM	No	63.5	70.2	65.6	60.3
11:00:05 AM	No	64.4	69.3	66.3	61.4
11:01:05 AM	No	63.7	69	65.9	60.8
11:02:05 AM	No	62.1	66.6	63.7	60.3
11:03:05 AM	No	60.5	68.6	63.3	49.7
11:04:05 AM	No	64.5	76.5	66.6	52.4
11:05:05 AM	No	57.6	64.7	61.5	48.9
11:06:05 AM	No	58.7	62.5	61	52.4
11:07:05 AM	No	61.2	66.1	64.8	50.5
11:08:05 AM	No	59.2	64.7	62.8	52.5
11:09:05 AM	No	60.9	67.3	63.9	55.7
11:10:05 AM	No	61.3	65.7	64.2	55.4
11:11:05 AM	No	65.9	80.4	64.2	52.8
11:12:05 AM	No	64.2	75.5	65.5	56.1
		<b>62.8</b>			

Time	Overload	Leq	Lmax	L10	L90
10:53:24 PM	No	58.2	63.7	62	51.3
10:54:24 PM	No	56.9	64.9	60.6	50
10:55:24 PM	No	60.4	67	63.8	53.5
10:56:24 PM	No	54.6	60.1	58.9	47.6
10:57:24 PM	No	60.3	69.1	63.9	48.1
10:58:24 PM	No	62.3	69.6	65.7	56.9
10:59:24 PM	No	60.1	67.4	64.6	52.6
11:00:24 PM	No	60.7	66.8	64.9	47.7
11:01:24 PM	No	61	66.2	64.3	47.1
11:02:24 PM	No	58	63.9	61.7	48.5
11:03:24 PM	No	60.9	66.9	64.6	53.7
11:04:24 PM	No	60.9	64.2	62.9	54.8
11:05:24 PM	No	58.9	64.2	63.1	47.7
11:06:24 PM	No	59.8	66.8	63	46.8
11:07:24 PM	No	61	67.2	64.2	46
		<b>60.0</b>			

Location: R4  
 Date: 6/26/2017

Time	Overload	Leq	Lmax	L10	L90
11:14:21 AM	No	68.9	77.5	72.8	57.1
11:15:21 AM	No	66.5	72.7	71.1	55.6
11:16:21 AM	No	68.7	72.5	71.4	56.3
11:17:21 AM	No	75.6	87.8	78.8	54.3
11:18:21 AM	No	69.3	76.6	73	61.5
11:19:21 AM	No	73.4	82.8	76.2	68.3
11:20:21 AM	No	70	76.5	73.3	62.3
11:21:21 AM	No	67.6	74.7	72.2	61.5
11:22:21 AM	No	74.9	86	76.6	63.2
11:23:21 AM	No	67.5	73	71.9	52.4
11:24:21 AM	No	68.3	74.9	72.6	61.2
11:25:21 AM	No	71.3	78.8	74.1	62.6
11:26:21 AM	No	68.1	72.5	71.4	62.1
11:27:21 AM	No	64.6	70.3	68	55.4
11:28:21 AM	No	71.5	76.3	74.3	64.1
		<b>70.8</b>			

Time	Overload	Leq	Lmax	L10	L90
11:09:53 PM	No	69.8	77.2	73.8	52.4
11:10:53 PM	No	70.9	80.6	74.4	55.2
11:11:53 PM	No	71.4	82.3	74.2	60.3
11:12:53 PM	No	66.3	73.1	70.1	57.1
11:13:53 PM	No	69.8	78	74.9	51.5
11:14:53 PM	No	71.7	79.5	76.5	55.7
11:15:53 PM	No	70.8	79.4	74.2	59.2
11:16:53 PM	No	70.1	76.7	74.5	53.8
11:17:53 PM	No	69.1	75	72.6	47.8
11:18:53 PM	No	65.3	71.7	68.4	55.3
11:19:53 PM	No	69.7	76.9	74	58.1
11:20:53 PM	No	70.2	76	73.7	60.9
11:21:53 PM	No	66.7	72.6	70.6	58.5
11:22:53 PM	No	70.9	77.2	75.3	60.7
11:23:53 PM	No	67.5	73.7	71.9	56.2
		<b>69.7</b>			

Location: R5  
 Date: 6/26/2017

Time	Overload	Leq	Lmax	L10	L90
10:19:34 AM	No	54.4	57	55.8	51.2
10:20:34 AM	No	56.3	62.7	57.7	53.4
10:21:34 AM	No	56.7	62.2	59.1	53.7
10:22:34 AM	No	56.2	64.7	59.4	52.1
10:23:34 AM	No	56.1	60.4	58.5	52.9
10:24:34 AM	No	54.3	59.6	55.9	51.3
10:25:34 AM	No	54.2	56.9	55.9	52.2
10:26:34 AM	No	55.1	60.2	56.9	52.6
10:27:34 AM	No	54.7	61	57.5	50.5
10:28:34 AM	No	53.8	57.5	55.7	51.7
10:29:34 AM	No	56.3	59.6	58.4	53.5
10:30:34 AM	No	53.4	60.3	55.6	51.2
10:31:34 AM	No	53.7	57.9	55.7	51.6
10:32:34 AM	No	55.1	62.7	58.1	51.1
10:33:34 AM	No	54.9	58.7	56.6	52.9
		<b>55.1</b>			

Time	Overload	Leq	Lmax	L10	L90
10:16:37 PM	No	52.6	57.5	54.5	50.1
10:17:37 PM	No	52.3	55.8	54.4	49.3
10:18:37 PM	No	52.9	56.9	55.3	51.2
10:19:37 PM	No	54.9	61	56.3	51.3
10:20:37 PM	No	52.9	59.3	55	49.5
10:21:37 PM	No	53.1	61.8	55.6	50.1
10:22:37 PM	No	55.6	67.1	58.4	51.8
10:23:37 PM	No	54.1	57.8	55.9	50
10:24:37 PM	No	53	58.2	56.2	50.3
10:25:37 PM	No	54.4	59.1	57.3	51.6
10:26:37 PM	No	53.8	59.4	55.7	51.8
10:27:37 PM	No	52.3	59	54.3	49.4
10:28:37 PM	No	53.2	56.7	55.3	51.3
10:29:37 PM	No	56.5	65.3	60.8	50.4
10:30:37 PM	No	53.4	57.9	56.1	50.1
		<b>53.9</b>			

# **Appendix B**

## **Construction Noise Calculations**

**Construction Noise Calculations**  
**Project: 5570 Melrose and 647 Beachwood Mixed-Use**

FROM SOUNDPLAN

Estimated Construction Noise Levels, dBA Leq

Rec.	Description	Demolition	Grading / Excavation	Building Construction	Finish/ Landscape
R1	Paramount Studio	72.9	72.9	71.3	65.8
R2	Residence to the South	83.4	83.4	81.8	76.3
R3	Residence Southeast	73.0	73.0	71.4	65.9
R4	Vox Studio	73.6	73.6	72.1	66.5
R5	Residence to the North	57.5	57.5	55.9	50.3

WITH NOISE CONTROL MEASURES

Rec.	Noise Control Reduction	Demolition	Grading / Excavation	Building Construction	Finish/ Landscape
R1	0	72.9	72.9	71.3	65.8
R2	18	65.4	65.4	63.8	58.3
R3	6	67.0	67.0	65.4	59.9
R4	0	73.6	73.6	72.1	66.5
R5	0	57.5	57.5	55.9	50.3



**5570 Melrose Mixed Use  
Source Levels in dB(A) - Demolition**

**3**

Name	Source type	Lw dB(A)	
Rubber Tired Loader	Area	106.7	dB(A)
Tractor/Loader/Backhoe 1	Area	106.7	dB(A)
Tractor/Loader/Backhoe 2	Area	106.7	dB(A)
Concrete Saw	Area	114.7	dB(A)

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**5570 Melrose Mixed Use  
Assessed contribution level - Demolition**

Source	Leq,d dB(A)	
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Receiver R1	Leq,d 72.9	dB(A)
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Rubber Tired Loader	63.2	
Tractor/Loader/Backhoe 1	63.2	
Tractor/Loader/Backhoe 2	63.2	
Concrete Saw	71.2	

Receiver R2a	Leq,d 79.2	dB(A)
--------------	------------	-------

Rubber Tired Loader	69.5	
Tractor/Loader/Backhoe 1	69.5	
Tractor/Loader/Backhoe 2	69.5	
Concrete Saw	77.5	

Receiver R2b	Leq,d 80.3	dB(A)
--------------	------------	-------

Rubber Tired Loader	70.6	
Tractor/Loader/Backhoe 1	70.6	
Tractor/Loader/Backhoe 2	70.6	
Concrete Saw	78.6	

Receiver R2c	Leq,d 83.4	dB(A)
--------------	------------	-------

Rubber Tired Loader	73.7	
Tractor/Loader/Backhoe 1	73.7	
Tractor/Loader/Backhoe 2	73.7	
Concrete Saw	81.7	

Receiver R3	Leq,d 73.0	dB(A)
-------------	------------	-------

Rubber Tired Loader	63.3	
Tractor/Loader/Backhoe 1	63.3	
Tractor/Loader/Backhoe 2	63.3	
Concrete Saw	71.3	

Receiver R4	Leq,d 73.6	dB(A)
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Rubber Tired Loader	63.9	
Tractor/Loader/Backhoe 1	63.9	
Tractor/Loader/Backhoe 2	63.9	
Concrete Saw	71.9	

Receiver R5	Leq,d 57.5	dB(A)
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Rubber Tired Loader	47.8	
Tractor/Loader/Backhoe 1	47.8	
Tractor/Loader/Backhoe 2	47.8	
Concrete Saw	55.8	

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# 5570 Melrose Mixed Use Source Levels in dB(A) - Grading

3

Name	Source type	Lw dB(A)	dB(A)
Rubber Tired Loader	Area	106.7	dB(A)
Tractor/Loader/Backhoe 1	Area	106.7	dB(A)
Tractor/Loader/Backhoe 2	Area	106.7	dB(A)
Concrete Saw	Area	114.7	dB(A)

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**5570 Melrose Mixed Use  
Assessed contribution level - Grading**

Source	Leq,d dB(A)	
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Receiver R1	Leq,d 72.9	dB(A)
-------------	------------	-------

Rubber Tired Loader	63.2	
Tractor/Loader/Backhoe 1	63.2	
Tractor/Loader/Backhoe 2	63.2	
Concrete Saw	71.2	

Receiver R2a	Leq,d 79.2	dB(A)
--------------	------------	-------

Rubber Tired Loader	69.5	
Tractor/Loader/Backhoe 1	69.5	
Tractor/Loader/Backhoe 2	69.5	
Concrete Saw	77.5	

Receiver R2b	Leq,d 80.3	dB(A)
--------------	------------	-------

Rubber Tired Loader	70.6	
Tractor/Loader/Backhoe 1	70.6	
Tractor/Loader/Backhoe 2	70.6	
Concrete Saw	78.6	

Receiver R2c	Leq,d 83.4	dB(A)
--------------	------------	-------

Rubber Tired Loader	73.7	
Tractor/Loader/Backhoe 1	73.7	
Tractor/Loader/Backhoe 2	73.7	
Concrete Saw	81.7	

Receiver R3	Leq,d 73.0	dB(A)
-------------	------------	-------

Rubber Tired Loader	63.3	
Tractor/Loader/Backhoe 1	63.3	
Tractor/Loader/Backhoe 2	63.3	
Concrete Saw	71.3	

Receiver R4	Leq,d 73.6	dB(A)
-------------	------------	-------

Rubber Tired Loader	63.9	
Tractor/Loader/Backhoe 1	63.9	
Tractor/Loader/Backhoe 2	63.9	
Concrete Saw	71.9	

Receiver R5	Leq,d 57.5	dB(A)
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Rubber Tired Loader	47.8	
Tractor/Loader/Backhoe 1	47.8	
Tractor/Loader/Backhoe 2	47.8	
Concrete Saw	55.8	

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**5570 Melrose Mixed Use  
Source Levels in dB(A) - Building Construction**

Name	Source type	Lw dB(A)	
Tractor/Loader/Backhoe 1	Area	106.7	dB(A)
Tractor/Loader/Backhoe 2	Area	106.7	dB(A)
Generator	Area	109.6	dB(A)
Crane	Area	108.7	dB(A)
Welders (3)	Area	106.5	dB(A)

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**5570 Melrose Mixed Use  
Assessed contribution level - Building Construction**

Source	Leq,d dB(A)	
<b>Receiver R1                      Leq,d 71.3                      dB(A)</b>		
Tractor/Loader/Backhoe 1	63.2	
Tractor/Loader/Backhoe 2	63.2	
Generator	66.1	
Crane	65.2	
Welders (3)	63.0	
<b>Receiver R2a                      Leq,d 77.6                      dB(A)</b>		
Tractor/Loader/Backhoe 1	69.5	
Tractor/Loader/Backhoe 2	69.5	
Generator	72.4	
Crane	71.5	
Welders (3)	69.3	
<b>Receiver R2b                      Leq,d 78.7                      dB(A)</b>		
Tractor/Loader/Backhoe 1	70.6	
Tractor/Loader/Backhoe 2	70.6	
Generator	73.5	
Crane	72.6	
Welders (3)	70.4	
<b>Receiver R2c                      Leq,d 81.8                      dB(A)</b>		
Tractor/Loader/Backhoe 1	73.7	
Tractor/Loader/Backhoe 2	73.7	
Generator	76.6	
Crane	75.7	
Welders (3)	73.5	
<b>Receiver R3                      Leq,d 71.4                      dB(A)</b>		
Tractor/Loader/Backhoe 1	63.3	
Tractor/Loader/Backhoe 2	63.3	
Generator	66.2	
Crane	65.3	
Welders (3)	63.1	
<b>Receiver R4                      Leq,d 72.1                      dB(A)</b>		
Tractor/Loader/Backhoe 1	63.9	
Tractor/Loader/Backhoe 2	63.9	
Generator	66.8	
Crane	65.9	
Welders (3)	63.7	

## 5570 Melrose Mixed Use Sources Levels in dB(A) - Finishing/Landscape

Name	Source type	Lw dB(A)	
Air Compressor	Area	105.	dB(A)
Tractor/Loader/Backhoe 1	Area	106.	dB(A)

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**5570 Melrose Mixed Use**  
**Assessed contribution level - Finishing/Landscape**

Source	Leq,d dB(A)	
<b>Receiver R1                    Leq,d 65.8                    dB(A)</b>		
Air Compressor	62.2	
Tractor/Loader/Backhoe 1	63.2	
<b>Receiver R2a                    Leq,d 72.1                    dB(A)</b>		
Air Compressor	68.5	
Tractor/Loader/Backhoe 1	69.5	
<b>Receiver R2b                    Leq,d 73.2                    dB(A)</b>		
Air Compressor	69.6	
Tractor/Loader/Backhoe 1	70.6	
<b>Receiver R2c                    Leq,d 76.3                    dB(A)</b>		
Air Compressor	72.7	
Tractor/Loader/Backhoe 1	73.7	
<b>Receiver R3                    Leq,d 65.9                    dB(A)</b>		
Air Compressor	62.3	
Tractor/Loader/Backhoe 1	63.3	
<b>Receiver R4                    Leq,d 66.5                    dB(A)</b>		
Air Compressor	62.9	
Tractor/Loader/Backhoe 1	63.9	
<b>Receiver R5                    Leq,d 50.3                    dB(A)</b>		
Air Compressor	46.8	
Tractor/Loader/Backhoe 1	47.8	

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**INPUT: ROADWAYS**

**5570 Melrose and 640 Beachwood**

AES								18 July 2017			
SKB								TNM 2.5			
INPUT: ROADWAYS											
PROJECT/CONTRACT:		5570 Melrose and 640 Beachwood								Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA	
RUN:		Construction Haul Trucks									
<b>Roadway</b>		<b>Points</b>									
<b>Name</b>	<b>Width</b>	<b>Name</b>	<b>No.</b>	<b>Coordinates (pavement)</b>		<b>Flow Control</b>				<b>Segment</b>	
				<b>X</b>	<b>Y</b>	<b>Z</b>	<b>Control</b>	<b>Speed</b>	<b>Percent</b>	<b>Pvmt</b>	<b>On</b>
							<b>Device</b>	<b>Constraint</b>	<b>Vehicles</b>	<b>Type</b>	<b>Struct?</b>
									<b>Affected</b>		
	ft			ft	ft	ft		mph	%		
Haul Route	12.0	point1	1	0.0	0.0	0.00	Signal	0.00	100	Average	
		point2	2	1,000.0	0.0	0.00					

**INPUT: TRAFFIC FOR LAeq1h Volumes**

**5570 Melrose and 640 Beachwood**

<b>AES</b>		<b>18 July 2017</b>											
<b>SKB</b>		<b>TNM 2.5</b>											
<b>INPUT: TRAFFIC FOR LAeq1h Volumes</b>													
<b>PROJECT/CONTRACT:</b>		<b>5570 Melrose and 640 Beachwood</b>											
<b>RUN:</b>		<b>Construction Haul Trucks</b>											
<b>Roadway</b>	<b>Points</b>												
<b>Name</b>	<b>Name</b>	<b>No.</b>	<b>Segment</b>		<b>MTrucks</b>		<b>HTrucks</b>		<b>Buses</b>		<b>Motorcycles</b>		
			<b>V</b>	<b>S</b>	<b>V</b>	<b>S</b>	<b>V</b>	<b>S</b>	<b>V</b>	<b>S</b>	<b>V</b>	<b>S</b>	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Haul Route	point1	1	5	35	0	0	5	35	0	0	0	0	
	point2	2											

**INPUT: RECEIVERS**

**5570 Melrose and 640 Beachwood**

AES							18 July 2017				
SKB							TNM 2.5				
INPUT: RECEIVERS											
PROJECT/CONTRACT:		5570 Melrose and 640 Beachwood									
RUN:		Construction Haul Trucks									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z		above	Existing	Impact Criteria		
						Ground	L <sub>Aeq</sub> 1h	L <sub>Aeq</sub> 1h	Sub'l	Goal	in
			ft	ft	ft	ft	dBA	dBA	dB	dB	Calc.
Receptor	1	1	250.0	25.0	0.00	4.92	0.00	71	5.0	0.0	Y

**RESULTS: SOUND LEVELS**

**5570 Melrose and 640 Beachwood**

<b>AES</b>		<b>18 July 2017</b>											
<b>SKB</b>		<b>TNM 2.5</b>											
		<b>Calculated with TNM 2.5</b>											
<b>RESULTS: SOUND LEVELS</b>													
<b>PROJECT/CONTRACT:</b>		<b>5570 Melrose and 640 Beachwood</b>											
<b>RUN:</b>		<b>Construction Haul Trucks</b>											
<b>BARRIER DESIGN:</b>		<b>INPUT HEIGHTS</b>											
		<b>Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.</b>											
<b>ATMOSPHERICS:</b>		<b>68 deg F, 50% RH</b>											
<b>Receiver</b>													
<b>Name</b>	<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h Calculated</b>	<b>Crit'n</b>	<b>Increase over existing Calculated</b>	<b>Crit'n Sub'l Inc</b>	<b>Type Impact</b>	<b>With Barrier Calculated LAeq1h</b>	<b>Noise Reduction</b>			<b>Calculated minus Goal</b>
										<b>Calculated</b>	<b>Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>
			<b>dB</b>	<b>dB</b>	<b>dB</b>	<b>dB</b>	<b>dB</b>		<b>dB</b>	<b>dB</b>	<b>dB</b>	<b>dB</b>	<b>dB</b>
Receptor	1	1	0.0	61.2	71	61.2	5	----	61.2	0.0	0	0.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min</b>	<b>Avg</b>	<b>Max</b>								
			<b>dB</b>	<b>dB</b>	<b>dB</b>								
All Selected		1	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		1	0.0	0.0	0.0								

# **Appendix C**

## Operation Noise Calculations

## Project Composite Noise Calculations (CNEL)

Project: 5570 Melrose and 647 Beachwood Project

Receptor	Ambient	Traffic <sup>a</sup>	Mechanical	Parking	Trash Compactor	Outdoor		Project Composite	Ambient + Project	Increase
R1	73.1	53.6	43.9	25.1	12.8	45.0		54.5	73.2	0.1
R2	62.1	47.6	52.4	44.8	40.8	55.7		58.1	63.6	1.5
R3	65.4	45.8	47.4	43.5	43.3	29.5		51.4	65.6	0.2
R4	74.6	53.6	46.7	29.8	20.3	32.3		54.4	74.6	0.0
R5	58.8	31.6	48.3	23.3	13.3	44.1		49.8	59.3	0.5

<sup>a</sup> - traffic noise levels at each receptor is based on the traffic noise analysis for the roadway segment in front of the receptor.

Receptor	Roadway Segment	Traffic Noise Levels, CNEL			distance to roadway, ft	Existing	Existing + Project	barrier	distance to Center Line	adj. for distance
		Existing	Existing + Project	Project Only						
R1	Melrose Ave.	69.9	70.0	53.6	10	69.9	70.0	0	40	0.0
R2	Melrose Ave.	63.9	64.0	47.6	100	69.9	70.0	0	30	-6.0
R3	Melrose Ave.	62.1	62.2	45.8	160	69.9	70.0	0	30	-7.8
R4	Melrose Ave.	69.9	70.0	53.6	10	69.9	70.0	0	30	0.0

## Outdoor Mechanical Equipment Noise Calculations

Project: 5570 Melrose and 647 Beachwood Project

### Hours of Operations

Receptor	Estimated Noise Levels, Leq from SOUNDPLAN		Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
	Leq	CNEL			
			12	3	9
R1	37.2	43.9	37.2	37.2	37.2
R2	45.7	52.4	45.7	45.7	45.7
R3	40.7	47.4	40.7	40.7	40.7
R4	40.0	46.7	40.0	40.0	40.0
R5	41.6	48.3	41.6	41.6	41.6

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	73.1	73.1	0.0	67.3	67.3	0.0
R2	62.1	62.5	0.4	56.2	56.6	0.4
R3	65.4	65.5	0.1	60.0	60.1	0.1
R4	74.6	74.6	0.0	69.7	69.7	0.0
R5	58.8	59.2	0.4	53.9	54.1	0.2

## Parking Structure Noise Calculations

Project: 5570 Melrose and 647 Beachwood Project

### Hours of Operations

Receptor	Estimated Noise Levels, Leq from SOUNDPLAN		Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
	Leq	CNEL			
			12	3	4
R1	21.0	25.1	21.0	21.0	17.5
R2	40.7	44.8	40.7	40.7	37.2
R3	39.4	43.5	39.4	39.4	35.9
R4	25.7	29.8	25.7	25.7	22.2
R5	19.2	23.3	19.2	19.2	15.7

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	Ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	73.1	73.1	0.0	67.3	67.3	0.0
R2	62.1	62.2	0.1	56.2	56.3	0.1
R3	65.4	65.4	0.0	60.0	60.0	0.0
R4	74.6	74.6	0.0	69.7	69.7	0.0
R5	58.8	58.8	0.0	53.9	53.9	0.0



## Outdoor Noise Calculations

Project: 5570 Melrose and 647 Beachwood Project

Receptor	Estimated noise levels, Leq (FROM SOUNDPLAN)				Hours of Operations		
	Sound System	Occupants	Total, Leq	CNEL	Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
					11	3	1
R1	0.0	44.0	44.0	45.0	43.6	44.0	34.5
R2	0.0	54.7	54.7	55.7	54.3	54.7	45.2
R3	0.0	28.4	28.4	29.4	28.0	28.4	18.9
R4	0.0	31.2	31.2	32.2	30.8	31.2	21.7
R5	0.0	43.1	43.1	44.1	42.7	43.1	33.6

### TOTAL COMBINED

Receptor	Project (CNEL)	Ambient (CNEL)	Ambient + Project (CNEL)	Increase (CNEL)	Project Noise, (Leq)	Ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	45.0	73.1	73.1	0.0	44.0	67.3	67.3	0.0
R2	55.7	62.1	63.0	0.9	54.7	56.2	58.5	2.3
R3	29.5	65.4	65.4	0.0	28.4	60.0	60.0	0.0
R4	32.3	74.6	74.6	0.0	31.2	69.7	69.7	0.0
R5	44.1	58.8	58.9	0.1	43.1	53.9	54.2	0.3

## Trash Compactor Noise Calculations

Project: 5570 Melrose and 647 Beachwood Project

### TRASH COMPACTOR

Receptor	Estimated Noise Levels, Leq from SOUNDPLAN		Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
	Leq	CNEL			
R1	13.1	11.6	7.1	13.1	0.0
R2	43.6	40.8	37.6	43.6	0.0
R3	46.1	43.3	40.1	46.1	0.0
R4	22.8	20.1	16.8	22.8	0.0
R5	14.0	12.3	8.0	14.0	0.0

### TOTAL COMBINED

Receptor	Project CNEL	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	Project Noise, (Leq)	daytime ambient (Leq)	Ambient + Project (Leq)
R1	12.8	73.1	73.1	0.0	13.3	71.4	71.4
R2	40.8	62.1	62.1	0.0	43.6	60.5	60.6
R3	43.3	65.4	65.4	0.0	46.1	62.8	62.9
R4	20.3	74.6	74.6	0.0	22.8	70.8	70.8
R5	13.3	58.8	58.8	0.0	14.2	55.1	55.1

## 5570 Melrose Mixed Use

### Octave spectra of the sources in dB(A) - Mechanical

Name	Source type	Lw	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
AC-1	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-2	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-3	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-4	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-5	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-6	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-7	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-8	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-9	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-10	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-11	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-12	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-13	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-14	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-15	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-16	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-17	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-18	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-19	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-20	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-21	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-22	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-23	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-24	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-25	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-26	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-27	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-28	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-29	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-30	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-31	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-32	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-33	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-34	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-35	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-36	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-37	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-38	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-39	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-40	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-41	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-42	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-43	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-44	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-45	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-46	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-47	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-48	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-49	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-50	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-51	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-52	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	
AC-53	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0	

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## 5570 Melrose Mixed Use Octave spectra of the sources in dB(A) - Mechanical

Name	Source type	Lw	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
AC-54	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0		
AC-55	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0		
AC-56	Point	78.1		60.9	68.4	72.8	73.0	71.2	67.0		

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
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Receiver R1	Leq,d 37.2	dB(A)
Parking Entrance		
AC-1	21.4	
AC-2	17.7	
AC-3	21.4	
AC-4	17.6	
AC-5	21.5	
AC-6	17.6	
AC-7	21.5	
AC-8	17.6	
AC-9	17.9	
AC-10	17.6	
AC-11	16.9	
AC-12	17.0	
AC-13	16.6	
AC-14	16.7	
AC-15	16.4	
AC-16	16.5	
AC-17	16.3	
AC-18	16.3	
AC-19	16.1	
AC-20	16.1	
AC-21	17.0	
AC-22	17.0	
AC-23	16.7	
AC-24	16.8	
AC-25	16.5	
AC-26	16.5	
AC-27	16.3	
AC-28	16.3	
AC-29	16.1	
AC-30	16.1	
AC-31	17.0	
AC-32	17.0	
AC-33	16.7	
AC-34	16.7	
AC-35	16.5	
AC-36	16.5	
AC-37	16.3	
AC-38	16.4	

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
AC-39	16.2	
AC-40	16.2	
AC-41	24.5	
AC-42	24.8	
AC-43	23.7	
AC-44	23.7	
AC-45	23.1	
AC-46	23.1	
AC-47	22.6	
AC-48	22.5	
AC-49	22.1	
AC-50	22.0	
AC-51	21.7	
AC-52	21.6	
AC-53	21.2	
AC-54	21.2	
AC-55	20.9	
AC-56	20.8	
Receiver R2a	Leq,d 45.7	dB(A)
Parking Entrance		
AC-1	35.1	
AC-2	34.8	
AC-3	32.8	
AC-4	32.4	
AC-5	30.5	
AC-6	31.3	
AC-7	30.3	
AC-8	30.0	
AC-9	29.7	
AC-10	29.4	
AC-11	26.6	
AC-12	26.2	
AC-13	24.6	
AC-14	23.6	
AC-15	25.5	
AC-16	21.4	
AC-17	24.4	
AC-18	21.4	
AC-19	23.7	
AC-20	21.5	

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
AC-21	31.2	
AC-22	30.2	
AC-23	29.7	
AC-24	29.5	
AC-25	27.3	
AC-26	27.1	
AC-27	26.0	
AC-28	25.8	
AC-29	20.2	
AC-30	24.8	
AC-31	30.0	
AC-32	27.8	
AC-33	28.6	
AC-34	24.0	
AC-35	26.8	
AC-36	26.6	
AC-37	25.5	
AC-38	25.2	
AC-39	24.5	
AC-40	24.3	
AC-41	29.7	
AC-42	24.6	
AC-43	18.7	
AC-44	24.7	
AC-45	28.9	
AC-46	26.4	
AC-47	28.6	
AC-48	25.3	
AC-49	29.0	
AC-50	26.6	
AC-51	28.0	
AC-52	23.0	
AC-53	25.9	
AC-54	23.4	
AC-55	24.8	
AC-56	22.1	
<b>Receiver R2b</b>	<b>Leq,d 42.8</b>	<b>dB(A)</b>
Parking Entrance		
AC-1	29.1	
AC-2	30.6	

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
AC-3	28.8	
AC-4	30.5	
AC-5	28.7	
AC-6	30.5	
AC-7	28.6	
AC-8	30.4	
AC-9	29.8	
AC-10	31.9	
AC-11	23.7	
AC-12	23.5	
AC-13	24.3	
AC-14	24.0	
AC-15	24.9	
AC-16	24.6	
AC-17	25.8	
AC-18	25.5	
AC-19	26.9	
AC-20	26.6	
AC-21	23.1	
AC-22	22.9	
AC-23	23.6	
AC-24	23.4	
AC-25	24.2	
AC-26	23.9	
AC-27	25.0	
AC-28	24.7	
AC-29	26.1	
AC-30	25.8	
AC-31	22.5	
AC-32	22.4	
AC-33	23.0	
AC-34	22.7	
AC-35	23.5	
AC-36	23.3	
AC-37	24.3	
AC-38	24.1	
AC-39	25.4	
AC-40	25.1	
AC-41	16.5	
AC-42	16.4	
AC-43	16.7	

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
AC-44	16.5	
AC-45	16.9	
AC-46	16.7	
AC-47	17.0	
AC-48	16.9	
AC-49	17.2	
AC-50	17.0	
AC-51	17.4	
AC-52	17.2	
AC-53	17.5	
AC-54	17.3	
AC-55	17.7	
AC-56	17.5	
Receiver R2c	Leq,d 40.6	dB(A)
Parking Entrance		
AC-1	18.6	
AC-2	19.0	
AC-3	18.7	
AC-4	19.1	
AC-5	18.3	
AC-6	18.7	
AC-7	18.5	
AC-8	18.8	
AC-9	18.8	
AC-10	19.1	
AC-11	23.0	
AC-12	23.4	
AC-13	23.3	
AC-14	23.6	
AC-15	23.5	
AC-16	23.9	
AC-17	23.9	
AC-18	24.3	
AC-19	24.4	
AC-20	24.9	
AC-21	23.9	
AC-22	24.2	
AC-23	24.2	
AC-24	24.5	
AC-25	24.5	

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
AC-26	24.8	
AC-27	25.0	
AC-28	25.4	
AC-29	25.6	
AC-30	26.1	
AC-31	24.7	
AC-32	24.9	
AC-33	25.1	
AC-34	25.2	
AC-35	25.5	
AC-36	25.8	
AC-37	26.1	
AC-38	26.4	
AC-39	26.8	
AC-40	27.1	
AC-41	18.8	
AC-42	18.8	
AC-43	19.0	
AC-44	19.0	
AC-45	19.2	
AC-46	19.2	
AC-47	19.5	
AC-48	19.4	
AC-49	19.7	
AC-50	19.7	
AC-51	19.9	
AC-52	19.9	
AC-53	20.2	
AC-54	20.1	
AC-55	20.4	
AC-56	20.4	
Receiver R3	Leq,d 40.7	dB(A)
Parking Entrance		
AC-1	14.8	
AC-2	15.5	
AC-3	14.3	
AC-4	14.9	
AC-5	14.1	
AC-6	14.7	
AC-7	14.0	

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
AC-8	19.5	
AC-9	17.1	
AC-10	18.7	
AC-11	20.3	
AC-12	20.8	
AC-13	20.8	
AC-14	20.9	
AC-15	21.1	
AC-16	21.7	
AC-17	21.2	
AC-18	21.7	
AC-19	21.2	
AC-20	21.7	
AC-21	21.7	
AC-22	22.4	
AC-23	21.7	
AC-24	22.4	
AC-25	22.0	
AC-26	22.5	
AC-27	22.8	
AC-28	23.5	
AC-29	22.8	
AC-30	23.9	
AC-31	23.8	
AC-32	25.0	
AC-33	23.9	
AC-34	25.1	
AC-35	23.9	
AC-36	25.3	
AC-37	24.0	
AC-38	26.0	
AC-39	26.3	
AC-40	27.0	
AC-41	23.7	
AC-42	25.3	
AC-43	23.8	
AC-44	25.4	
AC-45	23.9	
AC-46	25.5	
AC-47	23.8	
AC-48	25.4	

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
AC-49	23.9	
AC-50	25.5	
AC-51	24.0	
AC-52	25.6	
AC-53	24.1	
AC-54	25.7	
AC-55	24.3	
AC-56	25.9	
Receiver R4	Leq,d 40.0	dB(A)
Parking Entrance		
AC-1	10.7	
AC-2	10.7	
AC-3	10.8	
AC-4	10.8	
AC-5	10.9	
AC-6	10.9	
AC-7	10.9	
AC-8	10.9	
AC-9	11.0	
AC-10	11.0	
AC-11	17.5	
AC-12	17.9	
AC-13	17.4	
AC-14	17.8	
AC-15	17.3	
AC-16	17.7	
AC-17	17.3	
AC-18	17.6	
AC-19	17.2	
AC-20	17.6	
AC-21	18.5	
AC-22	19.3	
AC-23	18.4	
AC-24	19.2	
AC-25	18.4	
AC-26	18.8	
AC-27	18.3	
AC-28	18.7	
AC-29	18.2	
AC-30	18.7	

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
AC-31	20.3	
AC-32	20.9	
AC-33	20.2	
AC-34	20.9	
AC-35	20.2	
AC-36	20.9	
AC-37	20.2	
AC-38	20.9	
AC-39	20.0	
AC-40	20.8	
AC-41	25.7	
AC-42	27.5	
AC-43	25.7	
AC-44	27.8	
AC-45	25.6	
AC-46	27.7	
AC-47	25.5	
AC-48	27.6	
AC-49	25.5	
AC-50	27.5	
AC-51	25.8	
AC-52	27.4	
AC-53	25.7	
AC-54	27.4	
AC-55	25.6	
AC-56	27.3	
<b>Receiver R5</b>	<b>Leq,d 41.6</b>	<b>dB(A)</b>
Parking Entrance		
AC-1	26.3	
AC-2	26.1	
AC-3	26.2	
AC-4	25.9	
AC-5	24.1	
AC-6	26.6	
AC-7	25.2	
AC-8	25.9	
AC-9	26.2	
AC-10	25.9	
AC-11	23.7	
AC-12	25.4	

**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

Source	Leq,d dB(A)	
AC-13	23.6	
AC-14	25.4	
AC-15	24.0	
AC-16	24.6	
AC-17	23.9	
AC-18	24.5	
AC-19	23.8	
AC-20	24.4	
AC-21	25.1	
AC-22	25.0	
AC-23	25.0	
AC-24	24.9	
AC-25	25.0	
AC-26	24.5	
AC-27	24.4	
AC-28	24.4	
AC-29	24.3	
AC-30	24.2	
AC-31	23.1	
AC-32	23.1	
AC-33	23.0	
AC-34	22.9	
AC-35	22.9	
AC-36	22.8	
AC-37	22.8	
AC-38	22.6	
AC-39	22.8	
AC-40	22.5	
AC-41	23.6	
AC-42	23.5	
AC-43	23.2	
AC-44	23.1	
AC-45	22.9	
AC-46	22.8	
AC-47	22.6	
AC-48	22.2	
AC-49	22.4	
AC-50	21.9	
AC-51	22.7	
AC-52	22.4	
AC-53	22.7	

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**5570 Melrose Mixed Use  
Assessed contribution level - Mechanical**

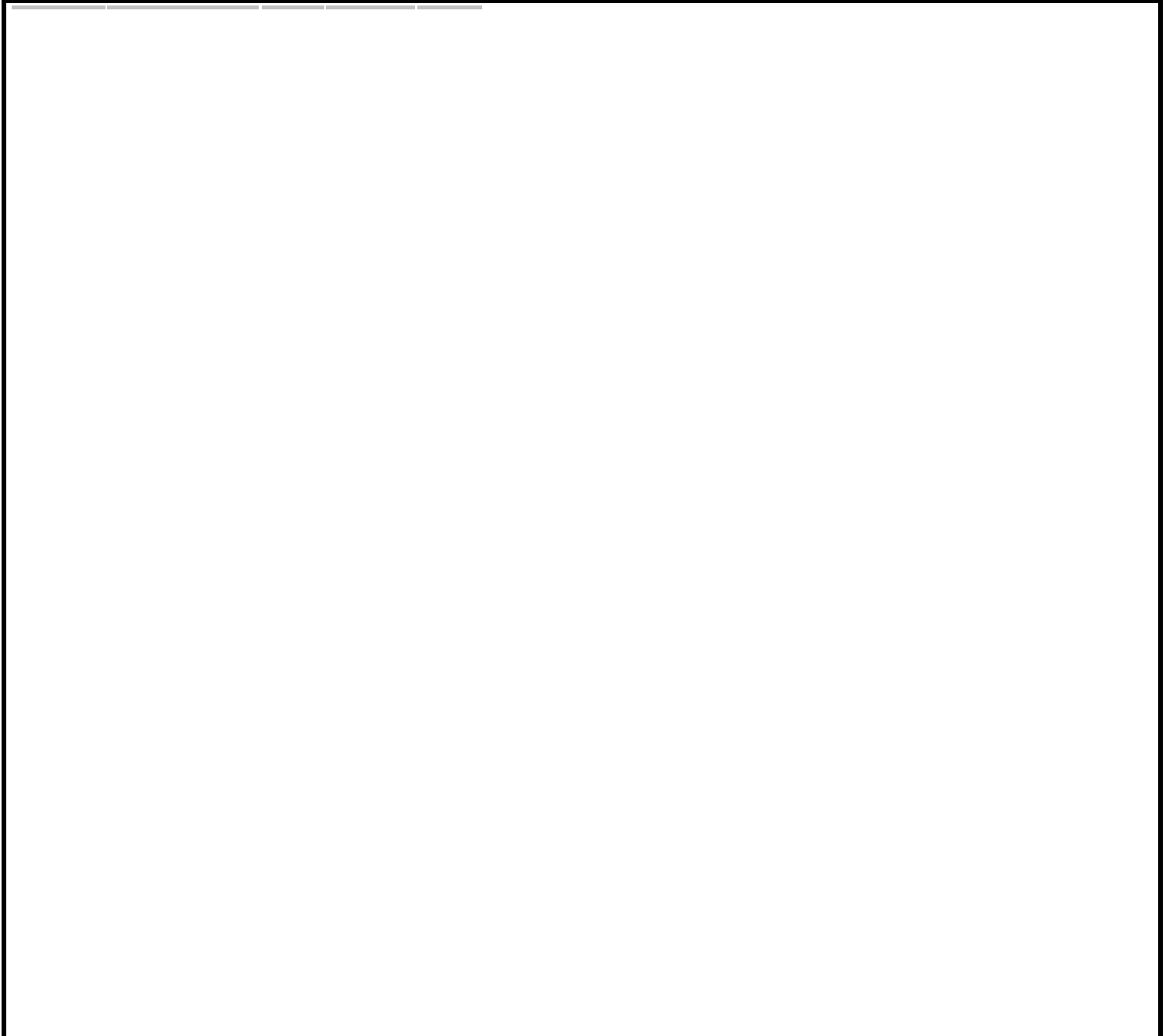
Source	Leq,d dB(A)	
AC-54	22.2	
AC-55	22.6	
AC-56	22.2	

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## 5570 Melrose Mixed Use Octave spectra of the sources in dB(A) - Outdoor Decks

**3**

Name	Source type	Lw	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Level 2 Deck	Area	91.7	54.9	71.6	86.7	87.9	84.4	79.7	
Level 5 Deck	Area	91.0	54.2	70.9	86.0	87.2	83.7	79.0	



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**5570 Melrose Mixed Use  
Assessed contibution level - Outdoor Decks**

**9**

Source	Leq,d dB(A)	
<b>Receiver R1</b>	<b>Leq,d 44.0</b>	<b>dB(A)</b>
Level 2 Deck	37.0	
Level 5 Deck	43.0	
<b>Receiver R2a</b>	<b>Leq,d 54.7</b>	<b>dB(A)</b>
Level 2 Deck	53.9	
Level 5 Deck	46.9	
<b>Receiver R2b</b>	<b>Leq,d 33.5</b>	<b>dB(A)</b>
Level 2 Deck	31.2	
Level 5 Deck	29.6	
<b>Receiver R2c</b>	<b>Leq,d 30.6</b>	<b>dB(A)</b>
Level 2 Deck	28.5	
Level 5 Deck	26.4	
<b>Receiver R3</b>	<b>Leq,d 28.4</b>	<b>dB(A)</b>
Level 2 Deck	25.2	
Level 5 Deck	25.6	
<b>Receiver R4</b>	<b>Leq,d 31.2</b>	<b>dB(A)</b>
Level 2 Deck	29.3	
Level 5 Deck	26.8	
<b>Receiver R5</b>	<b>Leq,d 43.1</b>	<b>dB(A)</b>
Level 2 Deck	39.2	
Level 5 Deck	40.9	

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	AES 22801 Crespi St Woodland Hills, CA 91364 USA	1
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**5570 Melrose Mixed Use**  
**Octave spectra of the sources in dB(A) - Parking**

**3**

Name	Source type	Lw dB(A)	Emission spectrum	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)	16kHz dB(A)
Parking	Parking lot	84.2		67.6	79.2	71.7	76.2	76.3	76.7	74.0	67.8	55.0

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	AES 22801 Crespi St Woodland Hills, CA 91364 USA	1
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**5570 Melrose Mixed Use  
Assessed contibution level - Parking**

Source	Leq,d dB(A)	
Receiver R1	Leq,d 21.0	dB(A)
Parking	21.0	
Receiver R2a	Leq,d 40.7	dB(A)
Parking	40.7	
Receiver R2b	Leq,d 29.8	dB(A)
Parking	29.8	
Receiver R2c	Leq,d 32.1	dB(A)
Parking	32.1	
Receiver R3	Leq,d 39.4	dB(A)
Parking	39.4	
Receiver R4	Leq,d 25.7	dB(A)
Parking	25.7	
Receiver R5	Leq,d 19.2	dB(A)
Parking	19.2	

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	AES 22801 Crespi St Woodland Hills, CA 91364 USA	1
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**5570 Melrose Mixed Use  
Source Levels in dB(A) - Trash**

**3**

Name	Source type	Lw dB(A)	
Trash Compactor	Point	87.7	dB(A)

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AES 22801 Crespi St Woodland Hills, CA 91364 USA

1

**5570 Melrose Mixed Use  
Assessed contribution level - Trash**

**9**

Source	Leq,d dB(A)	
Receiver R1	Leq,d 13.1	dB(A)
Trash Compactor	13.1	
Receiver R2a	Leq,d 43.6	dB(A)
Trash Compactor	43.6	
Receiver R2b	Leq,d 17.4	dB(A)
Trash Compactor	17.4	
Receiver R2c	Leq,d 30.9	dB(A)
Trash Compactor	30.9	
Receiver R3	Leq,d 46.1	dB(A)
Trash Compactor	46.1	
Receiver R4	Leq,d 22.8	dB(A)
Trash Compactor	22.8	
Receiver R5	Leq,d 14.0	dB(A)
Trash Compactor	14.0	

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AES 22801 Crespi St Woodland Hills, CA 91364 USA

1

Off-Site Traffic Noise Calculations

**Project: 5570 Melrose Project**

<b>Traffic Distribution as % of ADT</b>				
<b>Vehicle Type</b>	<b>Day</b>	<b>Eve</b>	<b>Night</b>	<b>Sub total</b>
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to  
ADT factor  
8%

**EXISTING CONDITIONS**

<b>Roadway Segment</b>	<b>Roadway Width*, ft</b>	<b>Distance to Edge of Roadway, ft</b>	<b>Distance to Centerline, feet</b>	<b>Speed mph</b>	<b>Traffic Volume</b>		<b>PHV to ADT factor</b>	<b>Barrier Atten.</b>	<b>Site Adjust., dBA</b>	<b>24-Hour CNEL</b>
					<b>PHV</b>	<b>ADT</b>				
Vine Street/Rossmore Avenue										
- North of Melrose Ave.	70	10	45	35	2,568	32,100	8%	0	0	69.8
- South of Melrose	70	10	45	35	2,460	30,750	8%	0	0	69.6
Gower Street										
- North of Melrose Ave.	40	10	30	35	996	12,450	8%	0	0	67.6
Van Ness Avenue										
- North of Melrose Ave.	40	10	30	35	1,049	13,113	8%	0	0	67.8
- South of Melrose	40	10	30	35	989	12,363	8%	0	0	67.6
Melrose Avenue										
- West of Vine St.	60	10	40	35	2,562	32,025	8%	0	0	70.4
- Between Vine St. and Gower St.	60	10	40	35	2,563	32,038	8%	0	0	70.4
- Between Gower St. and Van Ness Ave.	60	10	40	35	2,300	28,750	8%	0	0	69.9
- East of Van Ness Ave.	60	10	40	35	2,609	32,613	8%	0	0	70.5

\* Estimated based on Google Earth map.

\*\* Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

**Project: 5570 Melrose Project**

<b>Traffic Distribution as % of ADT</b>				
<b>Vehicle Type</b>	<b>Day</b>	<b>Eve</b>	<b>Night</b>	<b>Sub total</b>
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to  
ADT factor  
8%

**EXISTING + PROJECT CONDITIONS**

<b>Roadway Segment</b>	<b>Roadway Width*, ft</b>	<b>Distance to Edge of Roadway, ft</b>	<b>Distance to Centerline, feet</b>	<b>Speed mph</b>	<b>Traffic Volume</b>		<b>PHV to ADT factor</b>	<b>Barrier Atten.</b>	<b>Site Adjust., dBA</b>	<b>24-Hour CNEL</b>
					<b>PHV</b>	<b>ADT</b>				
Vine Street/Rossmore Avenue										
- North of Melrose Ave.	70	10	45	35	2,571	32,138	8%	0	0	69.8
- South of Melrose	70	10	45	35	2,463	30,788	8%	0	0	69.6
Gower Street										
- North of Melrose Ave.	40	10	30	35	997	12,463	8%	0	0	67.6
Van Ness Avenue										
- North of Melrose Ave.	40	10	30	35	1,052	13,150	8%	0	0	67.8
- South of Melrose	40	10	30	35	992	12,400	8%	0	0	67.6
Melrose Avenue										
- West of Vine St.	60	10	40	35	2,567	32,088	8%	0	0	70.4
- Between Vine St. and Gower St.	60	10	40	35	2,576	32,200	8%	0	0	70.4
- Between Gower St. and Van Ness Ave.	60	10	40	35	2,313	28,913	8%	0	0	70.0
- East of Van Ness Ave.	60	10	40	35	2,614	32,675	8%	0	0	70.5

\* Estimated based on Google Earth map.

\*\* Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

Off-Site Traffic Noise Calculations

**Project: 5570 Melrose Project**

<b>Traffic Distribution as % of ADT</b>				
<b>Vehicle Type</b>	<b>Day</b>	<b>Eve</b>	<b>Night</b>	<b>Sub total</b>
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to  
ADT factor  
8%

**FUTURE NO PROJECT CONDITIONS**

<b>Roadway Segment</b>	<b>Roadway Width*, ft</b>	<b>Distance to Edge of Roadway, ft</b>	<b>Distance to Centerline, feet</b>	<b>Speed mph</b>	<b>Traffic Volume</b>		<b>PHV to ADT factor</b>	<b>Barrier Atten.</b>	<b>Site Adjust., dBA</b>	<b>24-Hour CNEL</b>
					<b>PHV</b>	<b>ADT</b>				
Vine Street/Rossmore Avenue										
- North of Melrose Ave.	70	10	45	35	2,769	34,613	8%	0	0	70.1
- South of Melrose	70	10	45	35	2,656	33,200	8%	0	0	70.0
Gower Street										
- North of Melrose Ave.	40	10	30	35	1,056	13,200	8%	0	0	67.9
Van Ness Avenue										
- North of Melrose Ave.	40	10	30	35	1,200	15,000	8%	0	0	68.4
- South of Melrose	40	10	30	35	1,141	14,263	8%	0	0	68.2
Melrose Avenue										
- West of Vine St.	60	10	40	35	2,888	36,100	8%	0	0	70.9
- Between Vine St. and Gower St.	60	10	40	35	2,862	35,775	8%	0	0	70.9
- Between Gower St. and Van Ness Ave.	60	10	40	35	2,565	32,063	8%	0	0	70.4
- East of Van Ness Ave.	60	10	40	35	2,910	36,375	8%	0	0	71.0

\* Estimated based on Google Earth map.

\*\* Calculated using FHWA's TNM Version 2.5 Computer Noise Model.



Off-Site Traffic Noise Calculations  
**Project: 5570 Melrose Project**

<b>Traffic Distribution as % of ADT</b>				
<b>Vehicle Type</b>	<b>Day</b>	<b>Eve</b>	<b>Night</b>	<b>Sub total</b>
Auto	77.6%	9.7%	9.7%	97.0%
Medium Truck	1.6%	0.2%	0.2%	2.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

PHV to  
ADT factor  
8%

**FUTURE + PROJECT CONDITIONS**

<b>Roadway Segment</b>	<b>Roadway Width*, ft</b>	<b>Distance to Edge of Roadway, ft</b>	<b>Distance to Centerline, feet</b>	<b>Speed mph</b>	<b>Traffic Volume</b>		<b>PHV to ADT factor</b>	<b>Barrier Atten.</b>	<b>Site Adjust., dBA</b>	<b>24-Hour CNEL</b>
					<b>PHV</b>	<b>ADT</b>				
Vine Street/Rossmore Avenue										
- North of Melrose Ave.	70	10	45	35	2,772	34,650	8%	0	0	70.2
- South of Melrose	70	10	45	35	2,659	33,238	8%	0	0	70.0
Gower Street										
- North of Melrose Ave.	40	10	30	35	1,057	13,213	8%	0	0	67.9
Van Ness Avenue										
- North of Melrose Ave.	40	10	30	35	1,203	15,038	8%	0	0	68.4
- South of Melrose	40	10	30	35	1,144	14,300	8%	0	0	68.2
Melrose Avenue										
- West of Vine St.	60	10	40	35	2,895	36,188	8%	0	0	70.9
- Between Vine St. and Gower St.	60	10	40	35	2,875	35,938	8%	0	0	70.9
- Between Gower St. and Van Ness Ave.	60	10	40	35	2,578	32,225	8%	0	0	70.4
- East of Van Ness Ave.	60	10	40	35	2,917	36,463	8%	0	0	71.0

\* Estimated based on Google Earth map.

\*\* Calculated using FHWA's TNM Version 2.5 Computer Noise Model.

**Attachment E**  
**Historic Evaluation**  
**by Sapphos Environmental, Inc.**



July 24, 2017  
Job Number: 1606-002  
Historical Evaluation for  
5570 W. Melrose Avenue and 647 N. Beachwood Drive,  
Los Angeles, California 90038

**FINAL MEMORANDUM FOR THE RECORD**

2.6 1606-002 M01

**TO:** Crescent Capital Partners  
(Mr. Kevin Marsh)

**FROM:** Sapphos Environmental, Inc.  
(Ms. Alexandra Madsen and Ms. Carrie Chasteen)

**SUBJECT:** Historical Evaluation for 5570 W. Melrose Avenue and  
647 N. Beachwood Drive, Los Angeles, CA 90038

**ATTACHMENTS:** A. Resumes of Key Personnel

**Corporate Office:**  
430 North Halstead Street  
Pasadena, CA 91107  
**TEL** 626.683.3547  
**FAX** 626.628.1745

**Billing Address:**  
P.O. Box 655  
Sierra Madre, CA 91025

**Web site:**  
[www.sapphosenvironmental.com](http://www.sapphosenvironmental.com)

## EXECUTIVE SUMMARY

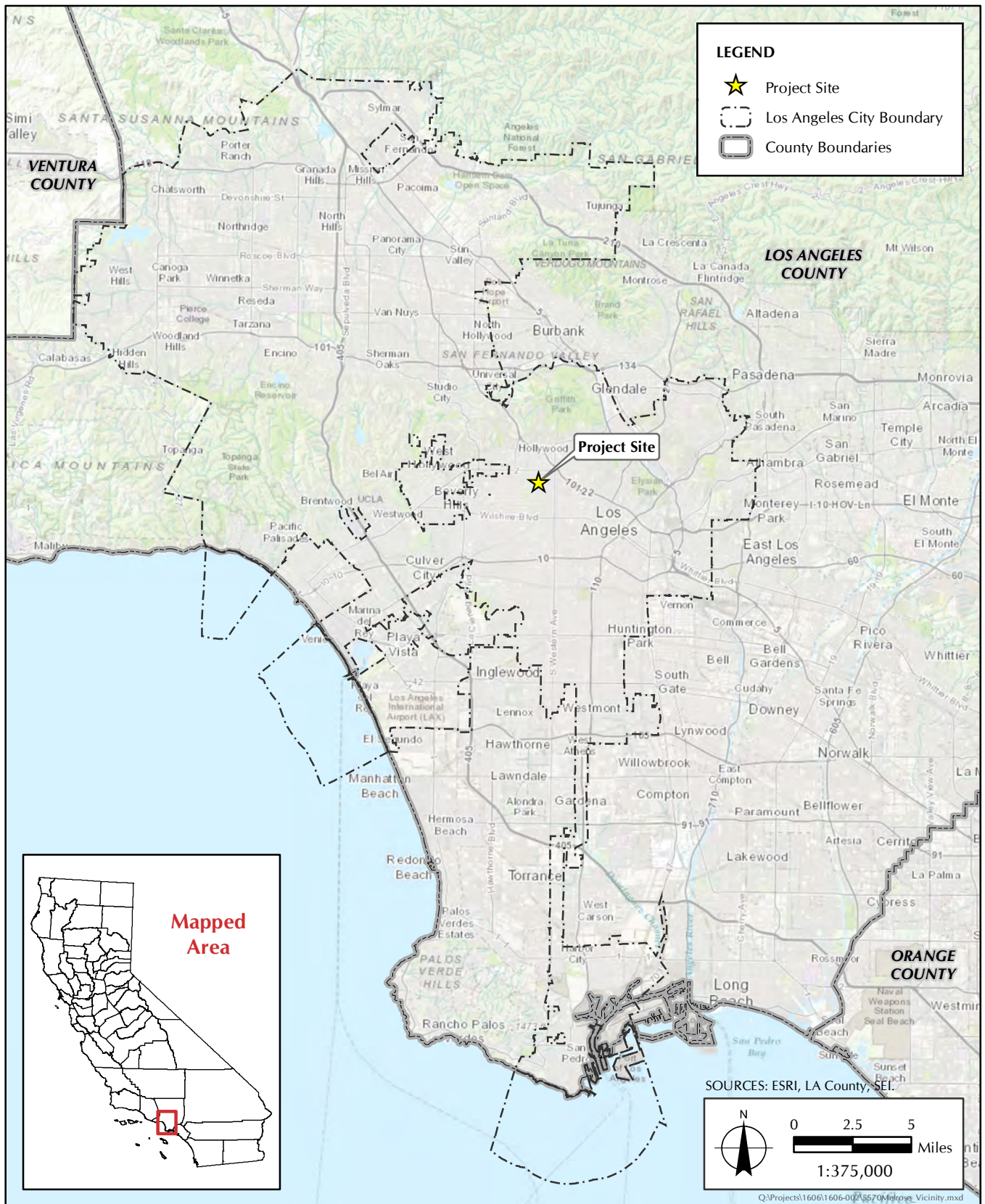
At the request of Crescent Capital Partners, Sapphos Environmental, Inc. has completed an evaluation and design review for a proposed multi-use building on a single parcel located at 5570 W. Melrose Avenue and 647 N. Beachwood Drive (APN 5523-022-012), in the Larchmont neighborhood and Wilshire Community Planning Area of the City of Los Angeles, California. The determination was made by Sapphos Environmental, Inc. (Ms. Alexandra Madsen and Ms. Carrie Chasteen) who meet the Secretary of the Interior's *Professional Qualification Standards* for History and Architectural History. Sapphos Environmental, Inc. has determined that the buildings located on the subject property are not eligible for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or as City of Los Angeles Historic-Cultural Monuments and are not historical resources pursuant to Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines. The subject parcel is located a sufficient distance away from the Larchmont Heights Neighborhood Conservation Area (27 feet) and the NRHP-eligible RKO Studios Historic District (75 feet) to avoid impacts to the setting or result in land use compatibility issues. The design of the proposed project is compatible and yet distinct from structures and buildings identified as contributing elements to the Larchmont Heights Neighborhood Conservation Area and the NRHP-eligible RKO Studios Historic District, such that the proposed buildings would not adversely affect the significance of designated historical resource or create a false sense of history. The proposed design was reviewed using the Secretary of the Interior's *Standards for Rehabilitation*, in Preservation Brief No. 14. In order to inform this analysis, Sapphos Environmental, Inc. conducted site visits on July 6 and 15, 2017 and reviewed SurveyLA findings, the Historic Resources Inventory (HRI) maintained by the California Historical Resource Information System (CHRIS), City of Los Angeles Department of Building and Safety building permits, and the proposed design. Additional research was conducted using Assessor records, city directories, and Internet.

## INTRODUCTION

An applicant proposes demolition of the existing occupied commercial buildings and structures on a single parcel located at 5570 W. Melrose Avenue and 647 N. Beachwood Drive (APN 5523-022-012), in the Larchmont neighborhood and Wilshire Community Planning Area of the City of Los Angeles, California. This report finds that the buildings and structures do not constitute historical resources pursuant to Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines. The applicant proposes the construction, use, and maintenance of a new two-to five-story, approximately 43,078-square-foot mixed-use building consisting of 52 residential dwelling units and approximately 5,500 square feet of commercial area on the subject parcel (Figure 1, *Vicinity Map, 5570 Melrose Avenue*). The subject parcel is located 27 feet away from the closest contributor to the Larchmont Heights Neighborhood Conservation Area which is located at 646 Gower Street. It is immediately across the street and 75 feet from the RKO Globe Building (Stage 21) and National Register of Historic Places (NRHP)-eligible RKO Studios Historic District (Figure 2, *Sketch Map, 5570 Melrose Avenue*). The subject property is five blocks (approximately 580 yards; 0.33 mile) away from the Hancock Park Historic Property Overlay Zone (HPOZ; historic district).

The project will set aside five units for Very Low Income Households. The building will have an approximate height of 56 feet and five stories of residential dwelling units above ground floor commercial space. Parking will be provided at grade level and within one subterranean level of parking, and will provide 76 automobile parking spaces (24 commercial and 52 residential) and a total of 64 bicycle parking spaces. The application was approved by the Los Angeles City Planning Commission (LAPC) on May 23, 2017. An appeal of this decision was submitted on June 7, 2017. Sapphos Environmental, Inc. architectural historians (Ms. Alexandra Madsen and Ms. Carrie Chasteen) reviewed the proposed design and existing sitting conditions for Crescent Capital Partners. This Memorandum for the Record (MFR) was prepared in support of the LAPC May 23, 2017 decision, addresses the historic issues raised in the appeal, and answers five questions in relation to buildings and structures on the subject parcel and the relationship of the proposed project to historical resources associated with the Larchmont Heights Neighborhood Conservation Area, the NRHP-eligible RKO Studios Historic District, and the RKO Globe Building:

- (1) Are the existing buildings at this site historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines? **No**
- (2) Is the Larchmont Heights zoning area sufficient distance away to avoid compatibility issues? **Yes**
- (3) Has the new project design been tailored to be compatible with the fabric of the Larchmont Heights historic district? **Yes**
- (4) Has the new project design been tailored to be compatible with the Paramount Pictures Studios Historic District? **Yes**
- (5) Has the new project design been tailored to be compatible with the RKO Globe Building? **Yes**



**FIGURE 1**  
Regional Vicinity Map



**FIGURE 2**  
Sketch Map, 5770 Melrose Avenue

## METHODS

The evaluation was undertaken by Sapphos Environmental, Inc. (Ms. Alexandra Madsen and Ms. Carrie Chasteen) who meets the Secretary of the Interior's *Professional Qualification Standards for History and Architectural History* (Attachment A, *Resumes of Key Personnel*). Sapphos Environmental, Inc. evaluated existing buildings and structures on the parcel for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or as a City of Los Angeles Historic-Cultural Monument (HCM) and constitution of historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines.

Sapphos Environmental, Inc. also reviewed the proposed project for compatibility with Larchmont Heights, RKO Studios Historic District, and the RKO Globe Building using five criteria: distance, scale, setback, massing, and design. Other factors included in this evaluation were viewshed and architectural precedent in the area.

The proposed project was reviewed for design compatibility with the Larchmont Heights Neighborhood Conservation Area and the RKO Globe Building, a contributing element of the NRHP-eligible Paramount Pictures Studio Historic District. The subject parcel is located 27 feet away from the closest contributor to the Larchmont Heights Neighborhood Conservation Area, which is located at 646 Gower Street. The Larchmont Heights Neighborhood Conservation Area is composed of 1920s Revival style mostly single-family residences. It is immediately across the street and 75 feet from the RKO Globe Building, a contributing element to the NRHP-eligible RKO Studios Historic District.

The design review was undertaken in light of the three objectives articulated in the Secretary of the Interior's *Standards for Rehabilitation*, in Preservation Brief No. 14:

- Preserve significant historic materials, features and form;
- Be compatible; and
- Be differentiated from the historic building.

Although Preservation Brief No. 14 provides guidelines on exterior additions to historic buildings, and the proposed project is not an addition to the Larchmont Heights Historic Conservation Area, NRHP-eligible RKO Studios Historic District, or RKO Globe Building, this brief also provides the most stringent guidelines for compatible design in general. The design of the proposed project was evaluated using Preservation Brief No. 14 to ensure maximum compliance with the Secretary of the Interior's *Standards for Rehabilitation*.

Two site visits were conducted by Sapphos Environmental, Inc. (Ms. Alexandra Madsen) on July 6 and 15, 2017, in order to document the subject property and its setting. A review of the SurveyLA findings and the Historic Resources Inventory (HRI) maintained by the California Historical Resource Information System (CHRIS), and the proposed design was conducted in order to inform this analysis. Additional research was conducted using building permits, Assessor records, city directories, and Internet.

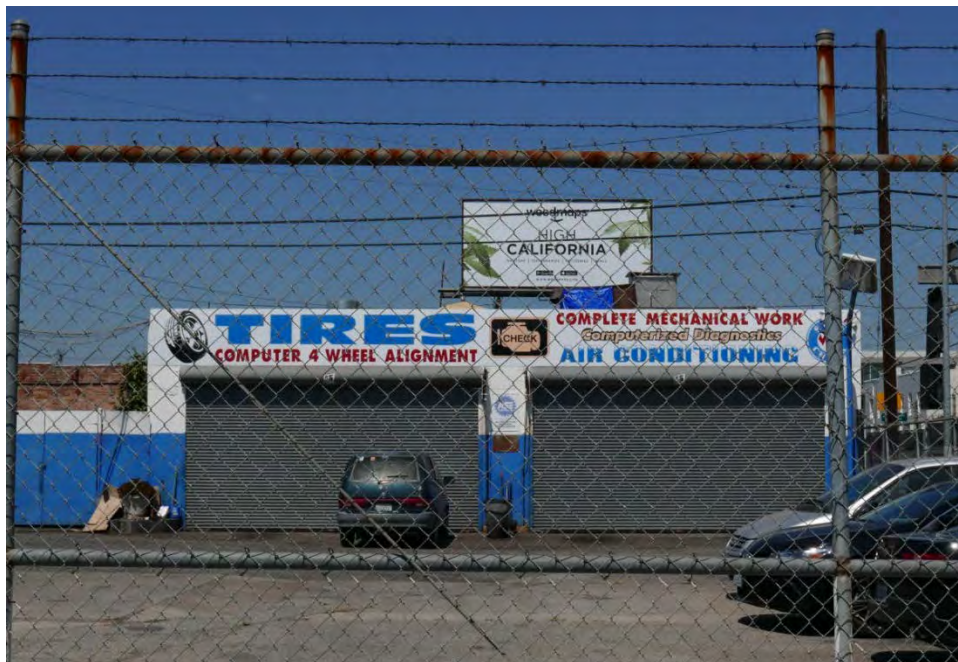
## 5570 MELROSE AVENUE

The parcel located at 5570 W. Melrose Avenue and 647 N. Beachwood Drive (APN 5523-022-012) currently has two buildings and one structure located on the property. These buildings are currently in-use as an automobile repair business at this site. Additionally, there are approximately



30 parking spaces to the north and south of these buildings; paved surface parking reaches lot lines on all sides of the parcel. The applicant proposes razing all buildings, structures, and objects on the parcel for the proposed project. An evaluation of the buildings and structures on the parcel was completed in order to comply with CEQA standards.

A workshop and gasoline station was built on the property in 1922,<sup>1</sup> a toilet was added to the building in 1936,<sup>2</sup> and the building was demolished in 1958.<sup>4</sup> A Shell Oil Co. service station was moved to the property in 1937,<sup>5</sup> and an additional garage was constructed in 1948.<sup>6</sup> The service station was demolished in 1959; that same year a new garage was built.<sup>7,8</sup> It appears that the current buildings located on the parcel were constructed in 1948 and 1959, but have been substantially altered over the years, notably with the replacement of an architectural projection and the addition of veneer in 1972 (Figure 3, *West-Facing View of Proposed Project Site [5570 Melrose Avenue]* and Figure 4, *South-Facing View of Proposed Project Site [5570 Melrose Avenue]*).<sup>9</sup> Grading at the site occurred in 1989 to excavate backfill from underground tanks.<sup>10</sup>



**Figure 3. West-Facing View of Proposed Project Site (5570 Melrose Avenue)**  
SOURCE: Sapphos Environmental, Inc., 2017

- 
- <sup>1</sup> City of Los Angeles. Building Permit No. 26792. Issued July 31, 1922
- <sup>2</sup> City of Los Angeles. Alteration Permit No. 14770. Issued June 16, 1936.
- <sup>4</sup> City of Los Angeles. Demolition Permit No. 52238. Issued August 14, 1958.
- <sup>5</sup> City of Los Angeles, Moving Permit No. 17377, May 28, 1937.
- <sup>6</sup> City of Los Angeles. Building Permit No. 17592. Issued June 14, 1948.
- <sup>7</sup> City of Los Angeles. Moving Permit No. 17377. Issued May 24, 1937; City of Los Angeles. Demolition Permit No. 24263. Issued April 14, 1959.
- <sup>8</sup> City of Los Angeles Building Permit No. 30937. Issued May 16, 1959.
- <sup>9</sup> City of Los Angeles. Alteration Permit No. 23879. Issued April 27, 1972.
- <sup>10</sup> City of Los Angeles Application for Inspection No. 25800400268. Issued October 6, 1989.



**Figure 4. South-Facing View of Proposed Project Site (5570 Melrose Avenue)**  
 SOURCE: Sapphos Environmental, Inc., 2017

A number of people have owned the service station and automobile station from 1922 to 2017 (Table 1, Assessor Data).

**TABLE 1  
 ASSESSOR DATA**

Map Book No.	Page No.	Date	Owners
503	34	1922–1929	David E. Davies
503	48	1929–1942	David E. Davies
503	48	1929–1942	Edward Weisberger
503	46	1942–1949	Edward Weisberger
503	46	1950–1954	Edward Weisberger; Estelle Weisberger
1119	22	1955	Estelle Weisberger
1119	22	1955	Louis A. Kodimer
5523	22	1960	Louis A. Kodimer
5523	22	1960	Allen and Harriette Rosenstein
N/A	N/A	1975	Allen and Harriette Rosenstein
N/A	N/A	2009	Allen Rosenstein Trust
N/A	N/A	2011	West Hollywood Automotive
N/A	N/A	2012	Kessab LLC

David E. Davies lived at 2919 Carolina Street, was married to Elsie Davies, and was listed as an oil operator in 1922.<sup>12</sup> Edward Weisberger was born in Czechoslovakia, immigrated to the United States in 1895 where he married Estelle Weisberger, and died in 1950.<sup>13,14</sup> Louis A. Kodimer listed his occupation as a gas station operator in 1941 and married Miriam Lehman in 1950.<sup>15,16</sup> Allen and Harriette Rosenstein lived in Sherman Oaks; no other information was available.<sup>17</sup>

Buildings located at the project site, although over 50 years of age, do not retain integrity of workmanship, materials, and design as defined by the Secretary of the Interior's *Standards for the Treatment of Historic Properties*.<sup>18</sup> The subject property was not identified as significant in SurveyLA or other survey meeting the requirements of Public Resources Code Section 5024.1(g).

The buildings are not significant for associated events, people, architecture, or information. Therefore, the buildings are not eligible for listing in the NRHP, CRHR, or as a HCM pursuant to Criteria A/1, B/2, C/3, or D/4; therefore, the buildings on the subject parcel do not constitute historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines.

## SETTING

The parcel is located at the intersection of Melrose Avenue and Beachwood Street and flanked on either side by commercial buildings. Multi-story apartment buildings are located directly adjacent and across the street from the property (Figure 5, *Apartment Building Adjacent to Proposed Project Site* and Figure 6, *South-Facing View of Beachwood Drive from Proposed Project Site*). Melrose Avenue is an arterial street that serves as a busy and highly-developed commercial corridor (Figure 7, *East-Facing View of Melrose Avenue*).

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<sup>12</sup> Ancestry.com. *California, Voter Registrations, 1900-1968* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2017.

<sup>13</sup> Ancestry.com. *1930 United States Federal Census* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2002. Year: 1930; Census Place: Los Angeles, Los Angeles, California; Roll: 133; Page: 2B; Enumeration District: 0039; Image: 527.0; FHL microfilm: 2339868

<sup>14</sup> "Edward Weisberger," 17 May 1950, *Los Angeles Times*, pg. 48.

<sup>15</sup> Ancestry.com. *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

<sup>16</sup> Ancestry.com. *California, Marriage Index, 1949-1959* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2013.

<sup>17</sup> Ancestry.com. *U.S. Public Records Index, 1950-1993, Volume 2* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2010.

<sup>18</sup> Weeks, Kay D. and Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties: With Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*, University of Minnesota: U.S. Department of the Interior, National Park Service, 1995.



**Figure 5. Apartment Building Adjacent to Proposed Project Site**  
SOURCE: *Sapphos Environmental, Inc., 2017*



**Figure 6. South-Facing View of Beachwood Drive from Proposed Project Site**  
SOURCE: *Sapphos Environmental, Inc., 2017*



**Figure 7. East-Facing View of Melrose Avenue**  
SOURCE: Sapphos Environmental, Inc., 2017

Despite this heavily developed location, the property is situated near a number of historical areas. The property at 5570 Melrose Avenue skirts the Larchmont Heights Neighborhood Conservation Area; it is 27 feet away from, and shares a boundary with a contributing residence located at 646 N. Gower Street. It is also approximately 75 feet and across the street from the RKO Globe Building and eligible RKO Studios Historic District. These three historical resources will be described, along with the proposed project's location in relation to each, before the property design is evaluated for consistency.

## LARCHMONT HEIGHTS

The neighborhood of Larchmont Heights is defined by its single-family residences of an amalgam of architectural styles including Mission Revival, Spanish Colonial Revival, and Craftsman, among others. These styles were popular in Los Angeles during the 1920s in addition to Art Deco and Streamline Moderne commercial and apartment buildings.

Larchmont Heights is not a designated HPOZ but is a Neighborhood Conservation Area. The first stage of this neighborhood's preservation occurred in 2015, when Larchmont Heights was included in an Interim Control Ordinance (Ordinance No. 183,497) that limited proposed buildings' Residential Floor Area (RFA) to not exceed 120 percent of the prior or existing building's Residential Floor Area. Ordinance No. 183,497 was passed on March 25, 2015, and expired after two years. After this interim measure, Larchmont Heights was rezoned from R1-1 (also known as the Baseline Mansionization Ordinance) to an R1R3-RG Variation Zone (Ordinance No. 184,813) on March 17, 2017. This ordinance addressed the location of a residence's second story, the location of rear detached garages on single-family residence properties, and floor area size. This

zoning change intends to tailor zoning in order to preserve neighborhood character and is a more permanent solution for preservation of the neighborhood.

The majority of residences affected by this ordinance (approximately 75 percent) are located east of Arden Boulevard, south of Clinton Street, west of Bronson Avenue, and north of Beverly Boulevard. Residences located along Gower Street and buffered by Melrose Avenue and Clinton Street, directly to the west of the proposed project site, are affected by the ordinance, but are outliers not within a highly concentrated area of contributor zoned resources (Figure 8, *Map of Contributing Resources in Larchmont Heights Neighborhood Conservation Area with Contributors along Gower Street Highlighted*).



**Figure 8. Map of Contributing Resources to Larchmont Heights Neighborhood Conservation Area with Contributors along Gower Street Highlighted**

SOURCE: Department of City Planning & Bureau of Engineering, Ordinance No. 184813

Residences along Gower Street are in conversation with each other but are situated close to the commercial construction that has blossomed along Melrose Avenue. Despite the general cohesion of this central area of Larchmont Heights, the periphery of the Neighborhood Conservation Area is peppered with imposing multi-story residences and commercial buildings. A few of the most imposing buildings directly border historic residences within the Neighborhood Conservation Area (Table 2, *Buildings on Periphery of Larchmont Heights*).

**TABLE 2  
BUILDINGS ON PERIPHERY OF LARCHMONT HEIGHTS**

<b>Address</b>	<b>Type of Building</b>	<b>Approximate Height (Stories)</b>	<b>Approximate Footprint Size (Square Footage)</b>
500 N. Rossmore Avenue	Apartment Building	6	23,000
611 N. Larchmont Boulevard	Commercial Building	4	13,900
325 N. Larchmont Boulevard	Commercial Building	10+	15,175
5042 Elmwood Avenue	Apartment Building	3	9,660

The periphery of the Neighborhood Conservation Area has been heavily commercialized since at least the 1920s when much of Rossmore Avenue was developed. Imposing 5-to-10 story buildings, both historic and new, line Rossmore Avenue and directly share boundaries with resources in the Neighborhood Conservation Area. Historic buildings include: The El Royale Building at 450 N. Rossmore Avenue (1929; 10+ stories) and Ravenswood Apartments at 570 N. Rossmore Avenue (1930, 8 stories).<sup>19,20</sup> Both of these properties share boundaries with contributing residences within the Larchmont Heights Neighborhood Conservation Area (Figure 9, *View of Contributing Residences with El Royale Building in Background* and Figure 10, *View of Contributing Residences with Ravenswood Apartments in Background*). This sets a secure precedent for commercial and multi-story residential development along the periphery of the area; many of these buildings would dwarf the proposed project in size and scale.

<sup>19</sup> Hadley Meares, "The story of the El Royale, LA's most glamorous apartment building," *Curbed: Los Angeles*, June 2, 2015, accessed on July 13, 2017 at: <https://la.curbed.com/2015/6/2/9954274/el-royale-apartments-history-celebrities>

<sup>20</sup> Lawrence Hartmann, "Mae West Lived in Hollywood's Ravenwood Apartments," *ChicagoNow*, September 20, 2014, accessed on July 13, 2017 at: <http://www.chicagonow.com/hollywood-ravenswood/2014/09/mae-west-lived-in-hollywoods-ravenswood-apartments/>



**Figure 9. Contributing Residences on Arden Facing Southwest, El Royale Building in Background**  
SOURCE: *Sapphos Environmental, Inc., 2017*



**Figure 10. Contributing Residences on Arden Facing East, Ravenswood Apartments in Background**  
SOURCE: *Sapphos Environmental, Inc., 2017*



## 646 N. GOWER ST

The residence located at 646 N. Gower Street is a historical resource in the Larchmont Heights Neighborhood Conservation Area (Figure 11, *Frontal View of 646 N. Gower Street Property*). The property is a Craftsman-style building that measures approximately 5,651 square feet and was built circa 1920.



**Figure 11. Frontal View of 646 N. Gower Street Property**  
SOURCE: *Sapphos Environmental, Inc., 2017*

This residence faces away from the proposed project and has an approximate distance of 27 feet from the rear lot line. The proposed project is not in the residence's primary viewshed because it faces Gower Street and is located to the northwest of the rear residence (Figure 12, *Rear View of 646 N. Gower Street and Proposed Project Area*).



**Figure 12. Rear View of 646 N. Gower Street and Proposed Project Area**  
SOURCE: *Sapphos Environmental, Inc., 2017*

Moreover, there is precedent in the area for multi-story apartment buildings that abut contributing residences along Gower Street in Larchmont Heights, as visible at the corner of Clinton Street and N. Gower Street, where a block of contributing residences are situated near a multi-story apartment building (Figure 13, *View of N. Gower Street and Clinton Street Corner, Facing Northwest*).



**Figure 13. View of N. Gower Street and Clinton Street Corner, Facing Northwest**  
SOURCE: *Sapphos Environmental, Inc., 2017*

## RKO STUDIOS HISTORIC DISTRICT

The RKO Studios Historic District was found eligible for listing in the NRHP pursuant to Criterion A,<sup>21</sup> and Paramount Pictures has established a Historic Resources Preservation Plan.<sup>22</sup> Of the 47 buildings/structures in the area, 43 were found to be contributors to the NRHP-eligible district. According to the evaluation, “the collection of buildings as a whole is highly intact and continues to convey the historic significance of RKO Studios as one of the ‘Big Eight’ motion picture studios in Hollywood.”<sup>23</sup> The evaluation found the integrity of the district intact.

Building sizes range in the RKO Studios Historic District from the 1,709-square-foot Power House #3 to the 63,089 Mae West building and range in heights. Buildings, structures, and objects are all included in the NRHP-eligible RKO Studios Historic District; resources range from parks, to entry gates, to production studios.<sup>24</sup> These imposing buildings have little setback, and are only separated from the street by mandated pedestrian sidewalks within the public right of way. Moreover, they are situated near multi-family residences on Gregory Avenue and Willoughby Avenue. The RKO Studios NRHP-eligible Historic District is composed of contributing buildings of various sizes; the proposed project would not have a significant impact on the eligible district because it is comparable in size, scale, and design.

## RKO GLOBE BUILDING

The RKO Globe Building is identified as one of the contributing elements of the eligible RKO Studios NRHP-eligible Historic District and is located across the street from the subject parcel. The RKO Globe Building is an imposing multi-story building recognized for its expansive size. Like the proposed project, the RKO Globe Building does not have any setback but has a public walkway of approximately 8 feet from the building to curb located within the public right-of-way. The building’s design is defined by its repeating striated pilasters that create the impression of vertical banding down the building. This verticality is contrasted by the building’s sheer sprawling mass, curved edges, and wide base panel. The building is stucco clad and has a warm yellow and beige color theme. A stucco globe sits at the Melrose Avenue/Gower Street roof corner (Figure 14, *Northeast-Facing View of Paramount Studios, RKO Globe Building*).

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<sup>21</sup> Historic Resources Group, “Paramount Pictures: Historic Assessment Technical Report,” August 2015, Assessed July 13, 2017 at: [https://planning.lacity.org/eir/paramount/deir/files/App\\_F.pdf](https://planning.lacity.org/eir/paramount/deir/files/App_F.pdf)

<sup>22</sup> Planning Department Transmittal: CPC-2011-2459-GPA-ZC-Sp-Sn-CA

<sup>23</sup> Historic Resources Group, “Paramount Pictures: Historic Assessment Technical Report,” August 2015, Assessed July 13, 2017 at: [https://planning.lacity.org/eir/paramount/deir/files/App\\_F.pdf](https://planning.lacity.org/eir/paramount/deir/files/App_F.pdf)

<sup>24</sup> Historic Resources Group, “Paramount Pictures: Historic Assessment Technical Report,” August 2015, Assessed July 13, 2017 at: [https://planning.lacity.org/eir/paramount/deir/files/App\\_F.pdf](https://planning.lacity.org/eir/paramount/deir/files/App_F.pdf), pg. 86.



**Figure 14. Northeast Facing View of Paramount Studios, RKO Globe Building**  
SOURCE: *Sapphos Environmental, Inc., 2017*

## COMPATIBILITY

Potential compatibility issues for this project could be: distance from the historic neighborhood, building scale, setback, massing, and design compatibility. These concerns will be addressed individually to evidence that there will be no compatibility issues with the proposed project and that the proposed project would result in less than significant impacts on the surrounding historical resources.

### Distance

The property at 5570 Melrose Avenue is located along an arterial street that has been developed since the early 20th century as a commercial area and is peripheral to the R1R3-RG zoning area. Properties located at 5550, 5574, and 5576 Melrose Avenue are commercial properties which are not part of the Larchmont Heights Conservation Area historic neighborhood. The project is oriented towards Melrose Avenue and marginally touches the property located at 646 Gower Street for which the primary viewshed faces into Larchmont Heights and away from the subject property; therefore, the project would not negatively affect the zoning area.

The proposed project would only share a boundary at the northwest corner of 646 N. Gower Street, a contributing residence in the Neighborhood Conservation Area. The residence at this property has an approximate 27-foot setback from the rear lot line. The proposed building would have an additional 15-foot setback from the shared lot line, resulting in a net distance of 42 feet. This distance is not expected to result in significant shade or alteration of viewshed for the property located at 646 Melrose. Other contributing properties are either separated from the property by this residence or N. Gower Street. N. Gower Street is landscaped with above-grade terraced lawns, many with retaining walls and hedges. Trees, including palms, ornamental Callery pear, and Italian cypress, line Gower Street and are interspersed throughout the rear of residences that abut the

proposed project. This vegetation disturbs the viewshed of properties that may otherwise look onto the proposed project (Figure 15, *N. Gower Street Viewshed, Facing South*). Therefore, the proposed project would have less than significant impacts on the residence at 646 N. Gower Street.



**Figure 15. N. Gower Street Viewshed, Facing South**  
SOURCE: *Sapphos Environmental, Inc., 2017*

### **Scale, Setback, Massing**

The proposed project is mostly surrounded by multi-story apartment and commercial buildings and across the street from the RKO Globe Building. These buildings create an adequate setting in which to evaluate potential impacts of the proposed project. As far as type and scale of building, a multi-level apartment building is located immediately south of the proposed project at 641 Beachwood Drive, and two additional apartment buildings are adjacent and across the street (Figure 16, *View of 641 Beachwood Drive*). These three buildings provide precedents in the immediate area for multi-story, multi-family residences. The RKO Globe Building is furthermore similar in mass and provides a counterbalance for the proposed project.

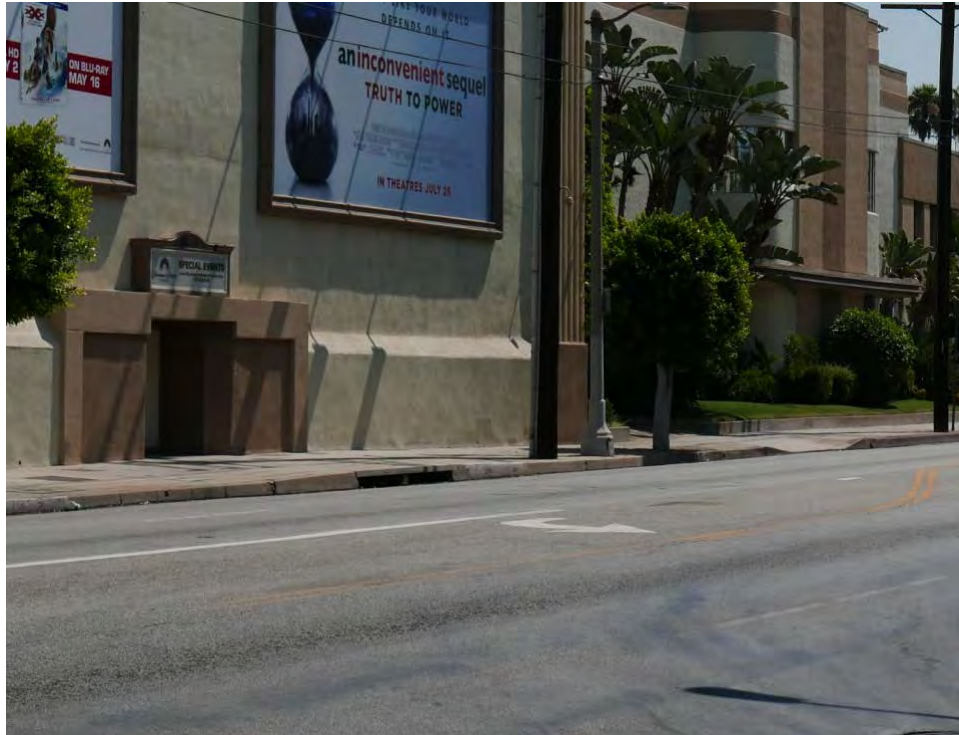


**Figure 16. View of 641 Beachwood Drive**  
SOURCE: Sapphos Environmental, Inc., 2017

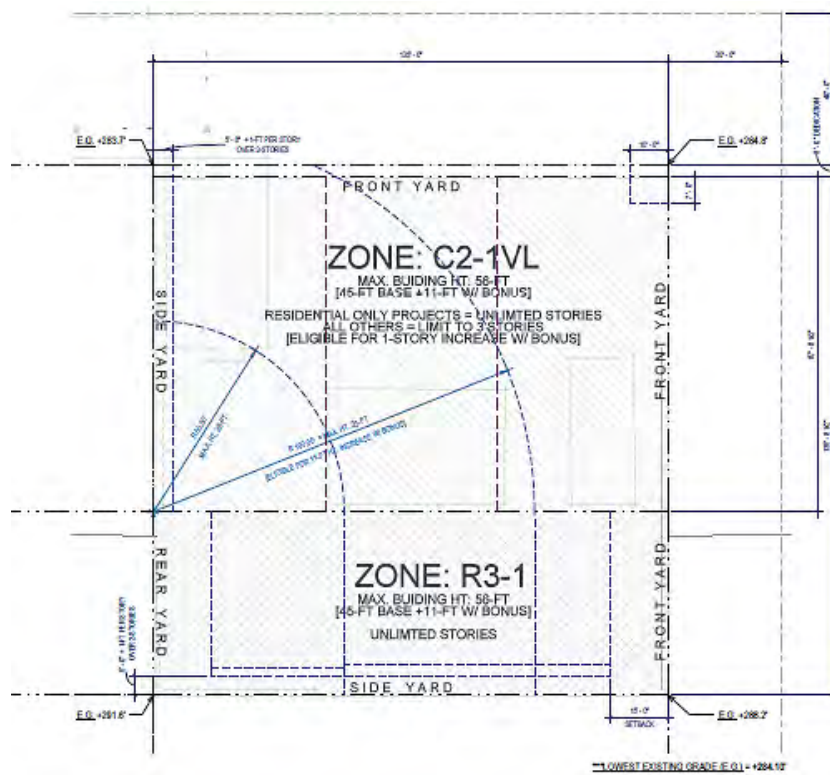
The proposed project will have a front setback of 0–15 feet, side setback of 7–8 feet, and rear setback of 15 feet, all within the required thresholds as set forth by the City of Los Angeles Department of Building and Safety.<sup>25</sup> This setback is equal to, or more than, those of the RKO Globe Building across the street on Melrose Avenue (Figure 17, *RKO Globe Building Setback*). Moreover, the residence at 646 N. Gower Street has a rear setback of approximately 27 feet and will adjoin the R3-1 zoned region of the proposed project that will have a 7/15-foot setback (Figure 18, *Site Zoning Summary Plan*). This will result in a 42-foot distance between the proposed project and the residence at 646 N. Gower Street. Therefore, setback of the proposed project is not out-of-scale with surrounding buildings but rather in-keeping with precedents already established in the area.

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<sup>25</sup> *General Zoning Code Design Criteria for Multiple-Dwelling Development* (Doc No. P/ZC2002-010), December 30, 2003, City of Los Angeles Department of Building and Safety.



**Figure 17. RKO Globe Building Setback**  
 SOURCE: Sapphos Environmental, Inc., 2017



**Figure 18. Site Zoning Summary Plan**  
 SOURCE: Cunningham Group Architecture, Inc., 2017

## Design Review

The project design also incorporates and compliments many of the architectural styles evident both specifically in Paramount Pictures Studio's RKO Globe Building, which sits across the street, and more broadly in Art Deco-style buildings found throughout the city. Moreover, Larchmont Heights was developed in the 1920s, contemporaneous to the rise of the Art Deco-style architecture in Los Angeles. The Revival-style architecture found in this neighborhood is historically compatible with Art Deco-style architecture, and both are associated with the growth of Los Angeles in the 1920s.

The proposed project's informed design prioritizes Art Deco character-defining features along its Melrose Avenue and Beachwood Drive elevations (Figure 19, *Rendered Project View, Raised View Looking West along Melrose Avenue*). Current design features include an emphasis on verticality, sharp angles, repeating geometric motifs, flat roof, and inclusion of setbacks and receding panes. Art Deco-inspired fenestration, defined by its metal casement windows and set back into balconies, is broken by vertical expanses of wall, which creates the illusion of piers. The proposed project has a flat roof with a projection defined by expansive glass panels that mimics the stepped nature of the RKO Globe Building's flat but tiered roof.

Art Deco-inspired geometric motifs are evident along the proposed building's roof and balconies, where repeating chevron panels provide safety. The entrance along Beachwood Drive also mimics common Art Deco entrances with its multi-layered rectangular shapes and projecting shade canopy. The window lintel is screened and continues the repeating geometric motifs introduced elsewhere in the building. Materials further compliment the RKO Globe Building and are true to both Art Deco and Contemporary design methods. The inclusion of metals such as gold and steel provide a complex and contrasting color palette notable in Art Deco architecture, whereas the expansive glass panels evidence Contemporary design influence (Figure 20, *Rendered Project View, Beachwood Drive Elevation*).

This verticality mimics the design of the RKO Globe Building, which is defined by its shallow pilasters and contrast of vertical and horizontal characteristics which create its Streamline Moderne nature. In this manner, the proposed project design both acknowledges earlier architectural precedents in the area while recognizing contemporary construction, borrowing from, but not historicizing, Art Deco motifs.<sup>26</sup> Therefore, the proposed project design is compatible with both the Larchmont Heights neighborhood and the historic buildings located at Paramount Pictures Studios that are within the viewshed of the subject property.

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<sup>26</sup> Anne E. Grimmer and Kay D. Weeks, "Preservation Brief 14: New Exterior Additions to Historic Buildings: Preservation Concerns," *National Park Service*, accessed July 11, 2017 at: <https://www.nps.gov/tps/how-to-preserve/briefs/14-exterior-additions.htm>





**Figure 19. Rendered Project View, Raised View Looking West Along Melrose Avenue**  
SOURCE: *Cunningham Group Architecture, Inc., 2017*



**Figure 20. Rendered Project View, Beachwood Avenue Elevation**  
SOURCE: *Cunningham Group Architecture, Inc., 2017*

## CONCLUSION

The buildings located on the subject property are not historical resources pursuant to Section 15064.5(a) of the CEQA Guidelines. The proposed project is sufficient distance from Larchmont Heights to avoid compatibility issues. The design of the proposed project is compatible with Larchmont Heights and the Paramount Pictures Studios buildings that are located within the viewshed of the proposed project.

Should there be any questions regarding the information contained in this MFR, please contact Ms. Alexandra Madsen at (626) 683-3547, extension 145.

***ATTACHMENT A  
RESUME OF KEY PERSONNEL***

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## Alexandra I. Madsen, MA

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### Architectural Historian

Master of Arts, Art History,  
University of Texas at  
Austin, Austin, TX, 2016

Bachelor of Arts (Magna Cum  
Laude), History,  
Saint Anselm College,  
Manchester, NH, 2014

- Cultural resources management and legal compliance
- Identification and evaluation of the built environment
- Archival documentation
- Historic preservation consultation

Years of Experience: 5

- Phi Alpha Theta
- Pi Gamma Mu
- Architectural History
- Cultural History
- Fluent Spanish

Ms. Alexandra Madsen, Architectural Historian for Sapphos Environmental, Inc., has more than five years of experience in the field of cultural resource management including experience in historic institutions, museums, and firms. Ms. Madsen has a Master's Degree in Art History from the University of Texas at Austin, where she focused on built environments. She meets and exceeds the Secretary of the Interior's *Professional Qualification Standards* in History and Architectural History.

Ms. Madsen has experience in completing cultural resources reports and in evaluating properties under federal, state, and local criteria. She has surveyed, conducted research on, and evaluated over 20 Los Angeles County Parks. This work includes archival research, identification and evaluation reports, and Department of Parks and Recreation (DPR) Series 523 Forms. Ms. Madsen has also evaluated education institutions for the Los Angeles Unified School District (LAUSD) as well as individual residential and commercial properties for various cities. This work required preparation of reports to demonstrate compliance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties (Standards)*, preparation DPR 523 series forms, and in some cases scoping for Environmental Impact Reports (EIR). She has worked on historic projects located throughout Los Angeles County. She is experienced with the Secretary of the Interior's *Standards* and CEQA compliance.

Ms. Madsen comes from a background specializing in historical and pre-historical artifacts and resources. She has worked in research, curatorial, collections management, and educational capacities. As a senior student assistant at the UT Dolph Briscoe Center for American History, curatorial assistant at Gunn Memorial Historical Museum, and research intern at the Institute for American Indian Studies; Ms. Madsen was responsible for collections management and archival work. Moreover, she has participated in archaeological excavations in Orvieto, Italy and Warren, Connecticut.

Ms. Madsen is a member of the National Trust for Historic Preservation, L.A. Conservancy, Pasadena Heritage, and the Association for Latin American Art.

## Carrie E. Chasteen, MS, BA

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### Senior Historic Resource Specialist

MS, Historic Preservation,  
School of the Art Institute of  
Chicago, Chicago, IL

BA, History and Political  
Science, University of South  
Florida, Tampa, FL

Phi Alpha Theta historical honor  
society

- Cultural resources management and legal compliance
- History of California
- Identification and evaluation of the built environment
- Historic American Building Survey (HABS) and Engineering Record (HAER) documentation
- Historic Property Survey Reports (HPSRs)
- Historical Resources Evaluation Reports (HRERs)

Years of Experience: 15+

### Relevant Experience

- Certified Oregon Transportation Investment Act (OTIA) III CS3 Technical Lead
- Historic Preservation Commissioner, City of Pasadena, CA
- Historic consultant for the Shangri La Hotel renovation project, Santa Monica, CA
- Principal Architectural Historian for the Interstate 10 (I-10) Corridor Project
- HABS/HAER documentation for Mission Control at NASA JPL in Pasadena, CA

Carrie Chasteen has more than 15 years of experience in the field of cultural resources management and the built environment, including project management, agency coordination, archival research, managing large surveys, preparation of Environmental Impact Statement / Environmental Impact Report (EIS/EIR) sections, peer review, and regulatory compliance. She meets and exceeds the Secretary of the Interior's *Professional Qualification Standards* in the fields of History and Architectural History.

Ms. Chasteen has served as Principal Investigator / Principal Architectural Historian on projects in Kern, San Bernardino, Riverside, Ventura, Los Angeles, Orange, Imperial, and San Diego counties in Southern California. She has extensive experience with the California Office of Historic Preservation, the California Department of Transportation (Caltrans), San Bernardino Associated Governments (SANBAG), Los Angeles County Department of Parks and Recreation, the City of Los Angeles, and various other state, county, and local government agencies.

Carrie Chasteen served as the historic consultant for the design team for the renovation of the Shangri La Hotel, Santa Monica, California, which won a historic preservation award from the Santa Monica Conservancy. For the Shangri La Hotel project, Ms. Chasteen documented and ranked the character-defining features of the building and structures on the property; reviewed plans for consistency with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*; assisted with developing creative solutions to meet the objectives of updating the hotel amenities while maintaining the historic character of the building; assisted with the entitlement process including presentations before the Planning Commission; and prepared Historic American Building Survey (HABS) documentation of the linoleum flooring which was set in unique patterns per room throughout the entire building. Additional experience includes serving as Principal Architectural Historian for the Interstate 10 (I-10) Corridor Project. For this project, Ms. Chasteen prepared a Historic Property Survey Report (HPSR), Historical Resources Evaluation Report (HRER), and a Finding of No Adverse Effect with Non-Standard Conditions (FNAE). As part of the FNAE, she conducted agency consultation with the Cities of Redlands, Upland, and Ontario, and with other interested parties including regional historical societies. Ms. Chasteen has also prepared Historic American Buildings Survey / Historic American Engineering Record (HABS / HAER) documentation for the former Caltrans District 7 headquarters building and the Space Flight Operations Facility, commonly referred to as Mission Control, a National Historic Monument, at the Jet Propulsion Laboratory (JPL) in Pasadena.

Carrie Chasteen is a member of the Society of Architectural Historians, National Trust for Historic Preservation, California Preservation Foundation, and Pasadena Heritage. Ms. Chasteen is also a Historic Preservation Commissioner for the City of Pasadena.

## CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

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Case No. CPC-2016-4316-DB-1A

*5570 W. Melrose Avenue & 647 N. Beachwood Drive, Los Angeles, CA 90004*

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### I. The Project

- a. The subject property is located at 5570 W. Melrose Avenue and 647 N. Beachwood Drive, Los Angeles, CA (the "Property"). The Property is a rectangular-shaped parcel of land on the southwest corner of Melrose Avenue and Beachwood Drive. The Property consists of two lots (four parcels) and totals approximately 18,723 square feet of gross surface land area, or 0.43 acres. The Property fronts approximately 139 feet along the westerly side of Beachwood Drive and approximately 135 feet along the southerly side of Melrose Avenue.
- b. The parcels fronting Melrose Avenue are zoned C2-1VL. The C2-1VL zoning allows for multi-family residential uses at a R4 density. The Melrose Avenue Parcels of the Property are designated for General Commercial uses by Wilshire Community Plan (the "Community Plan"). The parcel fronting Beachwood Drive is zoned R3-1 and designated for Medium Residential uses by the Community Plan. The site is not within any overlay zones or Specific Plan areas. The maximum Floor Area Ratio ("FAR") allowed in Height District 1 is 1.5:1 for commercially zoned parcels and 3:1 for parcels in the R3 zone. The Property is currently improved with two one-story buildings (total 2,484 square feet) used for automotive repair uses and a surface parking lot.
- c. Crescent Capital Partners, LLC ("Applicant") proposes to redevelop the Property with a mixed-use project that includes approximately 43,078 square feet of floor area, ranges in height from 25 feet to 56 feet due to transitional height restrictions, and provides up to four residential levels above ground-floor level retail and parking and one level of subterranean parking.
- d. Utilizing the SB 1818 Density Bonus Program, the Project is utilizing one on-menu density bonus incentive for additional floor area and another for the averaging of floor area, density, parking, open space, and access across the commercially-zoned and residentially-zoned parcels. The Project is also requesting an off-menu waiver request to utilize a height incentive on a property that is adjacent to an R1-zoned that is not adjacent to a "Transit Stop," as defined by the Los Angeles Density Bonus Ordinance.
- e. The Project contains 52 apartments, with nine studios, 41 one-bedroom apartments, and two two-bedroom apartments, ranging in size from 502 square feet to 908 square feet. Five of the fourth-floor studios also have loft space above which counts toward floor area, but not as a fifth story on the commercial lots. The Project also provides 6,611 square feet of open space.

- f. Parking is provided in two levels, one level at-grade and one level of subterranean parking. Parking is accessed from a driveway on Beachwood Drive to the east. There are 76 total on-site parking spaces to serve the Project. The base residential parking requirement in accordance with AB 744 would require one-half space for each bedroom for the residential portion of the Project. The Project provides 54 residential spaces, located within both levels of the parking garage, with two spaces at-grade and the remainder located within the subterranean level. Commercial parking also exceeds the standard requirement of four spaces per 1,000 square feet of retail floor area, providing a total of 22 spaces on the first floor. In accordance with LAMC 12.21.A.16, there are 56 long-term and eight short-term on-site bicycle parking spaces, 64 total provided. At the request of the local community, the commercial parking will be “unbundled” after operating hours to maximize the utility of the parking spaces and provide for overnight use by residential tenants.
- g. Located within the Greater Wilshire neighborhood, the Project will provide much-needed housing, including affordable housing, and pedestrian oriented streetscape near a primary urban corridor. The Project is designed to complement the scale and grain of the adjacent Melrose/Larchmont neighborhood. The building architecture has been specifically redesigned to ensure compatibility with the surrounding neighborhood. While the Project itself is not historically significant or located in a historic district or overlay zone, its design represents a contemporary architectural complement to the area that respects the nearby historic resources and contributing structures.
- h. In accordance with the Community Plan and Citywide Design Guidelines, the building provides a variety of architectural materials and building planes, with special attention to ground level façade transparency. Windows have been incorporated into the façade of the ground floor along Melrose Avenue and Beachwood Boulevard, generating a sense of accessibility and engagement with the pedestrian realm. Alternative materials are inset throughout the façade and paired with landscaping opportunities that create a sense of permeability through intentional breaks in the horizontal plane.
- i. The residential floors of the building are designed with individual unit balconies and building façade cutouts, which provide substantial breaks in the building wall. The use of “solids and voids” in the architectural expression also helps to create visual interest within the Project distinct from a typical apartment building. Solid balconies with wood material along the south side of the Project maintain privacy for both neighbors and tenants, while still providing design variation that articulates the building.
- j. The distribution of open space throughout the Project at various orientations, scales, and levels creates opportunities for a wider variety of activities and allows each space to be shared by a smaller group of residents, fostering community engagement and interaction. The building includes additional open space in the form of a deck at the center of the Project on the second floor.

- k. The building will be sustainably designed to meet and/or exceed all City of Los Angeles current building code and Title 24 requirements. As such, the development will incorporate eco-friendly building materials, systems, and features, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high performance building envelopment. The building will also be designed to accommodate future solar photovoltaic panels and on-site electric vehicle chargers.
- l. The proposed landscaping plan provides a mix of ground cover and trees to compliment the architecture. Additionally, the roof decks incorporate landscape planters throughout. Plant material has been selected for temperature hardiness and low water use. The Project will provide additional landscaping along the Melrose Avenue frontage to “soften” the streetscape and create a more engaging pedestrian environment for the commercial spaces fronting Melrose Avenue.

## **II. Procedural History**

- a. On May 23, 2017, the City Planning Commission (1) determined that the Project qualified for the Class 32 (In-Fill Development Projects) CEQA categorical exemption, (2) approved on-menu density bonus incentives for a 35% increase in floor area and to permit the averaging of floor area, density, parking, open space, and access from the C2-1VL Zone to the R3-1 Zone, and (3) approved an Off-Menu Waiver to permit a maximum of five stories and 56-feet in lieu of the otherwise permitted three stories and 45-feet (“CPC Determination”).
- b. On June 6, 2017, Dan Wells & Pharlapp Enterprises LLC, 5546 Melrose LLC & Woodrow Jackson, and Tracey Clarke, (collectively, “Appellants”) appealed the CPC Determination.
- c. The City Council (a) has considered all of the supporting technical studies, and other pertinent evidence in the record, including studies, reports, and other information from qualified experts and testimony at the public hearings on the Project (collectively the “Environmental Documents”), (b) has considered the potential environmental effects of the Project as set forth in the Environmental Documents, and (c) makes the following findings:

## **III. Findings**

- a. The City Planning Commission approved two on-menu density bonus incentives and one off-menu waiver of development standard. Under LAMC Section 12.22.A.25(g)(3)(i)(b), the Commission’s approval of the off-menu waiver is final and cannot be further appealed. Therefore, the only requests that may be considered by the City Council on appeal are the two on-menu incentives for a 35% increase in Floor Area and to “average” across zones. In order to disapprove these incentives, the Council on appeal must make one of the following affirmative findings, supported by substantial evidence:



- i. The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units; or
- ii. The incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible methods to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

The City Council finds that Appellants have submitted no credible evidence to support the first finding above. Rather, the additional floor area and flexibility created by averaging development standards will enable the Applicant to incorporate the affordable units into the Project and provide for affordable housing.

The City Council further finds, as discussed more fully below, that the Project is categorically exempt under Section 15332 of the State CEQA Guidelines and will not have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible methods to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households.

#### **IV. CEQA Class 32 (Urban Infill Development Projects) Exemption**

The Class 32 exemption (Section 15332 of the State CEQA Guidelines) is intended to promote infill development within urbanized areas. Class 32 consists of projects characterized as in-fill development meeting the following conditions:

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

Development at the Project Site is subject to the City of Los Angeles General Plan, the Wilshire Community Plan, and the City of Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning, also known as the City's Planning and Zoning Code. The Project includes an application under the State and City Density Bonus Law to increase the Project Site's allowable density in consideration of providing affordable housing units, and seek incentives to average FAR, density, parking, open space, and access across lots, to increase the floor area, and to increase height beyond the limits set forth in the LAMC. The Density Bonus Law provides that "[t]he granting of a density bonus shall not be interpreted, in and of itself, to require a general plan amendment. . . , zoning change, or other discretionary approval." Gov. Code § 65915(f)(5). It also *prohibits* a local municipality from applying "any development

standard that will have the effect of physically precluding the construction” of a density bonus-qualifying development. Because the Class 32 exemption only requires consistency with “applicable” general plan designations and policies and “applicable” zoning designations and regulations, any standards waived or reduced to accommodate a density bonus project are not “applicable” and therefore are irrelevant to the determination regarding the Project’s eligibility for the Class 32 exemption. *Wollmer v. City of Berkeley* (2011) 193 Cal.App.4<sup>th</sup> 1329, 1347-49 (City properly applied Class 32 infill exemption to mixed-use density bonus project).

The site is zoned C2-1VL and R3-1 and is designated for Neighborhood Office Commercial and Medium Residential land uses by the Wilshire Community Plan. The C2 zone allows multi-family residential housing as a permitted right use consistent with the R4 zone development standards. Existing uses in the surrounding area include multi-family residential, neighborhood serving commercial, and office uses. The proposed 52-unit mixed-use development will provide new multi-family housing opportunities and new commercial uses to the community and will be conveniently located proximate to a variety of community services. As described below, the Project is consistent with the applicable objectives and policies of the City’s General Plan and Framework Element, the Wilshire Community Plan, and the LAMC.

City of Los Angeles General Plan

Land uses on the Project Site are guided by the City’s General Plan. The General Plan sets forth goals, objectives, and programs to guide land use policies and to meet the existing and future needs and desires of the community, while integrating a range of State-mandated elements including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation. The Land Use Element of the General Plan consists of the General Plan Framework Element, which addresses Citywide policies, and also includes the 35 community plans that guide land use at a local level.

The consistency of the Project with applicable objectives and policies of the Framework Element is shown in Table I, below.

**Table I**  
**Project Consistency with the Framework Element**

Objective/Policy	Project Consistency
<b>Land Use Chapter</b>	
<b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors.	<b>Consistent.</b> The Project would develop a net increase in housing, including 5 new units for Very-Low Income households, available in the Wilshire Community Plan area to support the needs of anticipated growth in the area and the City.
<b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles	<b>Consistent.</b> The Project proposes infill development within an existing urbanized setting with a diversity of land uses, is within an area well-served by existing transit routes,

traveled, and air pollution.	and would provide 64 bicycle parking spaces to reduce car dependency for trips, all of which contribute to greater quality of life and air quality.
<b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	<b>Consistent.</b> The Project would include bicycle parking for 64 bicycles, and pedestrian access to the Project Site would be provided via sidewalks along Melrose and Beachwood.
<b>Policy 3.2.4:</b> Provide for the siting and design of new development that maintains the prevailing scale and character of the City’s stable residential neighborhoods and enhances the character of commercial and industrial districts.	<b>Consistent.</b> The Project would enhance the character of the existing area and complement the scale and grain of the existing neighborhood while contributing an architecturally unique building in the adjacent Melrose/Larchmont neighborhood. The building architecture has been specifically redesigned to ensure compatibility with the surrounding neighborhood, and represents a contemporary architectural complement to the area that is compatible with neighboring historic resources and nearby contributing structures.
<b><i>Urban Form and Neighborhood Design Chapter</i></b>	
<b>Objective 5.5:</b> Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	<b>Consistent.</b> The Project would redevelop an underutilized site with high quality and architecturally-compatible mixed-use multi-family residential and commercial uses that are constructed to the latest resource-efficient requirements of the LA Green Building Code, as well as provisions for on-site bicycle parking to reduce car dependency, thereby improving the quality of life and aesthetic quality of the public realm.

*Wilshire Community Plan*

A key purpose of the Wilshire Community Plan (a component of the Land Use Element of the General Plan) is to promote the preservation and enhancement of positive characteristics of existing neighborhoods while providing a variety of housing opportunities with compatible new housing.

Additionally, the Community Plan has a stated goal to provide “a safe, secure and high quality residential environment for all community residents” and a policy to “promote greater

individual choice in type, quality, price and location of housing.” The Housing Element of the City’s General Plan encourages the creation of new and affordable housing stock, with the City’s 2013-2021 Housing Element calling for 82,002 new units citywide, with 4,019 potential development sites and 51,490 net units identified in the Wilshire Community Plan area. The proposed Project will support the Housing Element policies for new housing by creating 52 new housing units that are affordable to a range of household incomes.

The proposed Project will implement multiple goals, objectives, and policies of the Wilshire Community Plan, as shown in Table II below:

**Table II**  
**Project Consistency with the Wilshire Community Plan**

<b>Objective/Policy</b>	<b>Project Consistency</b>
<b>Residential</b>	
<b>Objective 1-1:</b> Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.	<b>Consistent.</b> The Project provides new housing, including affordable housing, in a variety of unit sizes and configurations to meet existing and projected demand within the Wilshire Community Plan Area, as well as the City at large.
<b>Policy 1-1.3:</b> Provide for adequate Multi-Family residential development.	<b>Consistent.</b> The Project would include 52 multi-family dwelling units, including 5 units set aside for Very Low Income households, within the Wilshire Community Plan area.
<b>Policy 1-1.4:</b> Provide for housing along mixed-use boulevards where appropriate.	<b>Consistent.</b> The Project site is located in proximity to multi-family and commercial uses along Melrose Avenue, which is served by transit, and where higher-density uses such as the Project are appropriate. The Project’s height is reduced in proximity to nearby lower density residential properties, thereby ensuring that the scale and character of the Project is complementary of existing development patterns.
<b>Objective 1-2:</b> Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.	<b>Consistent.</b> The Project would include 52 dwelling units along Melrose Avenue, which is well-served by existing transit service. The Project site is located within a Transit Priority Area due to its proximity to significant transit lines, and a diversity of commercial uses are concentrated along Melrose and within the vicinity of the Project site that would be within reasonable walking distance for future

	residents of the Project.
<b>Objective 1-3:</b> Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.	<b>Consistent.</b> The Project would replace an existing auto-body repair shop with new multifamily residential and ground-level commercial uses, which are consistent with residential and commercial uses in the vicinity of the Project site. Moreover, the Project has been designed to reduce its height towards the lower-density residential uses to the south, thereby ensuring that the new building preserve the character and integrity of existing residential areas.
<b>Policy 1-3.1:</b> Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.	<b>Consistent.</b> The Project would include a high quality, architecturally-attractive building along Melrose Avenue, which is appropriate for the character and scale of the proposed Project and complementary of existing uses along this existing mixed-use corridor. Landscaping would include a mix of ground cover and trees intended to complement the building's architecture. Moreover, as described above in regard to Objecting 1-3, the Project would preserve the character of the existing residential areas in the vicinity.
<b>Objective 1.4:</b> Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.	<b>Consistent.</b> The Project includes 5 units set aside as affordable housing for Very Low Income households. Additionally, the Project would comply with all applicable California Building Standards Codes (Physical Access Regulations) in Title 24 of the California Code of Regulations.
<b>Policy 1.4-1:</b> Promote greater individual choice in type, quality, price and location of housing.	<b>Consistent.</b> The Project would introduce 52 new dwelling units to the Wilshire Community Plan Area within a Transit Priority Area. The dwelling units would consist of studios, 1-bedroom, and 2-bedroom units, which would be available at different market rates. Additionally, 5 dwelling units would be set aside as affordable housing for Very Low Income households.
<b>Commercial</b>	
<b>Objective 2-1:</b> Preserve and strengthen viable commercial development and provide	<b>Consistent.</b> The Project will include 5,500 square feet of new ground floor commercial

<p>additional opportunities for new commercial development and services.</p>	<p>retail space along Melrose Avenue, which is an existing commercial corridor that is well served by transit, and is in close proximity to existing commercial retail, restaurant, and service uses.</p>
<p><b>Policy 2-2.1:</b> Encourage pedestrian-oriented design in designated areas and in new development</p>	<p><b>Consistent.</b> In accordance with the Wilshire Community Plan and Citywide Design Guidelines, the Project provides a variety of architectural materials and building planes, with special attention to ground level façade transparency. Specifically, windows transcend the façade of the ground floor along Melrose Avenue and Beachwood Boulevard, generating a sense of accessibility and engagement with the pedestrian realm. Furthermore, the Project will provide additional landscaping along the Melrose Avenue frontage to “soften” the streetscape and create a more engaging pedestrian environment for the commercial spaces fronting Melrose Avenue.</p>

Los Angeles Municipal Code

As noted above, the site is zoned C2-1VL and R3-1. Multi-family residential housing is a permitted use in both the R3 and C2 zones, while the C2 zone also allows a wide range of commercial uses, including retail, restaurants, and offices.

Pursuant to California Government Code Section 65915 and LAMC Section 12.22.A.25, the Project restricts 11 percent of the site’s base density of 38 units (or five (5) restricted dwelling units) for deed-restricted Very Low Income households, and is therefore entitled to a 35 percent density bonus, pursuant to LAMC Section 12.22.A.25, for the construction, use, and maintenance of a mixed-use multi-family residential and commercial building providing 52 dwelling units, 5,500 square feet of commercial uses, and one level of subterranean parking. Further pursuant to State and City Density Bonus Law, the Project will utilize two on-menu incentives for additional floor area and the averaging of floor area, density, parking, open space, and access across the commercially-zoned and residentially-zoned parcels, respectively. The Project is also requesting an off-menu waiver to utilize a height incentive on a property that is adjacent to an R1-zoned that is not adjacent to a “Transit Stop,” as defined by the City’s Density Bonus Ordinance.

The base residential parking requirement, in accordance with AB 744, would require one-half space for each bedroom for the residential portion of the Project. The Project provides 54 residential spaces, or slightly more than one parking space provided per residential unit, located within the subterranean level of the parking garage. Commercial parking also exceeds

the standard LAMC requirement of four (4) spaces per 1,000 square feet of retail floor area providing a total of 22 spaces on the first floor. In accordance with LAMC 12.21.A.16, there are 56 long-term and eight short-term on-site bicycle parking spaces, 64 total provided.

With approval of the requested density bonus and related incentives, the Project will fully comply with the planning and zoning requirements of the LAMC. Furthermore, as described above, the Project is consistent with the applicable General Plan and Community Plan designation and policies. Accordingly, the Project is consistent with this condition.

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

The subject property is located on Melrose Avenue, approximately 1.3 miles from the boundaries of the City of Los Angeles and the City of West Hollywood. It is comprised of four legal parcels of approximately 18,723 square feet, or 0.43 acres. The site is substantially surrounded by urban uses. Specifically, the subject site is surrounded by R3-1 zoned properties along Beachwood Drive to the south that are improved with multi-family residential land uses. Properties along Melrose Avenue to the east and west are zoned C2-1VL and are occupied by commercial uses, including restaurants, retail, media uses, and auto service uses. The properties to the north and east are in the newly approved Paramount Pictures Specific Plan area and are developed with Paramount Studios. The properties to the southwest along Gower Street are zoned R1 and are occupied by single-family residential uses.

The Project will have access to community resources, parks, and public transportation. There are bus routes running along Melrose Avenue and Santa Monica Boulevard to the north and Vine Street to the west of the site with the nearest bus stop just over 50 feet from the Project Site. The Property is located between the Metro Red Line and Metro Purple Line routes, which provide rail transit opportunities and connections to the greater Los Angeles area. In addition, nearby parks include Burns Park and Lemon Grove Recreation Center. Therefore, as the proposed development occurs within City limits and the Project Site is less than five acres and substantially surrounded by urban uses, the Project meets this condition.

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

The Project is situated in an established, fully-developed, medium density residential and commercial neighborhood adjacent to several commercial corridors, large boulevards and other large employment centers. The Project Site is fully developed with two buildings and a surface parking lot. The site is approximately 100% impervious surface area with no landscaped areas. The Project site is devoid of any vegetation. Moreover, surrounding properties are fully developed with residential, commercial, and motion picture production uses, and there are no nearby open space or natural areas that may serve as habitat for sensitive species. Accordingly, the Project Site has no value as a habitat for endangered, rare or threatened species.

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

**No significant traffic impacts.** The Wilshire Community Plan has envisioned this area to attain a medium density and plans for the appropriate infrastructure to support this density. The Project abuts Melrose, a Secondary Highway –Avenue II, and a thoroughfare for the Greater Wilshire neighborhood. Several local and Rapid bus lines run along Melrose Avenue, Santa Monica Boulevard, Western Avenue, Beverly Boulevard, and Rossmore Street in the vicinity of the site. The existing mobility and circulation available in close proximity to the proposed Project will result in no traffic impacts as a result of the 52 additional residential units and 5,500 square feet of commercial uses that are being introduced into the community, as further described below.

LADOT’s Transportation Impact Study Guidelines, December 2016, detail when a traffic analysis is needed for a proposed project and what format is required. If a proposed project is estimated to create under 25 net new peak hour trips, no further analysis is needed beyond the estimate of project trips. If a project is estimated to create 25 to 42 net new peak hour trips, then a technical traffic memorandum is required to evaluate potential traffic impacts. If a proposed project is estimated to create 43 or more net new peak hour trips, then a full traffic impact study is required. The Traffic Memorandum prepared for the Project by Overland Traffic Consultants (“Overland”) dated December 3, 2016, determined that the Project will generate 430 net new daily trips, 19 net new AM peak hour trips and 31 net new PM peak hour trips. This is below the threshold for requiring a full traffic study; rather, given the peak hour trips, LADOT required a traffic memorandum.

Consistent with LADOT’s guidelines, a Memorandum of Understanding (“MOU”) was prepared by Overland and submitted to LADOT for approval of the parameters of the traffic memorandum prior to initiating the analysis. The MOU includes the Project’s trip generation rates, the buildout year, ambient growth rate, freeway screencheck analysis, potential impact analysis format, and the study intersections. The MOU was reviewed and approved by LADOT on November 8, 2016. Overland then prepared its traffic memorandum, which demonstrated that there will be no significant impacts at any of the study intersections. The Overland traffic memorandum was reviewed and approved by LADOT with an approval letter sent to the Department of City Planning dated December 28, 2016. The LADOT approval letter concurred with the findings in the traffic memorandum regarding the Project’s trip generation, study intersections, and less-than-significant impact determinations. In response to comments made as part of the appeal of the Project, supplemental traffic analysis was provided by Overland in a memorandum dated July 7, 2017, which confirmed the less-than-significant impact determination.

**The Project Site is within a Transit Priority Area (TPA), established by Senate Bill 743, for a project within one-half mile of a major transit stop.** The intersection of Vine Street/Rossmore Avenue & Melrose Avenue is approximately 1,500 feet from the Project site. There are bus stops for Metro Route 10 operating along Melrose Avenue and Metro Route 210 operating along Vine Street/Rossmore Avenue at this intersection. Metro Route 10 offers service



between West Hollywood and Downtown Los Angeles, including the 7th Street Metro Center, Pershing Square and Civic Center/Grand Park Metro Station with 8 to 12 minute headways (time between buses) during the morning peak hour and 10 to 13 minute headways during the afternoon peak hour at Vine Street/Rossmore Avenue and Melrose Avenue. Metro Route 210 offers services between Redondo Beach and Hollywood with stops at the Expo/Crenshaw and Hollywood/Vine Metro stations with 15 minute headways during the morning and afternoon peak periods. These two major bus routes with of frequency interval of 15 minutes or less meet the criteria for the Project to be in a TPA. As such, the Project is consistent with statewide objectives for providing housing around transit. Additionally, pursuant to Public Resources Code section 21099(d)(1), aesthetic and parking impacts of the Project shall not be considered significant impacts on the environment.

**No significant noise impacts.** A Noise Impact Study was conducted for both Project construction and operational noise. (July 2017, Noise Impact Study by Acoustical Engineering Services, Inc.). As demonstrated in the Project Noise Impact Study, there will be no significant construction or operational noise impacts. Specifically, as to construction noise:

- The estimated noise level from the Project on-site temporary construction activities would temporarily increase ambient noise levels in the immediate vicinity of the Project Site and exceed the Project significance threshold by up to 17.9 dBA (Leq) at the residence adjacent to the Project Site to the south (receptor R2) and up to 5.2 dBA (Leq) at the residence across the Project Site to the southeast (receptor R3).
- As a Project Design Feature (PDF), the Applicant will implement a Construction Noise Control Plan to reduce the Project's on-site construction noise impacts at the off-site noise sensitive receptors, to reduce the construction-related noise to meet the Project significance threshold. With implementation of noise control measures (NCM-1 through NCM-5, below), the construction-related noise at receptors R2 and R3 would be reduced by a minimum of 18 and 6 dBA, respectively, which would reduce the construction-related noise levels at receptors R2 and R3 to below the Project significance threshold (5 dBA above the ambient).

PDF NCM-1: The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

PDF NCM-2: Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

PDF NCM-3: To the extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

PDF NCM-4: The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

PDF NCM-5: Temporary noise barriers shall be used along the northern, eastern and southern property boundaries to block the line-of-sight between the construction equipment and the adjacent noise sensitive uses. The noise barrier shall provide minimum 18 dBA noise reduction at the residence adjacent to the Project Site to the south and southwest (R2) and 6 dBA noise reduction to the residence to the southeast (receptor R3).

Therefore, the temporary noise impacts associated with the Project construction activities would be less than significant.

- As set forth in the Noise Impact Study, noise generated by Project construction trucks along the anticipated haul routes, Melrose Avenue and Gower Street, between the Project site and the Hollywood Freeway (US-101), are estimated to be up to 61.2 dBA (hourly Leq) during the site grading/excavation phase (peak period with construction trucks). The estimated noise levels from the construction trucks would be below the existing ambient noise levels along the anticipated haul routes. Therefore, noise impacts associated with off-site construction traffic would be less than significant.

As to operation noise impacts, the Noise Impact Study concludes:

- On-site stationary noise sources including, but not limited to, building mechanical equipment, parking facility, trash compactor, and outdoor uses (occupancy noise), were evaluated against the City's exterior noise standard. The estimated noise levels from on-site stationary noise sources would be below the City's significance thresholds at all off-site noise sensitive uses. Therefore, noise impacts associated with the Project on-site stationary sources would be less than significant.
- Off-site roadway traffic noise impacts were also analyzed based on traffic volumes provided in the Project's traffic memorandum. The Project would result in a maximum noise increase of 0.1 dB A along Vine Street (north of Melrose Avenue), which is considered a negligible increase. In addition, the cumulative traffic volumes would result in a maximum increase of 0.6 dBA CNEL along Van Ness Avenue. Typically, a minimum 3 dBA change in the outdoor noise environment (increase and/or decrease) is considered as a threshold of human perception. The estimated noise increases from the off-site traffic would be below the more stringent 3 dBA significance threshold under both Project and Cumulative level. Therefore, off-site traffic noise impacts associated with the Project would be less than significant.

- A composite noise analysis was performed to evaluate the noise impacts from all Project-related noise sources, including on-site and off-site sources. The Project would result in a maximum increase of 0.1 dBA CNEL at receptor R1 to 1.4 dBA CNEL at receptor R2. The increases in noise levels at all off-site receptors due to the Project would be below the more stringent 3 dBA CNEL significance thresholds. Therefore, the composite noise level impacts due to Project operation would be less than significant.

**No significant air quality impacts.** An air quality analysis was conducted for both construction and operational emissions which determined there would be no significant air quality impacts. (December 19, 2016 Air Quality Analysis by Pomeroy Environmental Services).

**Construction emissions:**

For regional construction emission, an analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod 2016.3.1) recommended by the SCAQMD. As shown in Table 2 of the Air Quality Analysis, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts would be less than significant.

For localized construction emissions, the SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions. The Project Site is located within SRA 1 covering the Central Los Angeles area. The nearest sensitive receptors to the Project Site are adjacent residential uses to the south (within 25 meters). The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. The Project Site is 0.43 acres in size. Therefore, consistent with SCAQMD recommendations, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters were used to address the potential localized NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions to the area surrounding the Project Site. As shown in Table 3 of the Air Quality Analysis, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

**Operational emissions:**

Emissions would also be generated during Project operation, including from the mobile source emissions that will be generated from Project-related traffic. Such emissions will be less than significant, especially given that the Project will replace the existing auto-body repair shop, which generates a large amount of mobile source emissions. In addition to mobile source emissions from vehicles, general development causes smaller amounts of "area source" air pollution to be generated from on-site energy consumption (natural gas combustion) and from

off-site electrical generation. These sources represent a small percentage of the total pollutants. The inclusion of such emissions adds negligibly to the total significant Project-related emissions burden generated by the proposed Project. As shown in Table 5 of the Air Quality Analysis, operational emission impacts will be at a less-than-significant level.

**No significant water quality impacts.** The Project Site is not adjacent to any water sources, is not crossed by any water courses or rivers, and is approximately 100 percent impervious surface area. Regardless, a water resources impact assessment was conducted for the Project which determined that there would be no significant impacts. (July 10, 2017, Water Resources Initial Study Report by KPFF Consulting Engineers). This report specifically found:

### **Water Hydrology**

Construction activities associated with the Project, which would involve removal of the existing structures and grading, have the potential to temporarily alter existing drainage patterns and flows on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. However, in accordance with applicable regulatory requirements, the Project would include the implementation of a Stormwater Pollution Prevention Plan that would specify Best Management Practices and erosion control measures to be used during construction to manage runoff flows so that runoff would not impact offsite drainage facilities and receiving waters. In addition, the Project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion.

With implementation of the Project, drainage would be collected and treated, and overflow would be conveyed similar to, or better than, the existing condition. In addition, as the amount of impervious surfaces on the Project Site is expected to decrease with the inclusion of landscaped areas on the Project Site, the Project would not increase the percentage of impervious surface area on the Project Site. Therefore, stormwater flows from the Project Site would not increase with implementation of the Project and, as such, the Project would not affect the capacity of the existing stormwater infrastructure during a 50-year storm event, as required by the City. Through compliance with all applicable NPDES requirements, including preparation of a Stormwater Pollution Prevention Plan and implementation of Best Management Practices, as well as through compliance with applicable City grading regulations, the Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area such that substantial erosion, siltation, or onsite or offsite flooding would occur. Impacts to water hydrology would be less than significant.

### **Water Quality**

During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, onsite watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Therefore, Project-related

construction activities could potentially result in adverse effects on water quality. However, as noted above, the Project would be required to provide a Stormwater Pollution Prevention Plan that would be developed and implemented during construction of the Project. The Stormwater Pollution Prevention Plan would set forth Best Management Practices, including erosion control, sediment control, non-stormwater management, and materials management measures, to minimize the discharge of pollutants in stormwater runoff. The Stormwater Pollution Prevention Plan would be carried out in compliance with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities. In addition, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the LAMC) to reduce the effects of sedimentation and erosion. With compliance with these existing regulatory requirements, impacts to water quality during construction would be less than significant.

Operation of the Project would introduce sources of potential stormwater pollution that are typical of residential and commercial uses (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with circulation areas). Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. However, in accordance with NPDES Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan requirements during the operational life of the Project to reduce the discharge of polluted runoff from the Project Site. The Project would also be required to comply with the City's Low Impact Development Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. To this end, Best Management Practices, such as a drywell, infiltration trench, or capture and reuse cistern system, would be implemented to collect, detain, treat, and discharge runoff onsite before discharging into the municipal storm drain system. The final selection of Best Management Practices would be completed through coordination with the City of Los Angeles as part of the plan check review and permitting processes. The Standard Urban Stormwater Mitigation Plan would be subject to review and approval by the City for compliance with the City of Los Angeles' Development Best Management Practices Handbook, Part B, Planning Activities. With compliance with these existing regulatory requirements, impacts on water quality during operation would be less than significant.

### **Groundwater**

Based on the Geotechnical Investigation by Bryan Geotechnical Inc. (November 1, 2016), groundwater was encountered at a depth of approximately 52.5 feet below ground surface. In addition, based on a review of the California Geological Survey Seismic Hazard Evaluation Report 026 Plate 1.2 entitled "Historically Highest Ground Water Contours," the historic high groundwater level within the Project Site is on the order of 42 feet below ground surface. The Project would include excavation to depths of up to 25 feet below ground surface for the proposed subterranean parking garage. Therefore, no groundwater would be expected to be encountered during construction of the Project which could require withdrawal of groundwater. Similarly, the Project would not require a permanent withdrawal of groundwater during operation of the Project. Therefore, the Project is not expected to deplete groundwater

supplies. With regard to groundwater recharge, the percolation of precipitation that falls on pervious surfaces is variable, depending on the soil type, condition of the soil, vegetative cover, and other factors. Approximately 100 percent of the existing Project site consists of impervious surface area. Therefore, the degree to which surface water infiltration and groundwater recharge occurs onsite is negligible. With implementation of the Project, the amount of impervious surfaces is expected to decrease slightly due to the addition of landscaped areas. As such, operation of the Project would not alter the existing limited groundwater recharge that occurs within the Project site.

Furthermore, in accordance with the City's Low Impact Development Ordinance, the Project would include Best Management Practices to collect and detain stormwater. Therefore, the Project would not substantially interfere with groundwater recharge. The Project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant.

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

**Water**

The City of Los Angeles Department of Water and Power ("LADWP") currently supplies water to the Project site via existing water infrastructure located in the adjacent streets. In conformance with State law, every five years, LADWP prepares an Urban Water Management Plan ("UWMP"), which provides water supply and demand projections in five-year increments, based on projected regional population estimates. LADWP's 2015 UWMP anticipates adequate water supplies would be available to meet the projected demands of LADWP's entire service area, including the Project Site, under normal, single-dry, and multi-dry year conditions through 2040. Moreover, the Project will be subject to numerous local and state regulatory water conservation measures, including use of high-efficiency plumbing fixtures, landscaping irrigation controls, and other water reduction measures imposed by the City's Green Building Code. Therefore, given the adequate long-range water supply within LADWP's service area, as well as the extensive water conservation regulatory measures that will apply to the Project, the Project will be able to be adequately served with water.

**Wastewater**

The City's Bureau of Sanitation provides sewer service to the Project area, via existing sewer infrastructure in the adjacent streets. Sewage from the Project site is conveyed via existing sewer infrastructure to the Hyperion Treatment Plant, which has a typical available capacity of 175 million gallons per day of wastewater that can be treated. As part of the building permit process for the Project, the City will require detailed gauging and evaluation of the Project's wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Applicant would be required, at its own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation, which would be a temporary action and

would not result in any adverse environmental impacts. Therefore, the Project will be able to be adequately served by the City's wastewater services.

### **Solid Waste**

While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential developments within the City. The Project would provide adequate recycling areas or rooms in accordance with the City's Space Allocation Ordinance (Ordinance No. 171,687), which further requires that all such recyclable materials are picked up by a contracted recycler or hauler when all recycling receptacles are full or every week, whichever occurs first. The Project's remaining non-recyclable solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts.

In order to help meet landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519), which requires that all C&D waste generated within City limits be taken to City-certified C&D waste processors, where the waste would be recycled to the extent feasible. Because Project-generated C&D waste would represent a very small percentage of the available waste disposal capacity in the region, and the aggregate amount of waste would not all be landfilled since the Project would comply with City's recycling requirements, solid waste impacts from C&D activities would be less than significant. In addition, during operation, and at the City's extremely high waste diversion rate (76.4 percent in 2013), the Project's generated solid waste would result only in approximately one-quarter of the overall amount being landfilled, which will not significantly impact existing landfill capacity within Los Angeles County. Furthermore, State law requires multi-family residential developments with five units or more to provide for recycling services on site. Therefore, solid waste impacts from operation of the Project would be less than significant, and the Project can be served by existing solid waste facilities.

### **Electricity/Gas**

LADWP currently provides electrical power to the Project Site, and Southern California Gas provides natural gas, via existing infrastructure. Each of these utilities prepares long-range plans to assure sufficient capacity is available to meet projected demand. As part of the Project's permit and plan check process, adequate electrical and natural gas connection points would be provided to the satisfaction of the City and the respective utilities. Therefore, the Project will be adequately served by electricity and natural gas service.

### **Fire Protection**

The Los Angeles Fire Department ("LAFD") considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07-A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures located in the applicable residential area would be required to install automatic fire sprinkler systems. The Project would be served primarily by Fire

Station No. 52, located at 4957 Melrose Avenue, approximately 0.8 mile east of the Project Site, and housing an assessment engine and paramedic rescue ambulance. Therefore, existing fire response distance from Fire Station No. 52 to the Project Site would be adequate. As such, the Project could be adequately served by existing LAFD facilities.

### **Police Protection**

The Project site is served by the City of Los Angeles Police Department's ("LAPD") Olympic Community Police Station, which is located at 1130 S. Vermont Avenue, approximately 3.5 miles southeast from the Project site. Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, as required by the City as a regulatory compliance measure, the Project would employ construction safety features, including erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant.

As required by the City as a regulatory compliance measure, the Project would implement principles of the City's *Crime Prevention through Environmental Design Guidelines* subject to the approval of LAPD prior to the issuance of building permits. Specifically, the Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls that LAPD would otherwise receive. Therefore, potential impacts to police protection services during the operation of the Project would be less than significant. As such, the Project can be served by existing police services.

### **Schools**

The Project is in an area served by the Los Angeles Unified School District ("LAUSD") schools. The development of new residential units on the Project Site, as well as the new employment opportunities associated with the Project's commercial uses, will generate new student population. To reduce potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). LAUSD regularly prepares Developer Fee Justification Studies to support the school district's levy of the fees authorized by Section 17620 of the California Education Code. The Project would be required to pay the appropriate fees, based on the square footage, to



LAUSD. Furthermore, the Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities, which are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law. Therefore, as payment of appropriate school fees to LAUSD is required by law and considered full mitigation, impacts to schools would be less than significant. As such, the Project could be adequately served by existing school facilities.

### **Parks/Recreation Services**

Nearby parks and recreational facilities in the vicinity of the Project Site include Burns Park and Lemon Grove Recreation Center. In addition, the Project provides 6,611 square feet of open space throughout the project which includes a community open space deck in the center of the project on the second level and also a pool deck on the roof. It is anticipated that project residents will utilize these open spaces, which are residential amenities, as opposed to off-site parks and recreational areas. In addition, the Project will be subject to the requirements of the City's current park fee ordinance (Ordinance No. 184,505), which requires new residential development projects to pay parks fees to the City for the purpose of acquiring, expanding, and improving park and recreational facilities for new residents, thereby offsetting the potential demand placed upon existing park facilities by the Project's new residents. As such, the Project could be adequately served by existing park and recreation facilities.

In summary, the Project is properly categorized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed above.

### **V. Other CEQA Considerations:**

- a. Pursuant to CEQA, the City serves as the "lead agency" with respect to the Project in connection with the subject City actions.
- b. None of the information submitted by the Appellants, including the Appeal and testimony by the Appellants and their representatives at the public hearings on the Project, constitutes significant new information. The City Council has carefully considered this information and testimony and does not find it to be credible evidence of a significant impact, or an exception to the application of the Class 32 exemption (CEQA Guidelines Section 15332), or otherwise requiring additional CEQA review.
- c. The City Council finds and declares that substantial evidence for every finding made herein is contained in the Environmental Documents, which are incorporated herein by this reference, or is in the record of proceedings in the matter.
- d. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Project Application, CEQA Exemption and CPC Determination.

- e. Consistent with Public Resources Code Section 21081.6(a)(2), the documents that constitute the record of proceedings for approving the Project are located at the Department of City Planning, 200 North Spring Street, Room 750, Los Angeles CA 90012.



**APPLICATIONS:**

**DEPARTMENT OF CITY PLANNING APPLICATION**

*THIS BOX FOR CITY PLANNING STAFF USE ONLY*

**Case Number** CPC-2016-4316-DB

**Env. Case Number** ENV-2016-4317-CE

Application Type \_\_\_\_\_

Case Filed With (Print Name) \_\_\_\_\_ Date Filed \_\_\_\_\_

Application includes letter requesting:

Waived hearing       Concurrent hearing       Hearing not be scheduled on a specific date (e.g. vacation hold)

Related Case Number \_\_\_\_\_

***Provide all information requested. Missing, incomplete or inconsistent information will cause delays.***  
*All terms in this document are applicable to the singular as well as the plural forms of such terms.*

**1. PROJECT LOCATION**

Street Address<sup>1</sup> \_\_\_\_\_ Unit/Space Number \_\_\_\_\_

Legal Description<sup>2</sup> (Lot, Block, Tract) \_\_\_\_\_

Assessor Parcel Number \_\_\_\_\_ Total Lot Area \_\_\_\_\_

**2. PROJECT DESCRIPTION**

Present Use \_\_\_\_\_

Proposed Use \_\_\_\_\_

Project Name (if applicable) \_\_\_\_\_

Describe in detail the characteristics, scope and/or operation of the proposed project \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Additional information attached       YES       NO

Complete and check all that apply:

**Existing Site Conditions**

<input type="checkbox"/> Site is undeveloped or unimproved (i.e. vacant)	<input type="checkbox"/> Site is located within 500 feet of a freeway or railroad
<input type="checkbox"/> Site has existing buildings (provide copies of building permits)	<input type="checkbox"/> Site is located within 500 feet of a sensitive use (e.g. school, park)
<input type="checkbox"/> Site is/was developed with use that could release hazardous materials on soil and/or groundwater (e.g. dry cleaning, gas station, auto repair, industrial)	<input type="checkbox"/> Site has special designation (e.g. National Historic Register, Survey LA)

<sup>1</sup> Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—<http://zimas.lacity.org>)  
<sup>2</sup> Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site)

**Proposed Project Information**

- Demolition of existing buildings/structures
- Relocation of existing buildings/structures
- Interior tenant improvement
- Additions to existing buildings
- Grading
- Removal of any on-site tree
- Removal of any street tree
- New construction: \_\_\_\_\_square feet
- Accessory use (fence, sign, wireless, carport, etc.)
- Exterior renovation or alteration
- Change of use and/or hours of operation
- Haul Route
- Uses or structures in public right-of-way
- Phased project

**Housing Component Information**

Number of Residential Units: Existing \_\_\_\_\_ – Demolish(ed)<sup>3</sup> \_\_\_\_\_ + Adding \_\_\_\_\_ = Total \_\_\_\_\_

Number of Affordable Units<sup>4</sup> Existing \_\_\_\_\_ – Demolish(ed) \_\_\_\_\_ + Adding \_\_\_\_\_ = Total \_\_\_\_\_

Number of Market Rate Units Existing \_\_\_\_\_ – Demolish(ed) \_\_\_\_\_ + Adding \_\_\_\_\_ = Total \_\_\_\_\_

Mixed Use Projects, Amount of Non-Residential Floor Area: \_\_\_\_\_square feet

**3. ACTION(S) REQUESTED**

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought; follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC 12.36?  YES  NO

Authorizing section \_\_\_\_\_ Section from which relief is requested (if any): \_\_\_\_\_

Request: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Authorizing section \_\_\_\_\_ Section from which relief is requested (if any): \_\_\_\_\_

Request: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Authorizing section \_\_\_\_\_ Section from which relief is requested (if any): \_\_\_\_\_

Request: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Additional Requests Attached  YES  NO

<sup>3</sup> Number of units to be demolished and/or which have been demolished within the last five (5) years.

<sup>4</sup> As determined by the Housing and Community Investment Department

**4. RELATED DEPARTMENT OF CITY PLANNING CASES**

Are there previous or pending cases/decisions/environmental clearances on the project site?  YES  NO

If YES, list all case number(s) \_\_\_\_\_  
\_\_\_\_\_

If the application/project is directly related to one of the above cases, list the pertinent case numbers below and complete/check all that apply (provide copy).

Case No. \_\_\_\_\_ Ordinance No.: \_\_\_\_\_

- |   |  |
|---|--|
| <input type="checkbox"/> Condition compliance review                        | <input type="checkbox"/> Clarification of Q (Qualified) classification               |
| <input type="checkbox"/> Modification of conditions                         | <input type="checkbox"/> Clarification of D (Development Limitations) classification |
| <input type="checkbox"/> Revision of approved plans                         | <input type="checkbox"/> Amendment to T (Tentative) classification                   |
| <input type="checkbox"/> Renewal of entitlement                             |  |
| <input type="checkbox"/> Plan Approval subsequent to Master Conditional Use |  |

For purposes of environmental (CEQA) analysis, is there intent to develop a larger project?  YES  NO

Have you filed, or is there intent to file, a Subdivision with this project?  YES  NO

If YES, to either of the above, describe the other parts of the projects or the larger project below, whether or not currently filed with the City:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**5. OTHER AGENCY REFERRALS/REFERENCE**

To help assigned staff coordinate with other Departments that may have a role in the proposed project, please check all that apply and provide reference number if known.

Are there any outstanding Orders to Comply/citations at this property?  YES (provide copy)  NO

Are there any recorded Covenants, affidavits or easements on this property?  YES (provide copy)  NO

- Development Services Case Management Number \_\_\_\_\_
- Building and Safety Plan Check Number \_\_\_\_\_
- Bureau of Engineering Planning Referral (PCRF) \_\_\_\_\_
- Bureau of Engineering Hillside Referral \_\_\_\_\_
- Housing and Community Investment Department Application Number \_\_\_\_\_
- Bureau of Engineering Revocable Permit Number \_\_\_\_\_
- Other—specify \_\_\_\_\_

**6. PROJECT TEAM INFORMATION** (Complete all applicable fields)

**Applicant<sup>5</sup> name** \_\_\_\_\_

Company/Firm \_\_\_\_\_

Address: \_\_\_\_\_ Unit/Space Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone \_\_\_\_\_ E-mail: \_\_\_\_\_

Are you in escrow to purchase the subject property?  YES  NO

**Property Owner of Record**  Same as applicant  Different from applicant

Name (if different from applicant) \_\_\_\_\_

Address \_\_\_\_\_ Unit/Space Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone \_\_\_\_\_ E-mail: \_\_\_\_\_

**Agent/Representative name** \_\_\_\_\_

Company/Firm \_\_\_\_\_

Address: \_\_\_\_\_ Unit/Space Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone \_\_\_\_\_ E-mail: \_\_\_\_\_

**Other** (Specify Architect, Engineer, CEQA Consultant etc.) \_\_\_\_\_

Name \_\_\_\_\_

Company/Firm \_\_\_\_\_

Address: \_\_\_\_\_ Unit/Space Number \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone \_\_\_\_\_ E-mail: \_\_\_\_\_

**Primary Contact for Project Information**  Owner  Applicant  
*(select only one)*  Agent/Representative  Other \_\_\_\_\_

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List, and the Abutting Property Owners List.

<sup>5</sup> An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing the case on behalf of a client (i.e. usually not the agent/representative).

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**ATTACHMENT "A"**  
**MASTER LAND USE PERMIT APPLICATION - SUPPLEMENTAL INFORMATION**  
**5570 W. Melrose Ave, Los Angeles, CA 90038**

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- **CASE FILED:** CPC-2016-4316-DB / ENV-2016-4317-CE  
Approved on April 20, 2017
- **SITE INFORMATION:**
- Street Address: 5570 W. Melrose Avenue / 647 N. Beachwood Drive,  
Los Angeles, California 90004
  - Lot area: 18,723 square feet (gross)/ 0.43 acres
  - APN(s): 5523-022-012, 013
- **ACTION(s) Requested:**
- A 35% **Density Bonus** pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22.A.25 to permit the construction, use, and maintenance of a 2- to 5-story, mixed-use building providing 52 residential dwelling units over 5,500 square feet of ground floor commercial space, one ground floor level of parking and one subterranean level of parking. Density Bonus options/incentives are requested as follows:
    - A 35% percent Density Bonus pursuant LAMC Section 12.22.A.25 (c)(1), for a project setting aside 11 percent, or five (5), of its pre-density bonus units for Very-Low Income households;
    - Pursuant to California Assembly Bill 744, to allow each Residential Unit 0.5 parking spaces per bedroom;
    - On-Menu Housing Incentives:
      - An on-menu incentive pursuant to LAMC Section 12.22.A.25 (f)(4)(i) to permit a 35 percent increase in Floor Area Ratio to 2.02:1 in the C2 zone and 4.05:1 in the R3 zone in lieu of the otherwise permitted 1.5:1 and 3:1 FAR.
      - An on-menu incentive pursuant to LAMC Section 12.22.A.25 (f)(8) to permit the averaging of floor area ratio, density, parking, open space, and access across the four parcels.
    - Off-Menu Housing Waivers
      - A Waiver of Development Standards pursuant to LAMC Section 12.22.A.25 (g)(3) to permit a height increase of 11 feet and one-story for a maximum height of five (5) stories and 56 feet, in lieu of the otherwise permitted three (3) stories and 45 feet.

➤ **PROPERTY INFORMATION:**

SUBJECT PROPERTY

The subject Property is located at 5570 W. Melrose Avenue, Los Angeles, California 90038 and 647 N. Beachwood Drive, Los Angeles, CA 90004 (the “Property”). The Property is a rectangular-shaped parcel of land on the southwest corner of Melrose Avenue and Beachwood Drive. The Property consists of two lots (four parcels) and totals approximately 18,723 square feet of gross surface land area, or 0.43 acres. The Property fronts approximately 139 feet along the westerly side of Beachwood Drive and approximately 135 feet along the southerly side of Melrose Avenue.

The parcels fronting Melrose Avenue are zoned C2-1VL. The C2-1VL zoning allows for multi-family residential uses at a R4 density. The Melrose Avenue Parcels of the Property are designated for General Commercial uses by Wilshire Community Plan (the “Community Plan”). The parcel fronting Beachwood Drive is zoned R3-1 and designated for Medium Residential uses by the Community Plan. The site is not within any overlay zones or Specific Plan areas. The maximum Floor Area Ratio (FAR) allowed in Height District 1 is 1.5:1 for commercially zoned parcels and 3:1 for parcels in the R3 zone. The Property is currently improved with two one-story buildings (total 2,484 square feet) used for automotive repair uses and a surface parking lot.

SURROUNDING LAND USES

Property in the surrounding area is characterized by commercial and residential uses. The Property across Melrose Avenue is Paramount Studios, which earlier in 2016 was approved for a project in excess of one million square feet and approximately 22-stories. Properties along Beachwood Avenue to the south are zoned R3 and are occupied by apartment buildings. Properties along Gower Street to the south are zoned R1 and impose transitional height restrictions on the Subject Property which disallow a height increase via the Density Bonus Ordinance from qualifying as an on-menu incentive.

➤ **STREETS AND CIRCULATION**

- Melrose Avenue, providing site access and adjoining the Property to the north, is a designated Avenue II, requiring an 86 feet right-of-way, and is improved with curb, gutter, sidewalk. Melrose Avenue is currently dedicated to 80 feet and requires a three-foot dedication to complete the 43-foot half-right-of-way.
- Beachwood Drive, providing site access and adjoining the Property to the east, is designated a Local Street, requiring a 60 feet right-of-way, and is improved with curb gutter sidewalk. Beachwood Drive is currently dedicated to 60 feet and no further dedication is anticipated.



➤ **RELEVANT CASES, AFFIDAVITS, PERMITS, ETC.:**

SUBJECT PROPERTY/CITYWIDE CASES

- Ordinance No. 161,116 – Ordinance to initiate Height District Changes within the Hollywood – Westlake and Wilshire District Plan areas and within that portion of the South Central and West Adams District Plan areas north of the Santa Monica Freeway from existing Height Districts to those consistent with the General Plan. The Project is with Subarea 20 and was changed to Height District 1.
- City Planning Case No. CPC-1984-HD–The City Planning Commission approved a change of Height District within the “Core Area of L.A.” – General Plan Zone Consistency Program.

SURROUNDING PROPERTIES

- Case No. DIR-2016-811-DB-SPR – On August 22, 2016, the Zoning Administrator approved a request for a Density Bonus and Site Plan Review for a 65-unit apartment building including two on-menu incentives for a reduced front yard setback and an increased FAR, located at 518 N. Gramercy Place.
- Case No. DIR-2016-2598-DB – On July 22, 2016, a request was filed with the City Planning Department for a 34-unit apartment building including two on-menu incentives for increased floor area ratio and a reduced rear yard setback, located at 667 N. Wilton Place.
- Case No. DIR- 2015-688-DB-SPR – On May 12, 2016, the Director of Planning approved a request for a Density Bonus and a Site Plan Review for an 88-unit apartment building utilizing one incentive for an increase in the maximum allowable height, located at 501-543 N. Wilton Place.
- Case No. DIR-2015-635-DB – On July 13, 2015, the Director of Planning approved a request for a Density Bonus with two on-on menu incentives for a reduced front yard setback and a height increase in the R3-1XL zone, located at 5817 W. Camerford Avenue.
- Case No. CPC-1989-440-DB – On November 30, 1989, the City Planning Commission approved a request for a Density Bonus for a 9-unit apartment building, located at 526 Oxford Avenue.
- Case No. CPC-1987-406-DB – On October 15, 1987, the City Planning Commission approved a request for a Density Bonus for a 44-unit apartment building, located at 945 Serrano Avenue.

➤ **ZONING INFORMATION**

	REQUIRED			PROPOSED
	R3-1	C2-1VL	TOTAL	
<b>Lot Area</b>	6,480 sq. ft.	12,243 sq. ft.	18,723 sq. ft.	
<b>Buildable Area</b>	4,515 sq. ft.	12,243 sq. ft.	16,758 sq. ft.	
<b>Density</b>	1 DU/800 SF	1 DU/400 SF		
<ul style="list-style-type: none"> <li>• Base</li> <li>• 35% Density Bonus</li> <li>• Set-aside units (Very Low Income)</li> </ul>	8 units 11 units 1 unit	30 units 41 units 4 units	38 units 52 units 5 units	52 units 5 units
<b>Floor Area Ratio (FAR)</b>	3:1	1.5:1		
<ul style="list-style-type: none"> <li>• Density Bonus</li> <li>• Averaged across lots</li> </ul>	4.05:1 2.57:1	2.025:1 2.57:1		2.57:1 <sup>1</sup>
<b>Maximum building area</b>				
<ul style="list-style-type: none"> <li>• Base Max.</li> <li>• Density Bonus Max.</li> </ul>	13,545 SF 18,285 SF	18,364.5 SF 24,792 SF	37,804.5 SF 43,078 SF	43,078 SF
<b>Height</b>		(Per Transitional Height)		
<ul style="list-style-type: none"> <li>• Base</li> <li>• Density Bonus Incentive</li> </ul>	45 ft 56 ft	25-45 ft 25-56 ft		25- 56 ft <sup>2</sup>
<b>Setbacks<sup>3</sup></b>				
<ul style="list-style-type: none"> <li>• Front</li> </ul>	15 ft	Not required	Not required on Melrose	0 ft
<ul style="list-style-type: none"> <li>• Side</li> </ul>	5 ft + 1 ft for each story after 2nd	5 ft + 1 ft for each story after 2nd	8 ft (5 story)	8 ft
<ul style="list-style-type: none"> <li>• Rear</li> </ul>	15 ft	No rear yard in C2		15 ft
<b>Parking</b>				
<ul style="list-style-type: none"> <li>• Residential (AB 744)</li> <li>• Commercial</li> <li>• Total</li> </ul>	0.5 spaces per bedrooms = 26 spaces 4 spaces / 1000 SF = 22 spaces 48 spaces			76 spaces

<sup>1</sup> Utilizing on-menu incentive per LAMC 12.22.A.25.f(4)(i) to permit a 20% increase in FAR and an on-menu incentive per LAMC 12.22.A.25.f(8) to permit the averaging of FAR across lots

<sup>2</sup> Utilizing off-menu waiver per LAMC 12.22.A.25.g(3) for an 11-foot and one-story increase in height on a site adjacent to the R1-zone not within 1,500 of a "Transit Stop"

<sup>3</sup> Setbacks determined by Los Angeles Department of Building & Safety (LADBS) yard determination letter dated October 25, 2016.

➤ **PROJECT DESCRIPTION**

The Applicant proposes to redevelop the Property with a new mixed-use building containing 52 residential units and 5,500 square feet of ground floor commercial. The building is approximately 43,078 square feet, ranging in height from 25 feet to 56 feet, due to transitional height restrictions, providing up to four residential levels above ground-floor level retail and parking and on level of subterranean parking.

Utilizing the SB1818 Density Bonus Program, the development is utilizing two on-menu incentives for additional floor area and the averaging of floor area, density, parking, open space, and access across the commercially-zoned and residentially-zoned parcels. The Project is also requesting an off-menu waiver request to utilize a height incentive on a property that is adjacent to an R1-zoned that is not adjacent to a "Transit Stop" as defined by the Los Angeles Density Bonus Ordinance.

The building contains 52 apartments, with nine studios, 41 one-bedroom apartments, and two two-bedroom apartments, ranging in size from 502 square feet to 908 square feet. Five of the fourth-floor studios also have loft space above which counts toward floor area, but not as a fifth story on the commercial lots. The Project also provides 6,611 square feet of open space throughout the project.

Parking is provided in two levels, one level at-grade and one level of subterranean parking. Parking is accessed from a driveway on Beachwood Drive to the east. There are 76 total on-site parking spaces to serve the Project. The base residential parking requirement in accordance with AB 744, would require one-half space for each bedroom for the residential portion of the project, or 26 spaces. The Project provides 54 residential spaces located within both levels of the parking garage, with two spaces at-grade and the remainder within the subterranean level. Commercial parking meets the standard requirement of 4 spaces per 1,000 square feet of retail floor area providing a total of 22 spaces on the first floor. In accordance with LAMC 12.21.A.16, there are 56 long-term and eight short-term on-site bicycle parking spaces, 64 total provided. At the request of the local community, the commercial parking will be "unbundled" after operational hours to maximize the utility of the parking spaces and provide for overnight use by residential tenants.

Located with the Wilshire Community Plan Area in the Greater Wilshire neighborhood, the Project creates a vibrant community and pedestrian oriented streetscape near a primary urban corridor. The 52-unit mixed-use Project is designed to complement the scale and grain of the existing neighborhood while contributing an architecturally unique building in the Melrose/Larchmont adjacent neighborhood. The Project's design has been specifically adjusted to ensure compatibility with the surrounding neighborhood. The design represents a contemporary architectural complement to the area that is specifically respectful of the neighboring historic resources and nearby contributing structures. While the Project itself is not historically significant, nor is it located in a historic district or overlay zone, every effort has been made to ensure compatibility with the predominant style both the Greater Wilshire and Larchmont communities.

In accordance with the Wilshire Community Plan and Citywide Design Guidelines, the building provides a variety of architectural materials and building planes, with special attention to ground level façade transparency. Windows transcend the façade of the ground floor along Melrose Avenue and Beachwood Boulevard, generating a sense of accessibility and engagement with the pedestrian realm. Alternative materials are inset throughout the façade and paired with landscaping opportunities that create a sense of permeability through intentional breaks in the horizontal plane.

The residential floors of the building are designed with individual unit balconies and building façade cutouts, which provide substantial breaks in the building wall. The use of “solids and voids” in the architectural expression also helps to create visual interest within the Project, distinguishing the design from that of a typical apartment building. Solid balconies with wood material along the south side of the Project maintain privacy for both neighbors and tenants, while still providing design variation and articulation throughout the building.

The distribution of open space throughout the Project at various orientations, scales, and levels creates opportunities for a wider variety of activities and allows each space to be shared by a smaller group of residents, fostering community engagement and interaction. The building includes additional open space in the form of a deck at the center of the Project on the second floor.

The building will be sustainably designed to meet and/or exceed all City of Los Angeles current building code and Title 24 requirements. As such, the development will incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high performance building envelopment. The building will also be designed to accommodate future solar photovoltaic panels and on-site electric vehicle chargers.

The proposed landscaping plan provides a mix of ground cover and trees to compliment the architecture. Additionally, the roof decks incorporate landscape planters throughout. Plant material has been selected for temperature hardiness and low water use. The Project will provide additional landscaping along the Melrose Avenue frontage to “soften” the streetscape and create a more engaging pedestrian environment for the commercial spaces fronting Melrose Avenue.

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## DENSITY BONUS - ADDITIONAL INFORMATION

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The Applicant is proposing a mixed-use building with 52 apartment units, utilizing a 35% Density Bonus, including 11% Very Low Income Housing Units. The development will include 47 market rate units, and 5 units will be reserved for Very-Low Income households. The Applicant is utilizing the following incentives:

On-menu Incentives:

1. A 35% increase in Floor Area Ratio;
2. Averaging of density, floor area ratio, parking, open space, and access across lots;

Off-menu Waiver:

1. Height increase of 11 feet and one-story on a site adjacent to the R1 zone that is not within 1,500 feet of a "Transit Stop" as defined by the Density Bonus Ordinance;

Consistent with the California Assembly Bill 744, the Applicant has also selected by-right parking reduction, which requires one-half parking space per bedroom, for a total of 26 residential parking spaces required. The commercial parking is determined by LAMC Section 12.21A4(x)(3) that requires a commercial parking ratio of one space for every 250 square feet of floor area, requiring 22 parking spaces. The Project provides 74 on-site vehicle parking spaces and two ADA-accessible spaces (76 total vehicle spaces), and 64 bicycle parking stalls.

As permitted by LAMC Section 12.22.A.25 (f)(4)(ii), the Applicant is requesting an on-menu incentive to permit an increase in Floor Area Ratio by 35 percent to 2.025:1 on the commercially-zoned parcels and 4.05:1 on the residentially-zoned parcel for an average FAR of 2.57:1. The Applicant is also requesting an on-menu incentive pursuant to LAMC Section 12.22.A.25 (f)(8) to permit the averaging of density, floor area, open space, parking, and access across the Project.

The Project complies with all applicable provisions of LAMC Section 12.22.A.25 and Ordinance No. 179,681.

**Density** - The Subject Property is zoned C2-1VL and R3-1. Per LAMC Section 12.14.C.3, the approximate 18,723 square-foot lot permits 38 "by right" units. The State Density Bonus Program, however, allows a maximum 35 percent density bonus per LAMC 12.22.A.25(c)(1), since the Applicant is providing 11-percent of the pre-density units, or 5 units, as restricted Very-Low Income units. Based on this incentive, the Applicant is permitted to build 14 additional density bonus units for up to 52 units. Therefore, the proposed Project is within the permitted density.

**Automobile Parking** – The Project will provide parking per Assembly Bill 744 Parking, which permits parking at a ratio of one-half parking space for each bedroom. For commercial parking, the Project is subject to LAMC 12.21.A.4(c)(4) for general retail at a ratio of four spaces per 1,000 square feet of floor area. In this case, the Applicant is required to provide a total of 26 residential parking spaces and 22 commercial parking spaces, for a minimum of 48 on-site parking spaces. The Project will provide a total of 76 parking stalls, and therefore, the proposed Project complies with all parking requirements.

**Density Bonus Compliance Findings.** The proposed development substantially complies with all applicable provisions of LAMC Section 12.22.A.25 and Ordinance No. 179,681 as follows:

**1. The Project complies with the following criteria required by Section 12.22.A.25(e)(2) of the LAMC for Housing Development Projects requesting on-menu incentives:**

**A. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the facade is not a flat surface.***

The City of Los Angeles Residential Design Guidelines indicate that projects should alternate different textures, colors, materials, and distinctive architectural treatments to add visual interest while avoiding dull and repetitive facades.

In accordance with the Wilshire Community Plan and Citywide Design Guidelines, the building provides a variety of architectural materials and building planes, with special attention to ground level façade transparency. Windows transcend the façade of the ground floor along Melrose Avenue and Beachwood Boulevard, generating a sense of accessibility and engagement with the pedestrian realm. Alternative materials are inset throughout the façade and paired with landscaping opportunities that create a sense of permeability through intentional breaks in the horizontal plane.

The residential floors of the building are designed with individual unit balconies and building façade cutouts, which provide substantial breaks in the building wall. The use of “solids and voids” in the architectural expression also helps to create visual interest within the Project distinct from a typical apartment building. Solid balconies with wood material along the south side of the Project maintain privacy for both neighbors and tenants, while still providing design variation that articulates the building.

**B. *All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.***

At the ground floor, the Project has been carefully designed to maximize the pedestrian experience, with a lobby and foyer that opens to Beachwood Drive and a commercial space opening onto Melrose Avenue. At the northeast corner of the Project, the façade is recessed into the building in the form of an inverted corner. This architectural feature generates a generous space adjacent to the public right of way, resulting in a plaza and unique opportunity to display public art.

Drought tolerant landscaping and shade trees surround the Project to enhance the pedestrian and ground floor experience along both Melrose Avenue and Beachwood Drive. A number of shallow inversions along the ground floor of the Melrose Avenue frontage allow for additional landscaping and planters that augment the pedestrian experience. Entrances to the building are provided via street level at Beachwood for residential units and Melrose Avenue for the retail space.

The building façade at the ground floor along the Melrose and Beachwood street frontages is designed to maximize transparency through the use of glass and inviting architectural materials. Private balconies for apartment units above the first floor are designed to provide façade variation to reduce an imposing street wall. Additionally, variation in project window treatment colors and materials creates visual distinction over the length of the project buildings.

***C. The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).***

The Project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument. Per the Historical Evaluation and Design Review Memorandum prepared by Ms. Carrie Chasteen of Sapphos Environmental, Inc., it was determined that the buildings located on the subject property are not eligible for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or as City of Los Angeles Historic-Cultural Monuments and are not historical resources pursuant to Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines.

The subject parcel is located a sufficient distance away from the Larchmont Heights Neighborhood Conservation Area (27 feet) and the NRHP-eligible RKO Studios Historic District (75 feet) to avoid impacts to the setting or result in land use compatibility issues. The design of the proposed Project is compatible and yet distinct from structures and buildings identified as contributing elements to the Larchmont Heights Neighborhood Conservation Area and the NRHP-eligible RKO Studios Historic District, such that the proposed building would not adversely affect the significance of designated historical resource or create a false sense of history. The proposed design was reviewed using the Secretary of the Interior's Standards for Rehabilitation, in Preservation Brief No. 14. In order to inform this analysis, Sapphos Environmental, Inc. conducted site visits on July 6 and 15, 2017 and reviewed SurveyLA findings, the Historic Resources Inventory (HRI) maintained by the California Historical Resource Information System (CHRIS), City of Los Angeles Department of Building and Safety building permits, and the proposed design.

***D. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.07 of the LAMC.***

The Project is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone. The Project complies with this requirement.

**2. The incentives are necessary to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

In order for the Project to be economically feasible for the developer, a density bonus with the two on-menu incentives and one waiver of development standards are necessary to incorporate the highest-quality new housing in the surrounding neighborhood. The requested incentives are necessary to support the goals and policies of the Wilshire Community Plan.

The proposed development complies with all applicable provisions LAMC Section 12.22.A.25. By setting aside 11% of the base density for Very Low Income households, the Project qualifies for a 35% density bonus. The Zoning Code allows developments that provide the minimum number of set aside units to be granted an automatic increase in density and reduced parking requirements. Additionally, providing 11% of the permitted dwelling units for Very Low Income households also grants projects up to two on-menu incentives, which serve to provide needed deviations from development standards of the Zoning Code.

The Project is pursuing two on-menu incentives as follows:

- **Floor Area Ratio.** Pursuant to the California Government Code and LAMC, relief from FAR limits is allowable as an on-menu incentive to help alleviate the costs of providing affordable housing, which will permit increasing the development's FAR from 1.5:1 to 2.02:1 in the C2 Zone and from 3:1 to 4.05:1 in the R3 zone.

The proposed Project is requesting a maximum average FAR of 2.57:1. With this on-menu incentive, the subject Property would be eligible for a maximum of 43,078 square feet of floor area for the 18,635 square-foot site. The total proposed floor area of 43,078 square feet for the building, which represents an average approximate 2.57:1 FAR.

The requested Project FAR of 2.57 is comparable to, and in many ways less than the typical FAR of many high-density mixed-use developments throughout greater Los Angeles. In order to provide five affordable housing units, it is impossible to achieve the permissible density allowed by the underlying zone at 1.5:1 and 3:1 without additional floor area, especially given the transitional height restrictions. The need for additional floor area to allow for increased density is further demonstrated by other Density Bonus projects approved in the surrounding community (see "Related Cases"),

Additionally, the higher FAR will facilitate the provision of housing more comparable in size to the existing housing in the area, which will allow the Project to be more physically compatible with surrounding properties and economically feasible as a rental product, while still offering restricted affordable units.

- **Averaging**
  1. **Floor Area.** The Subject Property has dual zoning, with approximately 65% of the site zoned C2-1VL, and 35% of the site zoned R3-1. The C2 portion of the site permits a Floor Area Ratio (FAR) of 1.5:1 (or 2.025 including a 35% Density Bonus), while the R3 portion permits an FAR of 3:1 (or 4.05 including a 35% Density Bonus). Additionally, the C2 Zone permits density at one unit per 400 square feet of land area (30 units) and the R3 Zone permits density at one unit per 800 square feet of land (8 units). The requested Averaging of FAR and density will enable efficient use of the site and a



functional design by shifting a portion of the permitted floor area allowed within the R3 portion of the site to the C2 portion of the site, further from adjacent single-family residences to the south and west. The Averaging incentive results in an average Floor Area of 2.57:1 across the site.

- 2. Height.** The C2 portion of the site restricts height to three stories and 45 feet and is subject to transitional height, while the R3 portion of the site permits 45 feet of height and is unrestricted in stories abutting single-family homes in the R1 zone. The Averaging of Floor Area and Density across the site allows a more appropriate distribution of the massing and scale of the Project over the entire site, transferring more of the Project mass along the busier commercial thoroughfare, rather than increasing the overall building envelope in the R3 zone adjacent to existing residences to the east and south.
- 3. Access and Circulation.** The “Averaging” incentive permits vehicular access, circulation, and distribution of open space across two zones. The strict application of the municipal code regulations would preclude access and circulation for the occupants and visitors of the proposed building between each respective zone, even though the building is functionally designed as one unified development. The apartment building and subterranean parking will be built over both zones and thus it is necessary to obtain relief from the zoning regulations to allow pedestrian and vehicular access between a more restrictive and less restrictive zone.

The Project is pursuing one off-menu waiver as follows:

- **Height.** The Subject Property is located adjacent to an R1-zoned lot on Gower Avenue, which subjects the commercially-zoned portion of the site to transitional height requirements per LAMC 12.21.1.A.10. This requires that no building within 50 feet of the R1 zone exceed 25 feet in height and no building within 100 feet exceed 33 feet in height, or 44 feet including a Density Bonus. The project is requesting a height incentive on portions of the building that are at least 50 feet away from the R1 zone, as is permitted by LAMC 12.22.A.25(f)(5).

The Project is not requesting height in excess of what would otherwise be permitted by an on-menu height increase incentive. The height will increase by 11 feet and one story for all portions of the building at least 50 feet from the R1-zoned lot to the southeast of the site. Therefore, the eastern portion of the R3-zoned parcel will increase from 45 feet to 56 feet for portions of the building more than 50 feet from the R1 parcel. Likewise, on the commercially-zoned parcels, the portions of the building at least 50 feet and at least 100 feet from the R1 zoned parcel will increase from 33 feet to 44 feet high and from 45 feet to 56 feet, respectively.

The height increase request must be processed as off-menu waiver due to the definition of a “Transit Stop” which only includes Metro Rapid bus lines rather than the intersecting bus lines of 15-minute peak hour frequency definition used by AB 744 parking incentives. Despite the Subject Property’s location four blocks from intersecting Metro Local Lines 10

and 210 that have peak hour frequency of less than 15 minutes, the City's Density Bonus Ordinance does not recognize these lines as a "Transit Stop". Therefore, the Project must apply for any height increase as an off-menu request.

Therefore, for the reasons stated above, the incentives for increased FAR, averaging, and height are necessary to allow for the provision of units at restricted affordable rents, subsequently supporting the goals and policies of the Wilshire Community Plan.

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

Pursuant to requirements of the California Environmental Quality Act (CEQA), the Project has been granted a Class 32 Categorical Exemption as an infill project and has been found to have no significant impacts. (See further explanation in Categorical Exemption Findings provided as an additional document in the case file).

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**RESIDENTIAL CITY WIDE DESIGN GUIDELINES –  
CHECKLIST FOR PROJECT SUBMITTAL**

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Please refer to the attached CPC-4046, the Residential – Citywide Design Guidelines Checklist for Project Submittal form for further details.