DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 24, 2022
Time: After 8:30 a.m.*
Place: Due to concerns over COVID-19, this meeting/public hearing will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org

Case No.: CPC-2021-7217-DB-HCA
CEQA No.: ENV-2021-7218-CE
Incidental Cases: N/A
Related Cases: N/A
Council No.: 5 - Paul Koretz
Plan Area: Hollywood
Specific Plan: N/A
Certified NC: Greater Wilshire
General Plan Land Use Designation: Neighborhood Office Commercial
Zone: C2-1XL

Applicant: Daniel Farasat, Melrose Crossing, LLC
Representative: Matthew Hayden, Hayden Planning

Public Hearing: January 18, 2022
Appeal Status: Density Bonus Off-menu incentives and waivers are not further appealable.
Expiration Date: April 3, 2022
Multiple Approval: No

PROJECT LOCATION: 7000-7010 West Melrose Avenue & 645 North Sycamore Avenue

PROPOSED PROJECT: The proposed project is the construction, use, and maintenance of a new six-story, 67-foot tall, approximately 61,899 square-foot mixed use building containing 63 units, including 11% of the base units (six (6) units) set aside as affordable housing for Very Low Income households, over approximately 2,110 square feet of ground floor neighborhood-serving commercial space, with at-grade and subterranean parking providing 101 on-site vehicular parking spaces and 59 bicycle parking spaces.

REQUESTED ACTIONS:

1. An Exemption from CEQA pursuant to CEQA Guidelines Section 15332 and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. Pursuant to LAMC Section 12.22-A,25, a Density Bonus for a Housing Development with a total of 63 units (with six (6) units - 11% of the total number of units set aside for Very Low Income Households), along with the following Off-Menu Incentives and Waiver of Development Standards:

    a. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to permit a 3.7:1 FAR (Floor Area Ratio) in lieu of the otherwise permitted 1.5:1 FAR;

b. Pursuant to LAMC Section 12.22-A,25(g)(3) an Off-Menu Incentive to permit a building height of 67 feet in lieu of the otherwise permitted 30 feet, and six (6) stories in lieu of the otherwise permitted two (2) stories; and

c. Pursuant to LAMC Section 12.22-A,25(g)(3) an Off-Menu Waiver of Development Standard to permit a five-foot rear yard setback in lieu of the otherwise required 18 feet.

RECOMMENDED ACTIONS:

1. **Determine**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. **Approve** a Density Bonus for a Housing Development with a total of 63 units (with six (6) units – 11% of the base density set aside for Very Low Income Households), along with the following Off-Menu Incentives and Waiver of Development Standards:

   a. to permit a 3.7:1 FAR in lieu of the otherwise permitted 1.5:1 FAR (Incentive);

   b. to permit a building height of 67 feet in lieu of the otherwise permitted 30 feet, and six (6) stories in lieu of the otherwise permitted two (2) stories (Incentive); and

   c. to permit a five-foot rear yard setback in lieu of the otherwise required 18 feet (Waiver of Development Standards);

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

4. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers, Senior City Planner

Oliver Netburn, City Planner
Oliver.netburn@lacity.org

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

TABLE OF CONTENTS

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project is the construction, use, and maintenance of a new six-story, 67-foot tall, approximately 61,899 square-foot mixed use building containing 63 units, including 11% of the base units (six (6) units) set aside as affordable housing for Very Low Income households, over approximately 2,110 square feet of ground floor neighborhood-serving commercial space, with at-grade and subterranean parking providing 101 on-site vehicular parking spaces and 59 bicycle parking spaces.

The project includes 36 one-bedroom units and 27 two-bedroom units, and 6,975 square feet of open space for residents. The allocation of open space is summarized below in Table 1.

Table 1
Project Open Space

Open Space	Size
Private Balconies	1,050 sf
2nd floor Recreation Room	722 sf
2nd floor Courtyard	1,531 sf
3rd floor Recreation Room	626 sf
4th floor Recreation Room	395 sf
Roof Deck	2,651 sf
Total	**6,975 sf**

Vehicular access to the at-grade parking level, which includes 24 automobile parking spaces, is from the public alley along the property's southern property line via a two-way driveway. Vehicular access to the two (2) subterranean parking levels, which includes 77 automobile parking spaces, is from Sycamore Avenue via a two-way driveway. The project will also provide seven (7) short-term and 52 long-term bicycle parking spaces.

The ground floor includes two (2) commercial spaces totaling 2,110 square feet, with one (1) of the commercial spaces at the building's corner frontage at the intersection of Melrose and Sycamore Avenues. The residential entry and lobby area is further to the west along Melrose Avenue. The 2nd floor includes residential units a recreation room and courtyard area. Floors 3 through 6 include residential units and one (1) recreation on each floor. The rooftop level includes two (2) decks and a pool.

PROJECT BACKGROUND

Project Site

The project site is flat, 16,735 square-foot corner lot with a 138-foot frontage along Melrose Avenue and a 95-foot frontage along Sycamore Avenue. Currently, the site is improved with a surface parking lot, which will be removed as part of the proposed project.

General Plan Land Use Designation and Zoning

The project site is located within the Hollywood Community Plan which designates the site for Neighborhood Office Commercial land uses corresponding to the C1, C2, C4, P, RAS3, and RAS4 Zones. The project site is zoned C2-1XL. The Height District 1XL limits the building height to two (2) stories and 30 feet with a maximum FAR of 1.5 to 1. The project site is located within a Transit

Priority Area. The site is not located within any specific plan, community design overlay, or interim control ordinance.

Surrounding Properties

The properties to the north, across Melrose Avenue, are zoned C4-1XL and are improved with one- and two-story commercial buildings. The property to the east, across Sycamore Avenue, is zoned C2-1XL and is improved with a two-story family and child services facility. The properties to the south, across the alley and along Sycamore Avenue, are zoned RD1.5-1XL and are improved with one- and multi-story multi-family buildings. The property to the west is zoned C2-1XL and is improved with a two-story commercial building.

Streets and Circulation

Melrose Avenue, abutting the property to the north, is designated as a Modified Avenue II, and dedicated to a width of 80 feet and improved with a roadway, curb, gutter, and sidewalks.

Sycamore Avenue, abutting the property to the east, is a Local Street - Standard, and dedicated to a width of 60 feet and improved with a roadway, curb, gutter, and sidewalks.

A public alley, abutting the property to the south, is dedicated to a width of 20 feet.

Relevant Cases

Subject Property:

Case No. DIR-2015-2767-DB - On April 19, 2016, the Director of Planning approved a Density Bonus project along with two (2) incentives to allow a 32.5 percent increase in the allowable FAR and a 32.5 percent increase in the maximum allowable heigh in conjunction with a new three-story, 40-unit mixed-use building. The approval was subsequently appealed, however that appeal was withdrawn and no other appeal was filed.

Surrounding Properties:

The following relevant cases were identified to be within a 1,000-foot radius of the project site:

Case No. DIR-2020-6434-TOC-WDI-HCA - On October 27, 2020, an application was filed for a Transit-Oriented Communities Project and Waiver of Dedication and Improvements for the construction of a four-story, 41-foot tall residential building with 66 units, 33 parking spaces, and 5,513 square feet of open space, located at 7100 West Melrose Avenue.

Density Bonus / Affordable Housing Incentive Program

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

Density

The subject property is zoned C2-1XL, which limits density to one (1) dwelling unit per 400 square feet of lot area. The subject property has a total lot area of 18,266 square feet (including ½ of the

alley), and as such, the permitted base density on the subject property is 46 units (rounded up from 45.7). In exchange for reserving 11% of the units for affordable housing for Very Low Income Households, the applicant is entitled to a maximum 35 percent density bonus for a total of 63 units (rounded up from 62.1). The proposed project includes 63 units.

Parking

LAMC Section 12.22-A,25(d) allows for the reduction of required residential parking for a Housing Development Project by complying with "whichever of the following options requires the least amount of parking: applicable parking provisions of Section 12.21-A,4 or Parking Option 1 or Parking Option 2…" The applicant has requested to utilize Parking Option 1 which requires one (1) parking spaces for units with zero (0) to one (1) bedroom, two (2) parking spaces for units with two (2) to three (3) bedrooms, and 2½ parking spaces for units with four (4) or more bedrooms. In this case, the project is proposing 36 one-bedroom units and 27 two-bedroom units, and therefore is required a total of 90 residential parking spaces. In addition, the project is required to provide five (5) parking spaces for the proposed commercial floor area, resulting in a total of 95 required parking spaces. The proposed project includes 101 parking spaces.

Incentives

Pursuant to the LAMC Section 12.22-A,25 and California Government Code Section 65915, a project which reserves a minimum of 10 percent of the base density for Very Low Income Households is entitled to two (2) Incentives. The proposed project will set aside over 11 percent of the base density number of units (46 units) for Very Low Income Households which results in six (6) units to be restricted affordable units. Accordingly, the project has requested the following Incentives:

a. **Floor Area Ratio (FAR)** – The subject property is zoned C2-1XL which limits the FAR to 1.5 to 1. Pursuant to LAMC Section 12.22-A.25(g)(2), projects are permitted as an On-Menu Incentive an increase in the maximum allowable FAR not to exceed 3:1 if the project fronts on a Major Highway as identified in the City's General Plan, includes the number of Restricted Affordable Units sufficient to qualify for a 35% Density Bonus, and 50% or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center. In this case, the project has requested an Off-Menu Incentive to allow a for an FAR of 3.7 to 1. Nevertheless, consistent with LAMC Section 12.22-A,25, to meet the On-Menu FAR Incentive, as discussed above, the project is providing 11% of the base density as restricted affordable units.

b. **Height** – The subject property is zoned C2-1XL. Height District 1XL limits the maximum building height to two (2) stories and 30 feet. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive to permit a height of six (6) stories and 67 feet.

Waiver of Development Standards

Per California Government Code Section 65915(e)(1) and Section 12.25-A,25(g) of the LAMC, a Housing Development Project may also request other "waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria…at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". In addition to the Off-Menu Incentives, the project has requested one (1) Waiver of Development Standards, as follows:

a. **Rear Yard Setback** – Pursuant to LAMC Section 12.14 (C2 - Commercial Zone), the project would be required to provide an 18-foot rear yard setback, which is along the westerly property

line. The applicant has requested a Waiver of Development Standards to allow a five-foot rear yard setback, as is proposed.

Housing Replacement

The Housing Crisis Act of 2019 (SB 330) prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the project replaces those units. The replacement requirements are applicable to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

On November 5, 2015, during a previous Density Bonus application (Case No. DIR-2015-2767-DB), the Los Angeles Housing Department (LAHD, formerly the Los Angeles Housing & Community Investment Department) determined no units are subject to replacement pursuant to the requirements of AB2222. LAHD determined that since at least November 2010, the property has been used for commercial purposes. The provisions of AB2222 do not apply to commercial structures, therefore no AB2222 replacement affordable units are required.

Based on correspondence from LAHD, because a housing covenant was previously recorded no new housing replacement determination is required, however the applicant is required to record a revised covenant (see Exhibit C). A condition has been included requiring the recording of the revised covenant.

PUBLIC HEARING & CORRESPONDENCES

Public Hearing

A public hearing on this matter with the Hearing Officer was held via teleconference on January 18, 2022. The hearing was attended by the applicant, the applicant's representative and members of the project team. No members of the public attended.

Public Correspondences

A total of three (3) correspondences have been received from the public. Two (2) correspondences in support, and one (1) correspondence in opposition. (see Exhibit D)

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on February 8, 2022. The PVP provided the following comments and suggestions:

Pedestrian First:

- The depth of the retail spaces have been compromised by the location of the accessible parking; some spaces seem tragically shallow and chopped-up, potentially limiting their viability
- Relocating the ADA parking would make the retail spaces more functional and flexible, perhaps in place of the residential tandem spaces (which are awkward if shared between tenants)

360° Design:

- Project recalls the courtyard housing of LA with its stepped, almost Deco look and decent indentations and shadows, etc. but the bridge element was found disturbing; if it were

eliminated the project would have a much cleaner and more classical 1930s look, of paired low-rise towers
- Symmetry or asymmetry is a personal design choice but the north façade could be improved if it were more balanced, to be made more cohesive as a whole
- The south wall of the courtyard is entirely blank, when the corridors adjacent to it would be much more enjoyable with windows to provide views into it; it perhaps could only be justified if some very significant mural by a local artist is proposed for this wall, with or without some added glass, to somehow enhance the experience of being in the courtyard (and drawn correctly)
- The generous terracing and steeping back of the masses is one thing that the building gets right

Climate-Adapted:
- Consider whether the rec. room could open up directly to the courtyard, to make both feel more spacious and provide flexibility for different types of uses; in the summer maybe have large glass doors that could fold up or accordion out of the way

The applicant has revised the plans to provide additional depth for the retail spaces and enhance the bridge element, as well as incorporated a direct connection between the recreation room and the courtyard space.

CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission determine, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA. Staff also recommends that the City Planning Commission approve the Density Bonus incentives and waivers of development standards, thereby approving the project as proposed.

CONDITIONS OF APPROVAL

The following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans dated October 29, 2021, submitted by the applicant, stamped "Exhibit A," and attached to the subject case file.

2. **Residential Density**. The project shall be limited to a maximum density of 63 dwelling units, including the restricted affordable units.

3. **On-Site Restricted Affordable Units.**

    a. A minimum of 11 percent of the base density (46), shall be reserved as Very Low Income units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).

    b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 11 percent of the total density (six (6) units) available to Very Low Income Households, for sale or rental as determined to be affordable to such Households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. Refer to the Density Bonus Legislation Background section of this determination for more information.

5. **Housing Replacement.** Prior to issuance of a building permit, the owner shall revise the previously recorded housing covenant to the satisfaction of the Los Angeles Housing Department (LAHD).

6. **Incentives.**

    a. **Floor Area Ratio (FAR)**. A maximum Floor Area Ratio (FAR) of 3.7:1 shall be permitted in lieu of the otherwise permitted 1.5:1.

    b. **Height.** A maximum height of 67 feet and six (6) stories shall permitted in lieu of the otherwise permitted 30 feet and two (2) stories.

7. **Waiver of Development Standards.**

    a. **Rear Yard Setback.** The project shall be permitted a five-foot rear yard setback in lieu of the otherwise required 18 feet.

8. **Parking**.

    a. **Residential Parking**. Residential parking shall be provided consistent with LAMC Section 12.22-A,25(d), Parking Option 1.

    b. **Commercial Parking**. Commercial parking shall be provided consistent with LAMC Section 12.21-A,4.

    c. **Bicycle Parking**. Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16.

9. **Landscaping.**

    a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

    b. All planters containing trees shall have a minimum depth of 48 inches (48”).

10. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view.

11. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

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

13. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of the LAMC.

    In addition to those EVCS parking spaces required in Sections 99.04.106 and 99.05.106 of the LAMC, all parking provided in excess of the minimum required shall be EVCS.

14. **Solar Panels**. The project shall comply with Section 99.05.211.1 of the LAMC.

B. <u>Administrative Conditions</u>

15. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff “Final Plans”. A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

16. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of

Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

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

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

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

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

21. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

22. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

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

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

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

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

27. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

    a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

    c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

    d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

    e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

    The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC, the decision-maker shall approve a density bonus and requested incentive(s) unless the decision-maker finds that:

a. *The Incentive does not result in identifiable and actual cost reductions 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.*

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives does not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health and Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental Households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds depending on affordability levels.

Based on the set-aside of 11 percent of the base density for Very Low Income Households, the applicant is entitled to two (2) Incentives under both Government Code Section 65915 and the LAMC. The request for an increase in height and the request for increase in floor area ratio are Off-Menu Incentives.

Floor Area Ratio

The subject property is zoned C2-1XL which limits the FAR to 1.5 to 1. Pursuant to LAMC Section 12.22-A.25(g)(2), projects are permitted as an On-Menu Incentive an increase in the maximum allowable FAR not to exceed 3:1 if the project fronts on a Major Highway as identified in the City's General Plan, includes the number of Restricted Affordable Units sufficient to qualify for a 35% Density Bonus, and 50% or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center. In this case, the project has requested an Off-Menu Incentive to allow a for an FAR of 3.7 to 1. Nevertheless, consistent with LAMC Section 12.22-A,25, to meet the On-Menu FAR Incentive, as discussed above, the project is providing 11% of the base density as restricted affordable units.

The requested increase in FAR will allow for the construction of affordable units. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of affordable one- and two-bedroom units. This Incentive supports the applicant's decision to set aside a minimum of six (6) dwelling units for Very Low Income Households for 55 years.

Height

The subject property is zoned C2-1XL. Height District 1XL limits the maximum building height to two (2) stories and 30 feet. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive to permit a height of six (6) stories and 67 feet.

Granting the subject request for the increase in height by four (4) stories and 37 feet will allow for an expanded building envelope and design efficiencies, that will facilitate the provision of additional market-rate units, which will offset the cost of the inclusion of restricted affordable units. Without the increase, the project would be reduced by four (4) full stories and 37 feet and would severely limit the ability to provide restricted affordable units or fully build out its base and bonus density.

b. ***The Incentive will have a Specific Adverse Impact upon public health and safety or any real property that is listed in the California Register of Historical Resources and for which there is 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 general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.***

There is no evidence that the proposed density bonus incentives will have a specific adverse impact upon public health and safety, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact, on public health and safety, or on property listed in the California Register of Historic Resources.

c. ***The Incentives are contrary to State/federal law.***

There is no substantial evidence in the record indicating that the requested Incentives are contrary to any State or federal laws.

2. Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC, the decision-maker shall approve a waiver(s) unless the decision-maker finds that:

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

Per California Government Code Section 65915(e)(1) and Section 12.25-A,25(g) of the LAMC, a Housing Development Project may also request other "waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction

of a development meeting the [affordable set-aside percentage] criteria…at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". In addition to the Off-Menu Incentives, the project has requested one (1) Waiver of Development Standards, as follows:

Rear Yard Setback

Pursuant to LAMC Section 12.14 (C2 - Commercial Zone), the project would be required to provide an 18-foot rear yard setback, which is along the westerly property line. The applicant has requested a Waiver of Development Standards to allow a five-foot rear yard setback, as is proposed. The imposition of the required 18-foot rear yard setback would preclude the development of the FAR, granted as part of the Incentives above.

b. ***The Waiver will have a Specific Adverse Impact upon public health and safety or any real property that is listed in the California Register of Historical Resources and for which there is 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 general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.***

There is no evidence that the proposed density bonus waiver will have a specific adverse impact upon public health and safety, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)).

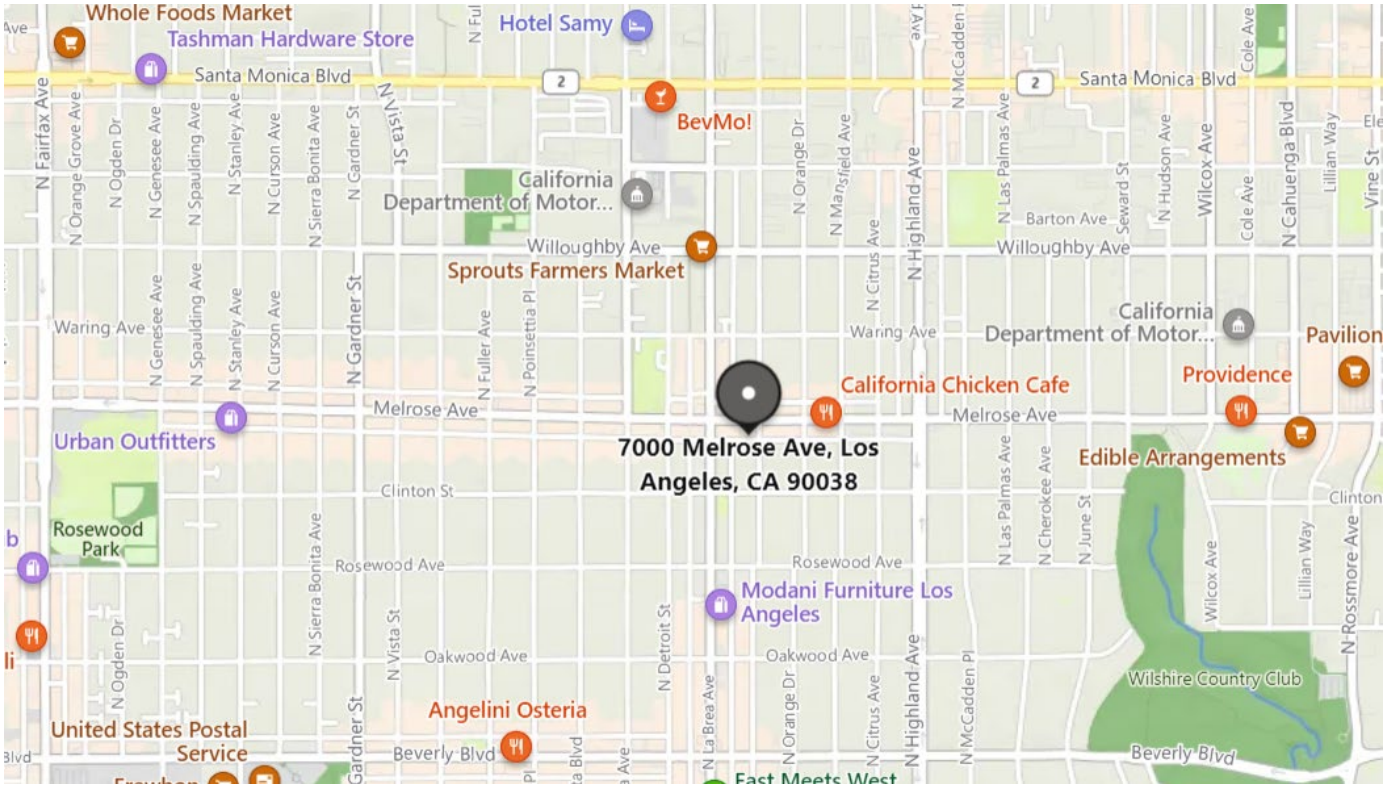
The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested waiver. Therefore, there is no substantial evidence that the project's proposed waiver will have a specific adverse impact, on public health and safety, or on property listed in the California Register of Historic Resources.

c. ***The Waivers are contrary to State/federal law.***

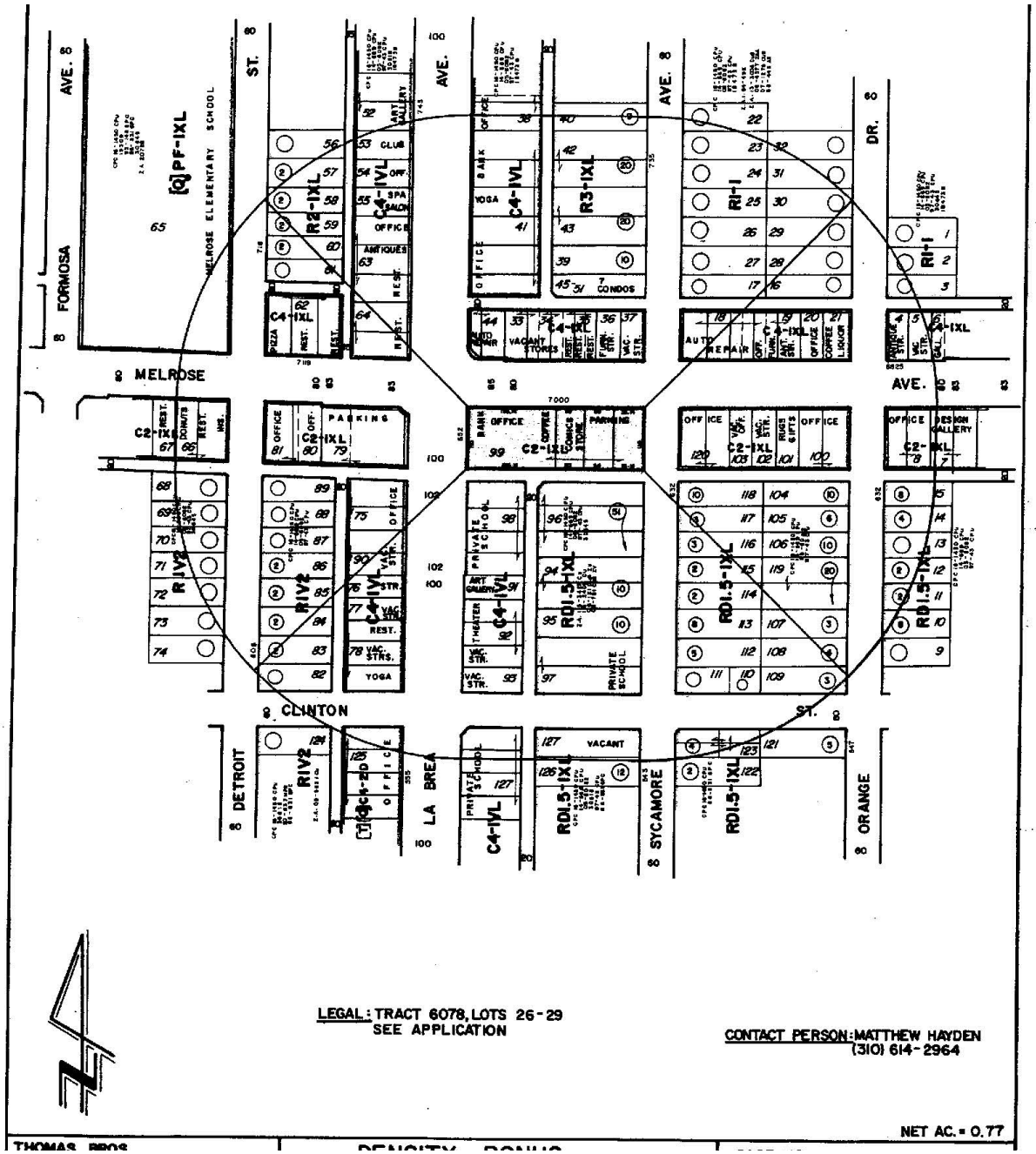
There is no substantial evidence in the record indicating that the requested Waiver is contrary to any State or federal laws.

Maps

Vicinity Map



Radius Map


AVE. 8
FORMOSA
MELROSE ELEMENTARY SCHOOL
ST. 8
AVE.
AVE. 8
DR.
MELROSE
AVE.
CLINTON
ST.
DETROIT
LA BREA
SYCAMORE
ORANGE
LEGAL: TRACT 6078, LOTS 26-29
SEE APPLICATION
CONTACT PERSON: MATTHEW HAYDEN
(310) 614-2964
NET AC. = 0.77

General Plan Map

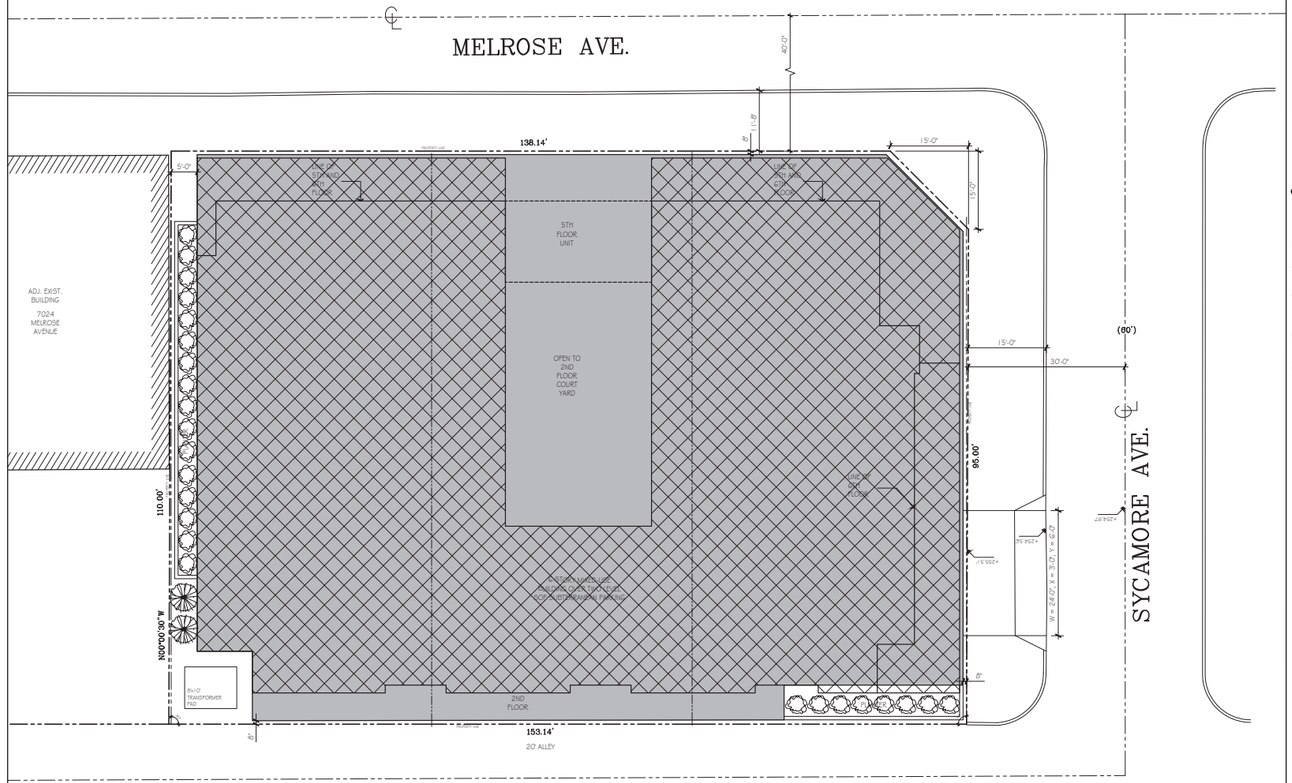
Zoning Map


XL
C4-1XL
C4-1XL
C4-1XL
MELROSE AVE
C2-1XL
LA BREA AVE
C2-1XL
SYCAMORE AVE
C2-1XL
ORANGE DR
C2-1XL
R1V2
C4-1VL
C4-1VL
RD1.5-1XL
RD1.5-1XL
RD1.5-1XL
Generalized Zoning
0.02 Miles
100 Feet

Exhibit A

Site Plan, Floor Plans, Elevations, Sections, and Landscape Plans

7000 MELROSE
MIXED-USE DEVELOPMENT



1 PLOT PLAN
SCALE: 3/32" = 1'-0"

3 VICINITY MAP
SCALE: N.T.S.

Project Team

OWNER: MELROSE CROSSING, LLC
DANIEL FARASAT
7024 MELROSE AVE., SUITE 500
LOS ANGELES, CA 90038

LAND USE CONSULTANT: MATTHEW HAYDEN
HAYDEN PLANNING
10100 W. VENTURA BLVD.
LOS ANGELES, CA 90232
(310) 614-2964

DESIGNER: MIKA DESIGN GROUP, INC.
12133 VIEWCREST ROAD
STUDIO CITY, CA 91604
(310) 273-0220

ARCHITECT OF RECORD: ROBERT JAMES TAYLOR ARCHITECTS
1416 STANFORD DRIVE
GLENDALE, CA 91205
(818) 247-3495

SURVEYOR: TDR ENGINEERING
2566 N. SAN FERNANDO RD.
LOS ANGELES, CA 90065
(818) 761-1508

LANDSCAPE ARCHITECT: MJS DESIGN GROUP
CANNERY VILLAGE
5 | 1 30TH STREET
NEWPORT BEACH, CA 92663
(949) 675-3964

Sheet Index

Symbols

N NORTH ARROW
DRAWING NUMBER
12 A2.0 SECTION
INTERIOR ELEVATION
6 A5 DETAIL
GRIDLINE DESIGNATION
93.3 NOTE DESIGNATION
127 ROOM NUMBER
1 REVISION
3 DOOR
ELEVATION
V WINDOW
DIRECTION OF SLOPE
CENTERLINE

Project Information

PROJECT SITE:	7000 W. MELROSE AVENUE LOS ANGELES, CA 90038
LEGAL DESCRIPTION:	LOTS 26, 27, AND 28 OF TRACT NO. 6078, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 67, PAGE 78 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF COUNTY OF SAID COUNTY.
ASSESSORS PARCEL NO.:	5525-017-024
PIN NUMBER:	144B181 665
TRACT:	TR 6078
MAP REFERENCE:	MB 67-78
BLOCK:	NONE
LOT:	26, 27 & 28
MAP SHEET:	144B181
FIRE DISTRICT:	61
SPECIFIC PLAN AREA:	NONE
DESIGN REVIEW:	NONE

Applicable Codes

- BUILDING CODE - 2020 LABC (TITLE 24, PART 2.5) BASED ON 2018 IBC (INCL. ACCESSIBILITY)
- STUCTURAL CODE - 2020 LABC (TITLE 24, PART 2, VOL 2) BASED ON 2018 IBC
- MECHANICAL CODE - 2019 CA MECHANICAL CODE (TITLE 24, PART 4) BASED ON 2018 UMC
- PLUMBING CODE - 2019 CA PLUMBING CODE (TITLE 24, PART 5) BASED ON 2018 UPC
- ELECTRICAL CODE - 2019 CA ELECTRICAL CODE (TITLE 24, PART 3) BASED ON 2017 NAT. ELEC. CODE
- ENERGY CODE - 2019 CA ENERGY CODE (TITLE 24, PART 6) # 2020 CITY OF LA GREEN BLDG. CODE

Zoning Code Analysis

- PROJECT DESCRIPTION

NEW 6-STORY MIXED-USE BUILDING. 5 LEVELS OF TYPE III-A, 63 WOOD FRAMED APARTMENTS, OVER 1 LEVEL OF TYPE I-A FIRST FLOOR COMMERCIAL, COMMERCIAL PARKING AND RESIDENTIAL LOBBY AND TWO LEVELS OF SUBTERRANEAN PARKING TYPE I-A. THE BUILDING WILL BE A DENSITY BONUS PROJECT WITH 11% VERY LOW INCOME UNITS (6 UNITS OUT OF 63 TOTAL).

- ZONING

C2-1XL

- LOT AREA

LOT AREA = 16,735 SF

- DENSITY

LOT AREA = 16,735 SF + ½ ALLEY 1,531 SF = 18,266 SF
LOT AREA = 18,266 SF / 400 = 45.7 (ROUND UP) = 46 UNITS BEFORE DENSITY BONUS.

- FAR

BUILDABLE AREA ; SITE AREA 16,735 SF x 1.5 FAR = 25,102 BEFORE DENSITY BONUS.

- DENSITY BONUS PER 12.22 A25

1) PER 12.22A25 (a) DENSITY CAN BE INCREASED BY 35% WITH 11% VERY LOW INCOME UNITS.
46 x 35% = 62.1 UNITS (ROUND UP) = 63 UNITS TOTAL.

2) RESIDENTIAL AUTOMOBILE PARKING
RESIDENTIAL PARKING PER OPTION #1
PROPOSED UNITS (SEE BELOW FOR UNIT MIX)

36 ONE BEDRM UNITS	x 1	PARKING	= 36
27 TWO BEDRM UNITS	x 2	PARKING	= 54
63 UNITS TOTAL			= 90 PARKING SPACES ARE REQUIRED.

90 STANDARD PARKING SPACES REQUIRED < 96 PARKING SPACES PROVIDED.
80 STANDARD, 1 ADA AND 15 COMPACT.
(SEE CHART BELOW)

NO GUEST PARKING REQUIRED AND PROVIDED

RESIDENTIAL E.V. ;
30% OF THE TOTAL REQUIRED RESIDENTIAL PARKING SHALL BE E.V. AND 10 % OF PROVIDED PARKING SHALL BE E.V. CHARGING STATIONS. THE NUMBER OF E.V. CHARGING STATIONS CAN BE COUNTER TOWARDS THE TOTAL NUMBER OF E.V. REQUIRED SPACES.
TOTAL RESIDENTIAL PARKING REQUIRED = 45
30% OF 45 = 13.5 = 14 E.V. CHARGING SPACES REQUIRED.
10% OF 45 = 4.5 = 5 E.V.CHARGING STATION (E.V.C.S.) REQUIRED.

14 E.V. SPACES INCLUDING 5 E.V.PARKING STATIONS ARE REQUIRED AND PROVIDED.

COMMERCIAL PARKING

REQUIRED PARKING:
COMMERCIAL ENTERPRISE ZONE (1/500 SF) = 2,110 SF / 500 PARKING = 4.2 = 5
TOTAL COMMERCIAL REQUIRED PARKING = 5 (INCL. 1 ACCESSIBLE)

5 COMMERCIAL AUTOMOBILE PARKING SPACES REQUIRED AND 5 PROVIDED (INCL. 1 ADA AND 2 E.V.)
(SEE CHART BELOW)

COMMERCIAL E.V. ;
30% OF THE TOTAL REQUIRED COMMERCIAL PARKING SHALL BE E.V. AND 10 % OF PROVIDED PARKING SHALL BE E.V. CHARGING STATIONS. THE NUMBER OF E.V. CHARGING STATIONS CAN BE COUNTER TOWARDS THE TOTAL NUMBER OF E.V. REQUIRED SPACES.
TOTAL COMMERCIAL PARKING REQUIRED = 5
30% OF 5 = 1.5 = 2 E.V. CHARGING SPACES REQUIRED.
10% OF 5 = 0.5 = 1 E.V.CHARGING STATION (E.V.C.S.) REQUIRED.

2 E.V. SPACES INCLUDING 1 E.V.PARKING STATIONS ARE REQUIRED AND PROVIDED.

PARKING SUMMARY

LEVEL	RES. STD.	RES. ACC.	RES.COMP.	COM. STD	COM. ACC.	COM.COMP.	TOTAL
P2	35	0	7	0	0	0	42
P1	30	0	5	0	0	0	35
FLI	15	1	3	4	1	0	24
TOTAL	80	1	15	4	1	0	101
TOTAL	96			5			

3) AFFORDABLE HOUSING
35% DENSITY BONUS REQUIRES 11% OF THE BASE UNITS TO BE VERY LOW INCOME (VLI).
TOTAL NUMBERS OF UNITS TO BE VERY LOW INCOME (VLI) = 11% OF 46 BASE UNITS = 5.06 (ROUND UP) = 6 VLI.

4) TWO OFF-MENU INCENTIVES
1. PER 12.22A.25(g) (3) OFF-MENU INCENTIVE TO INCREASE THE FLOOR AREA RATIO (FAR) FROM 1.5:1 FAR TO 3.7:1 FAR (62,144 SF ZONING AREA / 16,735 SF LOT AREA = 3.7:1 FAR)
2. PER 12.22A.25(g) (3) OFF-MENU INCENTIVE TO INCREASE THE HEIGHT TO 67'-0"(6 STORIES IN LIEU OF 30'-0"/ 2 TO 3 STORIES.

5) ONE WAIVER OF DEVELOPMENT STANDARDS
1. PER 12.22A.25 (g) (3) REDUCE THE REAR YARD TO 5'-0" IN LIEU OF 18'-0" ON RESIDENTIAL LEVELS.

- PROPOSED UNITS

36 ONE BEDROOM UNITS
27 TWO BEDROOM UNITS
63 UNITS TOTAL PROPOSED = 63 ALLOWED

- RESIDENTIAL DATA

FLOOR AREA CALCS:	OCCUPANCY	BUILDING	ZONING	SCHOOL FEE
FIRST FLOOR COMMERCIAL	M	2,533 SF	2,110 SF	2,193 SF
FIRST FLOOR RES. (LOBBY & STAIR)	R2	2,018 SF	1,407 SF	1,003 SF
SECOND FLOOR	R2	12,597 SF	12,271 SF	11,102 SF
THIRD FLOOR	R2	12,516 SF	12,239 SF	11,269 SF
FOURTH FLOOR	R2	12,503 SF	12,239 SF	11,252 SF
FIFTH FLOOR	R2	11,802 SF	11,538 SF	10,501 SF
SIXTH FLOOR	R2	10,604 SF	10,340 SF	9,456 SF
TOTAL BUILDING AREA		64,573 SF	62,144 SF	56,736 SF
PARKING AREA - P2 PARKING LEVEL	S2	14,843 SF		
PARKING AREA - P1 PARKING LEVEL	S2	14,833 SF		
PARKING AREA - FLI PARKING LEVEL	S2	9,138 SF		
TOTAL PARKING AREA		38,814 SF		

- YARDS

FRONT YARD (SYCAMORE AVE.) 0'-0" SETBACK AT ALL LEVELS FOR MIXED-USE
SIDE YARDS (MELROSE AVE. AND ALLEY) 0'-0" SETBACK AT ALL LEVELS FOR MIXED-USE
REAR YARD (WEST SIDE) 5'-0" SETBACK ON RESIDENTIAL LEVELS ONLY PER INCENTIVE

- NUMBER OF STORIES/ LEVELS

6 STORIES PER ZONING CODE PER INCENTIVE
6 STORIES PER BUILDING CODE

- ZONING CODE HEIGHT

LOWEST POINT 5'-0" FROM BUILDING = 254.50'
PARAPET = 321.50', THEREFORE ZONING CODE HEIGHT = 67.00' = 67'-0" PER INCENTIVE.

- BUILDING CODE HEIGHT

GRADE PLANE = 255.20', TOP OF ROOF = 321.00'
THEREFORE THE BUILDING CODE HEIGHT = 65.8' (= 65'-10")

- UNIT SUMMARY - RESIDENTIAL

UNIT NUMBER	BEDROOMS PER UNIT *	HABITABLE ROOMS PER UNIT	UNIT AREA	NUMBER OF UNITS	TOTAL
201	2	3	715 SF	1	715 SF
202, 302, 402	1	2	568 SF	3	1,704 SF
203, 303, 403	1	2	539 SF	3	1,617 SF
204, 304, 404, 504	1	2	584 SF	4	2,336 SF
207	2	3	671 SF	1	671 SF
208, 308, 408	1	2	736 SF	3	2,208 SF
209, 309	2	3	835 SF	2	1,670 SF
210, 310, 410, 510	1	2	676 SF	4	2,704 SF
211, 311, 411, 511	1	2	535 SF	4	2,140 SF
212, 312, 412, 512, PH12	2	3	842 SF	5	4,210 SF
213, 313, 413, 513, PH13	2	3	841 SF	5	4,205 SF
214, 314, 414, 514, PH14	2	3	753 SF	5	3,675 SF
215	1	2	626 SF	1	626 SF
301, 401	2	3	835 SF	2	1,670 SF
305, 405, 505, PH5	1	2	584 SF	4	2,336 SF
307	1	2	599 SF	1	599 SF
306, 406, 506, PH6	1	2	587 SF	4	2,348 SF
407	1	2	597 SF	1	597 SF
409	1	2	896 SF	1	896 SF
501	2	3	1,023 SF	1	1,023 SF
503	1	2	526 SF	1	526 SF
508	2	3	1,210 SF	1	1,210 SF
509	2	3	853 SF	1	853 SF
PH1	2	3	1,183 SF	1	1,183 SF
PH4	2	3	891 SF	1	891 SF
PH8	1	2	722 SF	1	722 SF
PH9	1	2	594 SF	1	594 SF
PH11	2	3	898 SF	1	898 SF
TOTAL:				63	45,029 SF

* BEDROOM COUNT IS FOR OPEN SPACE PURPOSES. (KITCHENS ARE EXCLUDED.)

- UNIT SUMMERY - COMMERCIAL

UNIT NUMBER	UNIT AREA
101	972 SF
102	1,138 SF
TOTAL	2,110 SF

- OPEN SPACE REQUIRED

36	1 BEDROOMS	x 100 SF	= 3,600 SF
27	2 BEDROOMS	x 125 SF	= 3,375 SF
63	TOTAL		= 6,975 SF

25% OF REQUIRED OPEN SPACE CAN BE RECREATIONAL ROOM = 0.25 x 6,975 = 1,743 SF

- OPEN SPACE PROVIDED

PRIVATE OPEN SPACE
21 BALCONIES / DECKS x 50 SF = 1,050 SF

COMMON OPEN SPACE

REC. RM. #1 @ 2ND FLOOR		722 SF
REC. RM. #2 @ 3RD FLOOR		626 SF
REC. RM. #3 @ 4TH FLOOR	(626 SF)	395 SF COUNTED
(REC RM AREA COUNTED = 722 + 626 + 395 = 1,743 SF)		
COURTS YARD AT 2ND FLOOR (INCL. PLANTERS)		1,531 SF
ROOF DECK (INCL. PLANTERS)		2,651 SF
		5,925 SF
TOTAL		6,975 SF

TOTAL OPEN SPACE PROVIDED = 6,975 SF = TOTAL OPEN SPACE REQUIRED = 6,975 SF

6,975 SF REQUIRED OPEN SPACE LESS 1,050 SF OF PRIVATE OPEN SPACE AND LESS 1,743 SF OF INDOOR REC. ROOM = 4,182 SF REQUIRED COMMON OPEN SPACE.
25% OF 4,182 SF TO BE PLANTED = 1,046 SF < 1,161 SF PROVIDED (369 SF PLANTER AT 2ND FLOOR COURT YARD + 792 SF PLANTERS AT ROOF DECK)

- TREES

ONE 24" BOX TREE PER 4 UNITS SO 16 TREES REQUIRED AND PROVIDED.

- BICYCLE PARKING

PER ORDINANCE NO. 185480
(FRACTIONS UP TO AND INCLUDING ONE-HALF MAY BE DISREGARDED PER 12.21 A.16 (b) "FRACTIONS")

RESIDENTIAL BICYCLE PARKING

LONG TERM.
1 - 25 UNITS 1 PER UNIT = 25
26 - 63 UNITS 1 PER 1.5 UNITS = 25.33
TOTAL LONG TERM = 50.33 = 50

SHORT TERM.
1 - 25 UNITS 1 PER 10 UNIT = 2.50
26 - 63 UNITS 1 PER 15 UNITS = 2.53
TOTAL SHORT TERM = 5.03 = 5

TOTAL REQUIRED 4 PROVIDED = 50 LONG TERM AND 5 SHORT TERM

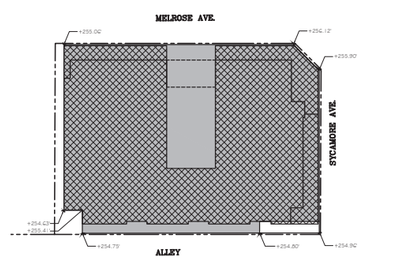
COMMERCIAL BICYCLE PARKING

GENERAL RETAIL
LONG TERM 1 PER 2,000 SF = 2,110 / 2,000 = 1.06 = MIN. 2 REQUIRED
SHORT TERM 1 PER 2,000 SF = 2,110 / 2,000 = 1.06 = MIN. 2 REQUIRED

TOTAL REQUIRED 4 PROVIDED = 2 LONG TERM AND 2 SHORT TERM

- PROJECT FUNDING

PROJECT IS 100% PRIVATELY FUNDED. THIS IS NOT HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR OR ON BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT WILL BE RECEIVED FROM STATE OR FEDERAL.



- GRADE PLAN CALCULATION

(255.00' + 256.12' + 255.90' + 254.86' + 254.80' + 254.75' + 255.41' + 254.63') / 8 = 255.20'

2 GRADE PLANE DIAGRAM
SCALE: 1/32" = 1'-0"

MIKA design group
P 310.273.0220 www.mikadesigngroup.com

MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

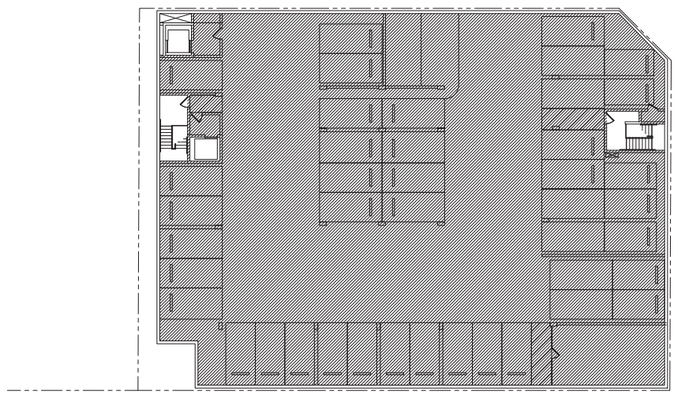
TITLE SHEET
PLOT PLAN

Original drawing size is 30" x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

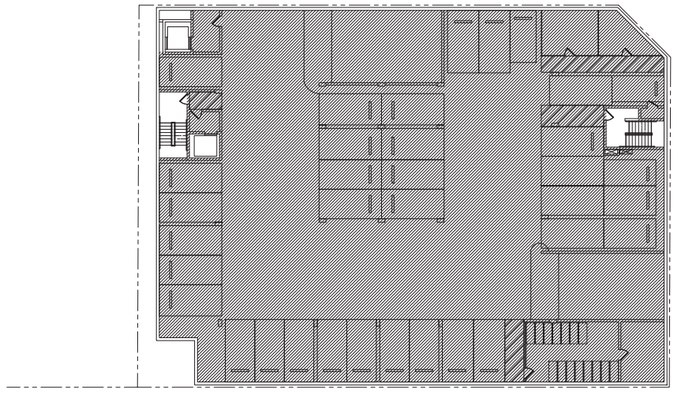
PROJECT:
MELROSE

T-1.0



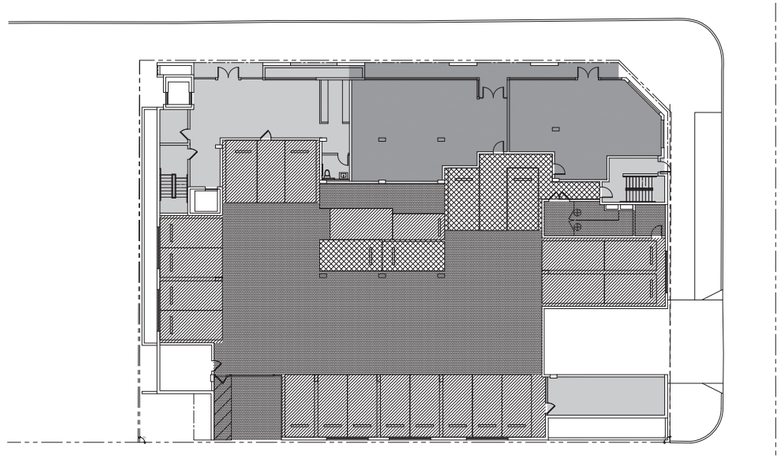
RESIDENTIAL PARKING SPACES

1a P2 PARKING FLOOR
SCALE: 1/16" = 1'-0"



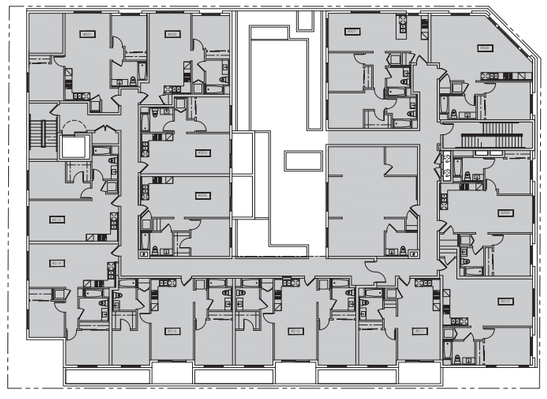
RESIDENTIAL PARKING SPACES

1b P1 PARKING FLOOR
SCALE: 1/16" = 1'-0"



NON-RESIDENTIAL USE (COMMERCIAL USE) | RESIDENTIAL USE | SHARED PARKING AREA | RESIDENTIAL PARKING SPACES | NON-RESIDENTIAL PARKING SPACES (COMMERCIAL PARKING)

1c 1ST FLOOR
SCALE: 1/16" = 1'-0"



RESIDENTIAL USE

1d 2ND FLOOR
SCALE: 1/16" = 1'-0"

1 COMMERCIAL & RESIDENTIAL BUILDING CODE FLOOR AREA
SCALE: 1/16" = 1'-0"

N

MIKA design group
P 310.273.0220 www.mikadesigngroup.com

MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

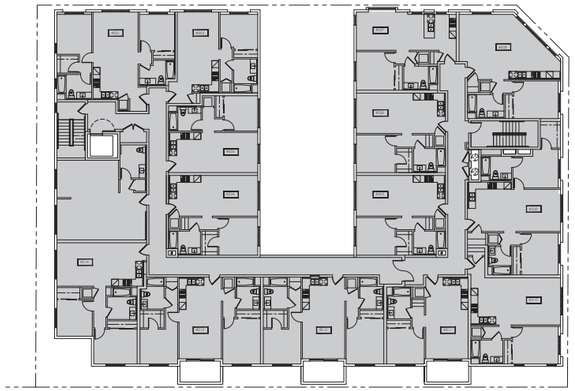
BUILDING CODE AREA DIAGRAMS

Original drawing size: 30"x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

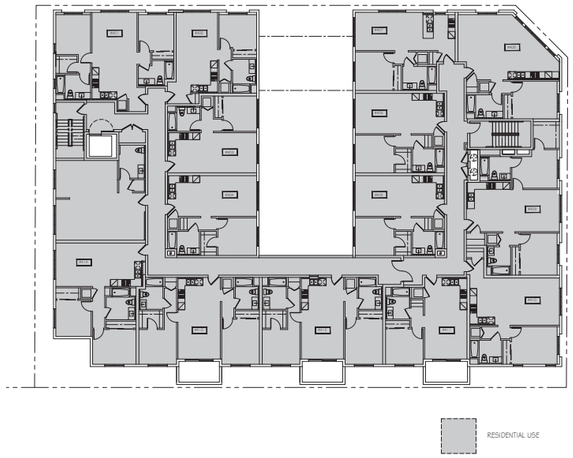
PROJECT:
MELROSE

T-1.5 a



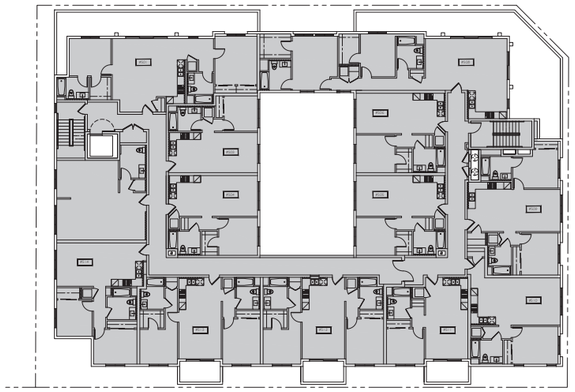
RESIDENTIAL USE

1e 3RD FLOOR
SCALE: 1/16" = 1'-0"



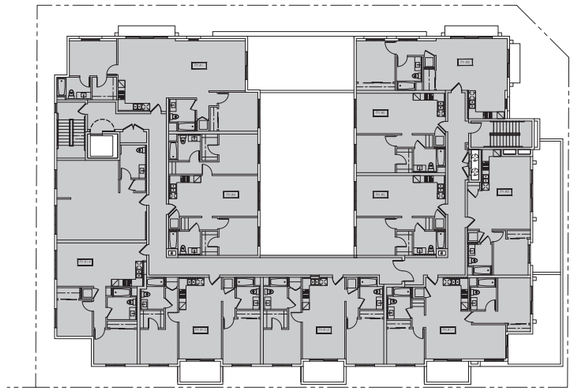
RESIDENTIAL USE

1f 4TH FLOOR
SCALE: 1/16" = 1'-0"



RESIDENTIAL USE

1g 5TH FLOOR
SCALE: 1/16" = 1'-0"



RESIDENTIAL USE

1h 6TH FLOOR
SCALE: 1/16" = 1'-0"

BUILDING AREA ANALYSIS: CALCULATION TABLE

FLOOR AREA (NON-PARKING)

	RESIDENTIAL FLOOR AREA	NON-RESIDENTIAL FLOOR AREA	TOTAL NON-SHARED FLOOR AREA, NON-PARKING
1ST FLOOR	2,018 SF	2,533 SF	
2ND FLOOR	12,597 SF	0 SF	
3RD FLOOR	12,516 SF	0 SF	
4TH FLOOR	12,503 SF	0 SF	
5TH FLOOR	11,802 SF	0 SF	
6TH FLOOR	10,604 SF	0 SF	
TOTALS	A = 62,040 SF	B = 2,533 SF	C = A + B = 64,573 SF
RATIOS	D = A / C = 96%	E = B / C = 4%	D+E=100%

SHARED FLOOR AREA (NON-PARKING)			TOTAL SHARED FLOOR AREA, NON-PARKING
2ND FLOOR			0 SF
3RD FLOOR			0 SF
4TH FLOOR			0 SF
5TH FLOOR			0 SF
6TH FLOOR			0 SF
TOTAL SHARED	G = F x D = 0	H = F x E = 0	F = 0 SF

FLOOR AREA (PARKING)

	RESIDENTIAL FLOOR AREA	NON-RESIDENTIAL FLOOR AREA	SHARED FLOOR AREA
1ST FLOOR	3,502 SF	1,008 SF	4,628 SF
P1 FLOOR	14,833 SF	0 SF	0 SF
P2 FLOOR	14,843 SF	0 SF	0 SF
TOTALS	I = 33,178 SF	J = 1,008 SF	K = 4,628 SF

PARKING SPACES USING SHARED FACILITIES

	RESIDENTIAL PARKING SPACES	NON-RESIDENTIAL PARKING SPACES	TOTAL PARKING SPACES
TOTAL QTY	L = 97	M = 4	N = L + M = 101
RATIOS	O = LN = 0.96 Q = K x O = 4,443	P = MN = 0.04 R = K x P = 185	O+P=100%

GRAND TOTALS

	RESIDENTIAL FLOOR AREA	NON-RESIDENTIAL FLOOR AREA	GRAND TOTAL
TOTAL QTY	S = A + G + I + Q = 99,661 SF	T = B + H + J + R = 3,726 SF	U = S + T = 103,387 SF
TOTAL RATIOS	V = SU = 0.96	W = TU = 0.04	V+W=100%

1 COMMERCIAL & RESIDENTIAL BUILDING CODE FLOOR AREA
SCALE: 1/16" = 1'-0"

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MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

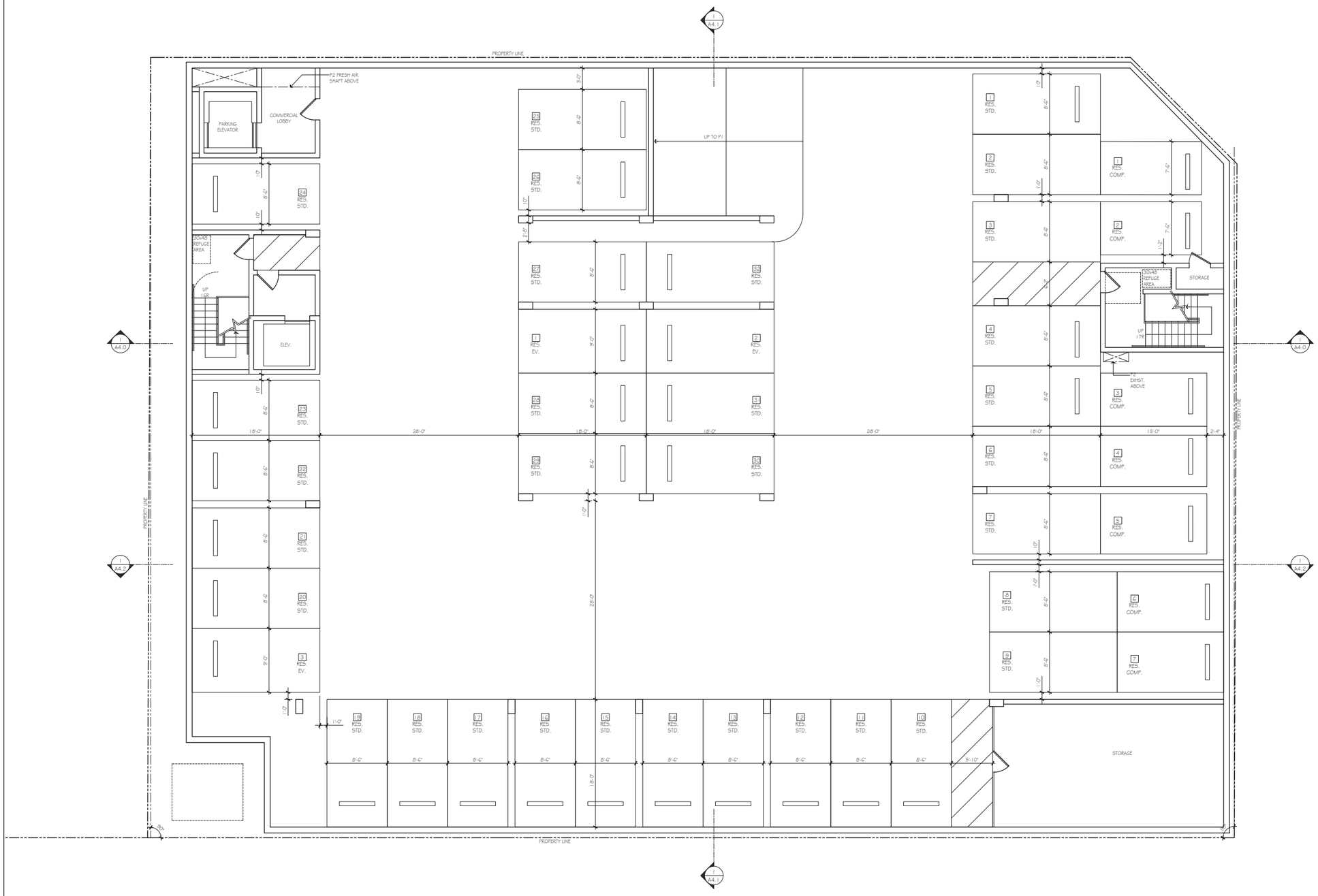
BUILDING CODE
AREA DIAGRAMS

Original drawing size is 30"x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

T-1.5 b



1 P2 - LEVEL

SCALE: 3/16" = 1'-0"

PARKING

RESIDENTIAL STANDARD	=	32
RESIDENTIAL E.V.	=	3
RESIDENTIAL COMPACT	=	7
TOTAL RESIDENTIAL PROVIDED @ P2	=	42

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P2- PARKING PLAN

ISSUED FOR	REV.
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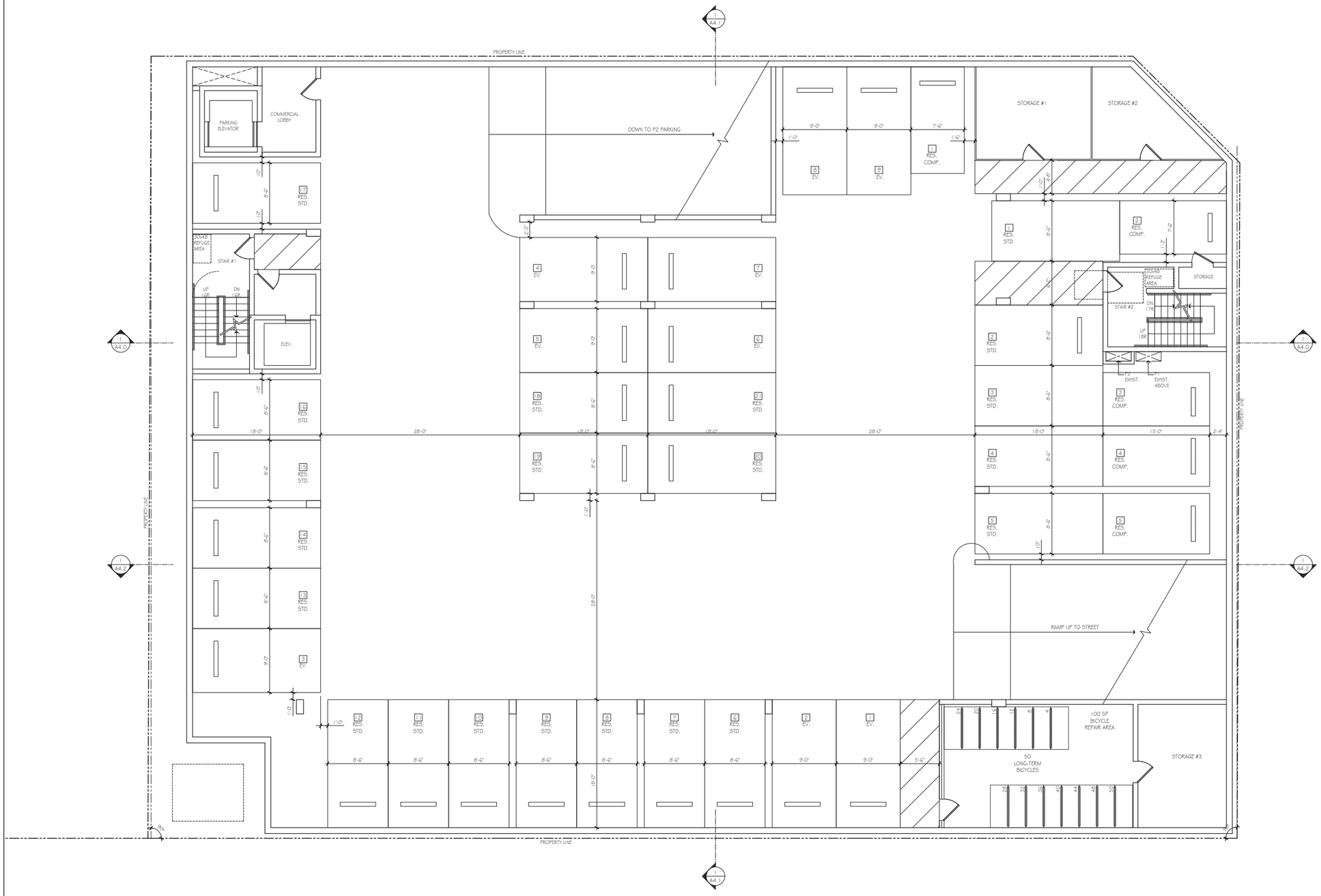
PROJECT:
MELROSE

A-2.0



1 P1 - LEVEL

SCALE: 3/16" = 1'-0"

PARKING		
RESIDENTIAL STANDARD	=	21
RESIDENTIAL E.V.	=	9
RESIDENTIAL COMPACT	=	5
TOTAL RESIDENTIAL PROVIDED @ P1	=	35

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7000 MELROSE AVENUE
LOS ANGELES, CA 90038

P1- PARKING PLAN

Original drawing size: 30"x42"

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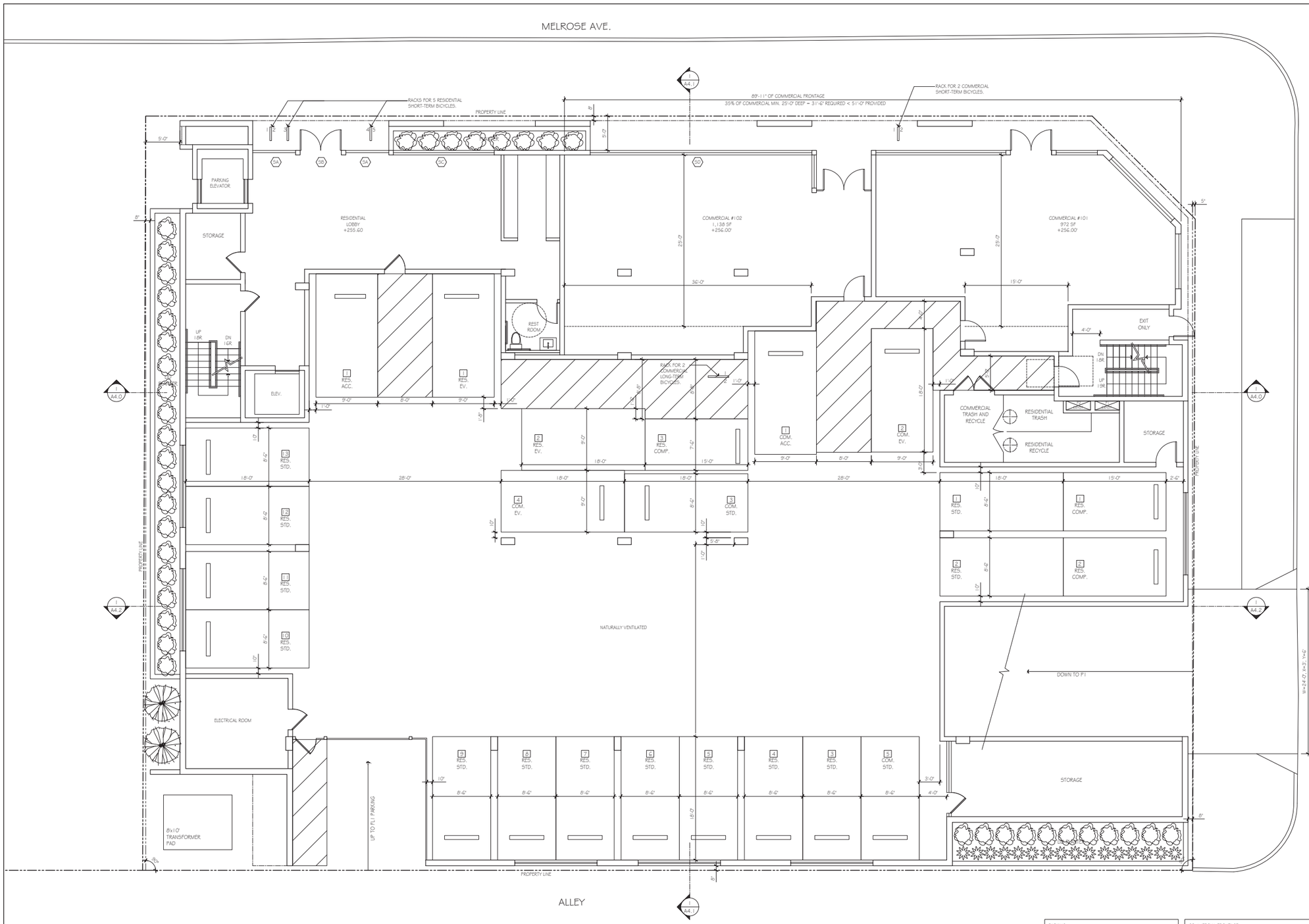
03.11.22 PLANNING	

PROJECT:
MELROSE

A-2.1



FIRST FLOOR PLAN

1 — SCALE: 3/16" = 1'-0"

PARKING		
RESIDENTIAL STANDARD	–	13
RESIDENTIAL ADA	–	1
RESIDENTIAL E.V.	–	2
RESIDENTIAL COMPACT	–	3
TOTAL RESIDENTIAL PROVIDED @ FL1	–	19
COMMERCIAL STANDARD	–	2
COMMERCIAL ADA	–	1
COMMERCIAL E.V.	–	2
TOTAL COMMERCIAL PROVIDED @ FL1	–	5

COMMERCIAL FRONTAGE
COMMERCIAL FRONTAGE = 89'-11"
35% OF 89'-11" = 31'-6" MIN. @ 25' DEPTH
15'-0" + 36'-0" = 51'-0" PROVIDED > 31'-6" REQUIRED.

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MELROSE MIX-USE BUILDING
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LOS ANGELES, CA 90038

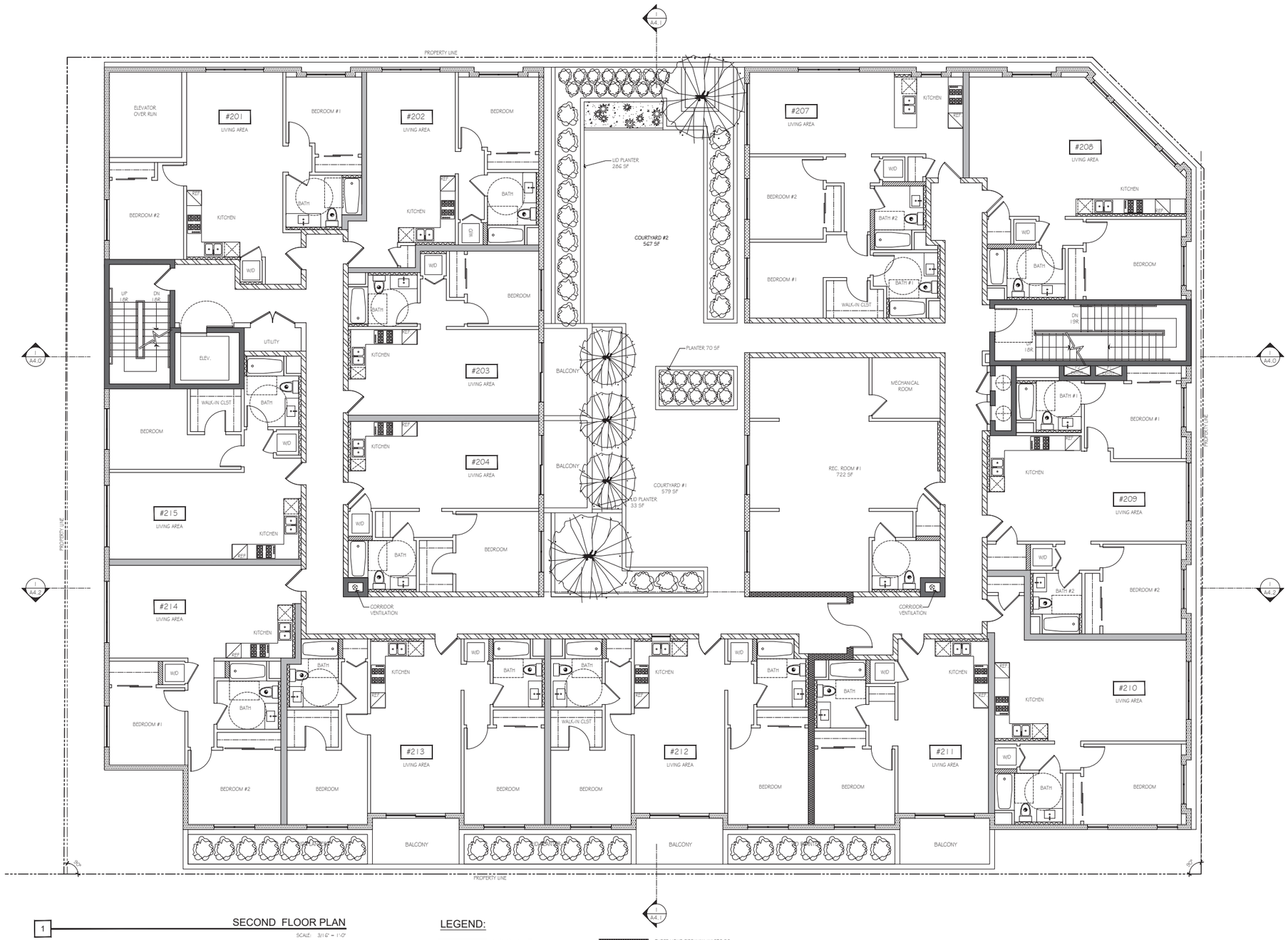
FIRST FLOOR PLAN

Original drawing size is 30"x42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-2.2



1 SECOND FLOOR PLAN

SCALE: 3/16" = 1'-0"

LEGEND:

- 8" 2-HOUR SHAFT
- 1-HOUR INTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- 1-HOUR FIRE PARTY WALL W/ STC RATING
- 1-HOUR CORRIDOR WALL W/ STC RATING
- TWO HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- ONE HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- THREE HOUR FIRE WALL W/ STC 50 RATING
- DUCTS AND AIR TRANSFER OPENINGS THROUGH FIRE WALLS SHOULD BE AVOIDED. IF ALLOWED, DUCT AND AIR TRANSFER OPENING PENETRATIONS SHALL BE PROTECTED AS REQUIRED IN SECTION 714 AND 717. DAMPERS ARE REQUIRED.
- 2x4 PLUMBING WALL
- 2x6 PLUMBING WALL / ELECTRICAL PANEL

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LOS ANGELES, CA 90038

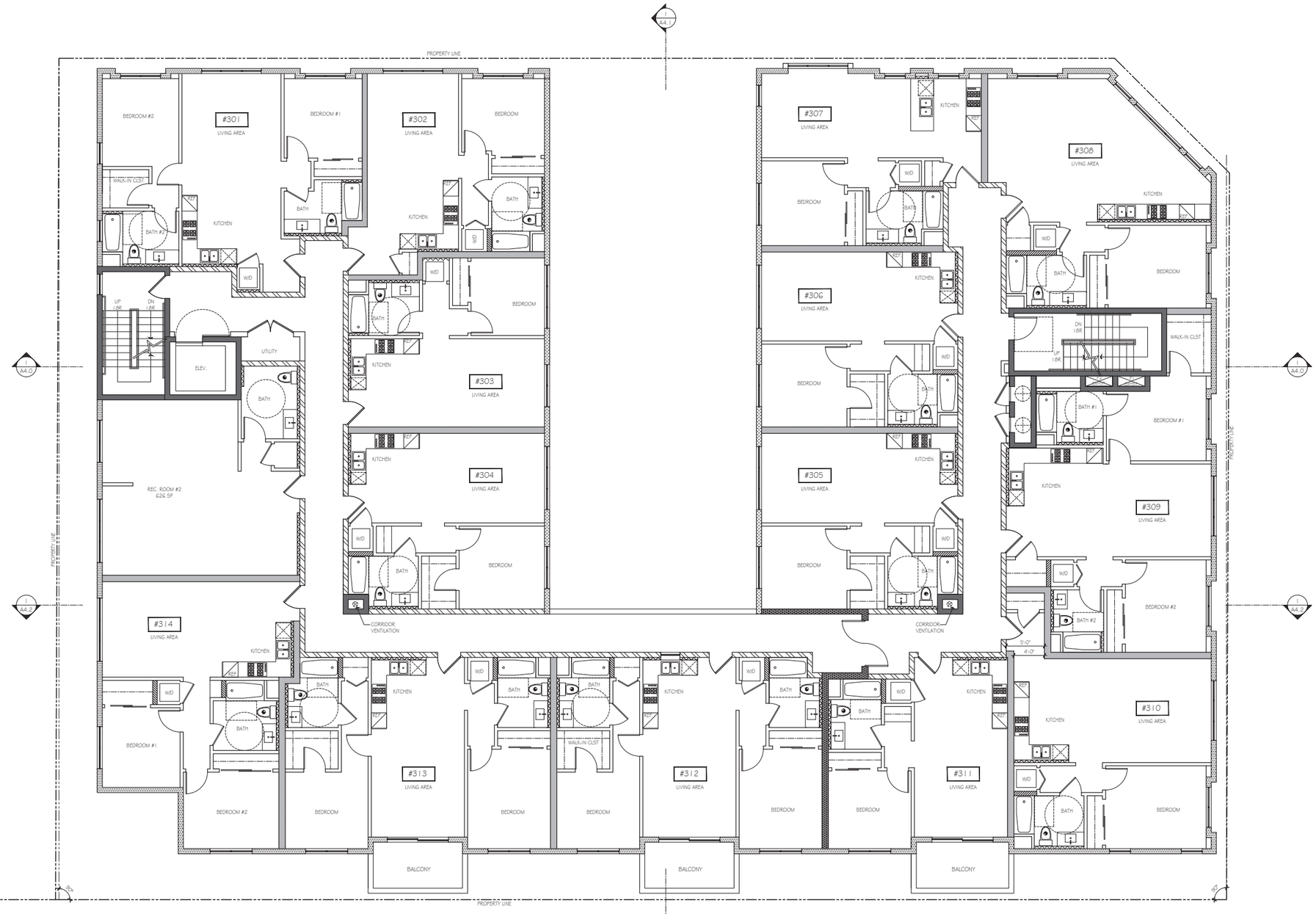
SECOND FLOOR PLAN

Original drawing size: 30"x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-2.3



1 THIRD FLOOR PLAN

SCALE: 3/16" = 1'-0"

LEGEND:

- 8" 2-HOUR SHAFT
- 1-HOUR INTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- 1-HOUR FIRE PARTY WALL W/ STC RATING
- 1-HOUR CORRIDOR WALL W/ STC RATING
- TWO HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- ONE HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- THREE HOUR FIRE WALL W/ STC 50 RATING

DUCTS AND AIR TRANSFER OPENINGS THROUGH FIRE WALLS SHOULD BE AVOIDED. IF ALLOWED, DUCT AND AIR TRANSFER OPENING PENETRATIONS SHALL BE PROTECTED AS REQUIRED IN SECTION 714 AND 717. DAMPERS ARE REQUIRED.

- 2x4 PLUMBING WALL
- 2x6 PLUMBING WALL / ELECTRICAL PANEL

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LOS ANGELES, CA 90038

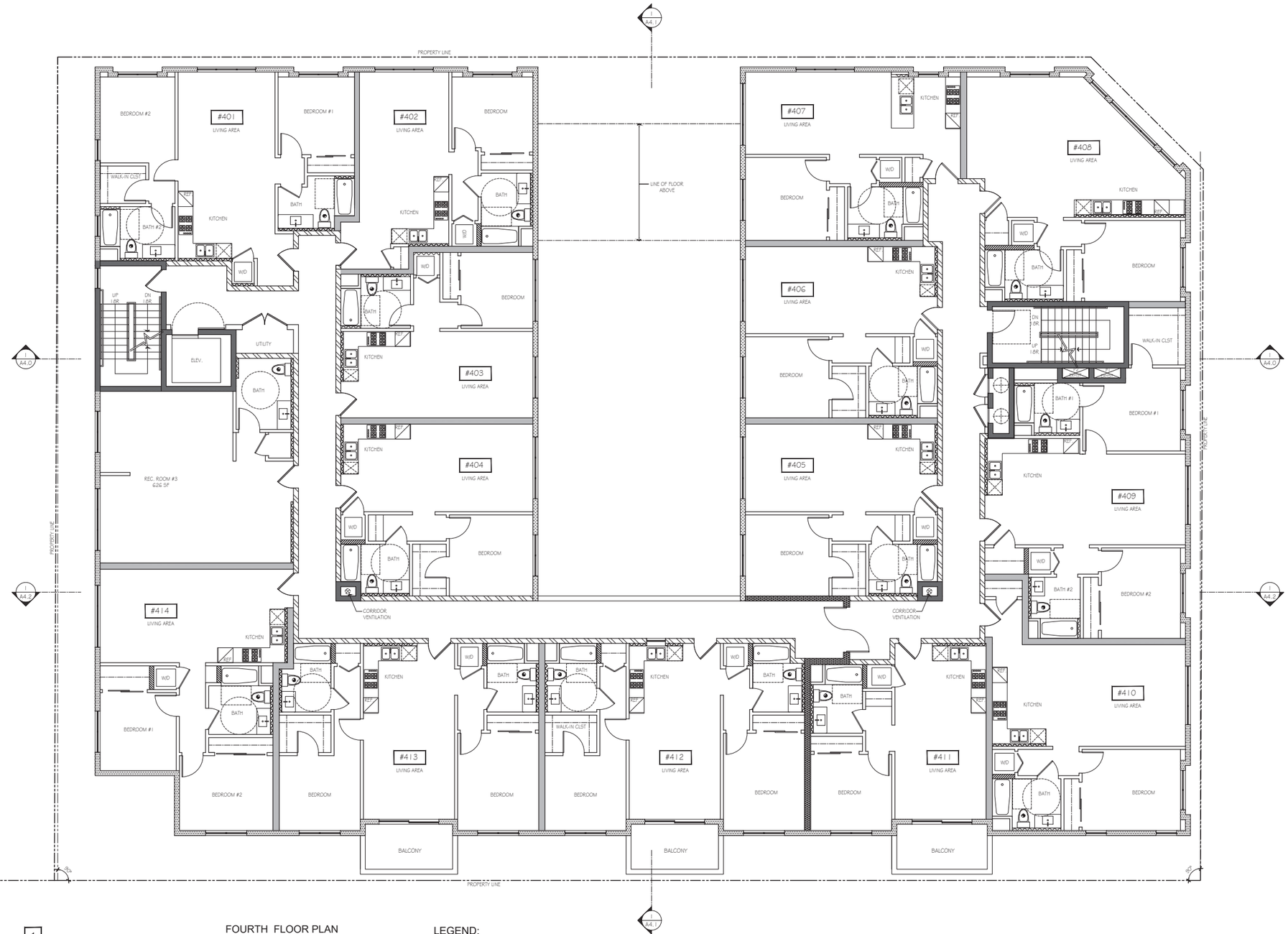
THIRD FLOOR PLAN

Original drawing size is 30"x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-2.4



1 FOURTH FLOOR PLAN

SCALE: 3/16" = 1'-0"

LEGEND:

- 8" 2-HOUR SHAFT
- 1-HOUR INTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- 1-HOUR FIRE PARTY WALL W/ STC RATING
- 1-HOUR CORRIDOR WALL W/ STC RATING
- TWO HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- ONE HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- THREE HOUR FIRE WALL W/ STC 50 RATING
- DUCTS AND AIR TRANSFER OPENINGS THROUGH FIRE WALLS SHOULD BE AVOIDED. IF ALLOWED, DUCT AND AIR TRANSFER OPENING PENETRATIONS SHALL BE PROTECTED AS REQUIRED IN SECTION 714 AND 717. DAMPERS ARE REQUIRED.
- 2x4 PLUMBING WALL
- 2x6 PLUMBING WALL / ELECTRICAL PANEL

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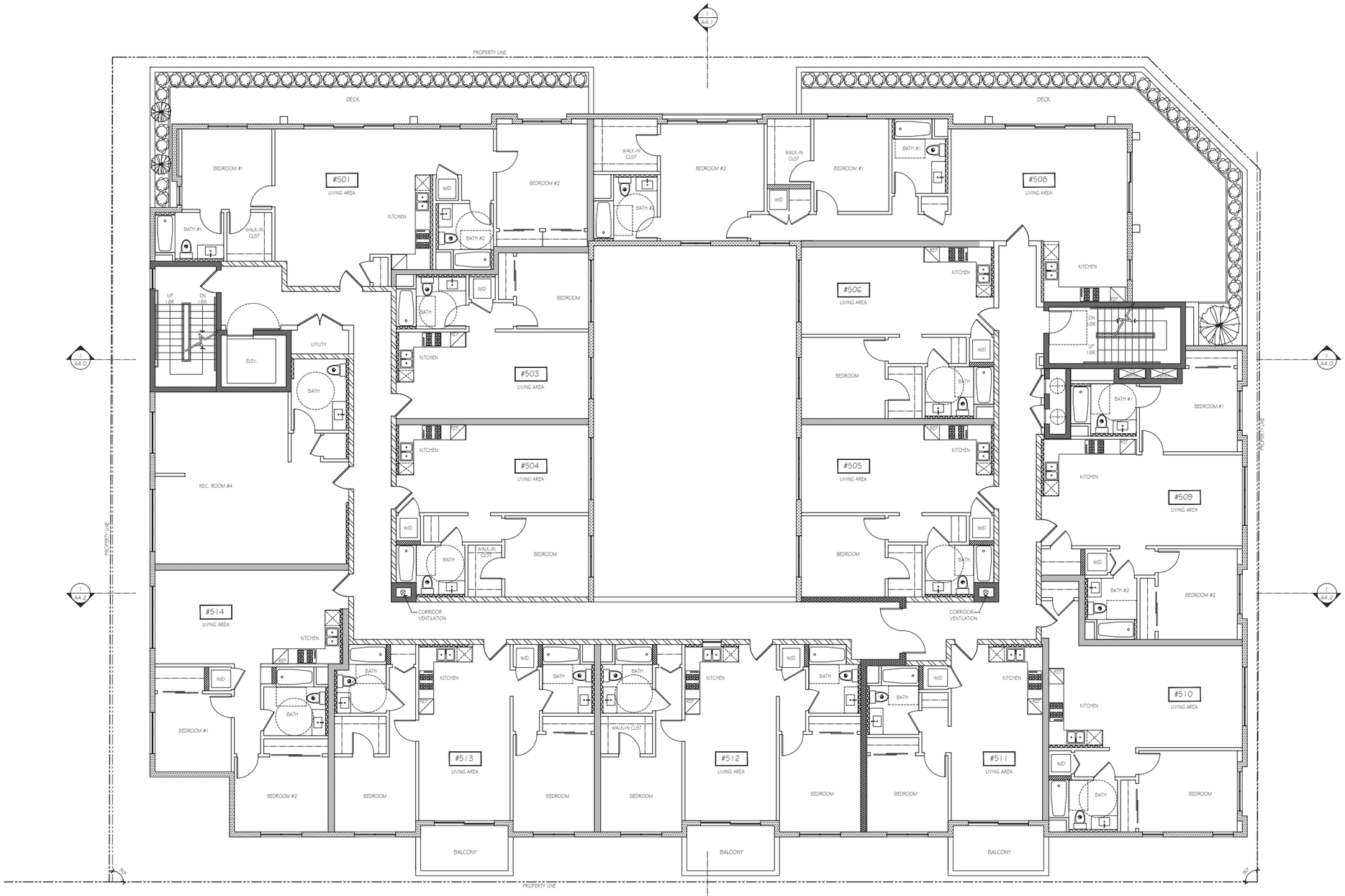
FOURTH FLOOR PLAN

Original drawing size is: 30" x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-2.5



1 FIFTH FLOOR PLAN

SCALE: 3/16" = 1'-0"

LEGEND:

- 8" 2-HOUR SHAFT
- 1-HOUR INTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- 1-HOUR FIRE PARTY WALL W/ STC RATING
- 1-HOUR CORRIDOR WALL W/ STC RATING
- TWO HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- ONE HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- THREE HOUR FIRE WALL W/ STC 50 RATING

  DUCTS AND AIR TRANSFER OPENINGS THROUGH FIRE WALLS SHOULD BE AVOIDED. IF ALLOWED, DUCT AND AIR TRANSFER OPENING PENETRATIONS SHALL BE PROTECTED AS REQUIRED IN SECTION 714 AND 717. DAMPERS ARE REQUIRED.
- 2x4 PLUMBING WALL
- 2x6 PLUMBING WALL / ELECTRICAL PANEL

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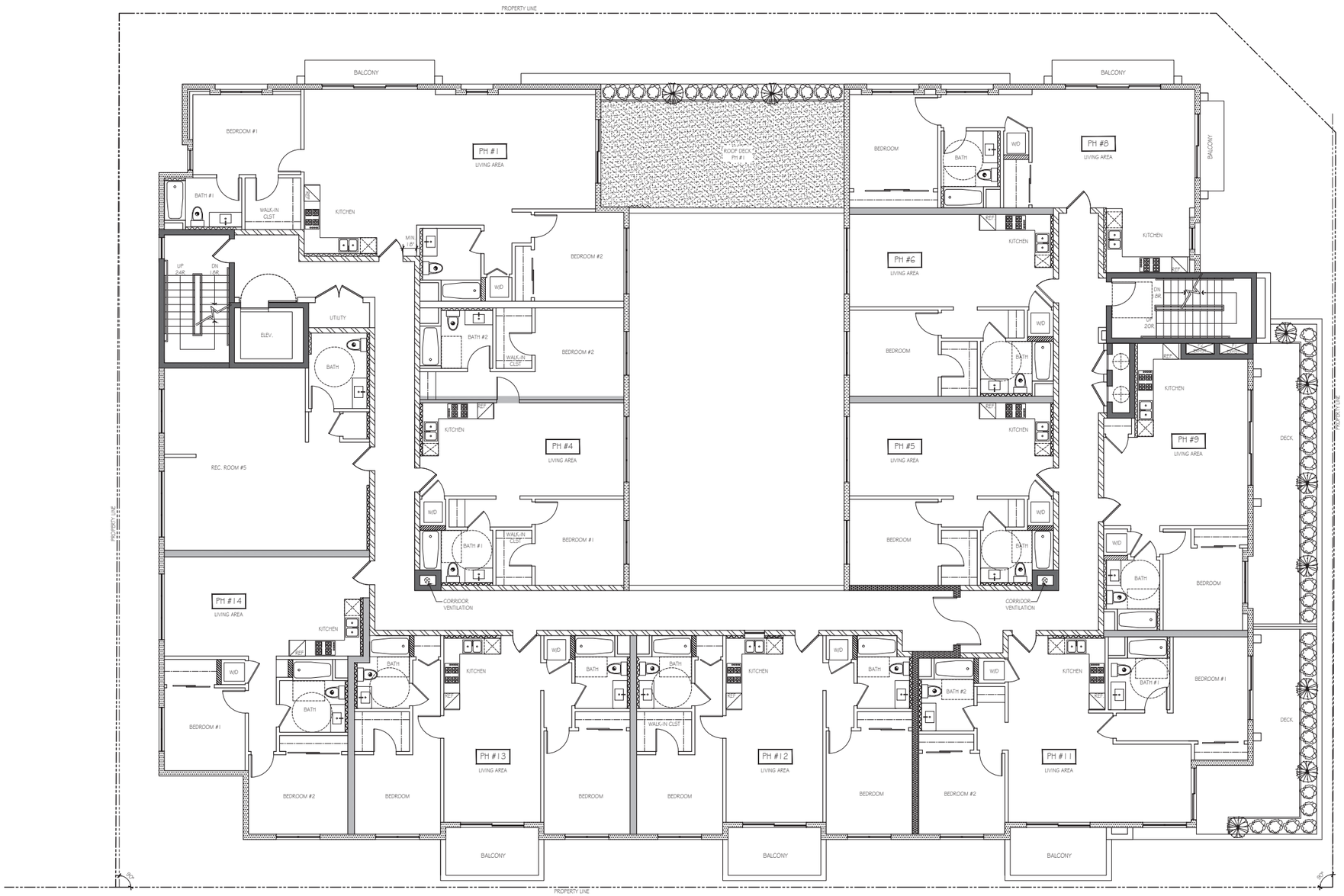
FIFTH FLOOR PLAN

Original drawing size is: 30" x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-2.6



1 SIXTH FLOOR PLAN

SCALE: 3/16" = 1'-0"

LEGEND:

- 8" 2-HOUR SHAFT
- 1-HOUR INTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- 1-HOUR FIRE PARTY WALL W/ STC RATING
- 1-HOUR CORRIDOR WALL W/ STC RATING
- TWO HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- ONE HOUR EXTERIOR WALLS 2x4 OR 2x6 PER STRUCTURAL
- THREE HOUR FIRE WALL W/ STC 50 RATING
- DUCTS AND AIR TRANSFER OPENINGS THROUGH FIRE WALLS SHOULD BE AVOIDED. IF ALLOWED, DUCT AND AIR TRANSFER OPENING PENETRATIONS SHALL BE PROTECTED AS REQUIRED IN SECTION 714 AND 717. DAMPERS ARE REQUIRED.
- 2x4 PLUMBING WALL
- 2x6 PLUMBING WALL / ELECTRICAL PANEL

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MELROSE MIX-USE BUILDING
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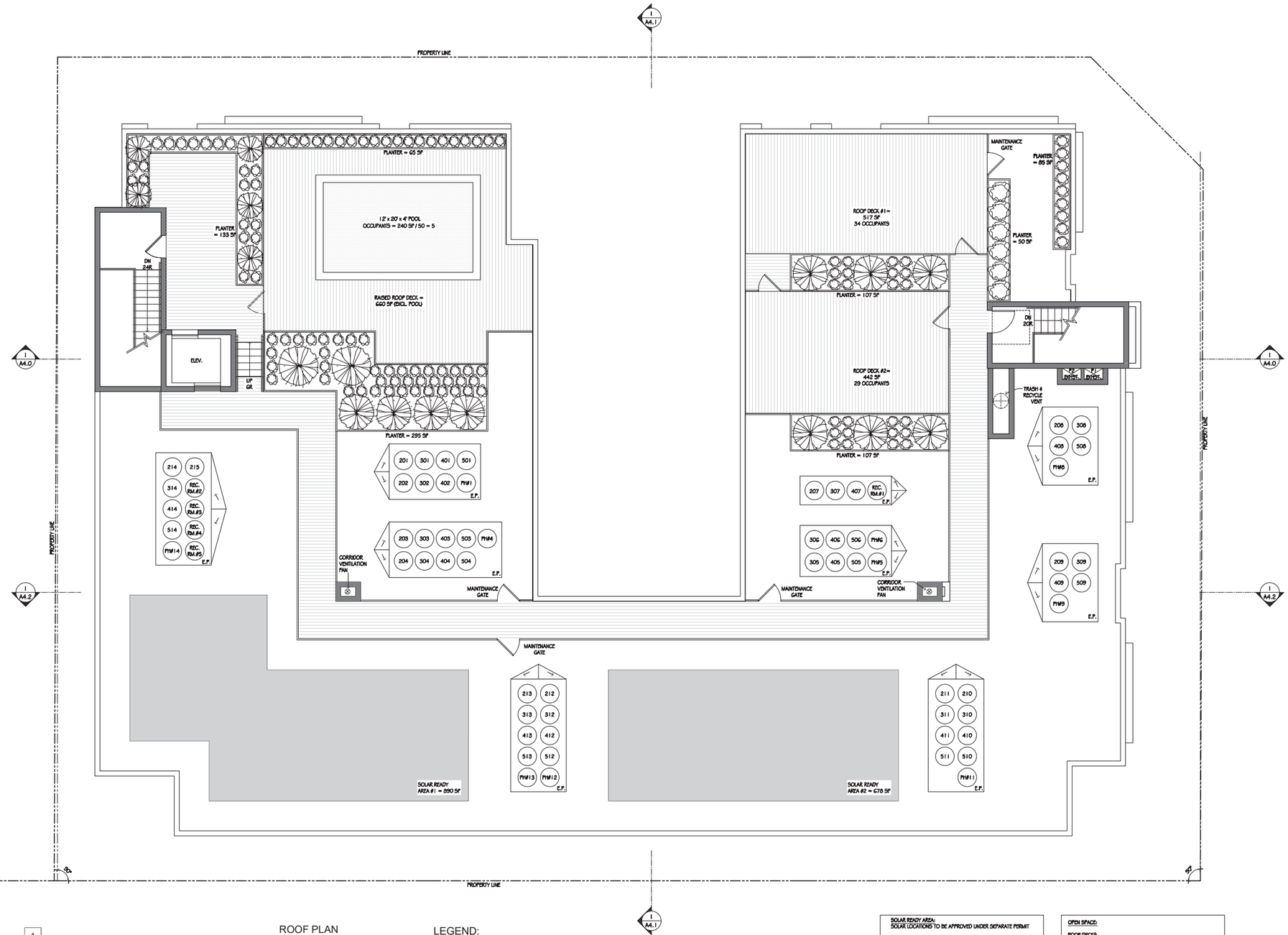
SIXTH FLOOR PLAN

Original drawing size: 30"x42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-2.7



1 ROOF PLAN
SCALE: 3/16" = 1'-0"

LEGEND:

8' 2-HOUR SHAFT

SOLAR READY AREA:
SOLAR LOCATIONS TO BE APPROVED UNDER SEPARATE PERMIT

TOTAL ROOF AREA = 10,394 SF
SOLAR ZONE REQUIRED = 15% OF 10,394 SF = 1,559 SF
TOTAL SOLAR ZONE AREA PROVIDED = 1,368 SF > 1,559 SF

SOLAR ZONE #1 = 690 SF
SOLAR ZONE #2 = 678 SF

NOTE: SOLAR ZONE SHALL BE FREE OF OBSTRUCTION AND BE SETBACK AT LEAST TWO TIMES THE HEIGHT OF ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO, VENTS, CHIMNEYS, AND EQUIPMENT.

OPEN SPACE:

ROOF DECKS

POOL DECK (INCL. POOL)	900 SF
ROOF DECK #1	517 SF
ROOF DECK #2	442 SF
TOTAL DECK	1,859 SF

PLANTERS
35 SF + 50 SF + 107 SF + 107 SF + 295 SF + 65 SF + 133 SF = 792 SF
TOTAL PLANTERS

TOTAL OPEN SPACE = 2,651 SF

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MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

ROOF PLAN

Original drawing size is 30" x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-2.8

1 MELROSE AVENUE ELEVATION (NORTH)

SCALE: 3/16" = 1'-0"

LEGEND

1. White Grey Stucco, 20/30 Sand Finish
2. Light Grey Stucco, Smooth Trowel Finish
3. Light Grey Brick, Veneer
4. Charcoal Grey Stucco, Smooth Trowel Finish
5. Metal Mesh,Perforated Metal Round, Aluminum Alloy, 50% Open by McNichols. 1 1/2 Sq Stl. Tube Support. Painted Dark Grey to Match Sheet Mtl.
6. Dark Grey 24 GA Sheet Metal Details, Smooth Finish
7. Wood Panel, Smooth, V-groove Butt-joint with Light-grey Semi-transparent Stain, "Seacoast Corey" by Cabot

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MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

ELEVATIONS

Original sheet size: 30"x42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-3.0

1 SYCAMORE AVENUE ELEVATION (EAST)

SCALE: 3/16" = 1'-0"

LEGEND

1	White Grey Stucco, 20/30 Sand Finish
2	Light Grey Stucco, Smooth Trowel Finish
3	Light Grey Brick, Veneer
4	Charcoal Grey Stucco, Smooth Trowel Finish
5	Metal Mesh,Perforated Metal Round, Aluminum Alloy, 50% Open by McNichols. 1 1/2 Sq Stl. Tube Support. Painted Dark Grey to Match Sheet Mtl.
6	Dark Grey 24 GA Sheet Metal Details, Smooth Finish
7	Wood Panel, Smooth, V-groove Butt-joint with Light-grey Semi-transparent Stain, "Seacoast Corey" by Cabot
8	Fence/Gate with 1" Sq. Stl. Tubing on 2" Sq. Tube Frame. Painted to Match Sheet Mtl.

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MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

ELEVATIONS

Original drawing size: 30"x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-3.1

1 ALLEY ELEVATION (SOUTH)

SCALE: 3/16" = 1'-0"

LEGEND

1	White Grey Stucco, 20/30 Sand Finish
2	Light Grey Stucco, Smooth Trowel Finish
3	Light Grey Brick, Veneer
4	Charcoal Grey Stucco, Smooth Trowel Finish
5	Metal Mesh,Perforated Metal Round, Aluminum Alloy, 50% Open by McNichols. 1 1/2 Sq Stl. Tube Support. Painted Dark Grey to Match Sheet Mtl.
6	Dark Grey 24 GA Sheet Metal Details, Smooth Finish
7	Wood Panel, Smooth, V-groove Butt-joint with Light-grey Semi-transparent Stain, "Seacoast Corey" by Cabot
8	Fence/Gate with 1" Sq. Stl. Tubing on 2" Sq. Tube Frame. Painted to Match Sheet Mtl.

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MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

ELEVATIONS

Original drawing size 24" x 36"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-3.2

1 ELEVATION (WEST)

SCALE: 3/16" = 1'-0"

LEGEND

1. White Grey Stucco, 20/30 Sand Finish
2. Light Grey Stucco, Smooth Trowel Finish
3. Light Grey Brick, Veneer
4. Charcoal Grey Stucco, Smooth Trowel Finish
5. Metal Mesh,Perforated Metal Round, Aluminum Alloy, 50% Open by McNichols. 1 1/2 Sq Stl. Tube Support. Painted Dark Grey to Match Sheet Mtl.
6. Dark Grey 24 GA Sheet Metal Details, Smooth Finish
7. Wood Panel, Smooth, V-groove Butt-joint with Light-grey Semi-transparent Stain, "Seacoast Corey" by Cabot

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MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

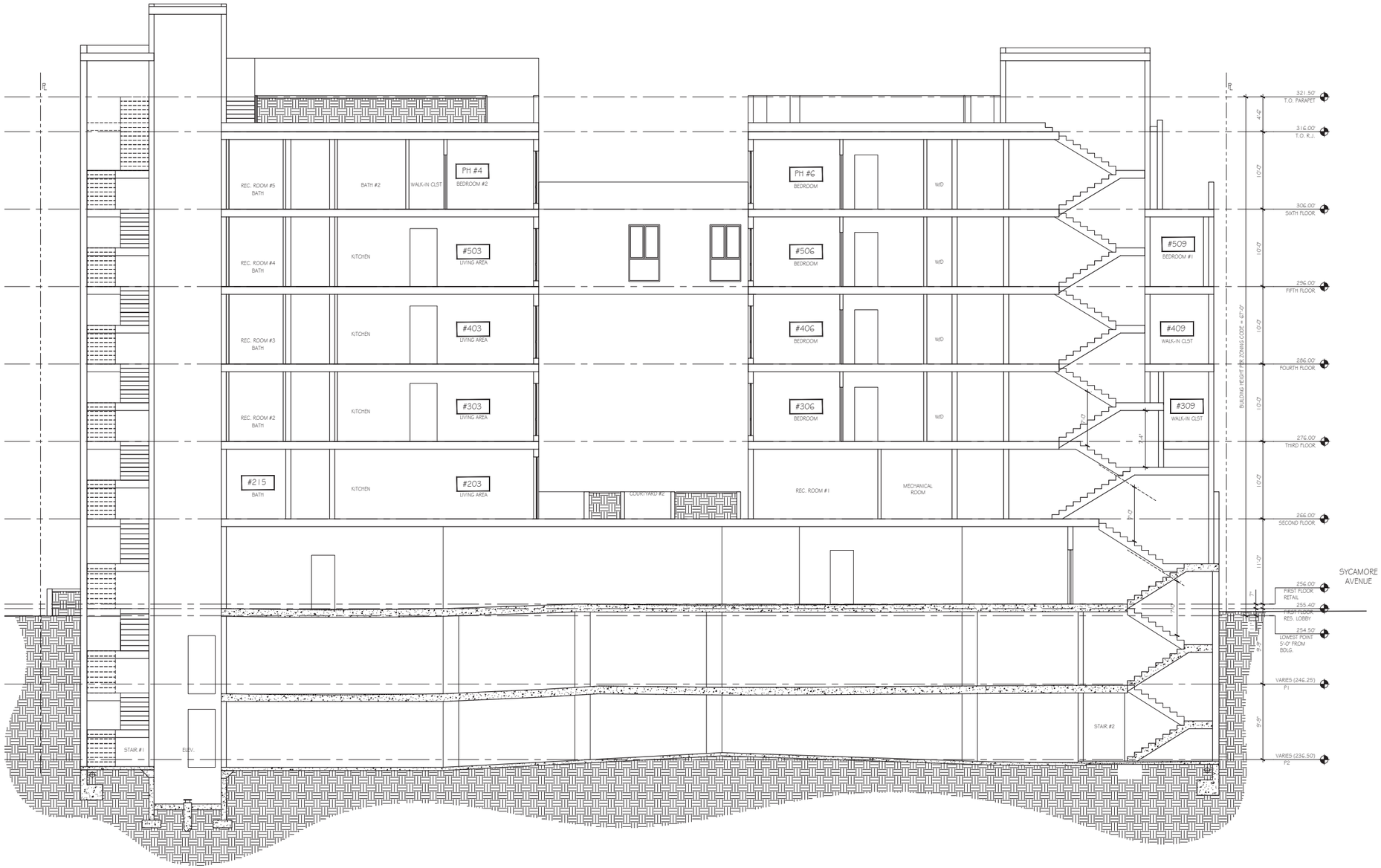
ELEVATIONS

Original drawing size is 24" x 36"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-3.3



1 SECTION

SCALE: 3/16" = 1'-0"

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MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

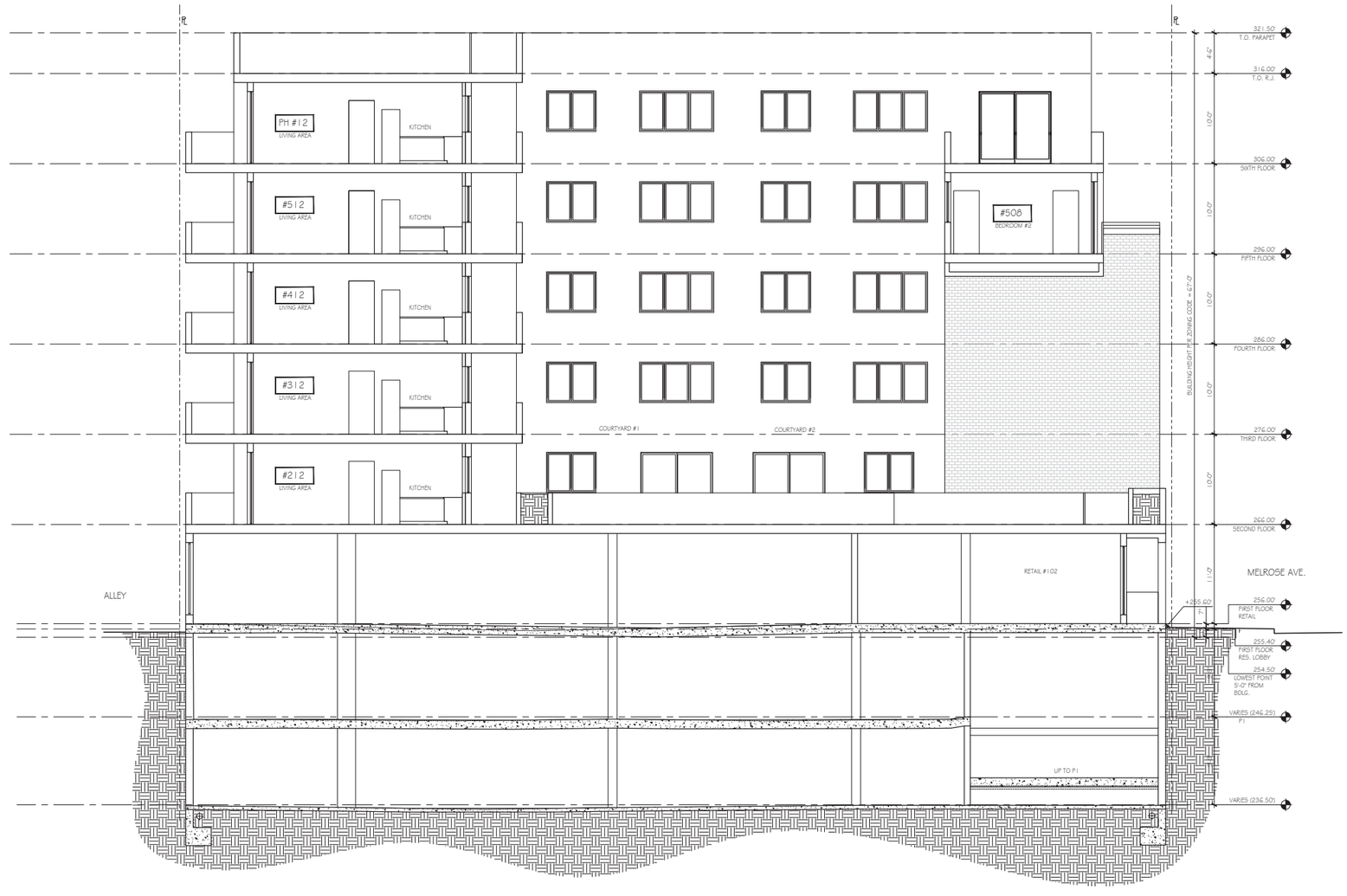
SECTION

Original drawing size: 30"x42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-4.0



1 SECTION

SCALE: 3/16" = 1'-0"

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MELROSE MIX-USE BUILDING
7000 MELROSE AVENUE
LOS ANGELES, CA 90038

SECTION

Original drawing size is 30"x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-4.1

1 PERSPECTIVE AT ENTRANCE
SCALE: N/A

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MELROSE MIX-USE BUILDING
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PERPSECTIVES

Original drawing size is 30" x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-5.0

1 PERSPECTIVE LOOKING SOUTHEAST AT MELROSE AVE.

SCALE: N/A

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MELROSE MIX-USE BUILDING
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LOS ANGELES, CA 90038

PERPSECTIVES

Original drawing size is 30" x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-5.1

1 PERSPECTIVE LOOKING NORTH AT SYCAMORE AVE.
SCALE: N/A

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PERPSECTIVES

Original drawing size is 30" x 42"

ISSUED FOR	REV.
03.11.22 PLANNING	

PROJECT:
MELROSE

A-5.2

FOR OPEN SPACE TABULATION, SEE SHEET L.5

7000 Melrose - LOS ANGELES, CA

MELROSE CROSSING, LLC

MARCH 14, 2022

COMPOSITE LANDSCAPE PLAN L.1

0' 4' 8' 16'

MJS LANDSCAPE ARCHITECTURE

FOR OPEN SPACE TABULATION, SEE SHEET L.5

7000 Melrose - LOS ANGELES, CA

MELROSE CROSSING, LLC

MARCH 14, 2022

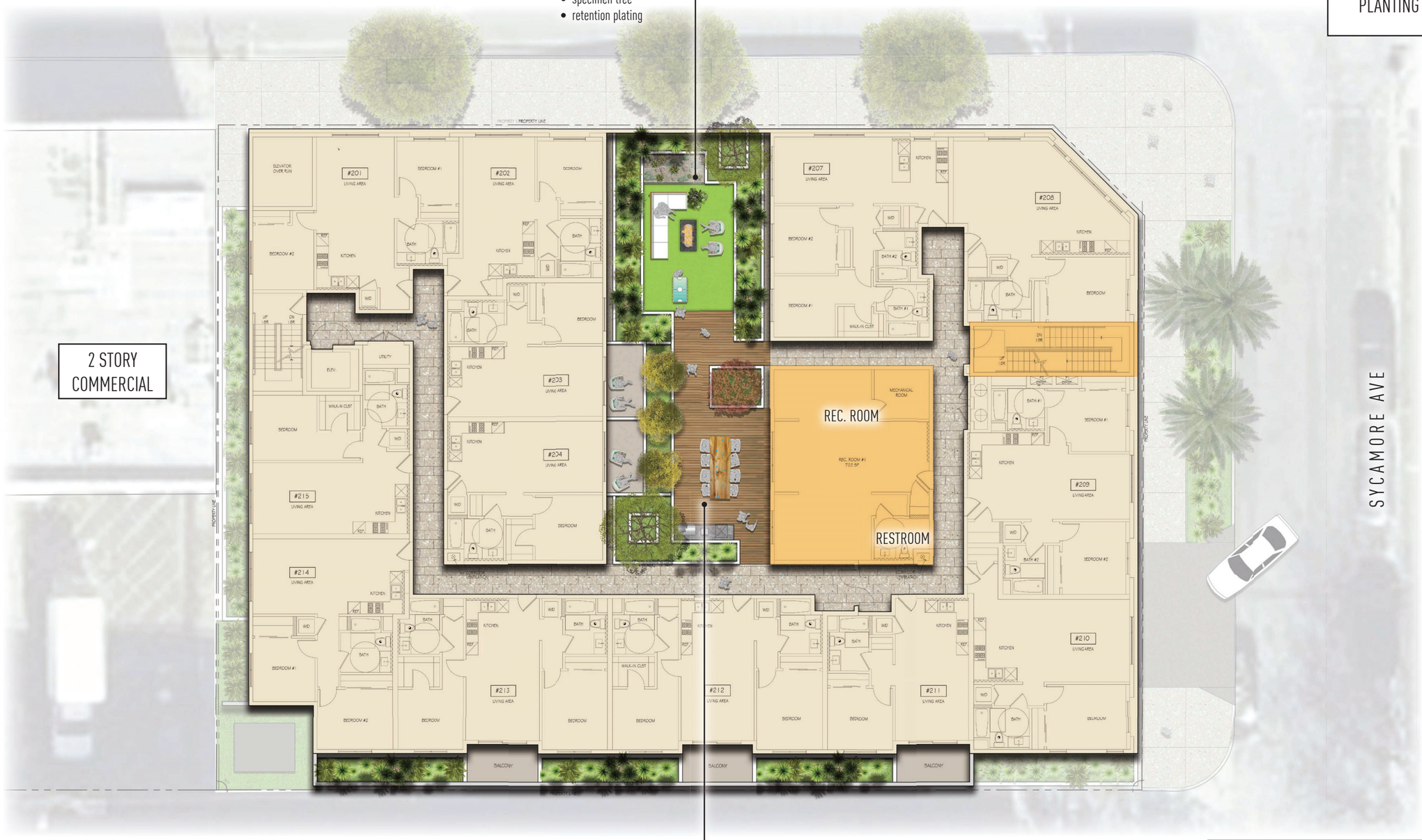
GROUND LEVEL LANDSCAPE PLAN L.2

0' 4' 8' 16'

MJS LANDSCAPE ARCHITECTURE

THE LOUNGE
- lounge seating
- firepit
- game table
- sculpture garden
- specimen tree
- retention plating

TREE COUNT = 6
PLANTING S.F. = 389 S.F.



OUTDOOR DINING
- bbq
- communal table
- specimen tree
- wood-like porcelain pavers

FOR OPEN SPACE TABULATION, SEE SHEET L.6

7000 Melrose - LOS ANGELES, CA

MELROSE CROSSING, LLC

MARCH 14, 2022

2ND LEVEL LANDSCAPE PLAN L.3

0' 4' 8' 16'

MJS LANDSCAPE ARCHITECTURE

POOL COURTYARD
- chaise lounges & daybeds
- 20' x 12' pool
- concrete pavement
- pottery

FIRESIDE LOUNGE
- soft seating
- concrete pavement
- pottery
- linear fireplace
- screen hedge

OUTDOOR DINING
- bbq
- communal table
- wood-like porcelain pavers

TREE COUNT = 10
PLANTING S.F. = 792 S.F.

2 STORY COMMERCIAL

4 STORY MULTI-FAMILY

FOR OPEN SPACE TABULATION, SEE SHEET L.5

7000 Melrose - LOS ANGELES, CA

MELROSE CROSSING, LLC

MARCH 14, 2022

ROOFTOP LANDSCAPE PLAN L.4

0' 4' 8' 16'

MJS LANDSCAPE ARCHITECTURE

CITY of LOS ANGELES LANDSCAPE NOTES

1. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF FIFTY (50) PERCENT OF THE UNITS OF THE PROJECT OR PHASE
2. SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.
3. THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR SIXTY (60) DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.
4. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX (6) MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF SIXTY (60) DAYS AFTER THE LANDSCAPE AND IRRIGATION INSTALLATION.

FRONT YARD TREE REQUIREMENTS

(PER LA CITY ZONING CODE, SECTION 12.21C1(G))

1 TREE PER 500 S.F. OF UNPAVED FRONT YARD
TOTAL FRONT YARD S.F. = 0 S.F.

TREES PROVIDED - 24" BOX OR GREATER	TREES REQUIRED:
2 TOTAL TREES	0 TREES
	REQUIREMENT MET

EXISTING TREE NOTE:

NO EXISTING TREES ON SITE TO REMAIN.

CITY of LOS ANGELES - LANDSCAPE ORDINANCE

WATER MANAGEMENT POINT SYSTEM

(per Guideline "AA" - City of L.A.)

AREA OF PROJECT SITE:	POINTS REQUIRED
16,735 S.F. (0.384 acres)	300 POINTS (15,001 – 40,000 s.f.)
ZONING DESIGNATION:	C2-1XL
ITEMS PER TABLE II	
#1 DRIP/TRICKLE/MICRO IRRIGATION	30 POINTS (5 points per circuit x 6)
#2 LAWN/SWIMMING POOL LESS THAN 15% (spa and water feature less than 5% of landscape area)	10 POINTS
#3 AUTOMATIC IRRIGATION CONTROLLER (with cycling capacity & watering schedule)	5 POINTS
#4 SOIL MOISTURE SENSOR/ANEMOMETER/ RAIN MEASURING DEVICE or SENSING SYSTEM/ EVAPOTRANSPIRATION DATA USED with AUTOMATIC CONTROLLER	10 POINTS
#6 PLANTS with MONTHLY WATERING Festuca 90 total	180 POINTS (90 plants at 2 pts. ea.)
#9 LANDSCAPE METER	75 POINTS (25% of req'd 300 pts.)
#10 EXCESS FLOW METER (master valve)	2 POINTS
TOTAL POINTS:	312

SLOPE NOTE:

NO SLOPES OVER 6' HEIGHT EXIST ON THIS SITE.

SOLAR ACCESS / CONDITIONS OF APPROVAL NOTE:

THE SOLAR ACCESS REPORT AND THE TENTATIVE TRACT CONDITIONS OF APPROVAL WILL BE REVIEWED PRIOR TO PREPARING THE LANDSCAPE PLAN. THE LANDSCAPE PLAN WILL SATISFY TENTATIVE TRACT CONDITIONS.

POTENTIAL LANDSCAPE AREA

POTENTIAL LANDSCAPE AREA = (SITE) 16,735 S.F. - (BUILDING) 13,727 S.F. = 4,225 S.F.

TOTAL LANDSCAPE AREA PROVIDED = 1,181 S.F.

OPEN SPACE REQUIREMENTS

PER LA CITY ZONING CODE, SECTION 12.21G - ZONE C2-1XL

OPEN SPACE REQUIREMENTS:	UNITS		QTY.
100 S.F. FOR 1 BEDROOM & STUDIO UNITS	36	=	3,600 S.F.
125 S.F. FOR 2 BEDROOM UNITS	27	=	3,375 S.F.
SUB TOTAL		=	6,975 S.F.
25% OF REQUIRED OPEN SPACE CAN BE RECREATIONAL = 0.25 X 6,975		=	1,743 S.F.

PRIVATE OPEN SPACE PROVIDED		QTY.
PRIVATE OPEN SPACE - (21) BALCONIES/DECKS x 50 S.F.	=	1,050 S.F.
COMMON OPEN SPACE PROVIDED		
COMMON REC ROOMS - 2ND, 3RD, 4TH FLOORS	=	1,743 S.F.
COMMON OPEN SPACE - 2ND FLOOR COURTYARD	=	626 S.F.
COMMON OPEN SPACE -ROOF DECK	=	2,651 S.F.
TOTAL PRIVATE OPEN SPACE PROVIDED	=	1,050 S.F.
TOTAL COMMON OPEN SPACE PROVIDED	=	5,925 S.F.
TOTAL OPEN SPACE PROVIDED	=	6,975 S.F.

LANDSCAPE AREA PROVIDED: (ENTIRE SITE)	LANDSCAPE AREA REQUIRED: (25% of 4,182 S.F. COMMON OPEN SPACE REQUIRED):	
 1,181 S.F.	1,046 S.F.	135 S.F. EXCESS

LEVEL 1 = 0 S.F.
LEVEL 2 = 389 S.F.
ROOFTOP = 792 S.F.

TREE QUANTITY REQUIREMENTS - MINIMUM 24 " BOX
ALL TREES PLANTED IN MINIMUM 30" SOIL DEPTH

	63 UNITS	TREES REQUIRED:
1 24" BOX TREE PER 4 UNITS	- UNITS/4 =	16

TREES PROVIDED - 24" BOX OR GREATER		TOTAL TREES:
LEVEL 1	=	0
LEVEL 2	=	6
ROOFTOP	=	10
		16

CITY of LOS ANGELES LANDSCAPE ORDINANCE

Ordinance no. 170,978 (as amended)

LANDSCAPE POINT RECAP

(per Guideline "O")

AREA OF PROJECT SITE:	POINTS REQ'D.
16,735 S.F. (0.384 acres)	20 POINTS (15,001–40,000 s.f.)
ZONING DESIGNATION:	C2-1XL
ITEMS PER TABLE II	
STREET TREES	
LARGE STREET TREE (2 TREES / 2 pt./per TREE	4 POINTS
50 S.F. PARKWAY PLANTING PER STREET TREE	2 POINTS
STREET TREES LARGER THAN 36" BOX (2 TREES / 4 pt. / per TREE)	8 POINTS
CONTINUOUSLY PLANTED PARKWAY (PER LINEAR FOOT OF PARKWAY)	53 POINTS
TOTAL POINTS:	67

7000 Melrose - LOS ANGELES, CA

OPEN SPACE TABULATION & NOTES L.5

MELROSE CROSSING, LLC

MARCH 14, 2022

MJS LANDSCAPE ARCHITECTURE

TRACT Nº 6078

M.B. 67-78

LINE TYPES

- CENTERLINE
- PROPERTY LINE
- CHAIN LINK FENCE
- WROUGHT IRON FENCE OR WOOD FENCE
- WIRE FENCE

ABBREVIATIONS

AC	ASPHALT CONCRETE
ACB	ASPHALT CONCRETE BERM
ACU	AIR CONDITION UNIT
BELLMH	PAC BELL HANHOLE
BL	BUILDING LINE
BLDG	BUILDING
BRK	BRICK
BW	BACK OF WALK
BX	BOTTOM OF DRIVEWAY "X"
CB	CATCH BASIN
CD	CURB DRAIN
CL	CENTERLINE
CLF	CHAIN LINK FENCE
CNC	CONCRETE
CNR	CORNER
CO	CLEAN OUT
CTV	CABLE TV BOX
DRN	DRAIN
DS	DOWN SPOUT
DWY	DRIVEWAY
EG	EDGE OF GUTTER
EP	EDGE OF PAVEMENT
EQP	EQUIPMENT
FD.	FOUND
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FL	FLOW LINE
FNC	FENCE
FP	FIRE PLACE
FW	FRONT OF WALK
GB	GRADE BREAK
GM	GAS METER
GTR	GUTTER
L_T	LEAD & TACK
LITE	STREET OR AREA LIGHT
NG	NATURAL GROUND
OAK	OAK TREE
O_S	OFFSET
OH	OVERHANG
PEAK	HIGH POINT ON ROOF
PIL	PILASTER
PINE	PINE TREE
PL	PROPERTY LINE
PP	POWER POLE
RK	ROCK
SDMH	STORM DRAIN MANHOLE
SET	SET CONTROL POINT
SLB	SLB
SSCO	SEWER LEAN OUT
SSMH	SANITARY SEWER MANHOLE
STN	STONE
STP	STEP
STR	STAIR
SWALL	STONE WALL
TB	TOP OF BERM
TC	TOP OF CURB
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TSTP	RAILROAD TIE STEP
TW	TOP OF WALL
TWALL	RAILROAD TIE WALL
TX	TOP OF DRIVEWAY "X"
VD	V-DITCH
VLT	VAULT
WDF	WOOD FENCE
WDWALL	WOOD WALL
WF	WIRE FENCE
WH	WATER HEATER
WIF	WROUGHT IRON FENCE
WM	WATER METER
WV	WATER VALVE

SUFFIXES

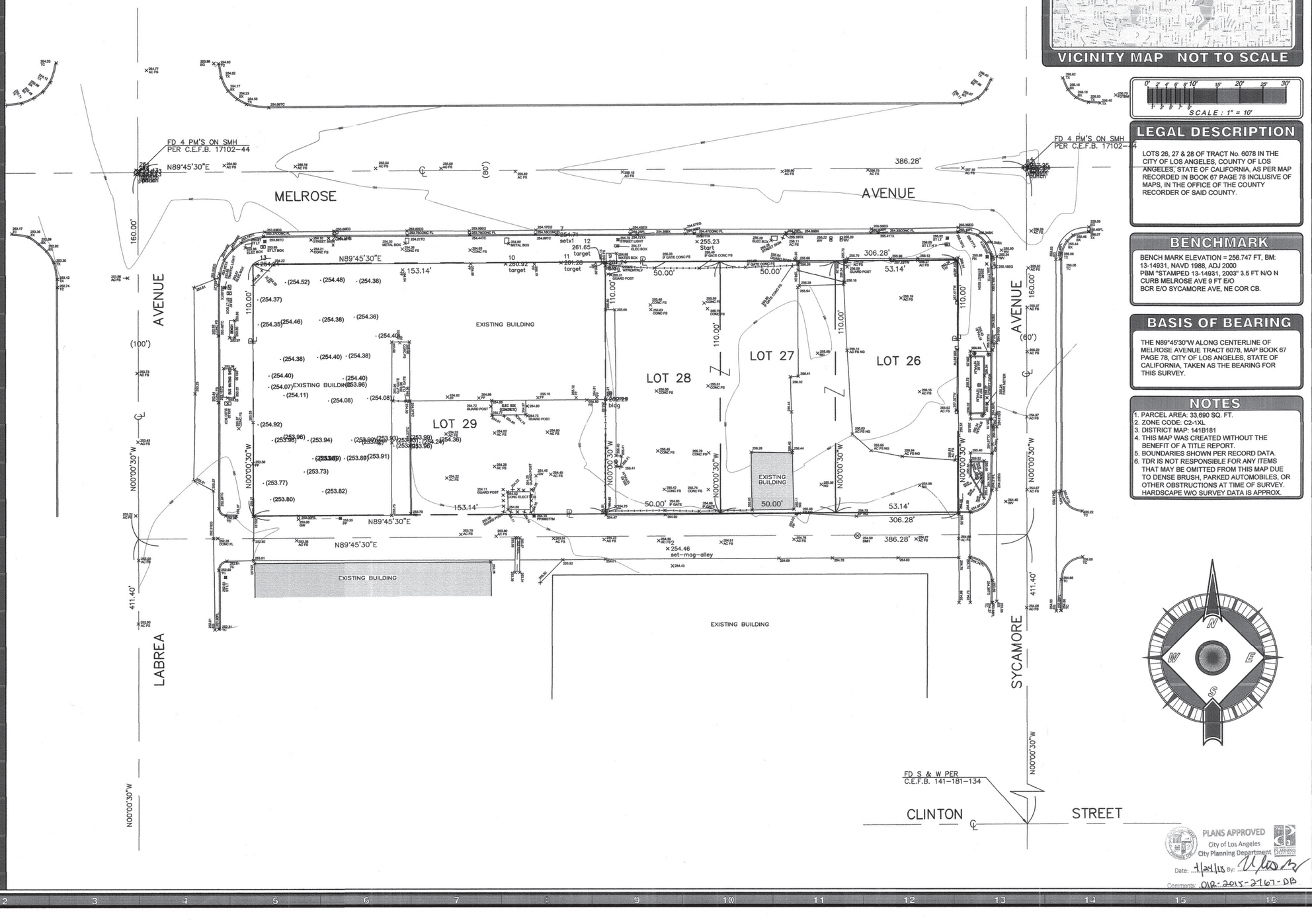
_AP	ANGEL POINT
_L	POINT ON LINE
_NE	NO ELEVATION(DO NOT USE)

HATCHES

- ASPHALT CONCRETE
- BRICK
- CONCRETE
- STONE or GRAVEL

SYMBOLS

- WALL
- GENERAL TREE
- PALM TREE
- PINE TREE
- SPRUCE TREE
- POWER POLE
- SEWER MANHOLE
- STORM DRAIN MANHOLE
- FIRE HYDRANT
- UTILITY BOX
- DRAIN INLET
- BENCHMARK



SCALE : 1" = 10'

LEGAL DESCRIPTION

LOTS 26, 27 & 28 OF TRACT No. 6078 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 67 PAGE 78 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BENCHMARK

BENCH MARK ELEVATION = 256.747 FT, BM: 13-14931, NAVD 1988, ADJ 2000
PBM "STAMPED 13-14931, 2003" 3.5 FT N/O N CURB MELROSE AVE 9 FT E/O BCR E/O SYCAMORE AVE, NE COR CB.

BASIS OF BEARING

THE N89°45'30"W ALONG CENTERLINE OF MELROSE AVENUE TRACT 6078, MAP BOOK 67 PAGE 78, CITY OF LOS ANGELES, STATE OF CALIFORNIA, TAKEN AS THE BEARING FOR THIS SURVEY.

NOTES

1. PARCEL AREA: 33,690 SQ. FT.
2. ZONE CODE: C2-1XL
3. DISTRICT MAP: 141B181
4. THIS MAP WAS CREATED WITHOUT THE BENEFIT OF A TITLE REPORT.
5. BOUNDARIES SHOWN PER RECORD DATA.
6. TDR IS NOT RESPONSIBLE FOR ANY ITEMS THAT MAY BE OMITTED FROM THIS MAP DUE TO DENSE BRUSH, PARKED AUTOMOBILES, OR OTHER OBSTRUCTIONS AT TIME OF SURVEY. HARDSCAPE W/O SURVEY DATA IS APPROX.

PLANS APPROVED
City of Los Angeles
City Planning Department
Date: 1/24/18 By:
Comments: DIR-2015-2767-DB

TDR ENGINEERING
2566 N. SAN FERNANDO ROAD
LOS ANGELES, CALIFORNIA 90065
T 818.761.1508 * F 818.484.4000

LICENSED LAND SURVEYOR * VINOD K. PATEL * No. 8211 * Lic. NO. 8211 EXP 12/31/18 * STATE OF CALIFORNIA

DATE: BY:
REVISIONS:
NO.

DATE 3-20-13
SCALE 1" = 10'
CHECKED BY: K.S.
DRAWN BY: S.B.

CIVIL ENGINEERING
TOPOGRAPHIC SURVEY
SITE ADDRESS:
7000 MELROSE AVENUE
LOS ANGELES, CALIFORNIA
90038

APN 5525-017-019 T.G. 593-D7

PREPARED FOR:
JAY VANOS ARCHITECTS
1733 S. LA CIENEGA BLVD.
LOS ANGELES, CA 90035
TEL. 310-280-0193

PROJECT NO.
VAN0003
SHEET NO.
1 OF 1

Exhibit B

ENV-2020-7218-CE
(Notice of Exemption, Justifications, & Appendices)

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2021-7217-TOC-HCA

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	**ENV-2021-7218-CE**
PROJECT TITLE **Melrose Mixed-Use Development**	COUNCIL DISTRICT **5 - Koretz**

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
7000-7010 West Melrose Avenue & 645 North Sycamore Avenue

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
The proposed project is the construction, use, and maintenance of a new six-story, 67-foot tall, approximately 61,899 square-foot mixed use building containing 63 units, including 11% of the base units (six (6) units) set aside as affordable housing for Very Low Income households, over approximately 2,110 square feet of ground floor neighborhood-serving commercial space, with at-grade and subterranean parking providing 101 on-site vehicular parking spaces and 59 bicycle parking spaces. The project requires the export of approximately 12,300 cubic yards of soil.

NAME OF APPLICANT / OWNER:
Daniel Farasat, Melrose Crossing, LLC

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Matthew Hayden, Hayden Planning	**310-614-2964**

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **CLASS 32**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

The City of Los Angeles has determined based on the whole of the administrative record, that substantial evidence supports that the Project is exempt from CEQA pursuant to CEQA Guidelines Section 15332, and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies. The project was found to be exempt; see Categorical Exemption document attached to the subject environmental case file.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Oliver Netburn	**City Planner**

ENTITLEMENTS APPROVED
Density Bonus

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)
$5,774.00	**2021238001-38**	**Anacany Hurtado**

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019

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

Categorical Exemption

Melrose Mixed-Use Development

Case Number: ENV-2021-7218-EAF

Project Location: 7000-7010 W. Melrose Avenue and 645 N. Sycamore Avenue, Los Angeles, CA 90038

Community Plan Area: Hollywood

Council District: 5 – Paul Koretz

Project Description: The Project includes demolition and removal of the existing surface parking lot from the Project Site and development of the site with a 6-story mixed-use building (a total of 64,522 square feet) over two levels of subterranean parking, pursuant to the City's Density Bonus program. The maximum height of the building would be 67 feet. The first floor of the building would include approximately 2,110 square feet of neighborhood-serving commercial uses and the lobby to the building. The second through sixth floors would contain a total of 63 residential dwelling units, 6 (11 percent) of which would be designated for Very Low Income households. The residential unit mix would include 36 one-bedroom units and 27 two-bedroom units. The Project would provide 101 residential vehicle parking spaces and 4 commercial vehicle parking spaces, for a total 101 vehicle parking spaces. The Project would provide the required 52 long-term bicycle parking spaces and 7 short-term bicycle parking spaces. The Project would provide 6,975 square feet of open space, including a private balconies, three recreation rooms, a courtyard, and a roof deck. Of the five Mexican fan palm trees located within the ROW along Sycamore Avenue, two would be removed and three would be protected in place. The Applicant would replace the two removed trees in accordance with the City's tree replacement requirements. To allow for development of the Project, the Applicant is seeking the following discretionary approvals from the City: 1) A Density Bonus pursuant to Los Angeles Municipal Code Section (LAMC) 12.22.A.25 with base incentives and three requested off-menu incentives for a project setting aside 11 percent of its base units (6 units) for Very Low Income households as follows: a) A base incentive pursuant to LAMC Section 12.22 A 25 (c) (1) to permit up to a 35 percent increase in density; b) A base incentive pursuant to LAMC Section 12.22 A 25 (d) (1) to permit Parking Option 1 allowing: 1) For each Residential Unit of 0-1 bedroom: 1.0 on-site parking spaces, and 2) For each Residential Unit of 2-3 bedrooms: 2.0 on-site parking spaces; c) An off-menu incentive pursuant to LAMC Section 12.22 A 25 (g) (3) to permit a reduced rear yard setback of 5 feet in lieu of the otherwise required setback of 18 feet; d) An off-menu incentive pursuant to LAMC Section 12.22 A 25 (g) (3) to permit an increase in floor area ratio (FAR) up to 3.6:1 in lieu of the otherwise allowed 1.5:1; and e) An off-menu incentive pursuant to LAMC Section 12.22 A 25 (g) (3) to permit an increase in building height up to 67 feet in lieu of the otherwise allowed 30 feet/4 and 6 stories in lieu of the otherwise allowed 2 and 3 stories.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
CAJA Environmental Services
9410 Topanga Canyon Boulevard, Suite 101
Chatsworth, CA 91311

PROJECT APPLICANT
Melrose Crossing, LLC
7024 Melrose Avenue, Suite 500
Los Angeles, CA 90038

March 2022

CATEGORICAL EXEMPTION

MELROSE MIXED-USE DEVELOPMENT

MARCH 2022

PROJECT DESCRIPTION

Existing Conditions

The 0.38-acre Project Site is located at 7000-7010 W. Melrose Avenue and 645 N. Sycamore Avenue in the Hollywood Community Plan area of the City of Los Angeles (City). The Assessor Parcel Number (APN) for the Project Site is 5525-017-024. The Project Site is bounded by Melrose Avenue to the north, a commercial building to the west, Sycamore Avenue to the east, and an alley to the south. The Project Site is currently developed with a surface parking. No trees or other vegetation are located on the Project Site.[1] Five Mexican fan palm trees (*Washingtonia robustas*) are located within the right of way (ROW) adjacent to the Project Site on Sycamore Avenue.[2] None of these trees is considered protected as defined by the City.[3] The Project Site is located on the Melrose Avenue corridor, which is developed with a mix of commercial and residential uses, uses that also extend to the greater Project Site area. Regional access to the Project Site is provided by U.S. 101 located approximately 2.5 miles to the east and Interstate 10 located approximately 3.3 miles to the south. The Project Site is zoned C2-1XL (Commercial Zone, Height District 1XL), with a General Plan land use designation of Neighborhood Office Commercial. Additionally, the Project Site is located within the boundaries of ZI-2374 (State Enterprise Zone: Los Angeles), ZI-2452 (Transit Priority Area in the City of Los Angeles), and ZI-2498 (Local Emergency Temporary Regulations – Time Limits and Parking Relief – LAMC 16.02.1).

Project Characteristics

The Project includes demolition and removal of the existing surface parking lot from the Project Site and development of the site with a 6-story mixed-use building (a total of 64,573 square feet) over two levels of subterranean parking, pursuant to the City's Density Bonus program. The

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[1] *On-Site Existing Tree Report, MJS Landscape Architecture, April 5, 2021. Refer to Appendix A.*

[2] *Off-Site Existing Tree Report, MJS Landscape Architecture, April 5, 2021. Refer to Appendix A.*

[3] *Protected trees and shrubs as defined by the City include oak trees (Quercus spp.) and Southern California black walnut trees (Juglans californica), western sycamore trees (Platanus racemosa), California bay trees (Umbellularia californica), Mexican elderberry shrubs (Sambucus Mexicana), and toyon (Heteromeles arbutifolia). The Mexican fan palm trees located in the ROW on Sycamore Avenue are not considered protected trees as defined by the City.*

maximum height of the building would be 67 feet. The first floor of the building would include approximately 2,110 square feet of neighborhood-serving commercial uses and the lobby to the building. The second through sixth floors would contain a total of 63 residential dwelling units, 6 (11 percent) of which would be designated for Very Low Income households. The residential unit mix would include 36 one-bedroom units and 27 two-bedroom units.

In accordance with the City's Density Bonus program, vehicle parking for the residential portion of the Project would include 1.0 spaces for each of the 36 one-bedroom units and 2.0 spaces for each of the 27 two-bedroom (90 spaces). In addition, pursuant to State Enterprise Zone allowances, vehicle parking for the commercial portion of the Project would include 1.0 spaces for each 500 square feet of commercial use (4 spaces). In total, the Project would provide 101 residential vehicle parking spaces and 4 commercial vehicle parking spaces (101 spaces). A summary of the Project's vehicle parking is shown on Table 1. Vehicle access to the subterranean parking would be provided via one driveway on Sycamore Avenue.

Table 1
Vehicle Parking Summary

Use	Size	Density Bonus Parking Ratio	Total Spaces
Residential			
<3 habitable rooms	36 du	1.0 spaces/du	36
3 habitable rooms	27 du	2.0 spaces/du	54
		Total Residential Spaces Required	*90*
Commercial	2,110 sf	1.0 spaces/500 sf	4
		Total Parking Required	*94*
		Total Parking Provided	**101**

du = dwelling unit *sf = square feet*

Source: Mika Design Group, February 28, 2022.

A summary of the Project's bicycle parking requirements is shown on Table 2. The Project would provide the required 52 long-term bicycle parking spaces and 7 short-term bicycle parking spaces.

Table 2
Bicycle Parking Summary

Use and Size	LAMC Parking Ratio	Total Spaces
Residential		
1-25 du, (25 du)	Long-term:1.0 spaces/du Short-term: 1.0 spaces/10 du	Long-term: 25 Short-term: 2.5
26-100 du, (75 du)	Long-term: 1.0 spaces/1.5 du Short-term: 1.0 spaces/15 du	Long-term: 25.33 Short-term: 2.53
Total Required Residential Bicycle Parking		***Long-term: 50*** ***Short-term: 5***
Commercial		
2,110 sf	Long-term: 1.0 spaces/2,000 sf[1] Short-term: 1.0 spaces/2,000 sf[1]	Long-term: 2.0 Short-term: 2.0
Total Bicycle Parking Required and Provided		**Long-term: 52** **Short-term: 7**

LAMC = Los Angeles Municipal Code du = dwelling unit sf = square feet

[1] *A minimum of 2.0 bicycle parking spaces is required.*

Source: Mika Design Group, February 28, 2022.

As shown on Table 3, the Project would be required to provide 6,975 square feet of open space. As shown on Table 4, the Project would provide 6,975 square feet of open space, including a private balconies, three recreation rooms, a courtyard, and a roof deck.

Table 3
Open Space Requirements Summary

Unit Type	Number of Units	LAMC Requirement	Total
1-bedroom	36	100 sf/unit	3,600 sf
2-bedroom	27	125 sf/unit	3,375 sf
		Total	**6,975 sf**

LAMC = Los Angeles Municipal Code sf = square feet

Source: Mika Design Group, February 28, 2022.

Table 4
Project Open Space

Open Space	Size
Private Balconies	1,050 sf
2nd-floor Recreation Room	722 sf
3rd-floor Recreation Room	626 sf
4th-floor Recreation Room	395 sf
Courtyard	1,531 sf
Roof Deck	2,651 sf
Total	**6,975 sf**

sf = square feet

Source: Mika Design Group, February 28, 20221.

Of the five Mexican fan palm trees located within the ROW along Sycamore Avenue, two would be removed and three would be protected in place. The Applicant would replace the two removed trees in accordance with the City's tree replacement requirements.

Discretionary Approvals

To allow for development of the Project, the Applicant is seeking the following discretionary approvals from the City:

- A Density Bonus pursuant to Los Angeles Municipal Code Section (LAMC) 12.22.A.25 with base incentives and three requested off-menu incentives for a project setting aside 11 percent of its base units (6 units) for Very Low Income households as follows:
    - A base incentive pursuant to LAMC Section 12.22 A 25 (c) (1) to permit up to a 35 percent increase in density;
    - A base incentive pursuant to LAMC Section 12.22 A 25 (d) (1) to permit Parking Option 1 allowing:
        - For each Residential Unit of 0-1 bedroom: 1.0 on-site parking spaces, and
        - For each Residential Unit of 2-3 bedrooms: 2.0 on-site parking spaces;
    - An off-menu incentive pursuant to LAMC Section 12.22 A 25 (g) (3) to permit a reduced rear yard setback of 5 feet in lieu of the otherwise required setback of 18 feet;
    - An off-menu incentive pursuant to LAMC Section 12.22 A 25 (g) (3) to permit an increase in floor area ratio (FAR) up to 3.6:1 in lieu of the otherwise allowed 1.5:1; and
    - An off-menu incentive pursuant to LAMC Section 12.22 A 25 (g) (3) to permit an increase in building height up to 67 feet in lieu of the otherwise allowed 30 feet/4 and 6 stories in lieu of the otherwise allowed 2 and 3 stories.

Pursuant to various sections of the LAMC and other City requirements, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition, excavation and export, shoring, grading, foundation, and building and tenant improvements.

CATEGORICAL EXEMPTION

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

For the reasons discussed in this document, the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations. Class 32 is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects that are consistent with local general plan and zoning requirements. Class 32 is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in Section 15300.2 of the CEQA Guidelines.

15332. In-Fill Development Projects.

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

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

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

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

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

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

***Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.*

15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore,

these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

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

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

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

Discussion of Section 15332(a)

The Project would be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Project Site is zoned C2-1XL (Commercial Zone, Height District 1XL), with a General Plan land use designation of Neighborhood Office Commercial. The proposed uses are allowed under the existing zoning and land use designation for the Project Site. Additionally, as allowed pursuant to LAMC section 12.22.A.25, the Applicant is requesting a Density Bonus approval with base incentives and three requested off-menu incentives for a project setting aside 11 percent of its base units (6 units) for Very Low Income households. As such, the Project would be consistent with the zoning and land use designation for the site.

Discussion of Section 15332(b)

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

The 0.38-acre Project Site is located within City limits, currently developed with surface parking, and is completely surrounded by urban uses. The Project Site is bounded by Melrose Avenue to the north, a commercial building to the west, Sycamore Avenue to the east, and an alley to the south. The Project Site is located on the Melrose Avenue corridor, which is developed with a mix of commercial and residential uses, uses that also extend to the greater Project Site area. Therefore, the Project is within City limits on a site of no more than five acres that is substantially surrounded by urban uses.

Discussion of Section 15332(c)

The Project Site has no value as habitat for endangered, rare, or threatened species.

The Project Site is located in an urbanized area of the City and is completely developed with surface parking. The Project Site is bounded by Melrose Avenue to the north, a commercial building to the west, Sycamore Avenue to the east, and an alley to the south. The Project Site is located on the Melrose Avenue corridor, which is developed with a mix of commercial and residential uses, uses that also extend to the greater Project Site area. There are no special-status plant species, wetlands, riparian habitat, or other sensitive habitat on the Project Site.

Five Mexican fan palm trees (*Washingtonia robustas*) are located within the ROW adjacent to the Project Site on Sycamore Avenue. Three of these trees would be protected in place, and two would be removed and replaced in accordance with the City's tree replacement requirements. Depending on the season in which construction activities would occur, the trees could contain nesting birds. The Project Applicant would be required to comply with the Migratory Bird Treaty Act (MBTA), as well as the regulations of the California Fish and Game Code, which prohibits take of all birds and their active nests, if present in the trees on the Project Site. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10, commencing with Section 1900, of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5, commencing with Section 2050, of Division 3 of the Fish and Game Code). Thus, the Project would not affect endangered, rare, or threatened species.

Discussion of Section 15332(d)

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

TRAFFIC

A *Transportation Assessment* was prepared for the Project by Overland Traffic Consultants, Inc., dated August 2021 (refer to Appendix B).

Methodology

Senate Bill 743 (SB 743), made effective in January 2014, required the Governor's Office of Planning and Research (OPR) to change the CEQA Guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to vehicle miles traveled (VMT), in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

The Los Angeles Department of Transportation's (LADOT) *Transportation Assessment Guidelines* (TAG) defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial VMT
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

An evaluation of the Project's potential impacts under these metrics follows the TAG and is presented below.

Threshold T-1

To guide the City's Mobility Plan 2035 (i.e., the Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies.

Per the TAG, Threshold T-1 CEQA is: would the project conflict with a program, plan, ordinance(s), or policy addressing the circulation system? A project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold to ensure that proposed development does not conflict with or preclude the City from implementing adopted programs, plans, and policies.

<u>Screening Criteria for Policy Analysis</u>

If the development project requires a discretionary action, and the answer is "yes" to any of the following screening threshold questions, further analysis may be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies:

1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?

   Yes. The Project requires a discretionary action.

2. Is the project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?

   No. The Project would not conflict with these key City planning documents, and potential impacts would be less than significant. Refer to Table 5.

3. Is the project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb lines, etc.)?

   Yes. Pursuant to the following Mobility Element Street Standards for the Project's adjacent street standards:

   Melrose Avenue is designated a Modified Avenue II roadway which requires an 80-foot ROW (40-foot half-width) and 56-foot (28-foot half-width) roadway.

   - Melrose Avenue is dedicated to a 40-foot half-width and a 28-foot half street adjacent to the Project Site. No dedication or street widening is necessary to satisfy the street standard.

   Sycamore Avenue is designated as a Local Street which requires a 60-foot ROW (30-foot half-width) and 36-foot (18-foot half-width) roadway.

   - Sycamore Avenue is dedicated to a 30-foot half-width and a 15-foot half street adjacent to the Project Site. No dedication but a 3-foot street widening is necessary to satisfy the street standard.
   - A 15-foot x 15-foot corner cut would be required for the corner lot.
   - The adjacent alley is fully dedicated and improved to a 20 feet width.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown on Table 5. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent. As demonstrated on Table 5, the Project would not conflict with or preclude implementation of applicable City plans, policies, programs, or ordinances. Therefore, Project impacts related to Threshold T-1 would be less than significant.

Table 5
Consistency Check with Key City Plans, Programs, Ordinances or Policies

	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards for Melrose Avenue and Sycamore Avenue, as required by the Bureau of Engineering.	No
2	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its location within a Transit Priority Area (TPA) service area and by providing bike parking. The Project provides pedestrian access separate from the vehicular access. The Project would not conflict with policies in the Plan for Healthy LA.	No
3	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Hollywood Community Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4	Specific Plans	Yes	The Project is not located in a Specific Plan area.	N/A
5	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6	LAMC Section 12.26J (TDM Ordinance)	Yes	AMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project does not have commercial floor area exceeding 25,000 s.f..	No
7	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	The Project is not seeking a waiver of the dedication and widening.	N/A
8	Vision Zero Action Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No

Table 5
Consistency Check with Key City Plans, Programs, Ordinances or Policies

	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
9	Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way	No
10	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Two vehicular access points are requested, neither on arterial streets.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

Source: Overland Traffic Consultants, Inc.

Threshold T-2.1

The intent of Threshold T-2.1 is to assess whether a land development project causes a substantial vehicle miles traveled (VMT) impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts. To address Threshold T-2.1, the TAG identified significant VMT impact thresholds for each of the seven Area Planning Commission (APC) sub-areas in the City. A project's VMT is compared against the City's APC threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT impact. A development project will have a potential impact, if the development project would generate VMT exceeding 15 percent below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG's Table 2.2-1. The Project is in the Central APC subarea, which has a daily household VMT per capita value of 6.0 and a daily work VMT per employee to a threshold value of 7.6 (15 percent below the existing VMT for the Central APC).

The Project's design features include a transportation demand management (TDM) measure that reduce trips and VMT through TDM strategies selected in the City's VMT Calculator. Specifically, as a TDM measure, the Project includes bike parking, which is a regulatory LAMC-required measure and part of the Project.

- Bike Parking – This strategy involves implementation of short- and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project provides bicycle parking consistent with LAMC Section 12.21.A.16. The Project would provide the required 7 short-term and 52 long-term bike parking spaces for a total of 59 bike parking spaces.

The Project's household VMT per capita is estimated at 5.5, which is below the VMT threshold for the Central APC. The work VMT per employee is not applicable to the Project, because the Project's retail use component is 2,110 square feet (less than the 50,000-square-foot threshold for analysis). Therefore, the Project's VMT impact would be less than significant.

Threshold T-3

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

No deficiencies are apparent on the Project access plans. This determination considers the following factors:

1. Vehicle access to the Project's parking would be from one driveway on Sycamore Avenue, a local street and one driveway on the adjacent east-west alley.

2. The Project's access is consistent with LADOT driveway width and placement per LADOT *Manual of Policies and Procedures, Section 321, Driveway Design*.

3. The Project's peak-hour trip generation is 30 vehicles per hour or less and would not create a transportation hazard.

4. Development of the Project would remove four existing driveways (two on Melrose Avenue and two on Sycamore Avenue).

The Project Site plan does not present any hazardous geometric design features that would result in vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle safety hazards. Therefore, the Project's impact related to Threshold 3-1 would be less than significant.

NOISE

The analysis below is based primarily on technical data prepared by DKA Planning (refer to Appendix C).

Regulatory Setting

The City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. However, the Noise Element does contain a land use and noise compatibility table, which is included as Table 6. Policy P16 of the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter…"[4] "Noise sensitive" uses are defined as "single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks."[5] The Noise Element further instructs that the table is designed "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

[4] *Noise Element of the Los Angeles City General Plan, February 1999.*

[5] *Ibid.*

Table 6
City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use

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

A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
U = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: Noise Element of the Los Angeles City General Plan – Exhibit I

Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations.

Section 41.40(a) would prohibit the Project's construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the*

job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of this single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01 RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

> *SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT*
>
> *(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.*

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 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. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance is subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be required for the Project's construction. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that compliance would be technically infeasible despite the use of noise-reducing means or methods.

> *SEC.112.05 MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS*
>
> *Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*
>
> *(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
>
> *(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

Existing Conditions

Noise Sensitive Receptors

The Project Site is located on Melrose Avenue, a major arterial with commercial retail and office uses. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling that are generally located on residential side streets:

- Residences, 625 Sycamore Avenue; 20 feet south of the Project Site.
- Residences, 713 Sycamore Avenue; 190 feet north of the Project Site.
- Melrose Elementary School, 731 North Detroit Street; 580 feet west of the Project Site.
- Yeshiva Raj Isacsohn/Toras Emes Academy Junior High, 7011 Clinton Street; 300 feet south of the Project Site.

Existing Ambient Noise Conditions

The primary source of noise away from the Project Site is vehicle travel, as transportation noise is the main source of noise in urban environments, largely from the operation of internal combustion engines and frictional contact between the vehicle and the ground and air.[6] Of note is Melrose Avenue, which carries about 2,568 eastbound/westbound vehicles between 7:00 to 8:00 A.M. at La Brea Avenue.[7] La Brea Avenue itself carries 2,506 northbound/southbound vehicles during an average A.M. peak hour at Melrose Avenue.

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[6] *World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed December 18, 2020.*

[7] *City of Los Angeles Department of Transportation, 24 Hours Traffic Volume data https://navigatela.lacity.org/dot/traffic_data/manual_counts/LaBrea.Melrose.170307-NDSMAN.pdf adjusted one percent per year to reflect existing 2021 volumes.*

In April 2021, DKA Planning took short-term noise measurements in the Project Site area to determine the ambient noise conditions of the neighborhood near sensitive receptors (refer to Table 7).[8]

Table 7
Existing Noise Levels

Noise Measurement Location	Sound Level (dBA L_{eq})
1. Residence – 625 Sycamore Avenue	55.6
2. Residence – 713 Sycamore Avenue	69.0
3. Melrose Elementary School – 731 Detroit Street	68.7
4. Yeshiva Raj Isacsohn/Toras Emes Academy Junior High, 7011 Clinton Street	52.5
Source: DKA Planning, 2021. Refer to Appendix C.	

Thresholds of Significance

On-Site Construction Noise Threshold

According to the City, the on-site construction noise impact would be considered significant if the following occurred:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise manage a project's operational noise impacts, the following criteria are adopted to assess the impacts of the Project's operational noise sources:

[8] *Noise measurements were taken using a Quest Technologies SoundPro Sound Examiner Meter. The SoundPro meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.*

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories, as defined by the City's General Plan Noise Element (refer to Table 6).

- Project operations would cause any 5 dBA or greater noise increase.[9]

Project Impacts

On-Site Construction Activities

Construction would generate noise during the construction process that would span 24 months of grading, building construction, and application of architectural coatings, as shown on Table 8. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Table 8
Construction Schedule Assumptions

Phase	Duration	Notes
Grading	Month 1	12,300 cubic yards of soil export hauled over 22 days up to 40 miles away in 14-cubic yard capacity trucks
Building Construction	Months 2-24	
Architectural Coatings	Months 22-24	Concurrent with completion of building construction
Source: DKA Planning, 2021.		

Noise levels would generally peak during the grading phase, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of dirt. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

During other phases of construction (e.g., building construction, architectural coatings), noise impacts are lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various

[9] *As a 3 dBA increase represents a barely noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.*

powered hand tools and pneumatic equipment would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown on Table 9, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety code, such as temporary sound barriers, particularly along the western and southern property line. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

Table 9
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant ?
1. Residence – 625 Sycamore Ave.	55.6	55.6	58.6	3.0	No
2. Residence – 713 Sycamore Ave.	35.7	69.0	69.0	0.0	No
3. Melrose Elementary School – 731 Detroit Street	34.7	68.7	68.7	0.0	No
4. Yeshiva Raj Isacsohn/ Toras Emes Academy Jr. High7011 Clinton St	33.9	52.5	52.6	0.1	No
Source: DKA Planning, 2021. Refer to Appendix C.					

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris from the Project Site during grading activities; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 228 peak hourly passenger car equivalent (PCE) vehicle trips, as summarized on Table 10, during the grading phase, which would generate about 30 peak hourly PCE trips, assuming all workers travel to the worksite at the same time, specifically the hour from 7:00 to 8:00 A.M. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 8.9 percent of traffic volumes on Melrose Avenue, which carries about 2,658 vehicles at La Brea Avenue between 7:00 and 8:00 A.M.[10] Because the Project's construction-related trips would not cause a doubling in traffic volumes on this arterial which is likely to serve as a haul route, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

[10] *City of Los Angeles Department of Transportation, 24 Hours Traffic Volume data https://navigatela.lacity.org/dot/traffic_data/manual_counts/LaBrea.Melrose.170307-NDSMAN.pdf adjusted one percent per year to reflect existing 2021 volumes.*

Table 10
Estimated Hourly Construction Vehicle Trips

Construction Phase	Worker Trips[a]	Vendor Trips	Haul Trips	Total
Grading	10	0	218[b]	228
Building Construction	61	36[c]	0	96
Architectural Coating	12	0	0	12

[a] *Assumes all worker trips occur in the peak hour of construction activity.*
[b] *The project would generate 1,758 haul trips over a 22-day period. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent.*
[c] *This phase would generate about 13 vendor truck trips daily over a seven-hour work day. Assumes a 19.1 PCE*

Source: DKA Planning, 2021

On-Site Operational Activities

As discussed below, the Project's operational noise impacts would be less than significant.

Mechanical Equipment

The Project would operate mechanical equipment that would generate incremental long-term noise impacts. This would include HVAC equipment located on the building rooftop 67 feet above grade. While this equipment could generate a sound pressure level of up to 81.9 dBA at one foot, the presence of a roof edge creates an effective noise barrier that reduces noise levels from rooftop HVAC units by 8 dBA or more.[11] This would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. In addition, this rooftop equipment would generally be two to three stories higher in height than nearby sensitive receptors. A 4-foot, 6-inch tall parapet would further shield sensitive receptors near the Project Site. Ambient noise levels at these receptors would not be elevated by more than 3 dBA L_{eq} and increase would similarly be below the 5 dBA CNEL threshold of significance for operational impacts.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the Proposed Project at the garage on Sycamore Avenue. The Project could add up to 502 net vehicle trips to the local roadway network on peak weekdays at the start of operations in 2023. This would equate to a net increase of up to 37 vehicle trips in the A.M. peak

[11] *City of Moreno Valley, Moreno Valley WalMart Noise Impact Analysis, Table 901; February 10, 2015 and City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014*

hour and 51 in the P.M. peak hour.[12] As shown on Table 11, ambient noise levels at the residences facing the parking garage across Sycamore Avenue would not increase audibly. Specifically, the average of 31 net cars entering the parking garage during an average daytime hour (7:00 A.M to 7:00 P.M.) and 11 net cars during an average nighttime hour (7:00 P.M. to 7:00 A.M.) would increase ambient noise levels by less than 0.1 dBA L_{eq}, far below the 3 dBA threshold that the most sensitive humans can detect changes in noise levels.

Table 11
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant ?
Residence – 625 Sycamore Ave.	35.6	55.6	55.6	<0.1	No
Source: DKA Planning, 2021, using FTA Noise Impact Assessment Spreadsheet. Estimated L_{eq} for daytime period (7 A.M.-7 P.M.). Nighttime L_{eq} 31.1 dBA (7 P.M.-7 A.M.). Refer to Appendix C.					

CNEL noise levels over a 24-hour period would similarly be below 0.1 dBA given the low trip generation associated with residential uses in the evening and nighttime hours. Parking garage-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line of sight from the garage. As such, the Project's parking lot activities would not have a noticeable effect on the surrounding noise environment.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, commercial loading and landscape maintenance. These are discussed below.

- Human conversation. Noise associated with everyday human activities would largely be contained internally within the Project. Noise could include passive activities such as human conversation and socializing in outdoor spaces. These include the following:
    - Balconies facing above the ground floor for residences facing the southern property line would be locations for passive outdoor activities and conversations.
    - Interior courtyards facing Melrose Avenue. Open courtyard space would be passive recreation opportunities for residents.

[12] *Assumptions for hourly distribution of vehicle traffic from Institute of Traffic Engineers' Trip Generation Manual (10th Edition) Time of Day Distribution for Multifamily Housing (Mid-Rise) land use category.*

- Decks and balconies on the fifth and sixth floors facing Melrose Avenue to the north and Sycamore Avenue to the east.

- Roof decks facing north toward Melrose Avenue and Sycamore Avenue to the east.

- Rooftop wading pool. This pool would be oriented toward the northern property line facing Melrose Avenue.

For any of these outdoor spaces, there would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.[13]

Any noise from passive recreation on the roof would attenuate rapidly and would not be capable of elevating surrounding ambient noise levels by more than a nominal degree. The ambient noise levels from Melrose Avenue would render noise from the roof inaudible at nearby sensitive receptors. Noise from the pool would be limited based on the four-foot depth of the water. As a result, the increase in ambient noise levels at nearby receptors would be marginal for sensitive receptors.

- Trash collection. On-site trash and recyclable materials for residents and the commercial tenants would be managed from the waste collection area in the first-floor parking garage. Haul trucks would access solid waste from Sycamore Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[14] Intermittent solid waste management activities would operate during the day and would represent a negligible impact that would not increase CNEL noise levels at off-site locations, as both the residential and retail trash would be managed within an enclosed facility.

- Commercial loading. On-site loading and unloading activities for the retail spaces would be managed in the garage's ground floor level, which is obscured from any off-site sensitive receptors. As a result, there would be negligible noise impacts on off-site receptors and impacts would not increase CNEL noise levels at off-site locations.

- Landscape maintenance. Noise from gas-powered leaf flowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular

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[13] *Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.*

[14] *RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.*

maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generated 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[15] This would generally represent no change in noise from landscaping maintenance. Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase CNEL noise levels at off-site locations.

Off-Site Operational Noise

The majority of the Project's operational noise impacts would be from off-site traffic generated by the residences. The Project could add up to 502 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2023.[16] This would equate to a net increase of about including up to 37 trips during the A.M. peak hour and 51 during the P.M. peak hour[17], changes that would represent incremental increases in traffic volumes of 2.0 percent on Melrose Avenue during the morning peak hour. Because it takes a doubling of traffic volumes to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below the City's criteria for significant operational noise impacts, which begin at 3 dBA. Therefore, the Project's off-site operational noise impact would be less than significant.

AIR QUALITY

The analysis below is based primarily on air quality modeling conducted by DKA Planning (refer to Appendix D).

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, land uses sensitive to air quality may include schools (i.e., elementary schools or high schools), child care centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. Sensitive receptors in the vicinity of the Project Site include, but are not limited to, the following:

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[15] *Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017.*

[16] *DKA Planning, 2021 based on CalEEMod 2016.3.2 model.*

[17] *Hourly trip generation based on Institute of Traffic Engineer's hourly trip generation factors for Mid-Rise housing.*

- Residences, 625 Sycamore Avenue; 20 feet south of the Project Site.
- Residences, 713 Sycamore Avenue; 190 feet north of the Project Site.
- Melrose Elementary School, 731 North Detroit Street; 580 feet west of the Project Site.
- Yeshiva Raj Isacsohn/Toras Emes Academy Junior High, 7011 Clinton Street; 300 feet south of the Project Site.

Construction Emissions

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2016.3.2 model and a projected construction schedule of approximately 24 months. Table 8 summarizes the estimated construction schedule that was modeled for air quality impacts.

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

The Project's maximum daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod model, are shown on Table 12. As shown, the Project's regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Local emissions also would not exceed SCAQMD's significance thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$. Therefore, the Project's construction-related air quality impacts would be less than significant.

Table 12
Maximum Daily Regional and Localized Construction Emissions

	Emissions in lbs per day					
	VOC	**NO_X**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
2021	2	43	17	<1	3	1
2022	1	8	10	<1	1	<1
2023	6	9	12	<1	1	1
Maximum Regional Emissions	***6***	***43***	***17***	***<1***	***3***	***1***
Regional Daily Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Emissions	***6***	***7***	***9***	***<1***	***1***	***1***
Localized Significance Threshold	*-*	*74*	*680*	*-*	*5*	*3*
Exceed Threshold?	**-**	**No**	**No**	**-**	**No**	**No**

Note: It is possible that construction of the Project could begin somewhat later than assumed in this document. In such case, construction emissions would not exceed those identified on this table, due to improved engine efficiencies and related reduced emissions.

Source: DKA Planning, 2021. Refer to Appendix D.

Operational Emissions

Emissions associated with the Project's operations were also calculated using CalEEMod. As shown below on Table 13, the Project's maximum daily emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$, nor would the emissions exceed SCAQMD localized thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$. the Project's operational-related air quality impacts would be less than significant.

Table 13
Maximum Daily Regional and Localized Operational Emissions

Emissions Source	Emissions in lbs per day					
	VOC	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area	1	<1	5	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile Sources	1	3	11	<1	3	1
Regional Emissions	***2***	***3***	***16***	***<1***	***3***	***1***
Regional Daily Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Localized Emissions	***1***	***<1***	***5***	***<1***	***<1***	***<1***
Localized Significance Thresholds	*-*	*74*	*680*	*-*	*2*	*1*
Exceed Threshold?	**-**	**No**	**No**	**-**	**No**	**No**

LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA SRA

Source: DKA Planning, 2021 based on CalEEMod 2016.3.2 model runs. Refer to Appendix D.

WATER QUALITY

During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could subject exposed and stockpiled soils to erosion and could convey sediments into municipal storm drain systems. In addition, on-site 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. However, the Project Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion and sedimentation from entering the storm drains during the construction period. In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the Project could have the potential to introduce small amounts of pollutants typically associated with a residential development (e.g., household cleaners, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains. However, during operation the Project would be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Plan and Standard Urban Stormwater Mitigation Plan (SUSMP), including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality.

Conformance with these regulations would ensure construction and operational activities would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality. Therefore, no significant Project impacts related to water quality would occur.

Discussion of Section 15332(e)

As discussed below, the Project can be adequately served by all required utilities and public services.

PUBLIC SERVICES

Fire Protection

The Project includes demolition and removal of the surface parking lot and development of the Project Site with a 6-story, 64,522-square-foot mixed-use building, including 63 residential units and 2,110 square feet of neighborhood-serving commercial uses, adding a residential and employee population to the Project Site that could result in an increased need for fire protection services at the Project Site. The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project is adequate include whether the project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between a high-density residential/commercial neighborhood land use such as the Project and a LAFD station that houses an engine company is 1.5 miles and a LAFD station that houses a truck company is 2.0 miles. If either distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. The Project Site is served by several fire stations, as shown on Table 14. The fire station closest to the Project Site is Fire Station 61, which is 1.2 miles away. Regardless, the Project would be constructed with automatic fire sprinkler systems pursuant to LAMC Section 57.507.3.3.

Table 14
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site
8	7643 Santa Monica Boulevard	1.3 miles
27	1327 Cole Avenue	1.6 miles
41	1439 N. Gardner Street	1.5 miles
61	5821 W. 3rd Street	1.2 miles
Source: LAFD, http://www.lafd.org/fire-stations/find-your-station, 2021.		

All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. Therefore, the Project would not result in impacts related to emergency access. The required fire flow for the Project would be confirmed in consultation with the LAFD during the plan check approval process. Therefore, no significant Project impacts related to fire protection services would occur.

Police Protection

The Project includes demolition and removal of the surface parking lot and development of the Project Site with a 6-story, 64,522-square-foot mixed-use building, including 63 residential units

and 2,110 square feet of neighborhood-serving commercial uses, adding a residential and employee population to the Project Site that could result in an increased need for police protection services at the Project Site. However, in accordance with the City's regulations, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department (LAPD). Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. Through compliance with LAPD requirements, no significant Project impacts related to police protection services would occur.

Schools

The Project includes demolition and removal of the surface parking lot and development of the Project Site with a 6-story, 64,522-square-foot mixed-use building, including 63 residential units and 2,110 square feet of neighborhood-serving commercial uses, adding a residential population with school-aged children to the Project Site that could result in an increased need for school services at the Project Site. Pursuant to the California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any potential direct and indirect impacts to schools as a result of the Project. Therefore, no significant Project impacts to school services would occur.

Parks

The Project includes demolition and removal of the surface parking lot and development of the Project Site with a 6-story, 64,522-square-foot mixed-use building, including 63 residential units and 2,110 square feet of neighborhood-serving commercial uses, adding a residential population to the Project Site that could increase the demand on existing parks in the area. The Project would include 6,975 square feet of usable open space for the exclusive use of Project residents and guests that would alleviate potential increases in demand for parks. Additionally, pursuant to Ordinance 184,505 (Parks Dedication and Fee Update), the Project Applicant would be required to pay an in-lieu fee to the City for the purpose of developing park and recreational facilities. Therefore, no significant Project impacts related to parks and recreational facilities would occur.

Other Public Facilities

The Project includes demolition and removal of the surface parking lot and development of the Project Site with a 6-story, 64,522-square-foot mixed-use building, including 63 residential units and 2,110 square feet of neighborhood-serving commercial uses, adding a residential population to the Project Site that could increase the demand on existing libraries in the area. Libraries in the vicinity of the Project Site include the following:

- John C. Fremont Branch Library
- Fairfax Branch Library
- Russian Language Public Library
- Vista Street Library

- Will & Arial Durant Branch Library
- Frances Howard Goldwyn-Hollywood Regional Library

Although the Project could increase the demand for library services in the Project Site area, because the area is well served by several existing libraries, the Project would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. These existing libraries are expected to adequately serve the needs of future occupants of the Project. As stated in the 2015-2020 Strategic Plan, LAPL is committed to increasing the number of people who use library services and the number of library cardholders. Because the Project is consistent with the allowable density and uses allowed under the current zoning and General Plan designations, the Project would not substantially increase demands upon library services, as compared to the use projections in the LAPL's 2015-2020 Strategic Plan. Therefore, no significant Project impacts related to library facilities would occur.

UTILITIES AND SERVICE SYSTEMS

Wastewater

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat a maximum dry-weather daily flow of 450 million gallons per day (mgd) and a peak wet-weather flor of 800 mgd.[18] Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 275 mgd. Thus, there is an available capacity of no less than approximately 175 mgd available capacity. The Project would generate a net increase of approximately 8,063 gallons of wastewater per day (or 0.01 mgd) (refer to Table 15). It should be noted that this amount does not take into account the net decrease associated with the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown on Table 15. With a remaining daily capacity of 175 mgd, the HTP would have adequate capacity to serve the Project. Therefore, no significant Project impacts related to wastewater treatment would occur.

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[18] *City of Los Angeles Department of Sanitation, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=eZqfxN9kH7JNCMKvC8S0n8GklyH7VwNMZ03aN9oSSgGtF5ixQkRV!2143003606!2064592652?_afrLoop=11698142585277113&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=1dl2da31dl_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D11698142585277113%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1dl2da31dl_5, accessed September 2021.*

Table 15
Estimated Wastewater Generation and Water Consumption[1]

Land Use	Size	Water Consumption Rate[2]	Total (gpd)
Residential			
Residential – 1-Bedroom	36 du	110 gpd/du	3,960
Residential – 2-Bedroom	27 du	150 gpd/du	4,050
Commercial	2,110 sf	25 gpd/1,000 sf	53
		Total	***8,063***

gpd = gallons per day du = dwelling unit sf = square feet

[1] *Conservatively assumes that water consumption is equal to wastewater generation.*
[2] *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012*

Pursuant to City policy, the Bureau of Sanitation would check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. A final approval for sewer capacity and connection permit would be made at the time of construction. Therefore, no significant Project impacts related to local sewer infrastructure would occur.

Water

The Los Angeles Department of Water and Power (LADWP) provides water service to the Project Site. LADWP's water supply sources include the Los Angeles Aqueduct (LAA), local groundwater, the SWP (supplied by the Metropolitan Water District [MWD]), the Colorado River Aqueduct (also supplied by MWD), and recycled water.

The California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that is applicable to the Project is LADWP's 2020 UWMP. The 2020 UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including: population growth, weather, water conservation, drought, and economically activity. Table 16 shows a breakdown of historical water demand for the LADWP service area. Table 17 provides LADWP's projected water demand from 2025 to 2045 for average year, single dry year, and multi dry year hydrological conditions.

Table 16
Breakdown of Historical Water Demand for LADWP's Service Area

Fiscal Year Ending Average	Single Family		Multi-Family		Commercial		Industrial		Government		Non-Revenue		Total
	AF	%	AF	%	AF	%	AF	%	AF	%	AF	%	AF
2016-2020	170,660	35%	141,088	28%	88,680	18%	14,938	3%	39,628	8%	40,690	8%	495,685
2011-2015	206,652	37%	161,592	29%	96,832	18%	17,855	3%	43,573	8%	26,139	6%	552,768
2006-2010	236,154	38%	180,277	29%	106,964	17%	23,196	4%	42,956	7%	30,617	5%	620,165
2001-2005	239,754	37%	190,646	29%	109,685	17%	21,931	3%	41,888	6%	52,724	8%	656,628
1996-2000	222,748	36%	191,819	31%	111,051	18%	23,560	4%	39,421	6%	33.696	5%	622,295
1991-1995	197,322	34%	177,104	30%	110,724	19%	21,313	4%	38,426	7%	39,364	7%	584,253
30-Year Average	212,215	36%	173,755	30%	103,990	18%	20,465	3%	40,982	7%	37,205	6%	588,611

AF = Acre Feet

Source: 2020 Urban Water Management Plan, LADWP.

Table 17
Service Area Reliability Assessment (AFY)

Hydrological Conditions[1]	Years				
	2025	2030	2035	2040	2045
Average Year	642,600	660,200	678,800	697,800	710,500
Single Dry Year	674,700	693,200	712,700	732,700	746,000
Multi-Dry Year (Year 1)	657,900	675,800	694,900	714,400	727,400
Multi-Dry Year (Year 2)	661,700	679,700	698,900	718,500	731,500
Multi-Dry Year (Year 3)	674,400	693,200	712,800	732,700	746,000
Multi-Dry Year (Year 4)	661,600	679,600	698,900	718,400	731,500
Multi-Dry Year (Year 5)	655,700	673,600	692,600	712,000	724,900

AFY = acre-feet per year

Source: 2020 UWMP, LADWP, Exhibits 11E, 11F, and 11G.

Demographic projections were provided for the LADWP service area by the Metropolitan Water District (MWD), who received the data from SCAG. SCAG applied its 2020 Regional Transportation Plan demographic data to water service areas for MWD's member agencies. These data were used for water demand projections in LADWP's 2020 UWMP. The Project's uses are allowed under the existing zoning and land use designation for the Project Site and as such, the residential population associated with the Project was accounted for in the 2020 UWMP. Service area population is expected to continue to grow over the next 25 years at a rate of 0.7 percent annually.[19] Based on its 2020 UWMP, LADWP has supply capabilities that would be sufficient to meet expected demands from 2025 through 2045 under single dry-year and multiple dry-year hydrologic conditions.

As shown on Table 15, the Project would consume a net increase of approximately 8,063 gallons of water per day (or 0.01 mgd). According to the Los Angeles Department of Water and Power (LADWP), any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the most recently adopted Urban Water Management Plan (UWMP), which is prepared by the LADWP to ensure that existing and projected water demand within its service area can be accommodated.[20] As discussed previously, the Project is consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180822 and in the Los Angeles Green Building Code (LAGBC) to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no significant Project impacts related to water supply would occur.

Solid Waste

The landfills that serve the City and the capacity of these landfills are shown on Table 18. As shown, the landfills have an approximate available daily intake of 18,366 tons. As shown on Table 19, the Project would generate a net increase of approximately 0.13 tons of solid waste per day. This total is a conservative and does not account for the net decrease associated with the previous use and the effectiveness of recycling efforts, which the Project would be required by the City to implement. With a remaining daily intake capacity of approximately 18,366 tons of solid waste per day, the landfills serving the City could accommodate the Project's approximately net increase of 0.13 tons of solid waste per day.

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[19] *2020 Urban Water Management Plan, LADWP, p. 1-5.*

[20] *Los Angeles Department of Water and Power, Amir Tabakh, correspondence, February 11, 2015.*

Table 18
Landfill Capacity

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Sunshine Canyon	18	69.7	12,100	6,387	5,713
Chiquita Canyon	28	56.9	12,000	5,525	6,475
Antelope Valley	18	10.9	3,600	2,113	1,487
Lancaster	22	9.9	3,000	363	3,137
Calabasas	8	4.3	3,500	1,946	1,554
				Total	**18,366**

Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2019 Annual Report, September 2020.

Table 19
Estimated Wastewater Generation and Water Consumption

Land Use	Size	Generation Rate[1]	Total (gpd)
Residential	63 du	4.0 lbs/sf/day	0.126
Commercial	2,110 sf	0.005 lbs/sf/day	0.005
		Total	***0.13***

tpd = tons per day *sf = square feet* *du = dwelling unit*

[1] *Source: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.*

The Project's solid waste would be handled by private waste collection services. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an Assembly Bill 939 (AB 939) Compliance Permit from the Los Angeles Bureau of Sanitation (LASAN). The Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable materials. Additionally, the Project would be required to comply with CALGreen Code waste reduction measures for the operation of the Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. For these reasons, the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and would not otherwise impair the attainment of solid waste reduction goals. Therefore, no significant Project impacts related to solid waste would occur.

Categorical Exemption Exceptions

Section 15300.2 (Exceptions), Article 19, Chapter 3, Title 14 of the California Code of Regulations includes Exceptions to Categorical Exemptions for certain activities. For the reasons discussed below, none of the Exceptions apply to the Project.

15300.2. Exceptions

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

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

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

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

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

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

Discussion of Exceptions

Section 15300.2 (a) - Location:

Not applicable. The Project does not fall under the definitions of Classes 3, 4, 5, 5, or 11.

Section 15300.2(b) - Cumulative Impacts

The cumulative impact analysis considers the potential impacts associated with implementation of the Project in conjunction with other "related projects" in the vicinity of the Project Site that could be developed within the same timeframe as the Project. The list of related projects includes six projects and is included in Appendix G of the *Transportation Assessment* that was prepared for the Project (refer to the Appendix B). The source of this list is LADOT. As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time, and this Exception does not apply.

Air Quality

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[21] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed previously, the Project would not produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's significance thresholds. Therefore, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

Water Quality

The sites of the Project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments is required to control the amount and quality of stormwater runoff coming from their respective sites. Moreover, little if any additional cumulative runoff is expected from the Project and the related project sites, since the area is highly developed with impervious surfaces. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Any subsequent developments would be required to perform the same level of water quality impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

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[21] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

Noise

The sites of the related projects are separated from the Project Site by major roadways and intervening development. The Project and related projects do not have sensitive receptors in common. Noise generated by concurrent construction and operational activities would not be cumulatively audible. Thus, cumulative noise impacts would be less than significant.

Traffic

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from a project in combination with other nearby development projects. In accordance with the TAG, the cumulative analysis must include related projects within 0.5 miles of the Project Site. A listing of the related projects considered in the analysis is provided in Appendix G of the *Transportation Assessment* (refer to Appendix B). A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. None of the related projects is located on the same block as the Project. As such, no significant cumulative impacts related to Threshold T-1 would occur.

Additionally, according to the TAG, projects that have a less-than-significant VMT impact would not result in a cumulative VMT impact. As discussed previously, the Project's VMT impact would be less than significant. Therefore, no significant cumulative impacts related to Threshold T-2.1 would occur.

Public Services

Fire Protection

Implementation of the Project and the related projects could result in a net increase in the number of residents and employees in the area and could cumulatively increase demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the proposed Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density residential/commercial land uses, such as the Project and related projects, located farther than 1.5 miles from the nearest LAFD station that houses an engine or 2.0 miles from the nearest LAFD station that houses a truck company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Compliance with the applicable regulatory measures would ensure that LAFD would be able to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Additionally, any subsequent developments would be required to perform the same level of fire protection impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

Police Protection

Implementation of the Project and the related projects could result in a net increase in the number of residents and employees in the area and could cumulatively increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the proposed Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. The review process would ensure the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Additionally, any subsequent developments would be required to perform the same level of police protection impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

Schools

The Project and the related project could cumulatively increase the number students in the Project Site area. However, similar to the Project Applicant, the applicants of all the related projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Additionally, any subsequent developments would be required to perform the same level of school impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

Parks

The Project and the related project could cumulatively increase demand for parks and recreational services. As with the Project, the applicant of related project would be subject to the City's Park and Recreation Ordinance and must comply with LAMC open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Any subsequent developments would be required to perform the same level of parks and recreational impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

Other Public Facilities

Implementation of the residential related projects in concert with the Project could result in a net increase in the number of residents in the Project Site area and could further increase the demand for library services. However, the Project Site area is well served by several existing libraries, and cumulative development would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, cumulative impacts related to library services would be less than significant. Therefore, the cumulative impact

to library services from successive projects of the same type in the same place over time would not be significant.

Utilities

Wastewater

Implementation of the related project in concert with the Project could increase the need for wastewater treatment. Table 20 shows that the cumulative development in the Project Site area could result in the need to treat approximately 33,361 gallons of water per day (or 0.03 mgd per day). It should be noted that this amount does not take into account the net decrease in wastewater generation (and water consumption) that would occur as a result of removal of existing uses for the related project or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown on Table 20. With a remaining treatment capacity of approximately 175 mgd, the HTP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater impacts related to water treatment would be less than significant.

Table 20
Estimated Cumulative Water Consumption and Wastewater Generation[1]

Land Uses	Size	Water Consumption/ Wastewater Generation Rate[2]	Total (gpd)
Multi-Family Residential	146 du	150 gpd/du	21,900
Commercial	135,940 sf	25 gpd/1,000 sf	3,398
		Subtotal	***25,298***
		Plus Project	*8,063*
		Total	**33,361**

gpd = gallons per day *du = dwelling unit*

1 *Assumes wastewater generation equals water consumption.*
2 *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Factors, April 6, 2012. This rate does not assume the effectiveness of any current water conservation measures that are required in the City.*

Water

Implementation of the related projects could increase the need for water supply in the City. Table 20 shows that the cumulative development in the Project Site area could result in the need to treat approximately 33,361 gallons of water per day (or 0.03 mgd per day). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removal of existing uses for the related project or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown on Table 20.

LADWP (through its 2020 UWMP) anticipates that its projected water supplies will meet demand through the year 2045. In terms of the City's overall water supply condition, any related project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG's Regional Transportation Plan and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. Similar to the Project, each related project would be required to comply with City and State water code and conservation programs for both water supply and infrastructure.

Related projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA review process. The CEQA analysis would compare the existing to the proposed uses and the ability of LADWP supplies and infrastructure to provide a sufficient level of water service. Future development projects within the service area of the LADWP would be subject to the water conservation measures outlined in the City's Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. For these reasons, cumulative impacts related to water supply would be less than significant.

Solid Waste

Implementation of the related projects could increase the need for landfill capacity in the region. As shown on Table 21, implementation of the Project in conjunction with the related projects would result in an estimated solid waste generation of approximately 0.75 tons per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of removal of existing uses or the effectiveness of recycling measures required in accordance with existing City's recycling regulations, both of which would likely substantially reduce the cumulative solid waste generation. With a remaining daily capacity of approximately 18,366 tons of solid waste per day, the landfills serving the Project and related project would have adequate capacity to accommodate cumulative solid waste generation. Additionally, all development in the City is require to comply with City and state recycling regulations. Therefore, cumulative impacts related to solid waste generation would be less than significant.

Table 21
Estimated Cumulative Solid Waste Generation

Land Uses	Size	Solid Waste Generation Rate[1]	Total (tpd)
Multi-Family Residential	146 du	4 lbs/day/du	0.29
Commercial	135,940 sf	0.005 lbs/day/sf	0.33
		Subtotal	***0.62***
		Plus Project	0.13
		Total	**0.75**

tpd = tons per day du = dwelling unit lbs = pounds sf = square feet

[1] *CalRecycle.*

Section 15300.2(c) – Significant Effects Due to Unusual Circumstances

There are no unusual circumstances related to implementation of the Project. The Project includes infill development of a site developed with a surface parking lot in an urbanized portion of the City. The proposed residential and neighborhood-serving commercial uses are allowed under the existing zoning and land use designation for the Project Site. Additionally, the Project Site is not located in a designated "environmentally sensitive area." While no unusual circumstances exist, as described above, there is also not a reasonable possibility that any significant effects could result from development of the Project. Specifically, no significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities would occur as a result of the Project. Therefore, this Exception does not apply to the Project.

Section 15300.2(d) – Scenic Highways

The Project Site is not visible from any state designated scenic highway. Therefore, this Exception does not apply to the Project.

Section 15300.2(e) – Hazardous Waste Sites

The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.[22] Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this Exception does not apply to the Project.

Section 15300.2(f) – Historical Resources

No historical resources are located on or adjacent to the Project Site. Thus, the Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, this Exception does not apply to the Project

[22] *Department of Toxic Substances Control, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress, accessed September 2021.*

APPENDIX A – TREE REPORTS

LANDSCAPE ARCHITECTURE

April 5, 2021

Urban Forestry Division
Department of City Planning
Los Angeles, CA 90012

re: **On-Site Existing Tree Report for:**
7000 Melrose Ave.
Los Angeles, CA 90038

To Whom It May Concern:

A tree survey was performed on 04/05/2021, I hereby certify that there are NO trees on the subject site.

Regards,

Mark Schattinger, ASLA RLA #3235
MJS Design Group
507 30th Street
Newport Beach, CA 92663

LANDSCAPE ARCHITECTURE

April 5, 2021

Urban Forestry Division
Department of City Planning
Los Angeles, CA 90012

re: **Off-Site Existing Tree Report for:**
7000 Melrose Ave.
Los Angeles, CA 90038

To Whom It May Concern:

The site is a new 6-story mixed-use building. A tree survey was performed on 04/05/2021 and currently existing, there are (5) Washingtonia robustas and miscellaneous shrubs. All (5) Washingtonia robustas are located in the Right of Way along Sycamore Avenue. There are NO trees along the Melrose Avenue Right of Way.

In the off-site Right of Way along Sycamore Avenue, the applicant proposes to protect-in-place (3) Washingtonia robustas (Trees #3,4,&5 shall remain). See page 2 for photos of all existing off-site trees.

I hereby certify that NO other trees proposed for removal are identified as protected trees by the City of L.A.

Regards,

Mark Schattinger, ASLA RLA #3235
MJS Design Group
507 30th Street
Newport Beach, CA 92663

SYCAMORE AVENUE R.O.W. EXISTING TREES

Off-site (Tree #1)
(1) Washingtonia robusta- Mexican fan palm
(to be removed) Does not meet UFD
drive apron set back requirement

Off-site (Tree #2)
(1) Washingtonia robusta- Mexican fan palm
(to be removed) Does not meet UFD drive apron set back requirement

Off-site (Tree #3)
(1) Washingtonia robusta- Mexican fan palm
(to be protected-in-place)

***NO EXISTING TREES ALONG MELROSE AVENUE R.O.W.**

Off-site (Tree #4)
(1) Washingtonia robusta- Mexican fan palm
(to be protected- in-place)

Off-site (Tree #5)
(1) Washingtonia robusta- Mexican fan palm
(to be protected-in-place)

APPENDIX B – TRANSPORTATION ASSESSMENT

Overland Traffic Consultants, Inc.

TRANSPORTATION ASSESSMENT
MIXED USE BUILDING

Located at 7000 W. Melrose Avenue
in the City of Los Angeles

Prepared by:
Overland Traffic Consultants, Inc.
24325 Main Street #202
Santa Clarita, California 91321
(661) 799 - 8423

August 2021

TRANSPORTATION ASSESSMENT
MIXED – USE DEVELOPMENT

Located at 7000 W. Melrose Avenue
in the Hollywood Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
(310) 930 -3303

August 2021

EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed mixed – use development in the Hollywood Community Plan Area of the City of Los Angeles. See the aerial view for the Project's location on Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts associated with the Project using the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG). The TAG establishes procedures and methods for review of development projects pursuant to the California Environmental Quality Act (CEQA) guidelines. LADOT has determined that a Transportation Assessment (TA) is required and has set the study parameters in a Memorandum of Understanding (MOU) (see LADOT MOU Appendix A).

Project Description

The Project Site is in the southwest portion of the Hollywood Community Plan area. The address of the Project Site is 7000 W. Melrose Avenue at the southwest corner of the Melrose Avenue and Sycamore Avenue intersection (Project Site). The Project Site consists of 3 lots (Lot 26, 27 and 28) with a total lot area of approximately 16,735 square feet (0.384 acres) and is currently vacant. The mixed – use development consists of 63 apartments (57 market rate apartments and 6 affordable units) and approximately 1,685 square feet of retail (Project).

Project Parking and Access

The Project proposes 101 parking spaces consisting of 24 spaces on the ground level with alley access and 77 spaces via one additional driveway on Sycamore Avenue (35 spaces on the P-1 parking level and 42 spaces in the P-2 lower). A total of 97 residential spaces and 4 commercial spaces are provided.

The Project is required and providing 59 bicycle parking spaces (52 long-term spaces and 7 short-term spaces).

FIGURE 1

5/2021

PROJECT SETTING

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

Transportation Assessment CEQA and NON – CEQA Review

On July 30, 2019, the City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criterion for determining transportation impacts under the California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743) and the State's CEQA Guidelines.

These new CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The July 2020 LADOT TAG is the City of Los Angeles' document providing guidance for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The City's adopted process also requires additional non-CEQA analysis and review for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system.

Findings

Based on the evaluation discussed in Chapters 2 and 3, no significant CEQA VMT transportation impacts or significant circulation, access, and safety deficiencies (non-CEQA) were identified by the development of the Project. No transportation mitigation measures are required of the Project.

Cumulative VMT impacts have been evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. The Project is consistent with the RTP/SCS plan.

No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.

TABLE OF CONTENTS

APPENDIX

LIST OF FIGURES

LIST OF TABLES

CHAPTER 1 PROJECT DESCRIPTION

The project site is located at 7000 W. Melrose Avenue on the southwest corner of Melrose Avenue and Sycamore Avenue (Project Site). The street map location of the proposed Project is provided on Figure 2.

The Project Site consists of 3 lots (Lot 26, 27 and 28) with a total lot area of approximately 16,735 square feet (0.384 acres) and currently vacant. The mixed – use development consists of 63 apartments (57 market rate apartments and 6 affordable units) and approximately 1,685 square feet of retail (Project).

Project Parking and Access

The Project proposes 101 parking spaces consisting of 24 spaces on the ground level with alley access and 77 spaces via one additional driveway on Sycamore Avenue (35 spaces on the P-1 parking level and 42 spaces in the P-2 lower). A total of 97 residential spaces and 4 commercial spaces are provided.

The Project is required and providing 59 bicycle parking spaces (52 long-term spaces and 7 short-term spaces).

Figures 3A and B illustrate the site plan, access, parking layout and Project Site survey.

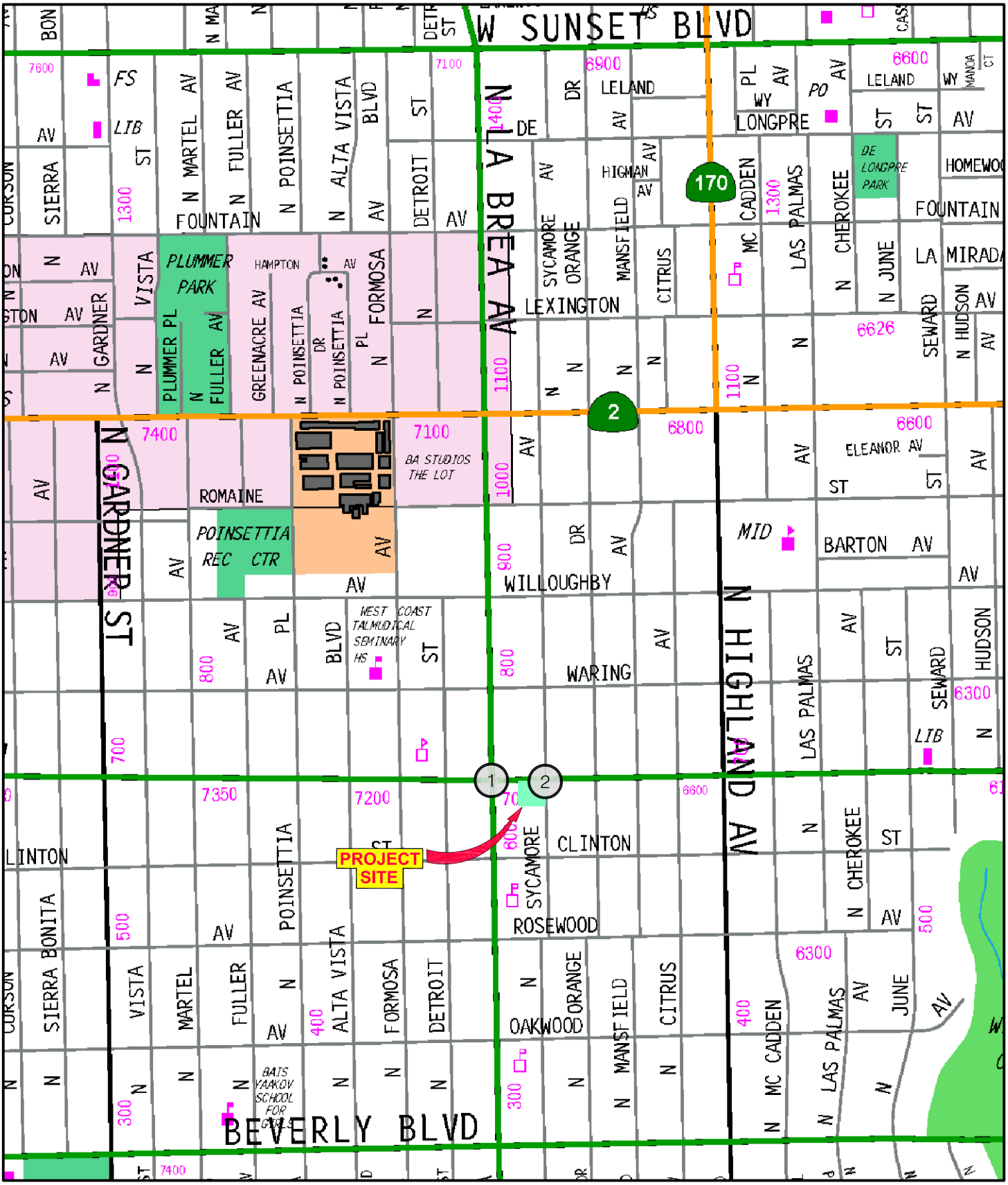

FIGURE 2

7/2021

PROJECT LOCATION AND STUDY LOCATIONS

Overland Traffic Consultants, Inc.
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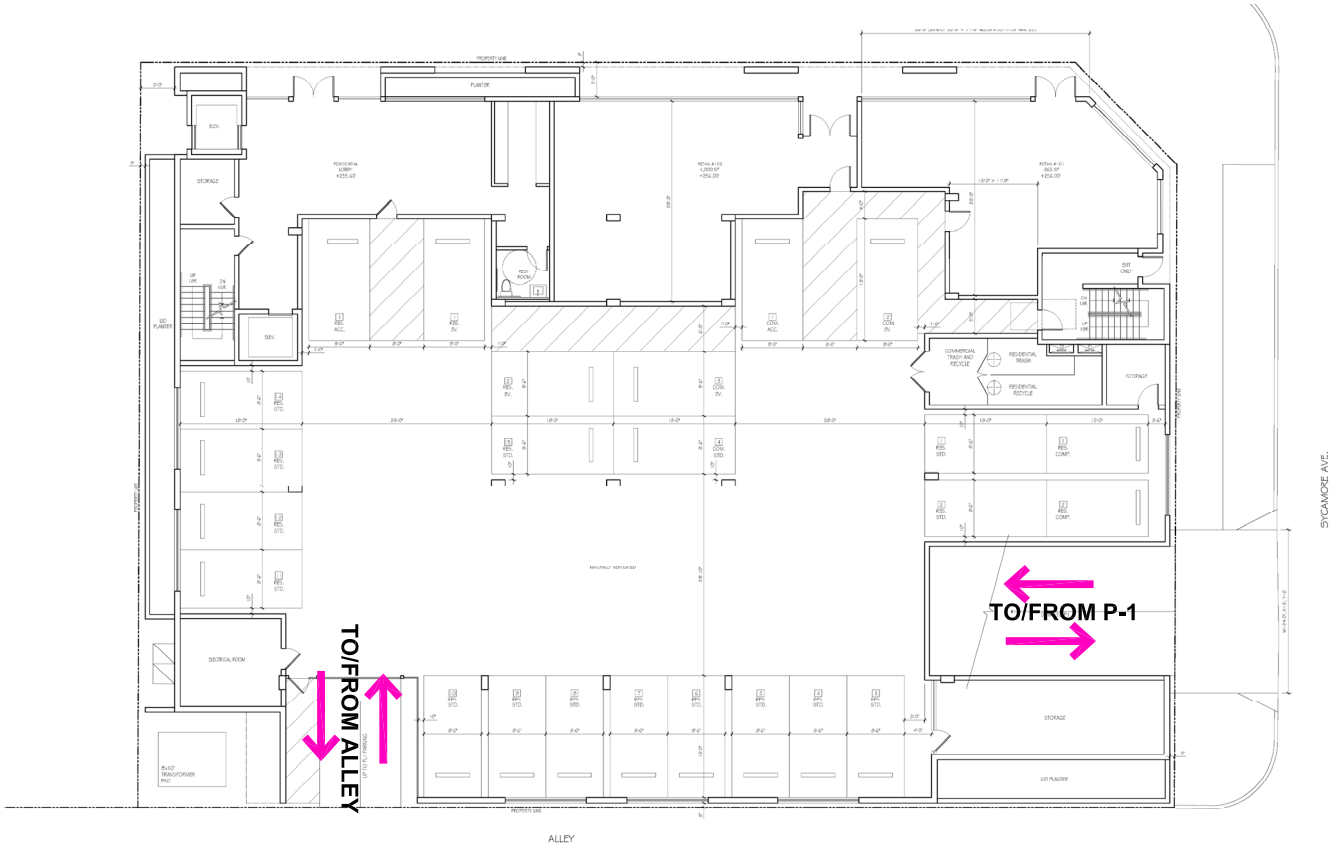
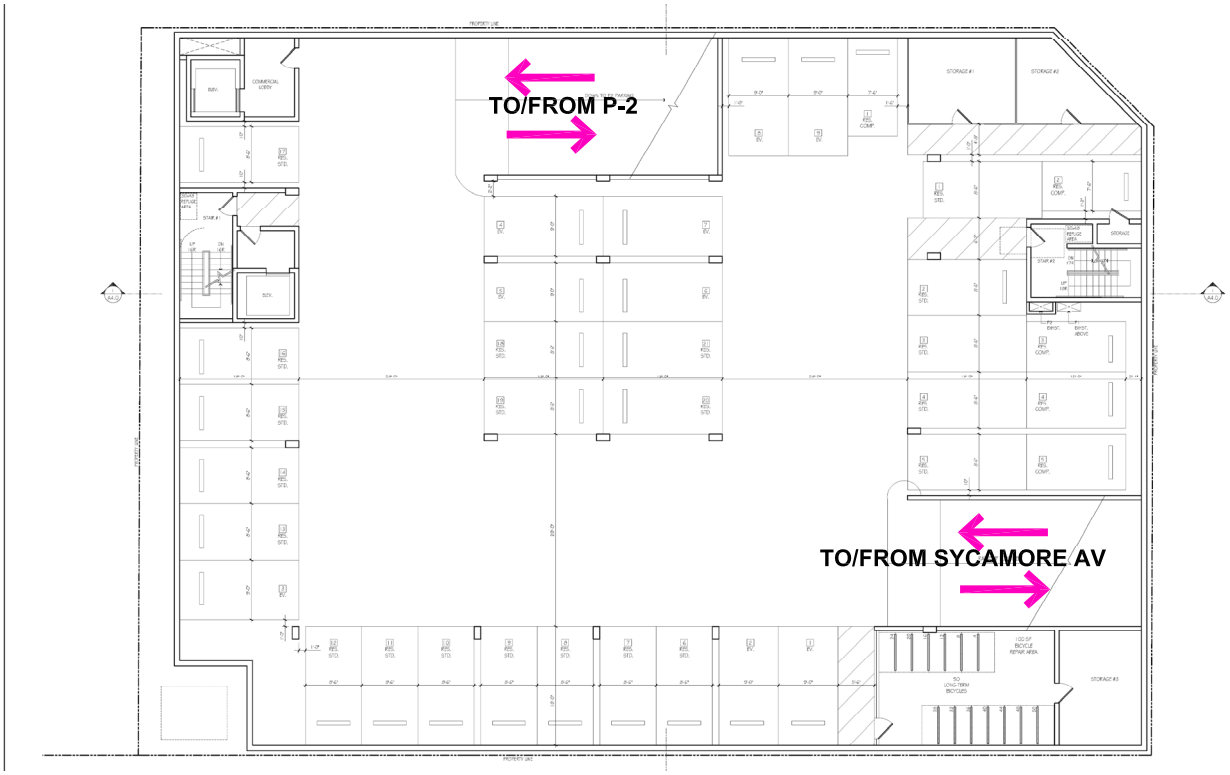
(310) 545 - 1235, OTC@overlandtraffic.com



GROUND LEVEL



P-1 LEVEL

FIGURE 3A

5/2021

SITE PLAN
GROUND FLOOR AND P-1 PARKING

Overland Traffic Consultants, Inc.
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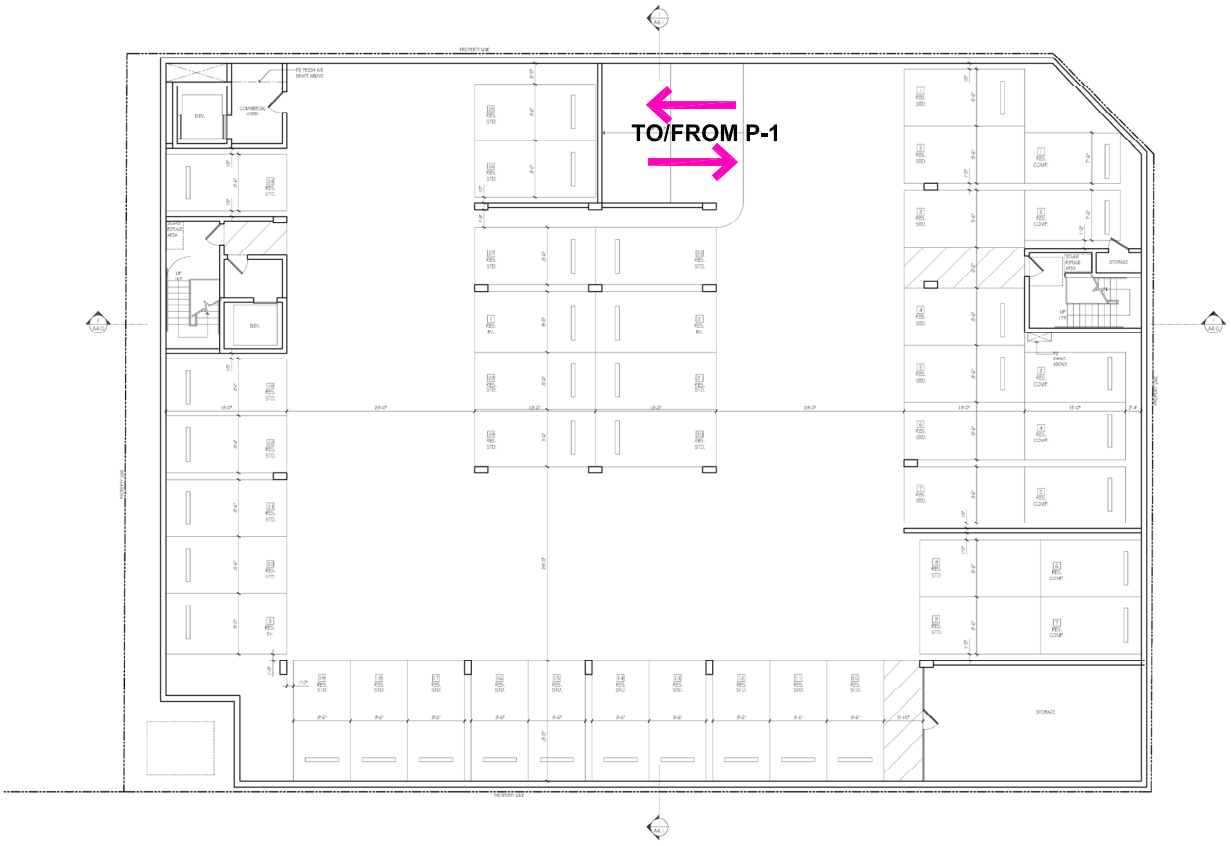
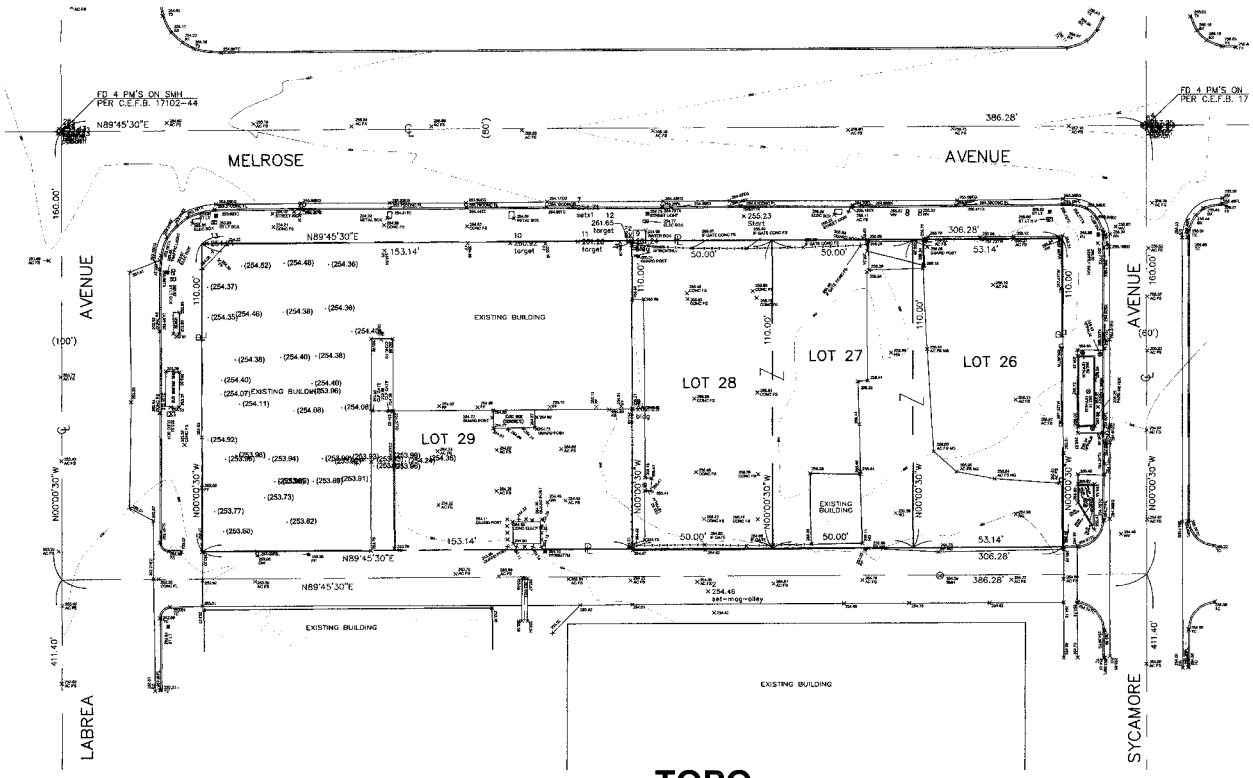
(310) 545 - 1235, OTC@overlandtraffic.com



P-2 LEVEL



TOPO

FIGURE 3B

5/2021

SITE PLAN
P-2 PARKING AND TOPO

Overland Traffic Consultants, Inc.
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The TAG is the City document that establishes procedures and methods for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies.

Per the TAG guidelines, the Threshold T-1 CEQA question (impact criteria) would be if a project conflicts with a program, plan, ordinance(s), or policy addressing the circulation system? However, a project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

Screening Criteria for Policy Analysis

If the development project requires a discretionary action, and the answer is yes to any of the following screening threshold questions, further analysis may be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?
   Yes, the Project requires a discretionary action.

2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?
   No, the Project would not conflict with these key City planning documents, and potential impacts would be less than significant, see Table 1, Consistency Check.

3. Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb lines, etc.)?
   Yes, Pursuant to the following Mobility Element Street Standards for the Project's adjacent street standards.

   Melrose Avenue is designated a Modified Avenue II roadway which requires an 80-foot right-of-way (40-foot half width) and 56-foot (28-foot half width) roadway.

   - Melrose Avenue is dedicated to a 40-foot half width and a 28-foot half street adjacent to the Project Site. No dedication or street widening is necessary to satisfy the street standard.

   Sycamore Avenue is designated as a Local Street which requires a 60-foot right-of-way (30-foot half width) and 36-foot (18-foot half width) roadway.

   - Sycamore Avenue is dedicated to a 30-foot half width and a 15-foot half street adjacent to the Project Site. No dedication but a 3-foot street widening is necessary to satisfy the street standard.
   - A 15'x15' corner cut will be required for the corner lot.
   - Lastly, the adjacent alley is fully dedicated and improved to a 20 feet width.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown in Table 1. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent.

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards for Melrose Avenue and Sycamore Avenue, as required by the Bureau of Engineering.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its location within a Transit Priority Area (TPA) service area and by providing bike parking. The Project provides pedestrian access separate from the vehicular access. The Project would not conflict with policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Hollywood Community Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	The Project is not located in a Specific Plan area.	N/A
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project does not have commercial floor area exceeding 25,000 s.f..	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	The Project is not seeking a waiver of the dedication and widening.	N/A
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
9.	Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way	No

10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Two vehicular access points are requested, neither on arterial streets.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. In accordance with the TAG, the cumulative analysis must include Related Projects within 0.5 miles of the Project Site. A listing of the Related Projects considered in the analysis is provided in Appendix G.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. Note that Related Projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

The Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

Criteria for Transportation Projects - Would the Transportation Project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against the City's APC threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG's Table 2.2-1.

The Project is in the Central APC sub - area which limits daily household VMT per capita to a threshold value of 6.0 and a daily work VMT per employee to a threshold value of 7.6 (15% below the existing VMT for the Central APC).

The Project's household VMT per capita is estimated at 5.5 which is below the VMT threshold for the Central APC. The work VMT per employee is not applicable because the retail is 1,865 s.f. (less than the 50,000 s.f. threshold). Results of the Project's VMT calculation (as shown in Appendix F).

Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes bike parking which is a regulatory measure and part of the Project, as described below by LADOT'S TAG:

- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project provides bicycle parking consistent with LAMC

Section 12.21.A.16 - The Project will provide the required 7 short term and 52 long term bike parking spaces for a total of 59 bike parking spaces.

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's Central APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. Vehicle access to the parking will be from one driveway on Sycamore Avenue, a local street and one driveway on the adjacent east-west alley.
2. The Project's access is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.
3. The Project's peak hour trip generation is 30 vehicles per hour or less and would not create a transportation hazard.
4. The development of the Project will remove 4 existing driveways (2 on Melrose Avenue and 2 on Sycamore Avenue).

A review of the Project Site plan does not present any hazardous geometric design features that would result in vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle safety hazards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

CHAPTER 3 NON-CEQA TRANSPORTATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non-CEQA transportation analysis of development projects to identify deficiencies that may occur in the area due to the Project. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

To assist in the Project's non-CEQA evaluation, the following information summaries the environmental conditions in which the Project Site is located.

ENVIRONMENTAL SETTING

Land Use

The Project site is in the Hollywood Community Plan area located approximately 6 miles northwest of downtown Los Angeles. The Community Plan area is located predominately north of Melrose Avenue, east of the City of West Hollywood, south of Mulholland Drive, Barham Boulevard and Forest Lawn Drive and west of the Silver Lake-Echo Park – Elysian Valley and Northeast Los Angeles Community Plan areas. Appendix B contains the Hollywood Community Plan land use map. The Project is also located in Los Angeles Council District 5 and the Greater Wilshire Neighborhood Council area.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix C provides a map of the area roadway designations and roadway design standards.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that

typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated collector or local streets. The standard for a collector street is a right - of - way width of 66 feet and a roadway width of 40 feet; a hillside collector has a reduced right - of - way width of 50 feet and a roadway width of 40 feet; the standard for a local street is a right - of - way width of 60 feet and a roadway width of 36 feet with hillside local street right - of - way width of 44 feet and a roadway width of 36 feet.

Regional access to Project area is provided by the Hollywood Freeway (US-101) and Santa Monica Freeway (I-10). The north-south Hollywood Freeway is located approximately 2.5 miles east of the Project Site. The Hollywood Freeway is accessible via Melrose Avenue with a south bound on ramp and a northbound off ramp, with a southbound off ramp via Ardmore Avenue and a northbound on ramp at Normandie Avenue, north of Melrose Avenue.

The Santa Monica Freeway is regionally an east-west freeway. The Santa Monica Freeway is approximately 3.5 miles south of the Project Site and accessible with a full access on and off ramps on La Brea Avenue.

The Hollywood Freeway carries approximately 215,000 vehicles per day (VPD) with 13,000 vehicles per hour (VPH) at Sunset Boulevard. The Santa Monica Freeway carries approximately 290,000 VPD with approximately 22,000 VPH near La Brea Avenue. Freeway traffic volumes are provided by Caltrans in the 2017 Traffic Volumes Book. Both freeways are congested during the morning and afternoon commute hours.

Major east - west streets serving the study area include Melrose Avenue, Beverly Boulevard and Santa Monica Boulevard. Key north - south streets providing access to the Project Site include La Brea Avenue, Sycamore Avenue and Highland Avenue.

Melrose Avenue is an east - west Modified Avenue II roadway that provides 2 lanes in each direction with left turn channelization at major signalized intersections. Left-turns from Melrose Avenue are prohibited during afternoon peak hours where left-turn channelization is not provided, i.e., at non-signalized intersections such as Melrose Avenue/Sycamore Avenue left-turns are prohibited from 4-7 pm on weekdays. On-street parking is allowed and metered on portions of Melrose Avenue. West of Highland Avenue, Melrose Avenue is generally commercial with residential uses east of Highland Avenue.

Beverly Boulevard is an east - west Modified Avenue I roadway. The roadway provides two lanes in each direction and left turn channelization. Beverly Boulevard is developed with a mix of commercial uses west of La Brea Avenue with residential uses east of La Brea Avenue

La Brea Avenue is a north – south Modified Avenue I roadway north of Rosewood Avenue and an Avenue I south of Rosewood Avenue. The roadway provides two lanes in each direction with a third lane during the peak hours (7-9 am, 4-7 pm) and 1 hour parking during off peak hours, and left turn lanes. La Brea Avenue is predominately developed with a mix of commercial uses.

Sycamore Avenue is a local street that is stop-sign controlled at its intersection with Melrose Avenue. Sycamore Avenue is developed with multi-family and single family residential. On-street parking is metered for 2-hours between 8am -6pm adjacent to the Project Site and for 2-hours south of the alley without a Parking District #47 Permit Monday thru Saturday.

Highland Avenue is a designated a north - south Modified Avenue I roadway. The roadway provides two lanes in each direction with a landscaped median south of Melrose

Avenue. Highland Avenue predominately developed with single family residential south of Melrose Avenue and industrial/commercial north of Melrose Avenue.

Transit Information

The NextGen Bus Plan was approved by the Metro Board of Directors at the October 22nd, 2020 Board meeting and is ready for implementation with a 3-phased roll-out that begins in December 2020 and continues through the end of 2021. The approved Bus Plan is a reimagined bus system that focuses on providing fast, frequent, reliable, and accessible service to meet the needs of today's riders.

In addition to the improved bus system, the Project Site is in a designated Tier 1 Transit Oriented Community (TOC). Pursuant to the Transit Oriented Communities Guidelines, this development is eligible to utilize Tier 1 program incentives. The site is well within the 2,640-foot distance required to qualify as TOC project. Therefore, the distance criteria set forth in LAMC 12.22 A.31 is therefore satisfied.

Metro Local routes 10 and 212 are located at the intersection of Melrose Avenue and La Brea Avenue are the nearest transit services (less than 200 feet). These nearby transit lines are described below:

Metro Local Line 10 provides east - west service between the West Hollywood Library/Pacific Design Center and Downtown Los Angeles. The route travels along Melrose Avenue and then Temple Street and Main Street.

Metro Local Line 212 provides north – south service between Hollywood Red Line Stations and the Hawthorne Green Line Station primarily along Hollywood Boulevard, La Brea Avenue, Manchester Avenue and Prairie Avenue.

The transit line route maps are illustrated in Appendix D.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative

transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced network, Transit Enhanced network, Bicycle Enhanced network, Neighborhood Enhanced network, and Pedestrian Enhanced District. Definitions of these networks per the Complete Street Design Guidelines are provide below. Mobility Element maps, Walkability Index maps, bicycle plan maps, and pedestrian destination maps are included in Appendix E.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No study area streets are identified on Vehicle Network Map.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- La Brea Avenue – Comprehensive Transit Enhanced Street.
- Santa Monica Boulevard – Comprehensive Transit Enhanced Street.
- Beverly Boulevard – Moderate Plus Transit Enhanced Street.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are

differentiated only by their potential implementation phasing - The difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the city street systems. The Master Plan has mapped out the existing, funded, and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is a facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- No bicycle paths are provided in the immediate area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Melrose Avenue is identified as part of the BEN – Tier 1.
- La Brea Avenue is identified as part of the BEN – Tier 3.
- Highland Avenue is identified as part of the BEN – Tier 3.
- Beverly Boulevard is identified as part of the BEN – Tier 3.
- Santa Monica Boulevard east of LA Brea Avenue is identified as part of the BEN – Tier 3.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No streets in the vicinity of the Project Site are designated bike routes per the network maps.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Waring Avenue, Formosa Avenue, Rosewood Avenue and Orange Avenue are identified as part of the City's NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

- Melrose Avenue and La Bea Avenue have been identified as pedestrian enhanced street segments with the goal of providing a more attractive environment to promote walking for shorter trips.

The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. Thereby helping to reduce the volume of cars on the road and emissions, increases economic vitality, and make the City of Los Angeles feel like a more vibrant place.

PROJECT TRAFFIC GENERATION

As part of the non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project has been requested. This evaluation is based on peak hour traffic flow level of service (LOS) methodologies which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.

Traffic generating characteristics of land uses have been studied by the Institute of Transportation Engineers (ITE) and LADOT. The results of these studies are published in ITE Trip Generation, 10th Edition Handbook and the LADOT TAG (LADOT has adopted traffic rates for affordable apartments). Using these traffic rates, the Project traffic has been estimated at 347 daily trips (LADOT VMT Calculator Tool) with 24 morning and 30 afternoon peak hour trips using the ITE peak hour traffic rates, as shown in Tables 2 and 3.

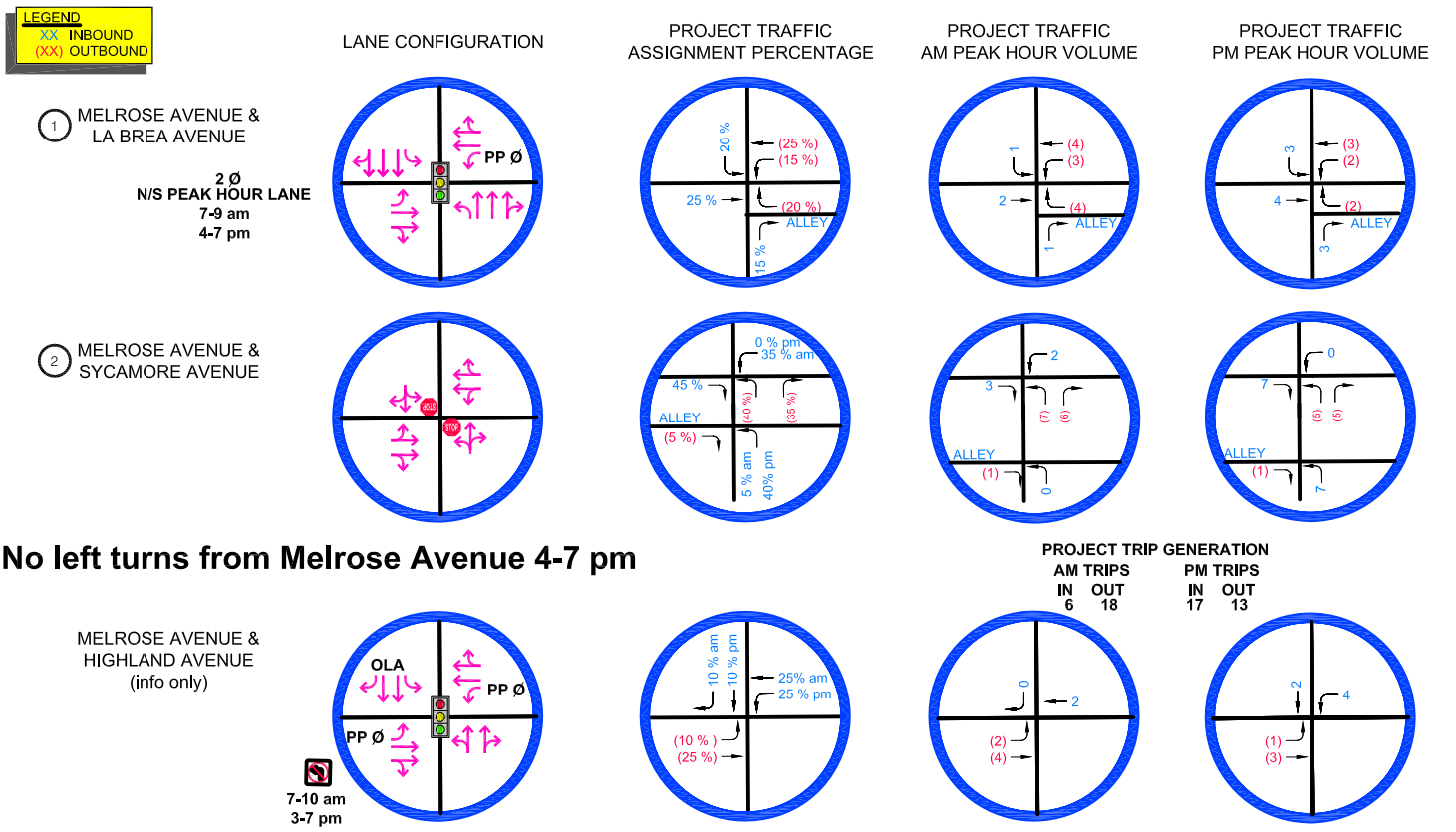
Table 2
Project Trip Generation Rates

ITE Code	Description	VMT Daily Traffic	ITE 10th Edition Daily Traffic	ITE 10TH Edition AM Peak Hour In	AM Out	AM Total	ITE 10TH Edition PM Peak Hour In	PM Out	PM Total
221	Apartments (mid-rise per unit)		5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	LADOT TAG July 2020	4.16	37%	63%	0.49	56%	44%	0.35
826	Shopping Center (retail)		37.75	62%	38%	0.94	48%	52%	3.81

Table 3
Estimated Project Traffic Generation

ITE Code	Description	Size	VMT Daily Traffic	10th Edition Daily Traffic	AM Peak Hour In	AM Out	AM Total	PM Peak Hour In	PM Out	PM Total
	Proposed Project									
221	Apartments (mid-rise)	57 units		310	5	16	21	15	10	25
	Transit/Walk Adjustment	10%		-31	-1	-1	-2	-2	-1	-3
	Subtotal			279	4	15	19	13	9	22
LADOT	Affordable (inside TPA)	6 units		25	1	2	3	1	1	2
	Subtotal Residential			304	5	17	22	14	10	24
826	retail	1,865 sf		70	1	1	2	3	4	7
	Transit/Walk Adjustment	10%		-7	0	0	0	0	-1	-1
	Subtotal			63	1	1	2	3	3	6
	Total Proposed		347	367	6	18	24	17	13	30

Using the traffic assignment at each intersection presented in Figure 4 and the estimated peak hour traffic volume as provided in the Table 3, the Project's peak hour traffic volume at each study intersection has been calculated. This estimated assignment of the project traffic flow provides the information necessary to analyze the Project's traffic flow. Figure 4 shows the estimated project traffic distribution percentages and assignment of Project's peak hour traffic for the analysis.



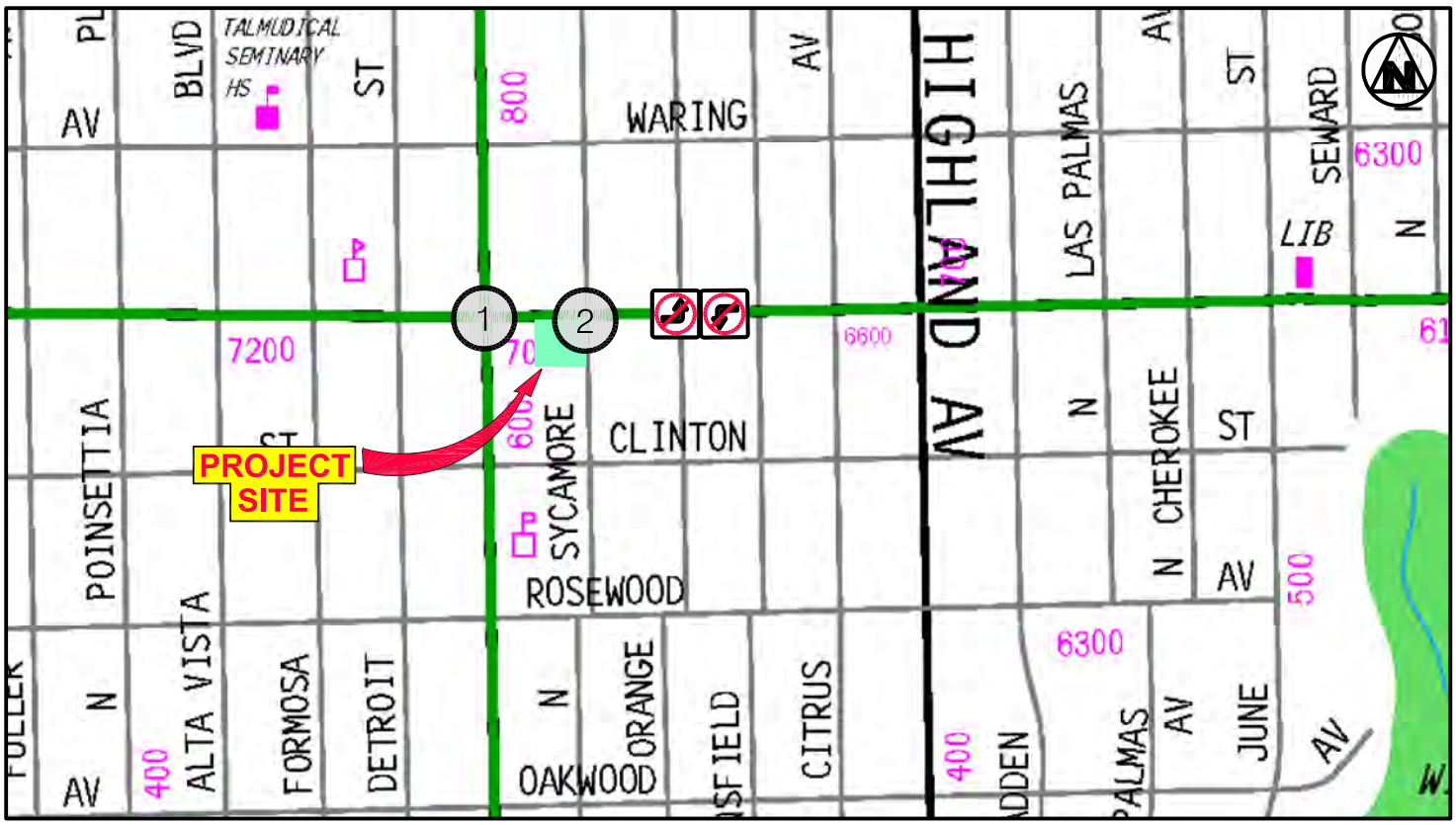


FIGURE 4

7/2021

PROJECT LOCATION, STUDY LOCATIONS AND PROJECT TRAFFIC ASSIGNMENT

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PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Any deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Removal or Degradation of Facilities

The Project will not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, any damaged or off grade sidewalk, curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC). Furthermore, the Project will remove existing driveways on Melrose Avenue that will reduce potential conflicts between vehicles and pedestrian and bicycle users.

Project Intensification of Use

Generally, projects that contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have a less than significant impact on transportation. Governor's Office of Planning and Research (OPR) December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant transportation impact to include:

- Residential, office, or retail projects within a Transit Priority Area, where a project is within a ½ mile of an existing or major transit stop or an existing stop along a high - quality transit corridor. A major transit stop is defined as a site containing an existing rail transit station, 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 (Pub. Resources Code, § 21064.3). The Project is in a TPA and TOC designated area.

- A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub.

Resources 215 Code, § 21155). Existing service performance (stop level ridership map) near the Project Site can be reviewed by exploring the Metro Next Generation Bus Plan portal using the link below.

https://la-metro.maps.arcgis.com/apps/MapSeries/index.html?appid=8decc337ba35474ba28d0b4e9ad71647#

- An area pre-screened by an agency as having low residential or office VMT.

  The Project is in the Central CPA which has the lowest work VMT per employee and household VMT per capita in the City of Los Angeles

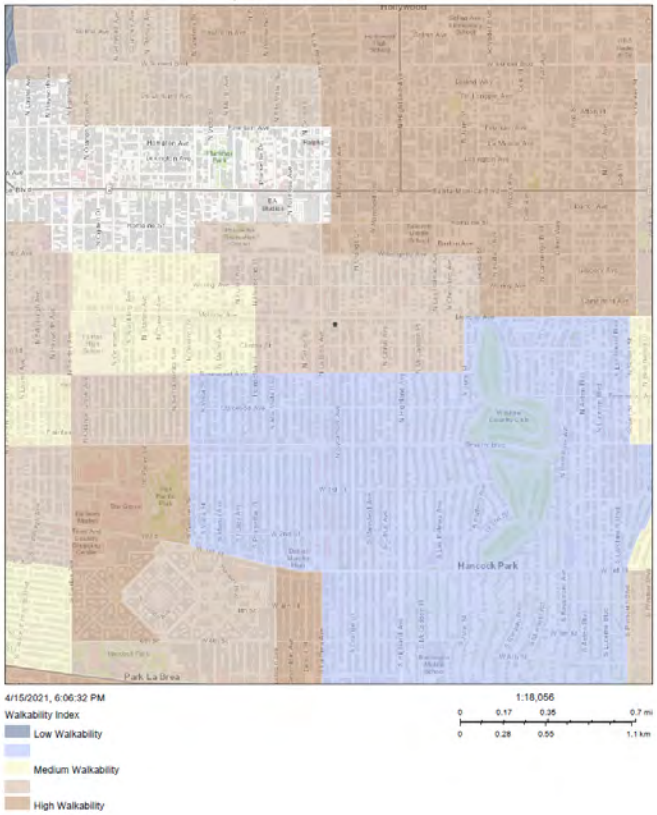
- And located in a neighborhood with a high - level walkability index. The Project (7000 Melrose Avenue) has a Walk Score of 95 out of 100.

https://www.walkscore.com/score/7000-melrose-ave-los-angeles-ca-90038

Network exhibits shown below are created from the Great Street Challenge interactive maps which show the Projects location within the TPA and High Walkability Index area.

TRANSIT PRIORITY AREA (TPA)

WALKABILITY INDEX



It is estimated that the Project would have a residential population of approximately 147 persons and 4 employees per the VMT Calculator. It should be noted that the Project generates less than the 1,000 daily vehicle trip threshold (347 daily trips using the VMT calculator) to assess if the Project would negatively affect existing pedestrians, bicycle, or transit facilities. As shown in Table 3, the estimates of transit/walk trips (10%) show low levels of additional peak hour volume. This level of intensification would not require any additional pedestrian, transit, or bike facilities to be constructed.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

Melrose Avenue is included in the High Injury Network, as indicated on the HIN map in Appendix C. Preventive measures by the Project include removing 2 existing driveways from Melrose Avenue which will improve the safety of pedestrians, passing motorists and the future potential Melrose Avenue Tier 1 bike lanes. As previously stated, the proposed vehicle access is located on a local street and alley thereby avoiding direct conflicts with Melrose Avenue.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints to identify circulation and access deficiencies that may require specific operational improvements.

Operational Evaluation

Per the TAG, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered

constrained if the project's traffic would contribute to unacceptable queuing at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. It should be noted that this analysis is not intended to be interpreted as a threshold of significance for the purposes of CEQA review and does not affect the CEQA VMT Impact analysis.

The LOS definitions and delay thresholds for signalized intersections differ from stop sign - controlled intersections to reflect different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes than a stop - controlled intersection. Since each traffic control device has a different method for assessing capacity and LOS, the analyses for the signalized intersection of Melrose Avenue and La Brea Avenue and the stop-sign controlled intersection of Melrose Avenue and Sycamore Avenue have been evaluated separately.

Melrose Avenue and La Brea Avenue

The operational Level of Service for the nearby signalized intersection of Melrose Avenue and La Brea Avenue has been evaluation using the Synchro software package methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing.

Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the intersection LOS grades in terms of vehicle delay are shown in Table 4.

Table 4
Signalized Intersection Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Results of the Melrose Avenue and La Brea Avenue analysis are shown in Table 5 below for Existing (2021) and Future (2024) traffic conditions without and with the Project's peak hour traffic volume. As shown below, the existing and future LOS traffic conditions do not change with the addition of Project's peak hour traffic volume. Level of Service standard D or better are considered operating at an acceptable design level.

Table 5
Melrose Avenue and La Brea Avenue
Traffic Conditions
Without and With Project

No.	Intersection	Peak Hour	Existing (2021)		Existing+ Project		Future (2024) Without Project		Future (2024) With Project	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Melrose Avenue &	AM	31.2	C	31.4	C	33.0	C	33.2	C
	La Brea Avenue	PM	41.3	D	43.0	D	46.2	D	46.3	D

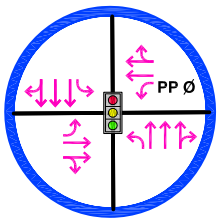
Synchro worksheets are provided in Appendix H. These worksheets for the without and with Project scenarios do not show any change in the queuing lengths caused by the Project traffic volume. Figure 5 illustrates the existing and future peak hour traffic volumes used in the analyses.

LEGEND
XX INBOUND
(XX) OUTBOUND

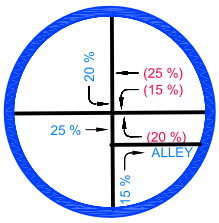
1 MELROSE AVENUE & LA BREA AVENUE

2 Ø
N/S PEAK HOUR LANE
7-9 am
4-7 pm

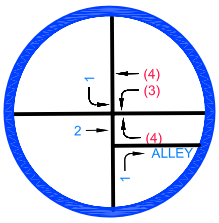
LANE CONFIGURATION



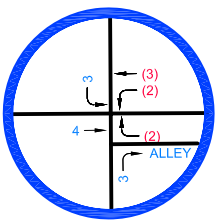
PROJECT TRAFFIC ASSIGNMENT PERCENTAGE



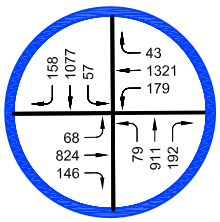
PROJECT TRAFFIC AM PEAK HOUR VOLUME



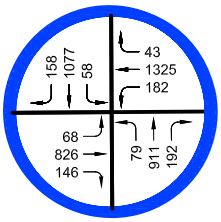
PROJECT TRAFFIC PM PEAK HOUR VOLUME



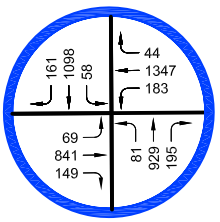
EXISTING TRAFFIC VOLUME AM PEAK HOUR



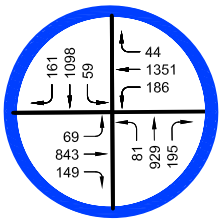
EXISTING + PROJECT TRAFFIC VOLUME AM PEAK HOUR



FUTURE TRAFFIC VOLUME AM PEAK HOUR



FUTURE + PROJECT TRAFFIC VOLUME AM PEAK HOUR



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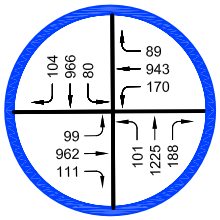

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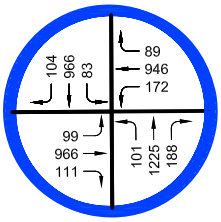
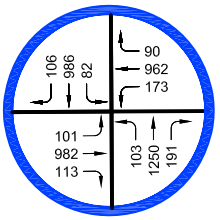
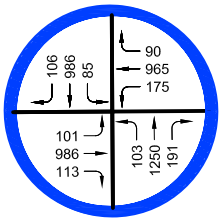


FUTURE TRAFFIC VOLUME PM PEAK HOUR

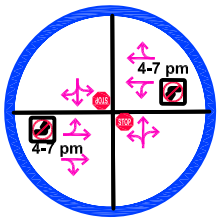


FUTURE + PROJECT TRAFFIC VOLUME PM PEAK HOUR

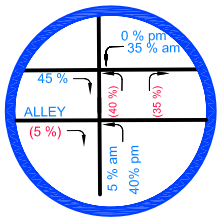


2 MELROSE AVENUE & SYCAMORE AVENUE

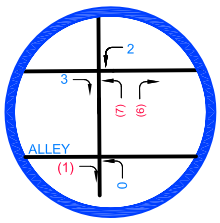
LANE CONFIGURATION



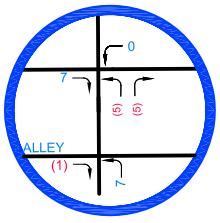
PROJECT TRAFFIC ASSIGNMENT PERCENTAGE



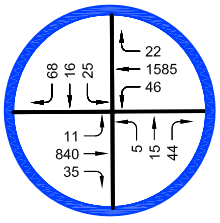
PROJECT TRAFFIC AM PEAK HOUR VOLUME



PROJECT TRAFFIC PM PEAK HOUR VOLUME



EXISTING TRAFFIC VOLUME AM PEAK HOUR



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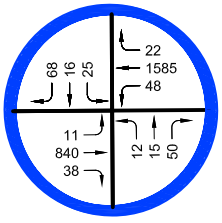
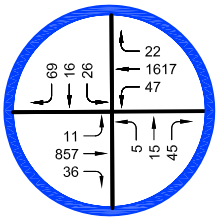


FUTURE TRAFFIC VOLUME AM PEAK HOUR



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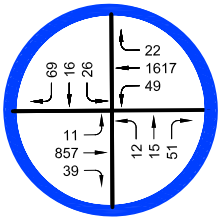

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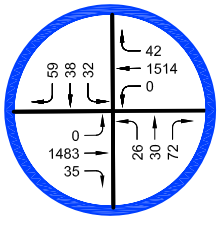

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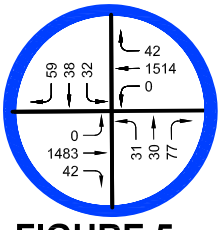
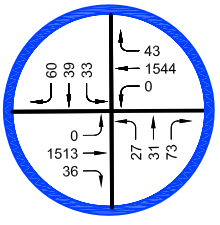


FUTURE TRAFFIC VOLUME PM PEAK HOUR



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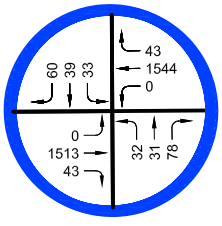


FIGURE 5

7/2021

EXISTING AND FUTURE TRAFFIC VOLUME AM AND PM PEAK HOURS

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

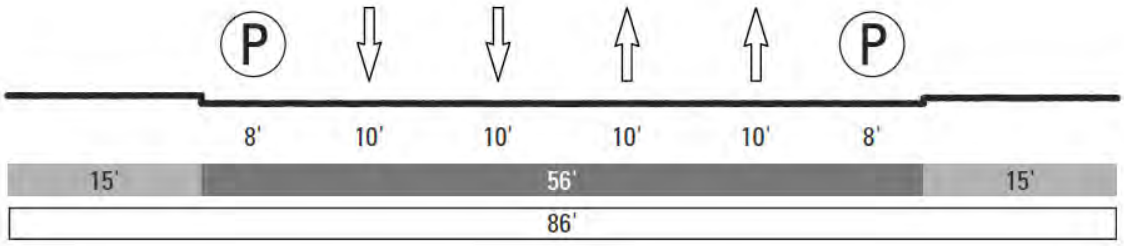
Melrose Avenue and Sycamore Avenue (Sycamore Avenue stop sign controlled)

For un - signalized intersections, a vehicle delay - based metric has not been used because the estimated traffic volume for the left turn and thru movement from Sycamore Avenue on to or crossing Melrose Avenue exceed the capacity of the movement(s) and delay calculations cannot be reported.

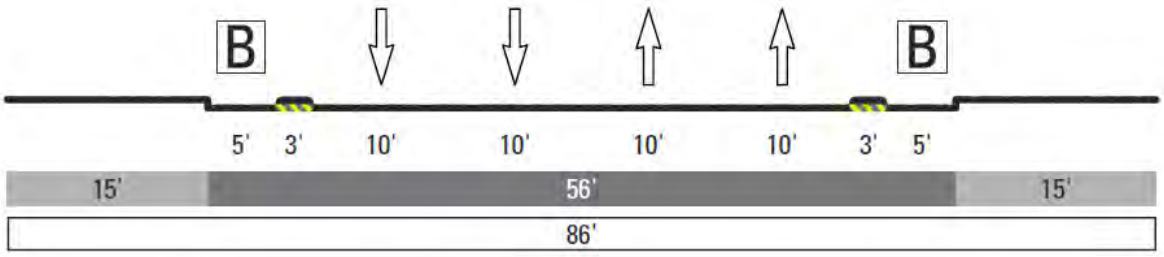
The process used by Sycamore Avenue drivers to enter or cross Melrose Avenue without a median lane is difficult during the peak hours. For example, the non-existence of a striped median/left-turn lane on Melrose Avenue causes a Sycamore Avenue driver to cross conflicting Melrose Avenue traffic from both directions. To make this movement, drivers must find a gap in traffic large enough to accept without conflict.

However, adding a 10-foot median/left-turn lane is not feasible given that the Melrose Avenue roadway is 56-feet in width. Other considerations in determining whether the installation of a median is appropriate would include removing on-street parking or not providing for the future Tier 1 bike lane as shown below by in cross section view.

On-street parking (Melrose Avenue existing condition)



Future Cycle track without curb side parking



A new traffic signal would provide for the orderly movement of vehicles through the intersection with clear assignment of the right-of-way, provide a suitable gap in conflicting traffic flows to allow cross traffic or enter the main street flow and would increase the traffic handling capacity of the intersection. However, the intersection is too close to La Brea Avenue, traffic turning left or traveling thru from Sycamore Avenue is below the peak hour traffic signal warrant and left-turn lanes would need to be installed.

For these reasons, a traffic signal or left-turn lanes are not recommended on Melrose Avenue at Sycamore Avenue. During peak hours when traffic volume is the heaviest, alternative routes via the alley or Sycamore Avenue provide the safest and most efficient Project access to and from the street network for all users.

Sycamore Avenue driveway and alley traffic volumes

The Project is estimated to generate extremely low peak hour volume, as shown in Figure 4, and would not impact the adjacent streets or contribute to unacceptable queuing at the Project driveway or on the alley.

Safety Evaluation

No deficiencies are apparent in the site access plans which would be considered significant. All emergency ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety.

Passenger Loading Evaluation

All required parking is located on – site in a parking garage. It is anticipated that all loadings will occur from within the parking garage or from the adjacent streets. Because of the removal of the existing driveways on Melrose Avenue and Sycamore Avenue, no metered parking spaces would be lost even with the authorization of an on-street loading zone.

Guidance for Freeway Safety Analysis

On May 1, 2020, LADOT issued an Interim Guidance for Freeway Safety Analysis memorandum. The purpose of this memorandum is to provide interim guidance on the preparation of freeway safety analysis for land use proposals that are required by LADOT to prepare Transportation Assessments.

Caltrans District 7 requested that environmental analyses for new land use development projects include freeway off-ramp safety considerations. Specifically, it was requested that a development project study the effects on vehicle queuing on freeway off-ramps

In response, LADOT has developed the following criteria for a project freeway safety analysis to be included in Transportation Assessments for land development projects.

The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

As shown in the trip generation Table 3 and Project traffic assignment in Figure 4, the Project peak hour traffic at the freeway off ramps would not exceed 25 project peak hour trips. No further freeway safety analysis is necessary for the Project analysis using this guidance criteria.

Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access. LADOT's TAG considers three areas to be considered when evaluating project construction activities. The Project applicant may be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

1. Temporary Transportation Constraints

As part of the Project's construction, the City of Los Angeles may require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project's construction. The Plan should include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur from the parking lane along the Project's Court Street or Douglas Street.

For off-site activities, Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance of any construction permits. In addition, the City of Los Angeles will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.

No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of construction trucks.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

2. Temporary Loss of Access

Vehicular access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

3. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops and no rerouting of bus lines are necessary.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.

APPENDIX A

LADOT Memorandum of Understanding (MOU

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 7000 Melrose Mixed-Use Development

Project Address: 7000 Melrose Avenue

Project Description: Construct 63 apartments (57 market rate and 6 very low income) with 1,865 sq. ft. retail

LADOT Project Case Number: CEN21-51640 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

	Reduced Parking Supply[2]		Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 Bicycle Parking
2
3
4
5
6

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Existing Active or Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☒	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	6	18	24
PM Trips	17	13	30

NET Daily Vehicle Trips (DVT)
367 DVT (ITE 10ed.)
349 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.
[2]Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Melrose Avenue and La Brea Avenue
2 Melrose Avenue and Sycamore Avenue
3
4
5
6

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval. N/A, greater than 1/4 mile

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
*Project trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☐	☐	☒
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☐	☒	☐
Delivery loading zone or area	☐	☒	☐
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☒	☐

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ **YES** ☒ **NO**

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required. ***Directional peak hour Project traffic volume less than 25 peak hour trips***.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Overland Traffic Consultants, Inc.	
Address:	952 Manahattan Beach Blvd, Manhattan Beach	
Phone Number:	310-930-3303	
E-Mail:	Jerry@overlandtrafffic.com	

Approved by:	x		6/30/2021	x		7/1/2021	
		Consultant's Representative	Date		LADOT Representative	**Date	
Adjacent Municipality:			Approved by: (if applicable)				
					Representative	Date	

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

FIGURE 1

5/2021

PROJECT SETTING

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

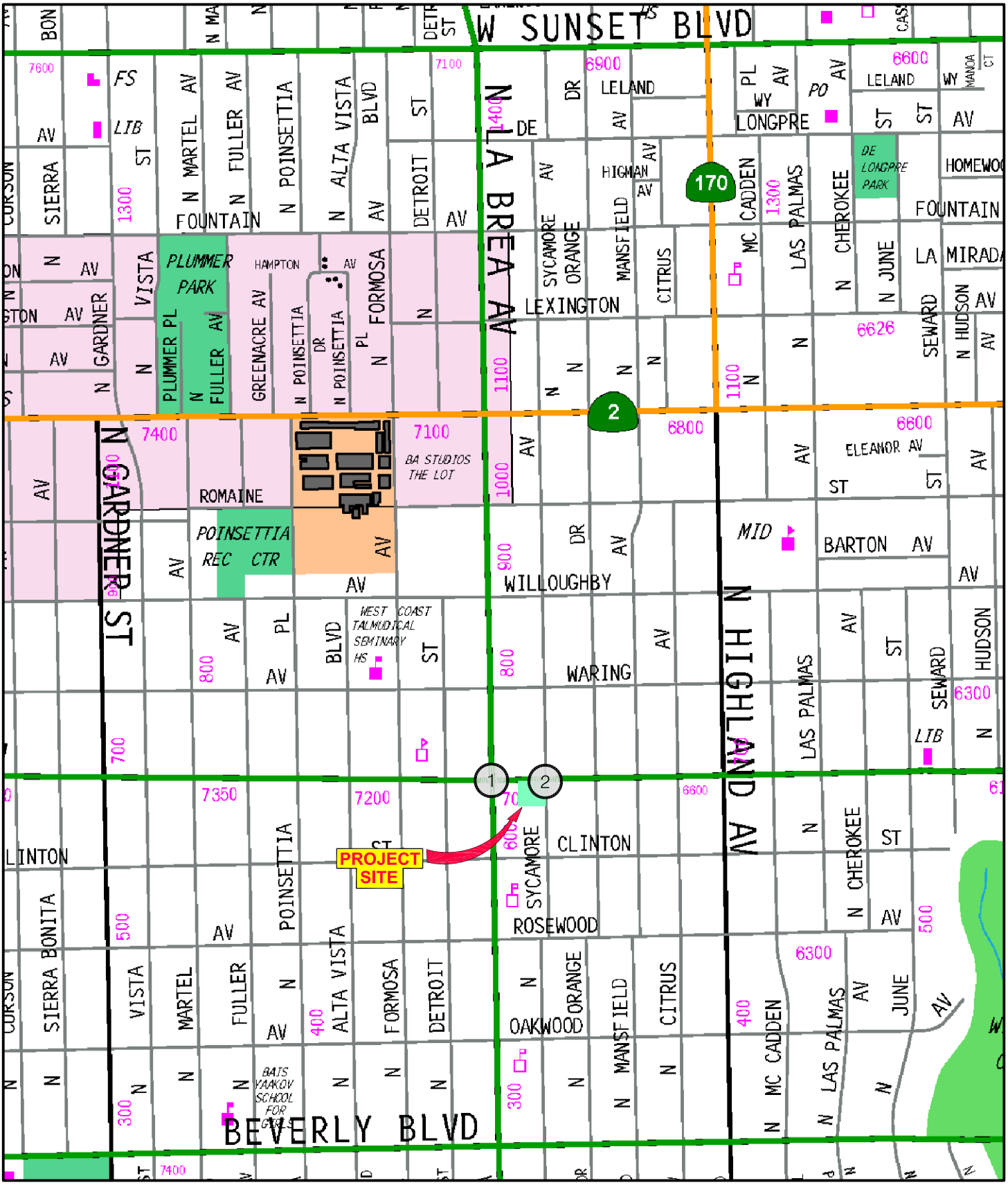
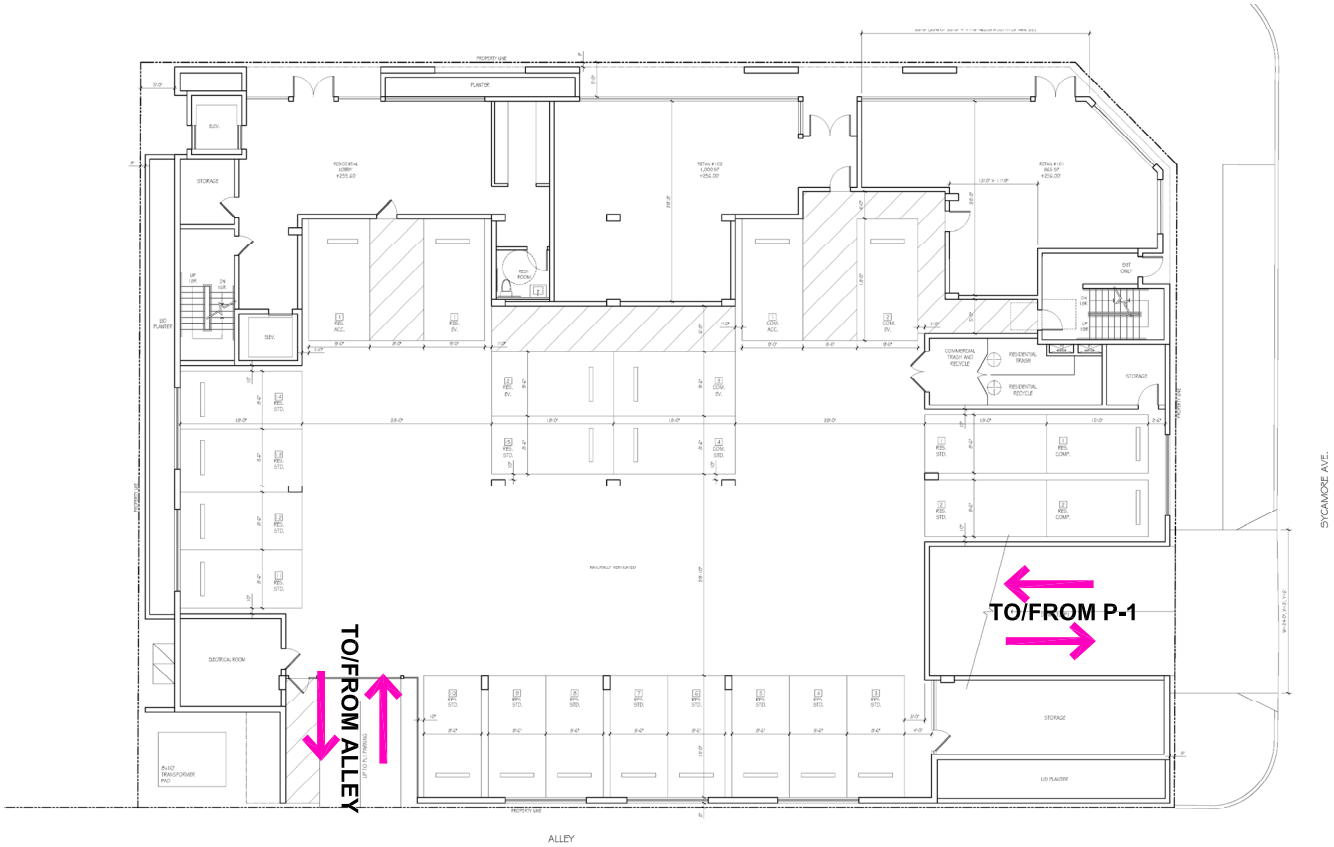


FIGURE 2

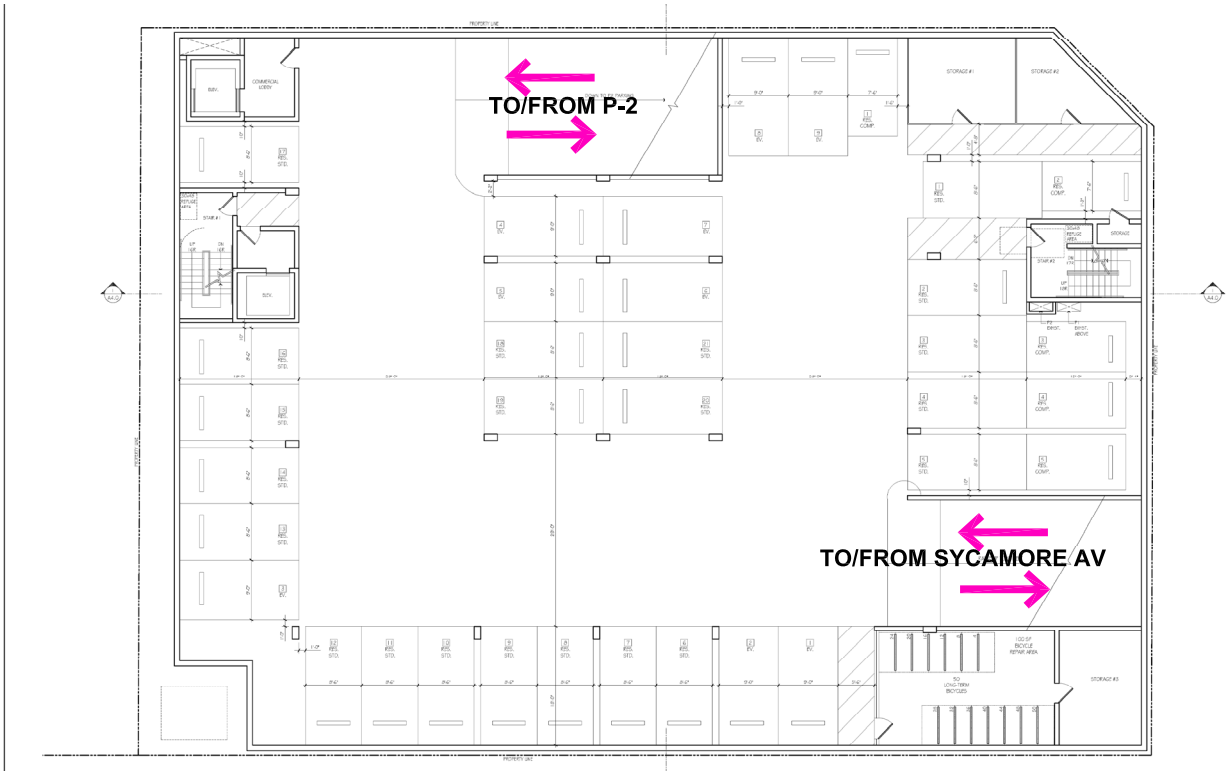
7/2021

PROJECT LOCATION AND STUDY LOCATIONS

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



GROUND LEVEL



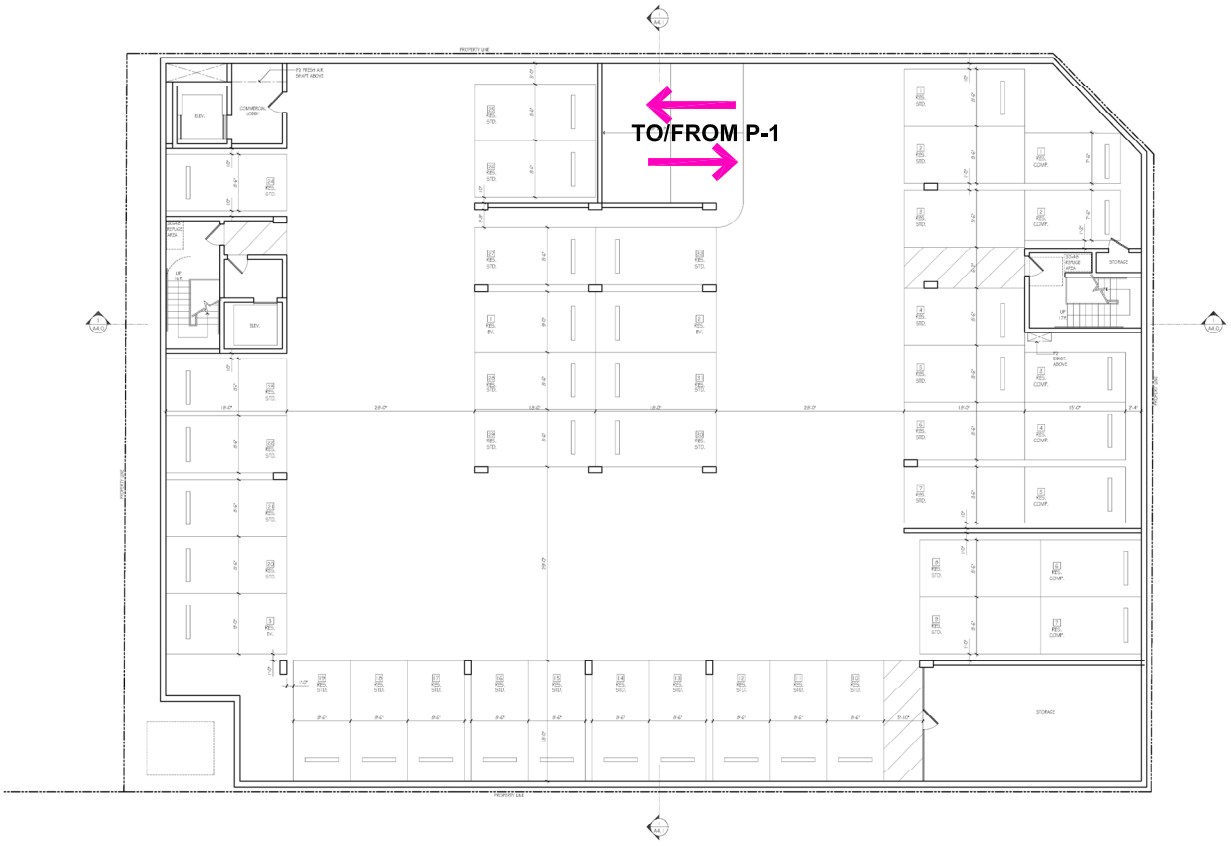
P-1 LEVEL

FIGURE 3A

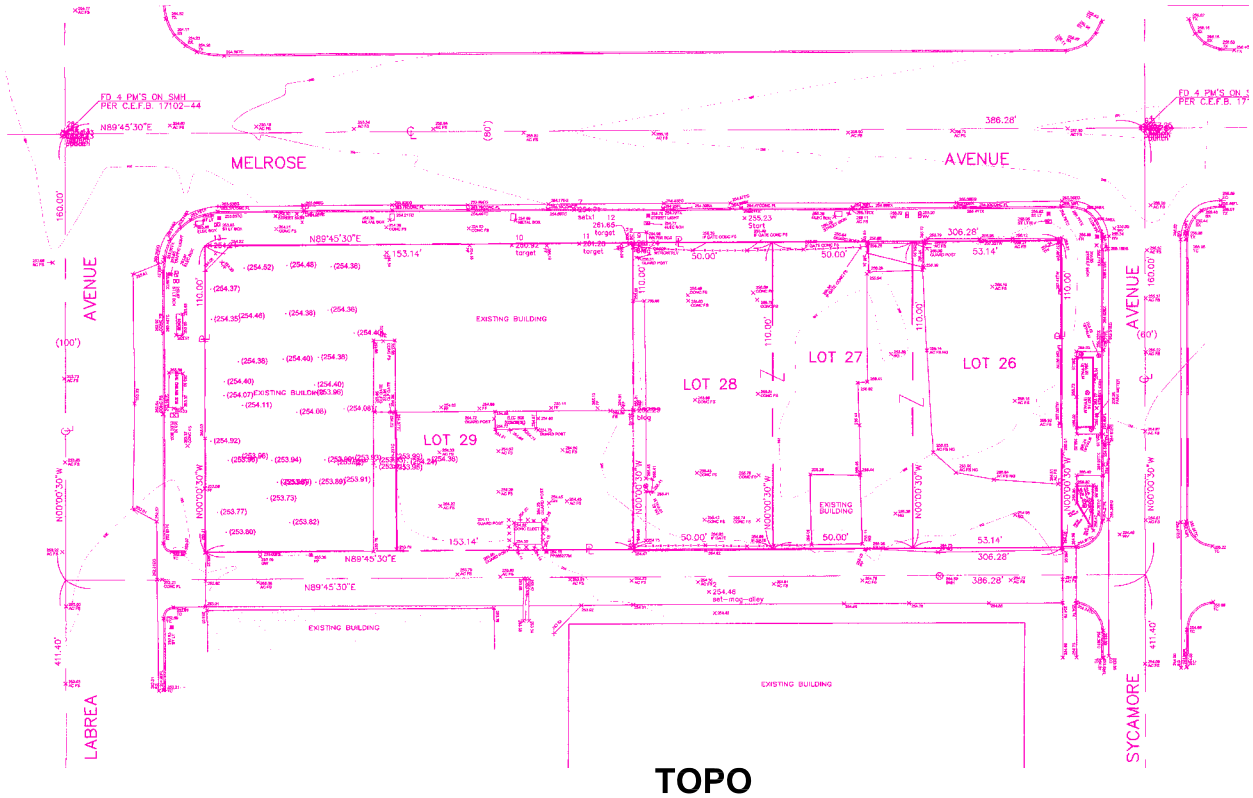
5/2021

SITE PLAN
GROUND FLOOR AND P-1 PARKING

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



P-2 LEVEL



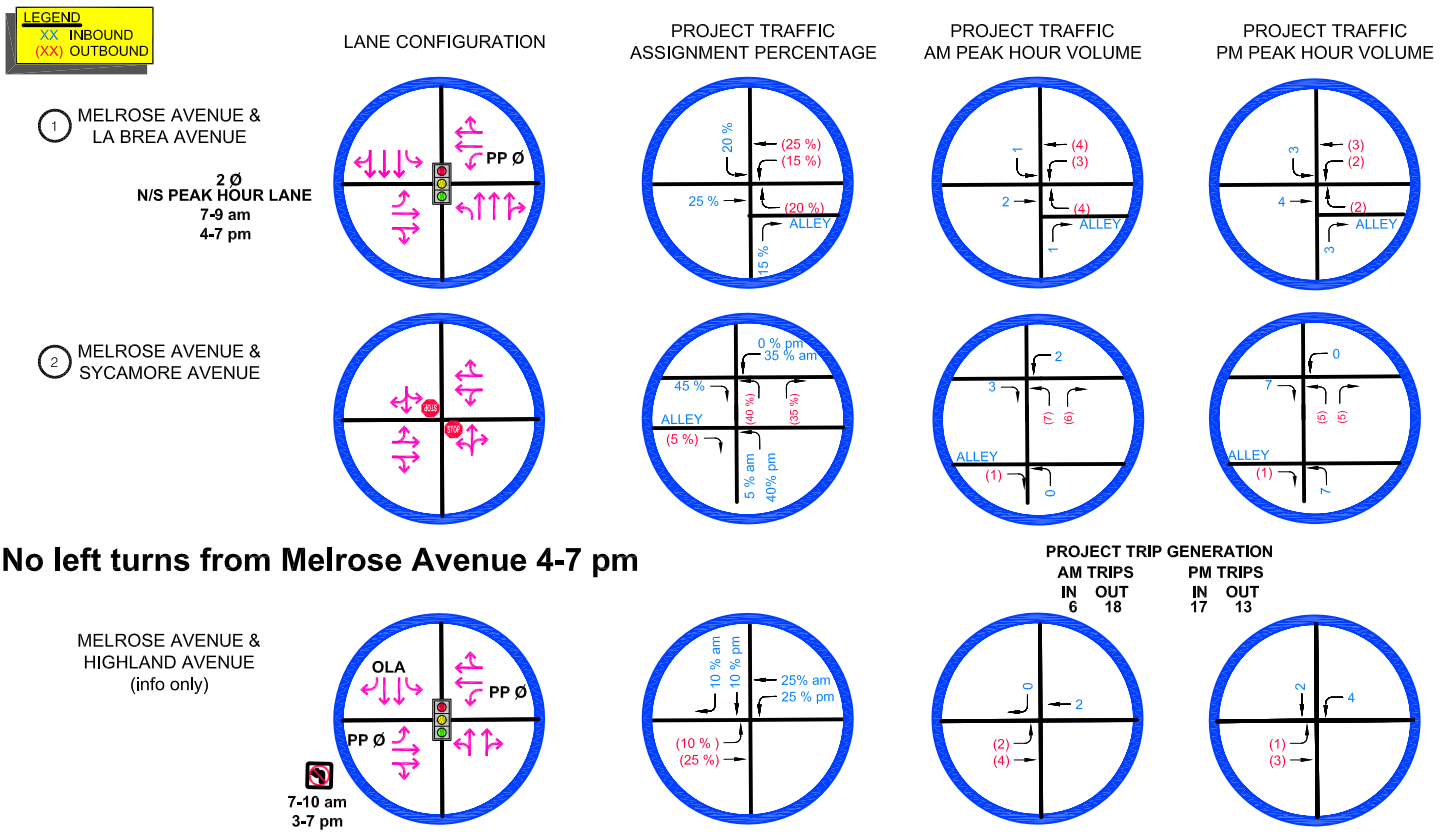
TOPO

FIGURE 3B

5/2021

SITE PLAN
P-2 PARKING AND TOPO

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



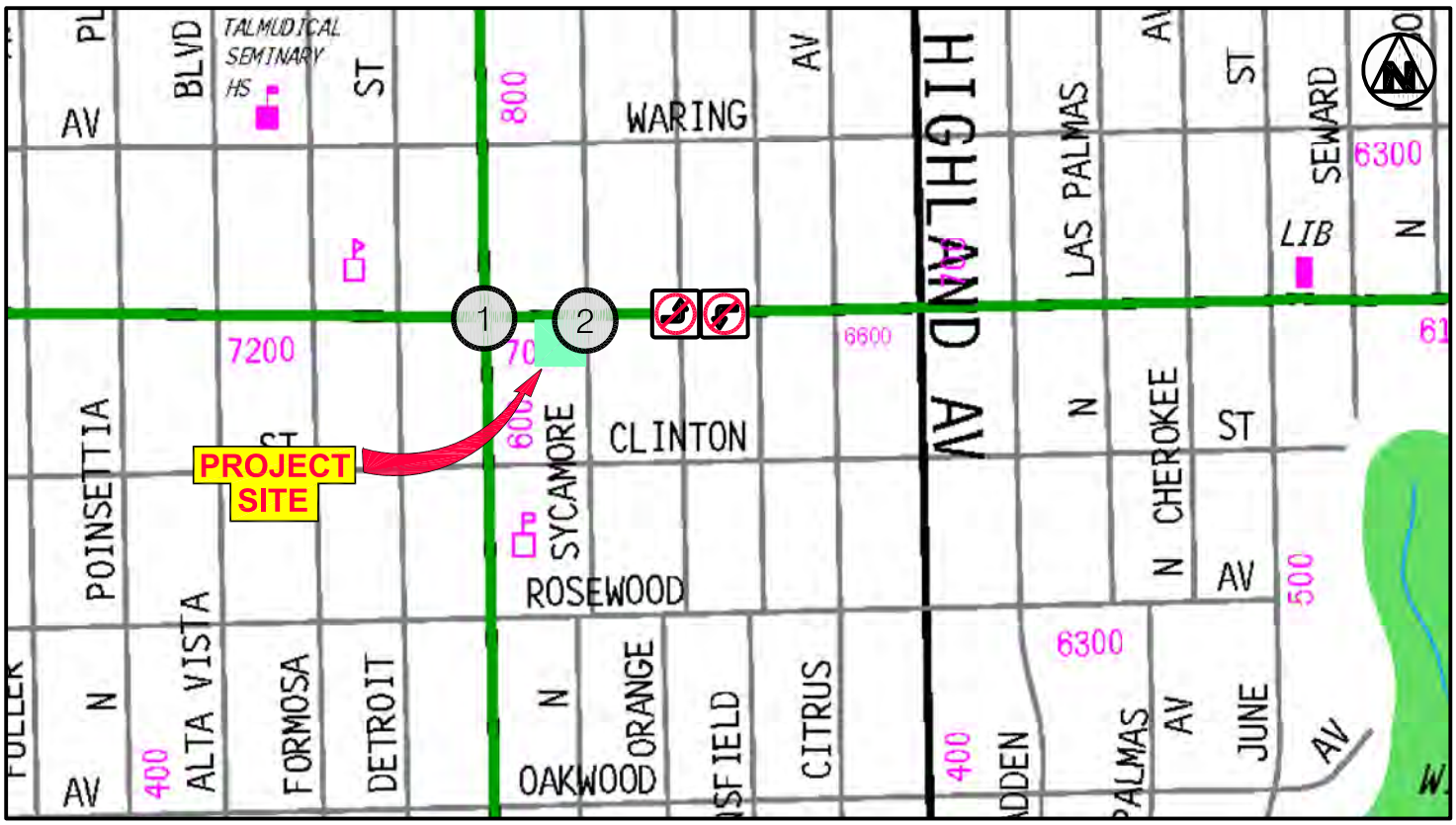


FIGURE 4

7/2021

PROJECT LOCATION AND STUDY LOCATIONS

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

7000 W. Melrose Avenue

TRIP GENERATION RATES AND CALCULATIONS

Trip Generation Rates - 10TH EDITION (per dwelling unit and per 1,000 sf)

ITE Code	Description	VMT Daily Traffic	ITE 10th Edition Daily Traffic	ITE 10TH Edition AM Peak Hour In	Out	Total	ITE 10TH Edition PM Peak Hour In	Out	Total
221	Apartments (mid-rise per unit)		5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	LADOT TAG July 2020	4.16	37%	63%	0.49	56%	44%	0.35
826	Shopping Center (retail)		37.75	62%	38%	0.94	48%	52%	3.81

ITE Code	Description	Size	VMT Daily Traffic	10th Edition Daily Traffic	AM Peak Hour In	Out	Total	PM Peak Hour In	Out	Total
	Proposed Project									
253	Apartments (mid-rise)	57 units		310	5	16	21	15	10	25
	Transit/Walk Adjustment	10%		-31	-1	-1	-2	-2	-1	-3
	Subtotal			279	4	15	19	13	9	22
LADOT	Affordable (inside TPA)	6 units		25	1	2	3	1	1	2
	Subtotal Residential			304	5	17	22	14	10	24
	retail	1,865 sf		70	1	1	2	3	4	7
	Transit/Walk Adjustment	10%		-7	0	0	0	0	-1	-1
	Subtotal			63	1	1	2	3	3	6
	Total Proposed		349	367	6	18	24	17	13	30

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

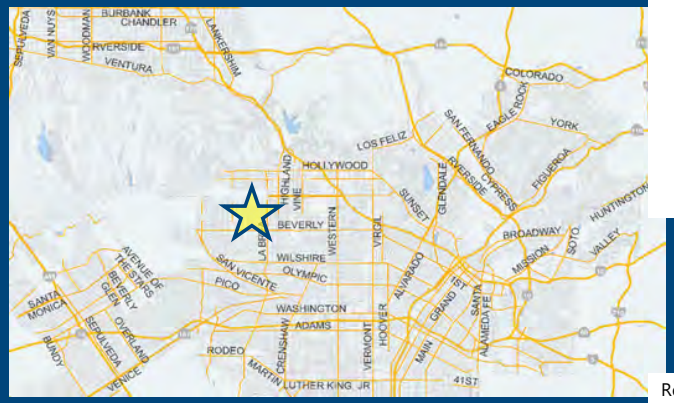
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: Transportation Assessment

Address: 7000 W MELROSE AVE, 90038



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.865	ksf
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	349 Daily Vehicle Trips
0 Daily VMT	2,144 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	349 Net Daily Trips
The net increase in daily VMT ≤ 0	2,144 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.865 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/20/2021

CLATS

RELATED PROJECTS

Centroid Info:
PROJ ID: 51640
Address: 7000 W MELROSE AV
LOS ANGELES, CA 90036
Lat/Long: 34.0832, -118.343

Buffer Radius: 0.5 mile
Search

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -
Column

Record Count: 9 | Record Per Page: All Records

Results generated since: (5/27/2021 4:58:20 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
34677	Metro	HWD	5	2008	Mixed Use - Office/Retail	88750 SF Office, 12000 Retail	936 N LA BREA AV	05/02/2008 CONSTRUCTED	0.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	33190								
Retail	S.F. Gross Area	19923	29	38	911	24	5	14	37	Total reflects credit for existing manufacturing (59750 SF)
			29	**38**	**911**		**24**	**5**	**14**	**37**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
35085	Metro	WLA	5	2009	Yeshivath Torath Emeth Academy Expansion	120 Student Pre-K and Kindergarten, with 60 child nursery school	7002 W CLINTON ST	08/11/2009 CONSTRUCTED	0.1	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
School	Enrollment	120								Pre-Kindergarten & Kindergarten
Other	Enrollment	60	38	23	155	20	18	11	12	Nursery School (total reflects existing use credit for same uses)
			38	**23**	**155**		**20**	**18**	**11**	**12**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
35655	Metro	HWD	5	2011	La Brea Gateway	Mixed-Use: 33.5ksf supermarket & 179 apartments	915 N La Brea Ave	03/09/2011 CONSTRUCTED	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	33500	91	248	2615	5	86	158	90	Supermarket (Total net trips)
Apartments	Total Units	179								
			91	**248**	**2615**		**5**	**86**	**158**	**90**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
41934	Metro	MTR	5	2014	925 La Brea Av	17ksf shopping ctr & 53ksf office	925 N LA BREA AV	06/17/2014 CONSTRUCTED	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	15265								Retail
Office	S.F. Gross Area	46527	69	85	735	58	11	24	61	Total Project Trips
			69	**85**	**735**		**58**	**11**	**24**	**61**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
42266	Metro	HWD	4	2014	904-932 N La Brea MU	169 apts & 40ksf retail	904 N LA BREA AV	07/22/2014 CONSTRUCTED	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	169	93	186	2072	25	68	83	103	Total net project trips
Retail	S.F. Gross Area	40000								
			93	**186**	**2072**		**25**	**68**	**83**	**103**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
47348	Metro	HWD	4	2018	7007 W Romaine MU	28486 sf media office & 4694 sf restaurant	7007 W ROMAINE ST	08/15/2018 CONSTRUCTED	0.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	28486	60	60	598	42	18	24	36	Total net project trips
Other	S.F. Gross Area	4694								Restaurant
			60	**60**	**598**		**42**	**18**	**24**	**36**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
47164	Metro	MTR	4	2018	1UP Fitness	58417 sf fitness center	960 n la brea ave	10/19/2018 CONSTRUCTION	0.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	58417	52	138	1192	26	26	79	59	fitness center; total net trips
			52	**138**	**1192**		**26**	**26**	**79**	**59**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
47694	Metro	HWD	4	2018	926 Sycamore Office	70742 sf media production office building	926 N SYCAMORE AV	01/02/2019 CONSTRUCTED	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	70742	74	74	620	64	10	13	61	Total net project trips
			74	**74**	**620**		**64**	**10**	**13**	**61**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
48004	Metro	MTR	4	2019	Mixed-Use	33 Apartments, 2635 SF Restaurant, 2321 SF Retail	6535 W MELROSE AV	04/29/2019 CONSTRUCTION	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	33	34	40	461	13	20	24	16	Total includes credit for pass-by.
Retail	S.F. Gross Area	2321								
Other	S.F. Gross Area	2635								land use=High-Turnover Restaurant
			34	**40**	**461**		**13**	**20**	**24**	**16**

APPENDIX B

Community Plan Land Use Map

Hollywood Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use [18]	Corresponding Zones [1]
Low Density [17]	
Minimum	RE40
Very Low II	RE15,RE11
Low I	RE9
Low II	RS,R1
Multiple Family [17]	
Low Medium I [3]	R2,RD5,RD4,RD3
Low Medium II [3]	RD2,RD1.5
Medium [4]	R3
High Medium [5]	[Q]R4
High	R4,[Q]R5 [13]

Land Use [18]	Corresponding Zones [1]
Commercial [17]	
Limited Commercial [6]	CR,C1,C1.5,P, RAS3,RAS4
Highway Oriented Commercial [11,12,21]	C1,C2,P, RAS3,RAS4
General Commercial	C1,C2,P, RAS3,RAS4
Neighborhood Office Commercial [7,11]	C1,C2,C4,P, RAS3,RAS4
Community Commercial [8]	CR,C2,C4,P,PB, RAS3,RAS4
Regional Center Commercial [9]	C2,C4,P,PB, RAS3,RAS4
Industrial [17]	
Commercial Manufacturing [11]	CM,P
Limited Manufacturing	MR1,M1,P,PB
Open Space;Public Facilities [10,19,20]	
Open Space	OS,A1
Public Facilities	PF

Service Systems

- Public Elementary School
- Public Junior High
- Public Senior High
- Junior College
- Private Elementary School
- Private Senior High
- Private Special School
- Community Park
- Neighborhood Park
- Regional Park
- Public Golf Course
- Branch Administration Center
- Fire Station
- Police Station
- Community Library
- Regional Library
- Cultural/Historical Site
- Maintenance Yard
- Power Distribution Station
- House of Worship
- Health Center/Hospital
- DWP Property

Circulation

- Freeway
- Scenic Freeway
- Major Highway II
- Scenic Major Highway II
- Scenic Divided Major Highway II
- Secondary Highway
- Scenic Secondary Highway
- Scenic Divided Secondary Highway
- Scenic Arterial Mountain
- Scenic Parkway
- Collector Street
- Local Street
- Country Road
- Park Road
- Private Street

Other Line Symbols

- Community Boundary
- DWP Lines
- Historic Preservation
- Redevelopment Project Area
- Reservoir Line

Sources: Los Angeles Department of City Planning

FOOTNOTES:

1. Only those zones indicated in the table are recommended in Hollywood.
2. Gross acre includes one-half of abutting street.
3. Height district 1XL.
4. Refer to zoning maps; may be limited to Height District 1XL or to less than maximum R3 zoning density.
5. Height District 1VL; maximum density limited to one dwelling unit per six hundred (600) square feet of lot.
6. For properties with less than one hundred (100) feet of lot depth, the recommended FAR is 1:1.
7. For properties limited to the 1XL and 1VL Height Districts, the recommended FAR is 1.5:1. This Plan designation emphasizes pedestrian-oriented use and design.
8. This designation is limited to the East Hollywood Center Study Area. FAR up to 3:1 may be permitted through application of the CSA 1 Height District.
9. This designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.
10. When the use of property designated as "Public Land" or "Open Space" is to be discontinued, the proposed new use must be approved by the City Planning Commission through the procedure established by LAMC 12.24.1.
11. A maximum FAR of 3:1 may be permitted on sites located within designated centers with the application of the CSA 1 Height District.
12. A floor area ratio (FAR) of 1.5:1 shall be permitted on properties designated Highway Oriented commerce located within the Hollywood Redevelopment Project area.
13. The Plan contemplates that certain commercial uses may be allowed on properties designated as High density through LAMC 12.24.C5(j). Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Whenever possible commercial uses should be located at street level, with residential uses on the upper floors.
14. Development of these properties shall be limited to a maximum floor area ratio of 1.9:1.
15. Development of these properties shall be limited to a maximum floor area ratio of 1:1.
16. Hotels may be permitted on these properties subject to approval pursuant to LAMC 12.24C.1(j).
17. Existing mobile home parks, the existing uses and the RMP Zone are consistent with the Plan, and the RMP zone is a corresponding zone for every land use designation in the Plan, including residential, commercial, and industrial designations. The retention or expansion of existing mobile home parks in the RMP Zone encourages the provision of affordable housing and serves as a viable resource to supplement the City's housing stock. New mobile home parks shall be consistent with the Plan when developed in the RMP Zone and in a Residential or Commercial Plan designation. The RMP zone is a corresponding zone for every residential and commercial land use designation in the Plan. New mobile home parks should be established such that their location is: 1) desirable to public convenience and welfare; 2) in harmony with the various elements and objectives of the General Plan; 3) proper in relation to adjacent uses or development; and 4) not materially detrimental to the character of development in the immediate neighborhood.
18. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
19. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
20. Local streets and freeways are shown for reference only.
21. Floor area ratio (FAR) of 0.5:1. A maximum FAR of 1.5:1 for commercial only buildings and a FAR of up to 3:1 for mixed use commercial / residential, or residential only projects in a unified development shall be permitted in the Highway Oriented Commercial designated properties on the north side of Sunset Boulevard between Bronson Avenue and Van Ness Avenue for:
    (1) a commercial/residential mixed-use project having at least 50 percent of the street-level linear building frontage devoted to commercial land use(s) in order to promote street level pedestrian activity, and/or
    (2) a project that incorporates affordable housing units;
    Provided that the aforementioned projects either: (a) utilize the RAS3 or RAS4 Zones or, (b) a conditional use permit is granted pursuant to Section 12.24.W.19 of the Municipal Code to allow FAR averaging of up to 3.0:1 over the entire project site for a unified mixed-use development.
22. Height District 2D with a maximum floor area ratio (FAR) of 3.84:1 for the project described in CPC-2006-4392 the area bounded by Virginia Avenue on the north, St. Andrews Place on the east, Santa Monica Boulevard on the south, and Wilton Place on the west.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

Notes:

A. The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (cityplanning.lacity.org).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

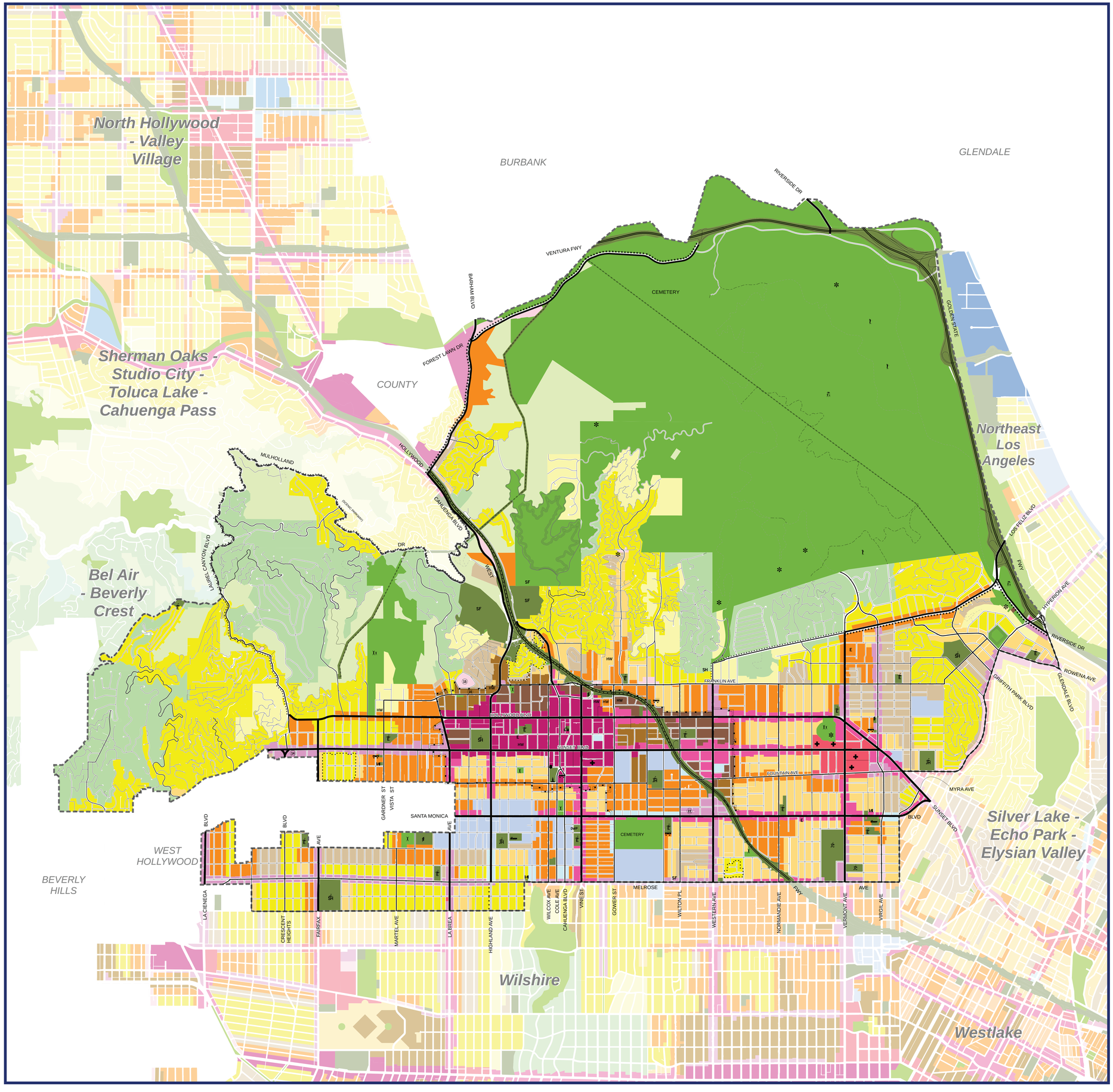
Disclaimer:

The City of Los Angeles is neither responsible nor liable for any inaccuracies, errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use, the map and/or the materials contained on the map whether the materials contained on the map are provided by the City of Los Angeles, or a third party.

Eric Garcetti
Mayor

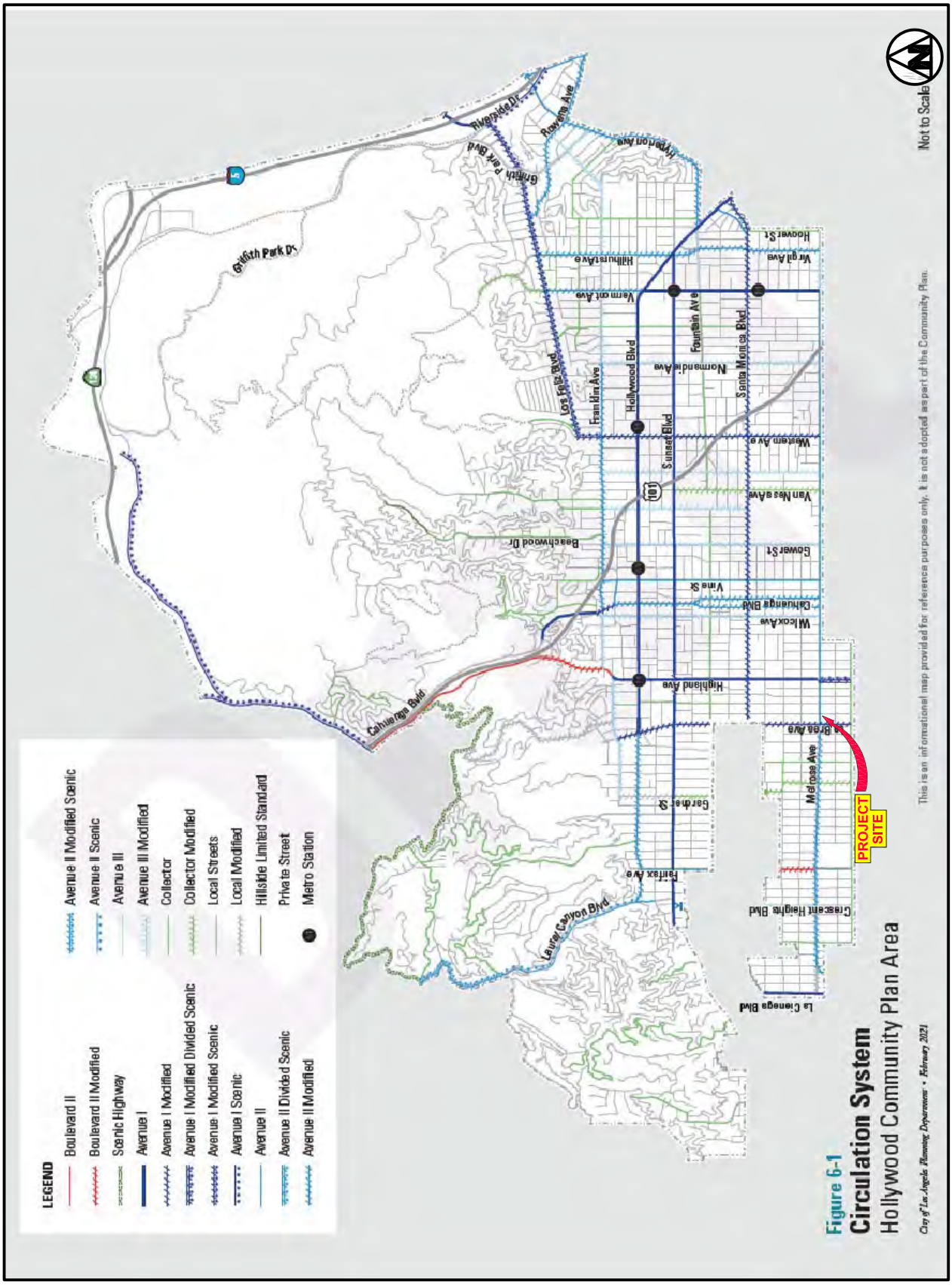
City of Los Angeles Department of City Planning
GIS
Geographic Information Systems

Revised: This reflects actions from Council File 12-0303-S4 Adopted 04/02/2014



APPENDIX C

Street Standards, Circulation & High Injury Network Map

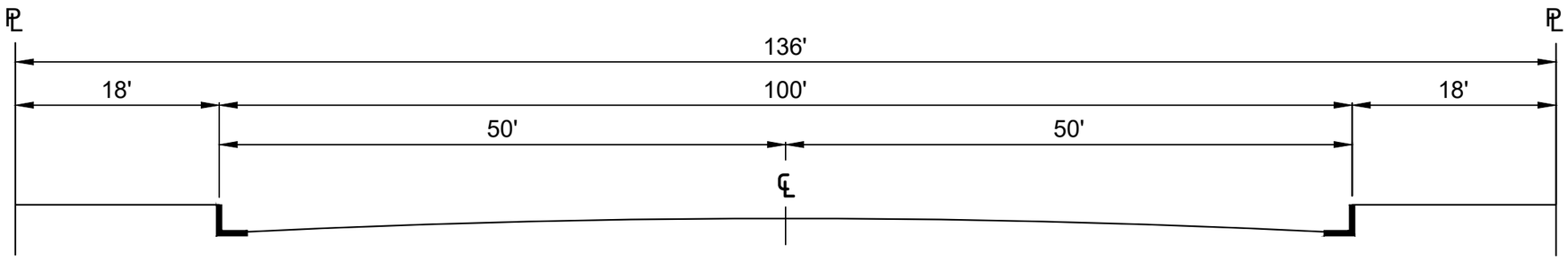


7/2021

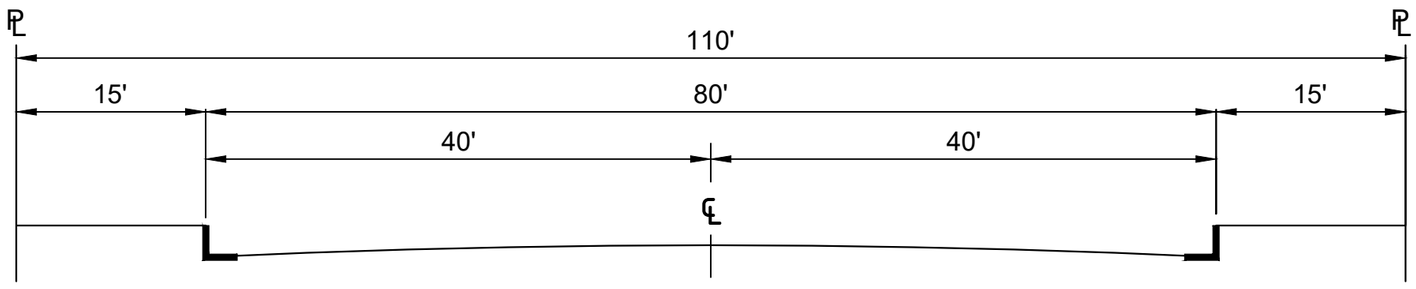
COMMUNITY PLAN CIRCULATION MAP

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

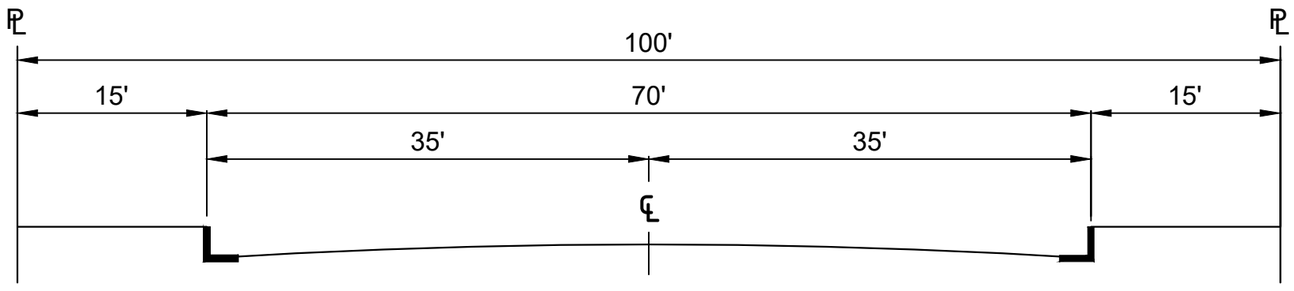
ARTERIAL STREETS



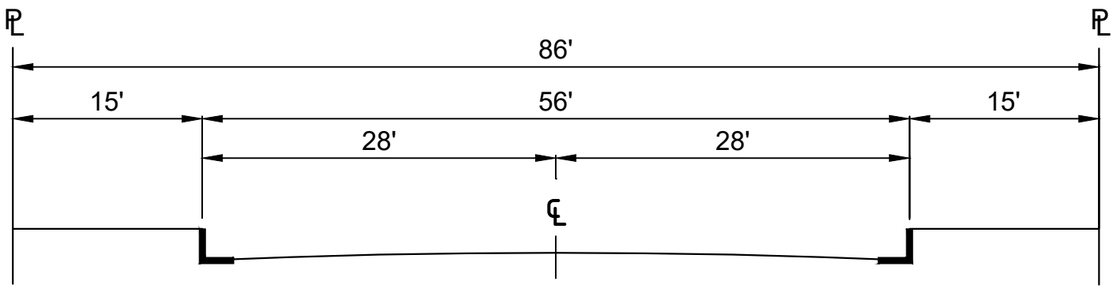
BOULEVARD I (MAJOR HIGHWAY CLASS I)



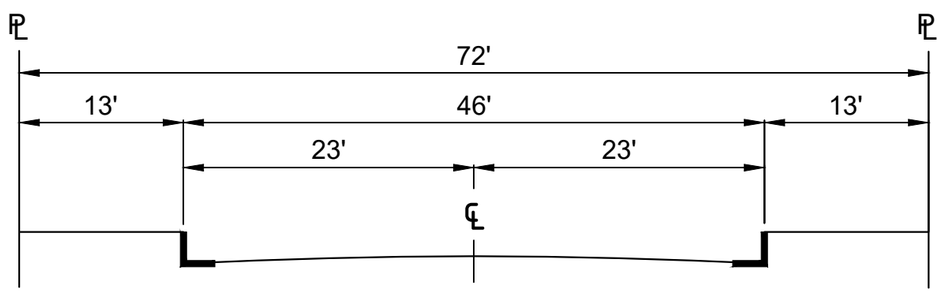
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

BUREAU OF ENGINEERING

DEPARTMENT OF PUBLIC WORKS

CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

STANDARD PLAN
S-470-1

PREPARED

HAMID MADANI, P.E.
BUREAU OF ENGINEERING

CHECKED

RAFFI MASSABKI, P.E.
BUREAU OF ENGINEERING

SUBMITTED

SAMARA ALI-AHMAD, P.E. DATE
ENGINEER OF DESIGN
BUREAU OF ENGINEERING

KENNETH REDD, P.E. DATE
DEPUTY CITY ENGINEER

APPROVED

GARY LEE MOORE, P.E., ENV. SP. DATE
CITY ENGINEER

DEPARTMENT OF TRANSPORTATION DATE
GENERAL MANAGER

DIRECTOR OF PLANNING DATE

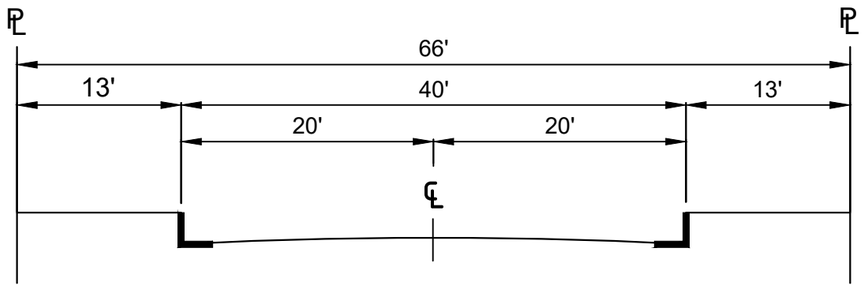
REGISTERED PROFESSIONAL ENGINEER
GARY LEE MOORE
No. C-49446
Exp.
CIVIL
STATE OF CALIFORNIA

SUPERSEDES	REFERENCES
D-22549 S-470-0	

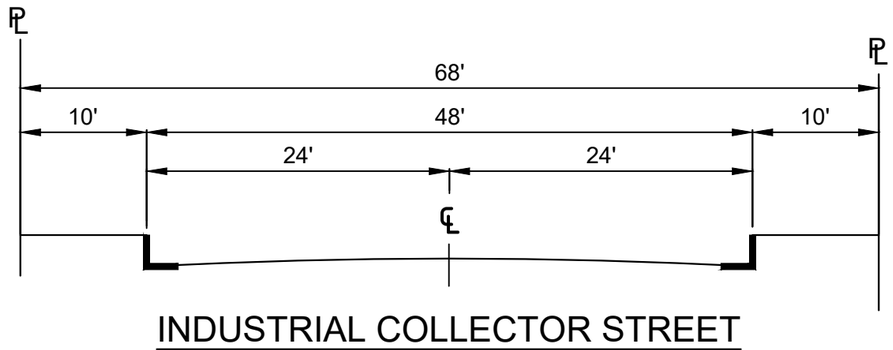
VAULT INDEX NUMBER:

SHEET 1 OF 4 SHEETS

NON-ARTERIAL STREETS



COLLECTOR STREET



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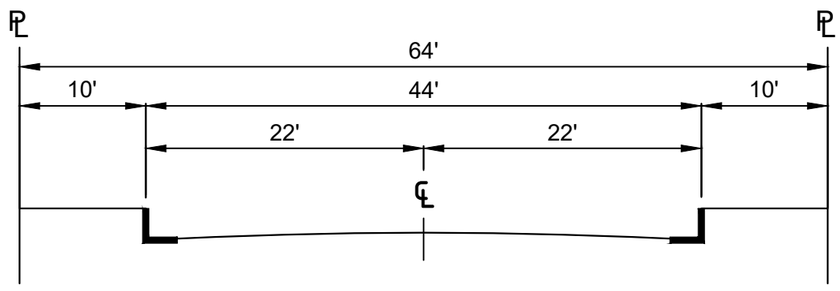

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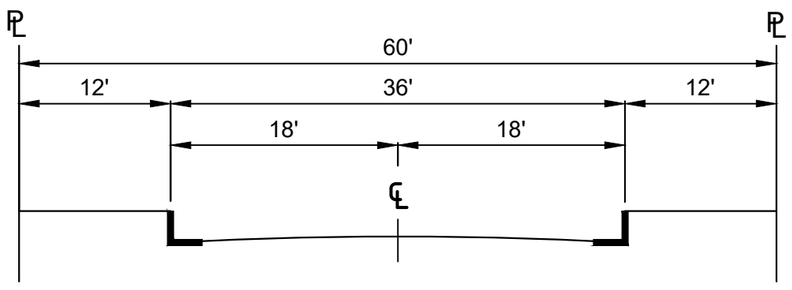
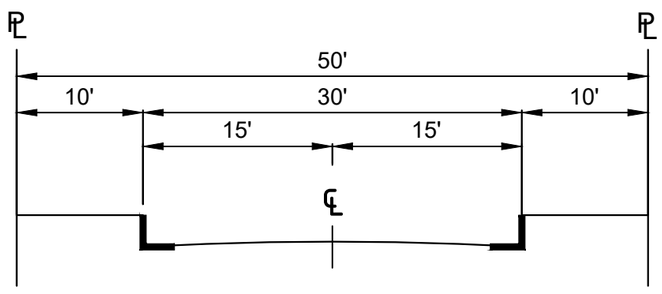
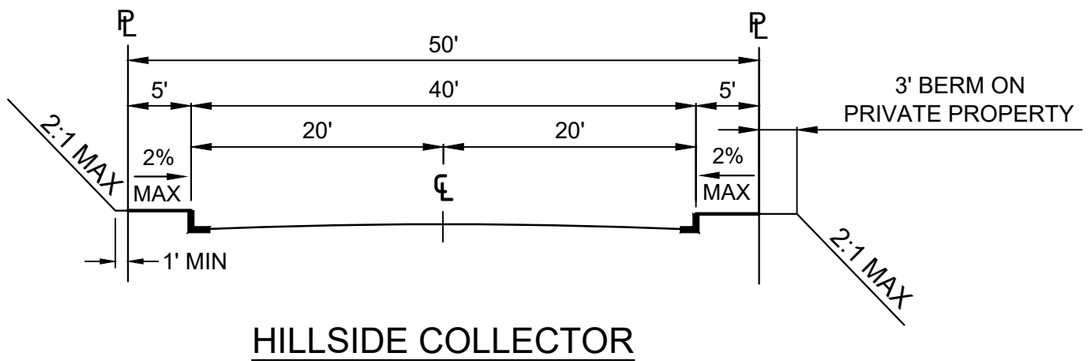


LOCAL STREET - STANDARD

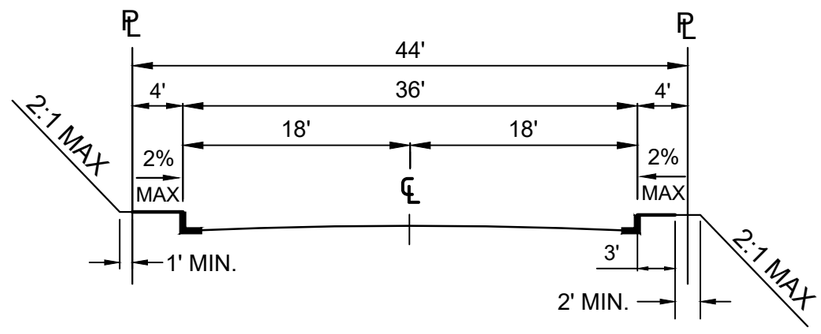


LOCAL STREET - LIMITED

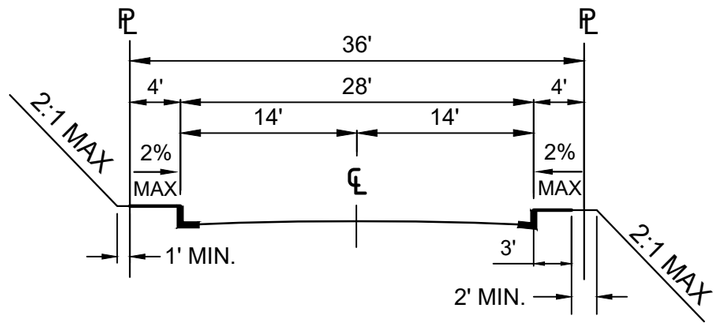
HILLSIDE STREETS



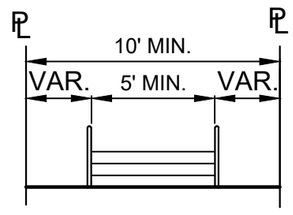
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

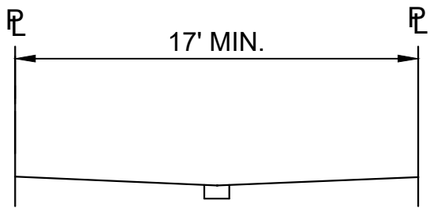


PUBLIC STAIRWAY

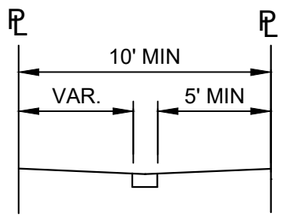
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 2 OF 4 SHEETS

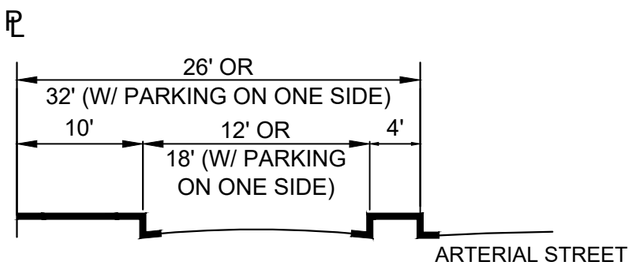
OTHER PUBLIC RIGHTS-OF-WAY



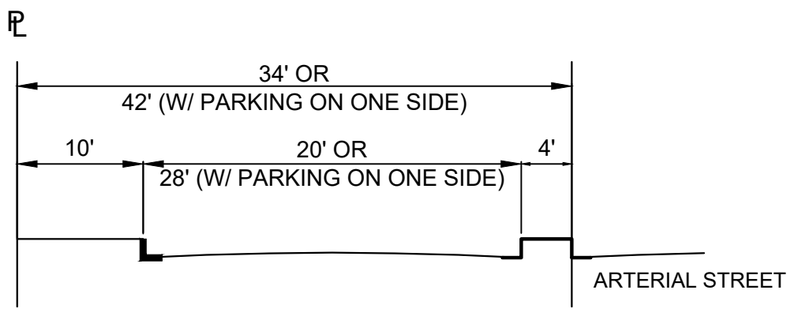
SHARED STREET



PEDESTRIAN WALKWAY

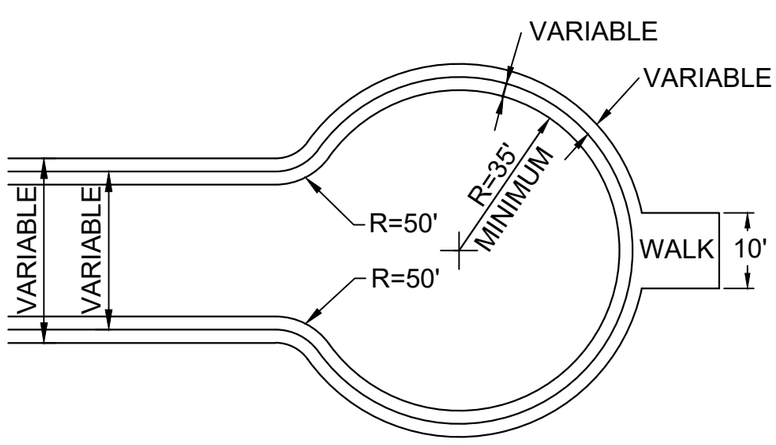


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

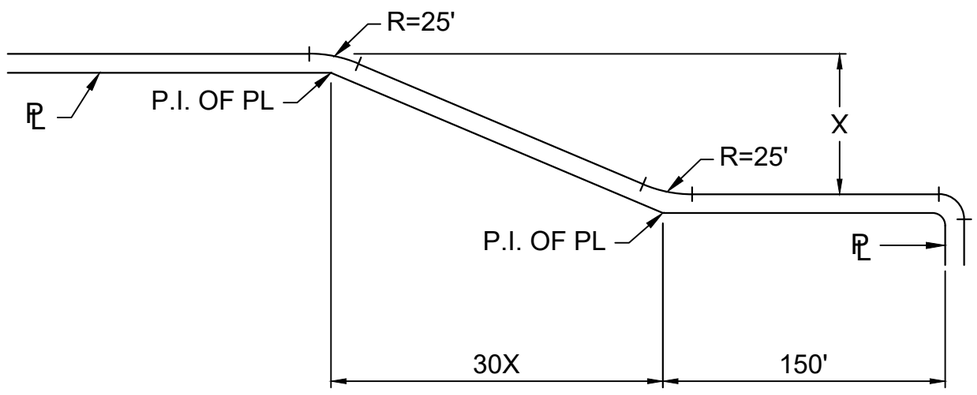
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

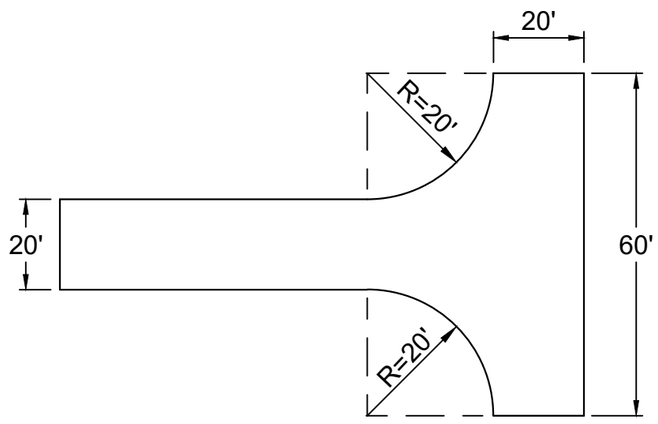
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

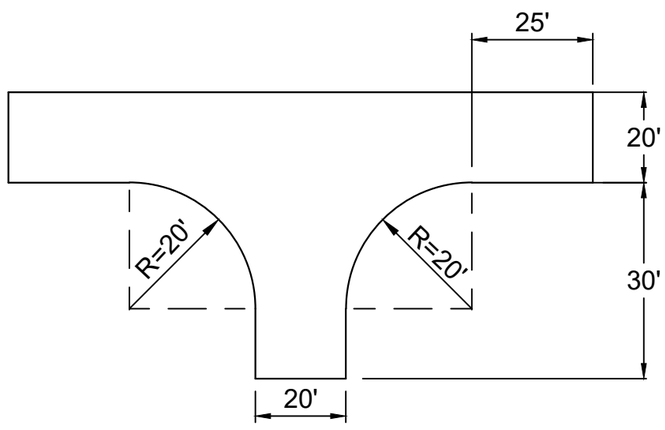


STANDARD FLARE SECTION
(PLAN VIEW)

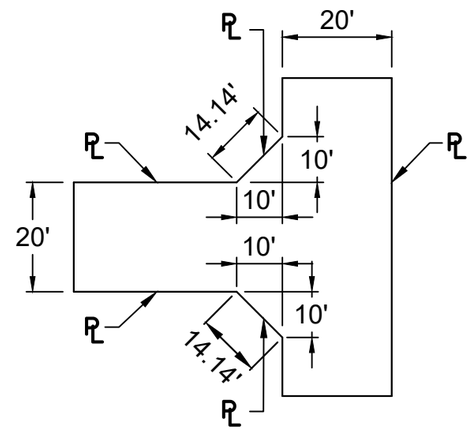
ALLEYS



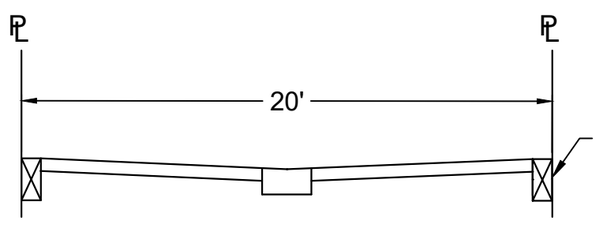
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



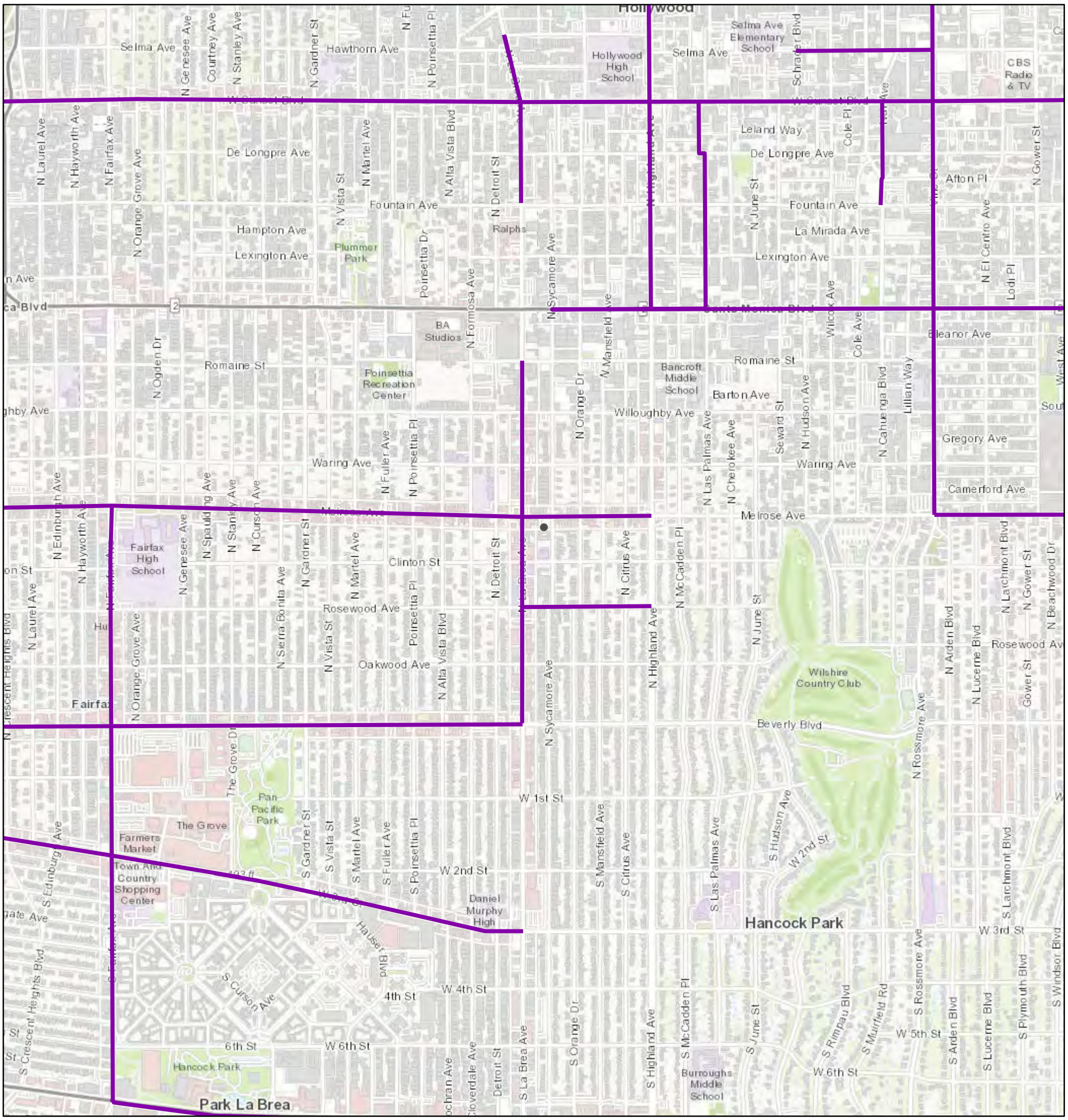
STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

HIGH INJURY NETWORK



4/15/2021, 6:05:51 PM

High Injury Network

1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Los Angeles Department of City Planning

APPENDIX D

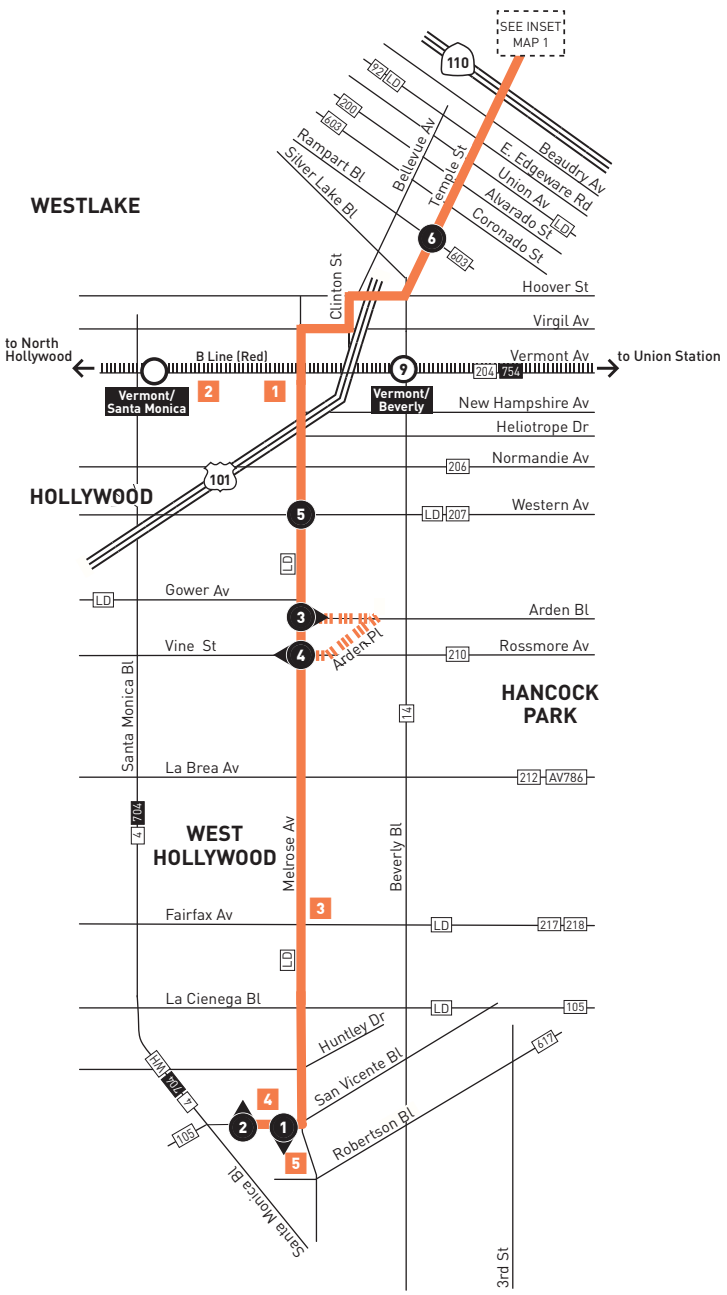
Transit Routes

7/2021

CENTRAL LA / WESTSIDE METRO TRANSIT SYSTEM MAP

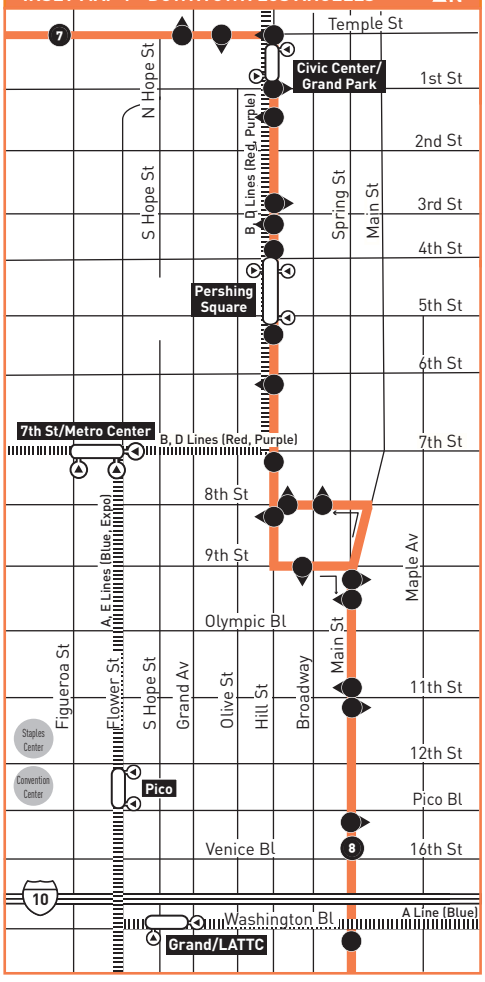
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545 - 1235, OTC@overlandtraffic.com

ROUTE MAP



N

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

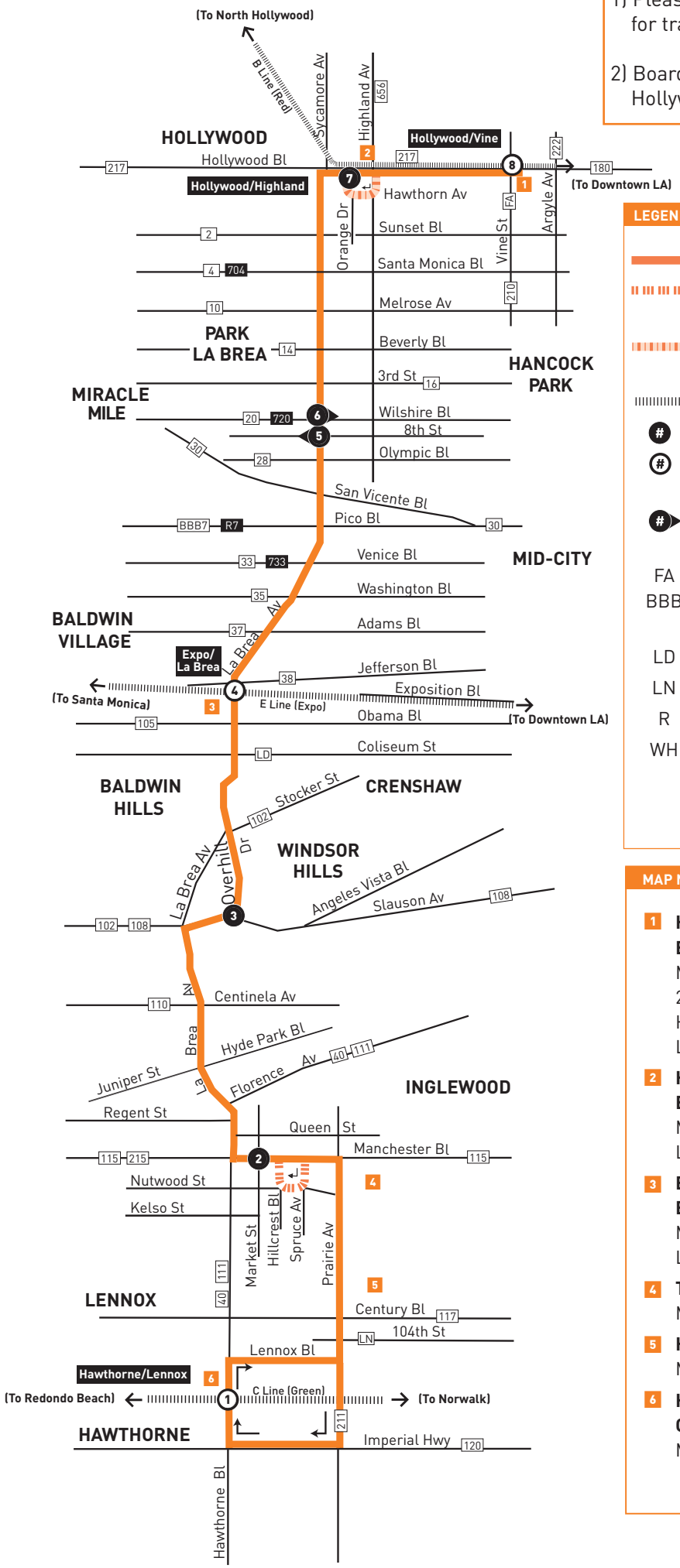
LEGEND

- Line 10 Route
- Line 10 Turnaround Loop
- # Local StopTimepoint
- # Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- # Metro Rail Station & Timepoint
- AV Antelop Valley Transit Authority
- LD LADOT DASH
- WH West Hollywood Cityline

MAP NOTES

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

ROUTE MAP



After 7:05pm in Hollywood:

1) Please use Line 217, for travel east of Highland Av.

2) Board southbound Line 212 on Hollywood Bl at Sycamore Av.

N

LEGEND

- Line 212 Route
- Short Line turnaround loop in Inglewood
- Short Line turnaround loop in Hollywood
- Metro Rail
- # Timepoint & Stop
- # Metro Rail Station, Timepoint & Stop
- # Timepoint Single Direction Only

FA	LAX FlyAway
BBB	Santa Monica's Big Blue Bus
LD	LADOT DASH
LN	County of LA - The Link
R	Rapid
WH	West Hollywood Cityline

MAP NOTES

1. **Hollywood/Vine B Line (Red) Station**
   Metro 180, 210, 212, 217, 222; LD Hollywood, Hollywood/Wilshire, LD Beachwood Canyon
2. **Hollywood/Highland B Line (Red) Station**
   Metro 212, 217, 656 Owl; LD Hollywood; WH
3. **Expo/La Brea E Line (Expo) Station**
   Metro 38, 212; LD Crenshaw
4. **The Forum/SoFi Stadium**
   Metro 115, 211, 212
5. **Hollywood Park Casino**
   Metro 117, 211, 212
6. **Hawthorne/Lennox C Line (Green) Station**
   Metro 40, 212; LN Lennox

150997

APPENDIX E

Mobility Network Maps

VEHICLE ENHANCED NETWORK

Map E

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

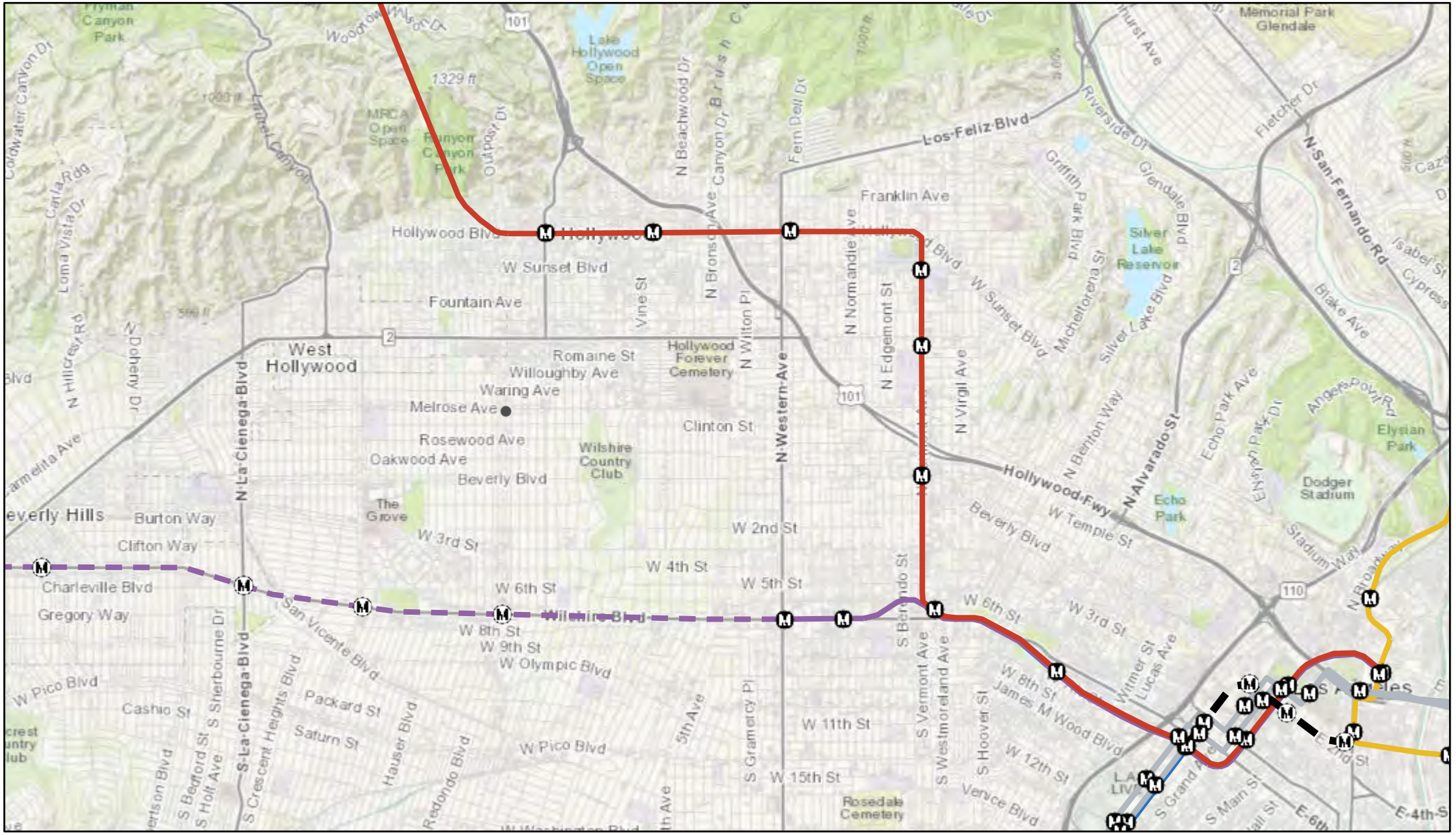
0 3 6 9 Miles

N

Los Angeles Department of City Planning

August 2015

METRO STATIONS AND LINES



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Metro Stations
- Existing
- Proposed

Metro Lines
- Blue Line
- Red Line
- Purple Line
- Purple Line (Planned)
- Gold Line
- Silver Line
- Expo Line
- Regional Connector (Planned)

1:72,224

0 0.5 1 2 mi

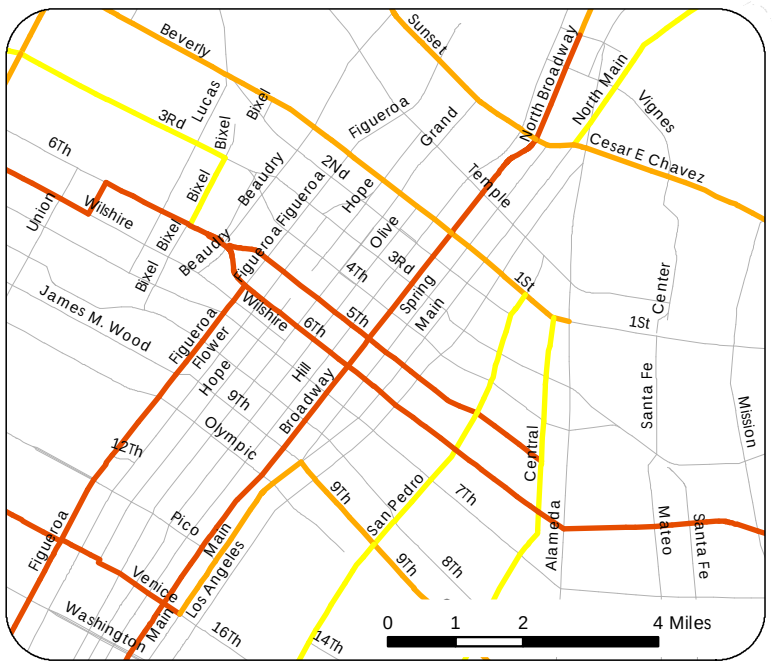
0 0.75 1.5 3 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

Los Angeles Department of City Planning

N

DOWNTOWN LOS ANGELES



TRANSIT ENHANCED NETWORK

Map B

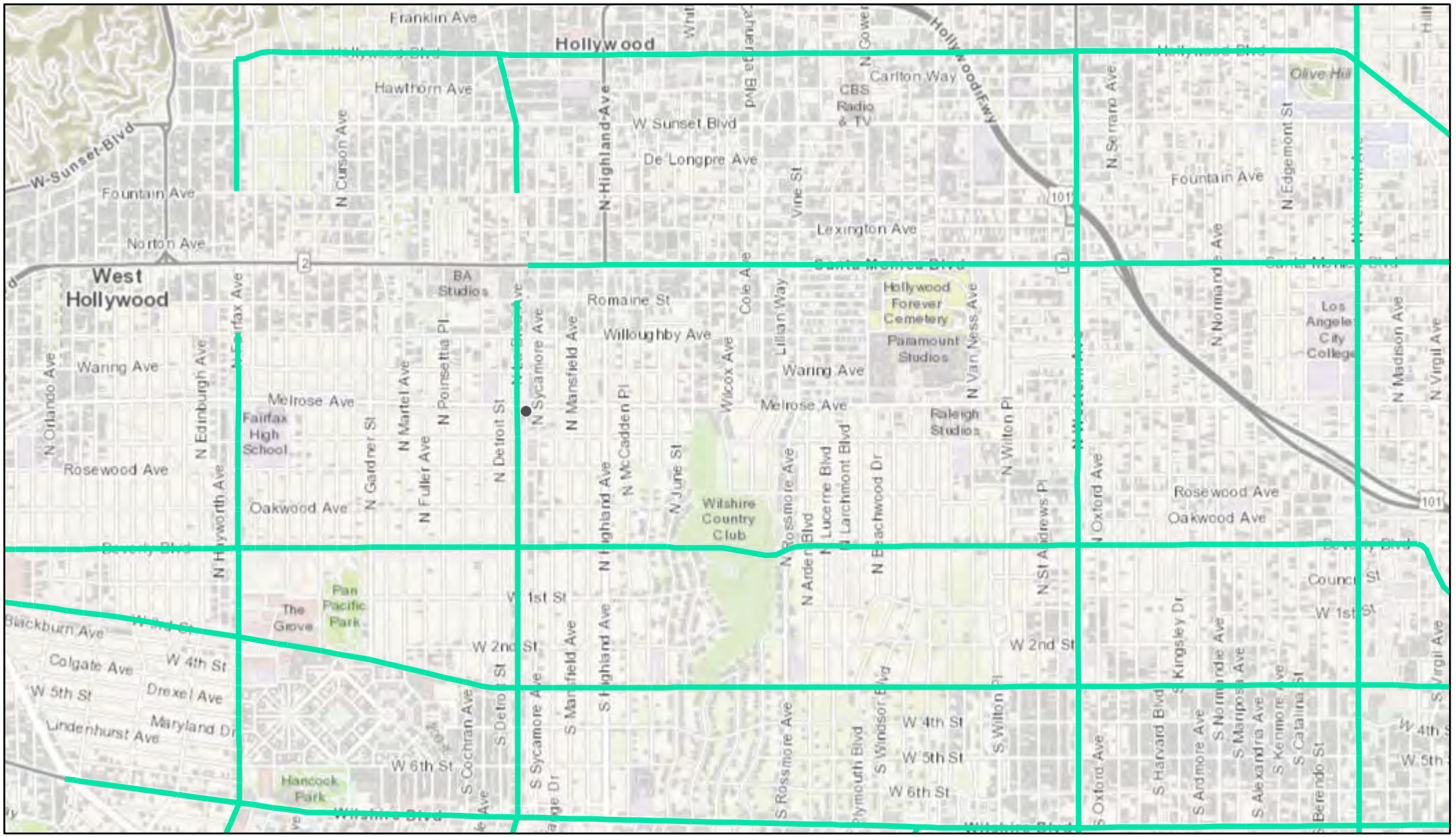
- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

Los Angeles Department of City Planning

August 2015

TRANSIT ENHANCED NETWORK (TEN)



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Transit Enhanced Network (TEN)

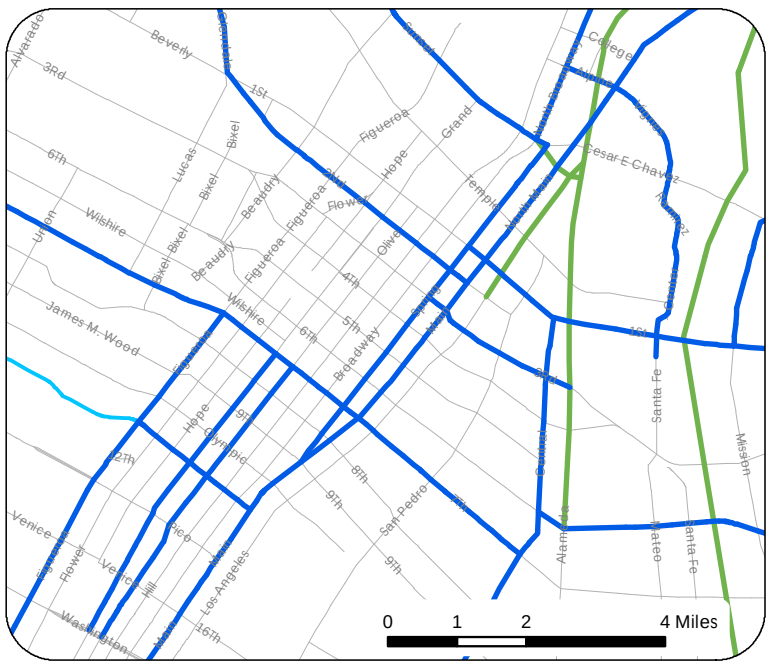
1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

N

DOWNTOWN LOS ANGELES



BICYCLE ENHANCED NETWORK (LOW STRESS NETWORK)

Map D1

- Bicycle Paths
- Tier 1 Protected Bicycle Lanes
- Gap closure segments from the Neighborhood Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

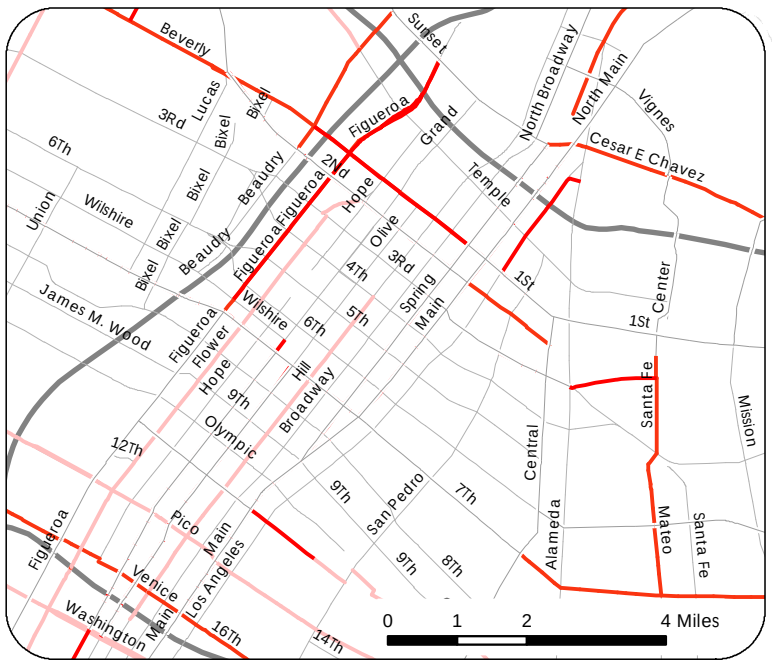
0 3 6 9 Miles

Los Angeles Department of City Planning

August 2015

N

DOWNTOWN LOS ANGELES



BICYCLE LANE NETWORK

Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

August 2015

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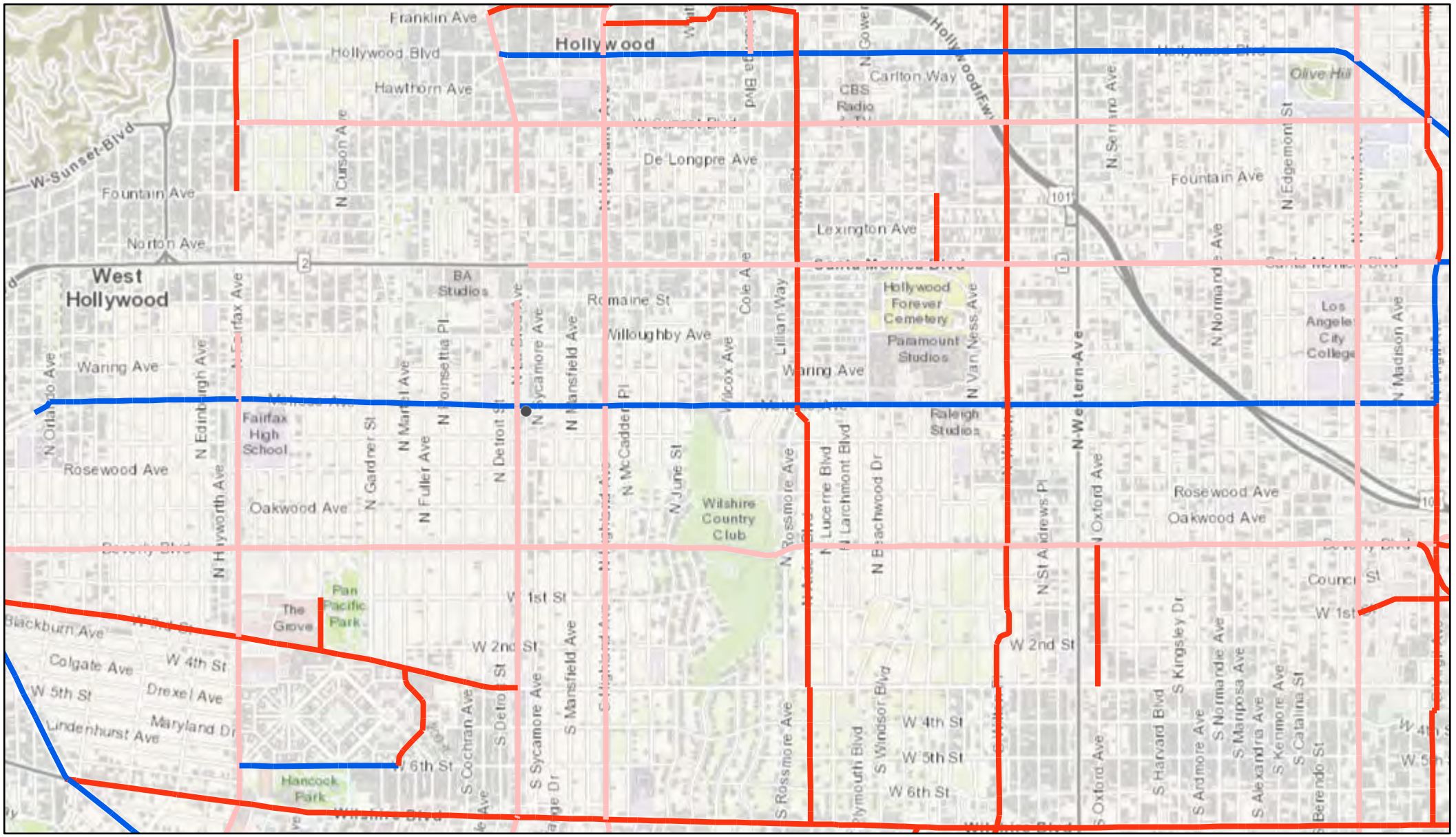
BICYCLE ENHANCED NETWORK (BEN)



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Bicycle Network

Tier 1 (BEN)

Tier 2 (BLN)

Tier 3 (BLN)

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

NEIGHBORHOOD ENHANCED NETWORK-CENTRAL, EAST & SOUTH SUBAREA

Map C4

Neighborhood Network

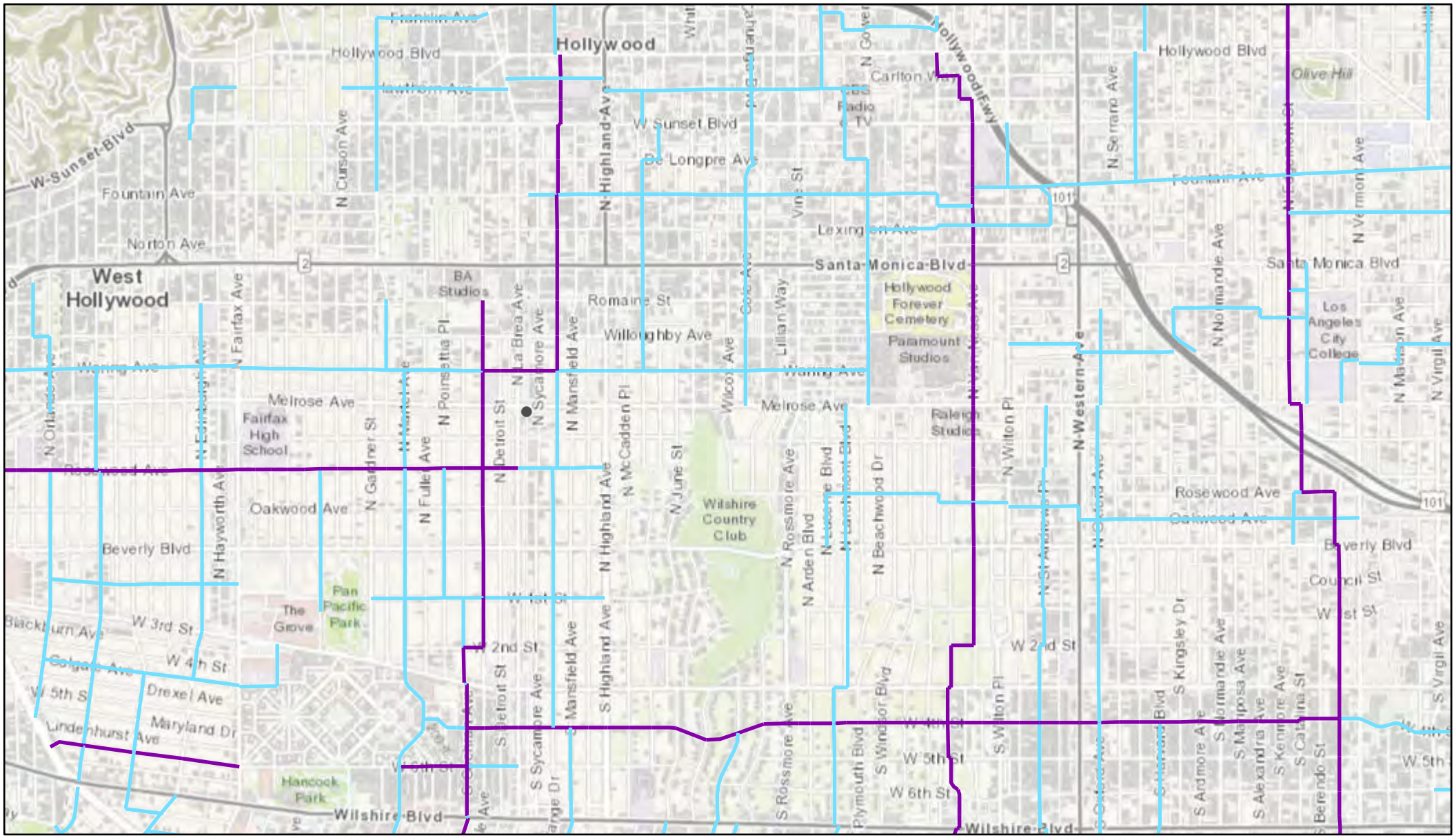
Arterials

City of Los Angeles Boundary

0 1 2 3 Miles

August 2015

NEIGHBORHOOD ENHANCED NETWORK (NEN)



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Neighborhood Network (NEN)

- Tier 1 NEN
- Tier 2 NEN

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

N

DOWNTOWN LOS ANGELES

0 1 2 4 Miles

PEDESTRIAN ANALYSIS

Map F

Pedestrian Segments

Arterials

Freeways

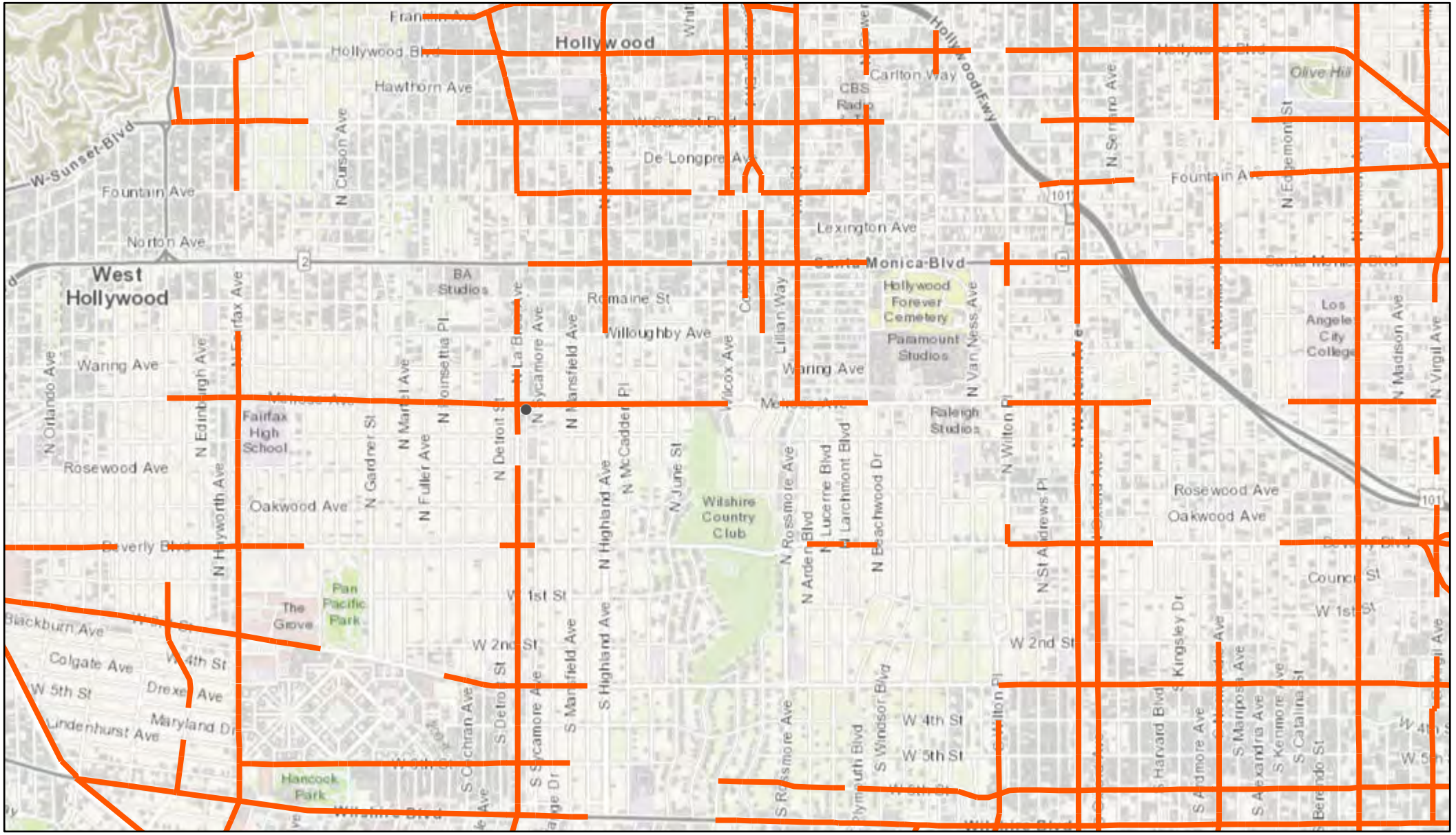
City of Los Angeles Boundary

0 3 6 9 Miles

Los Angeles Department of City Planning

August 2015

PEDESTRIAN ENHANCED DISTRICT (PEDs))



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Pedestrian Enhanced Districts (PEDs)

1:36,112

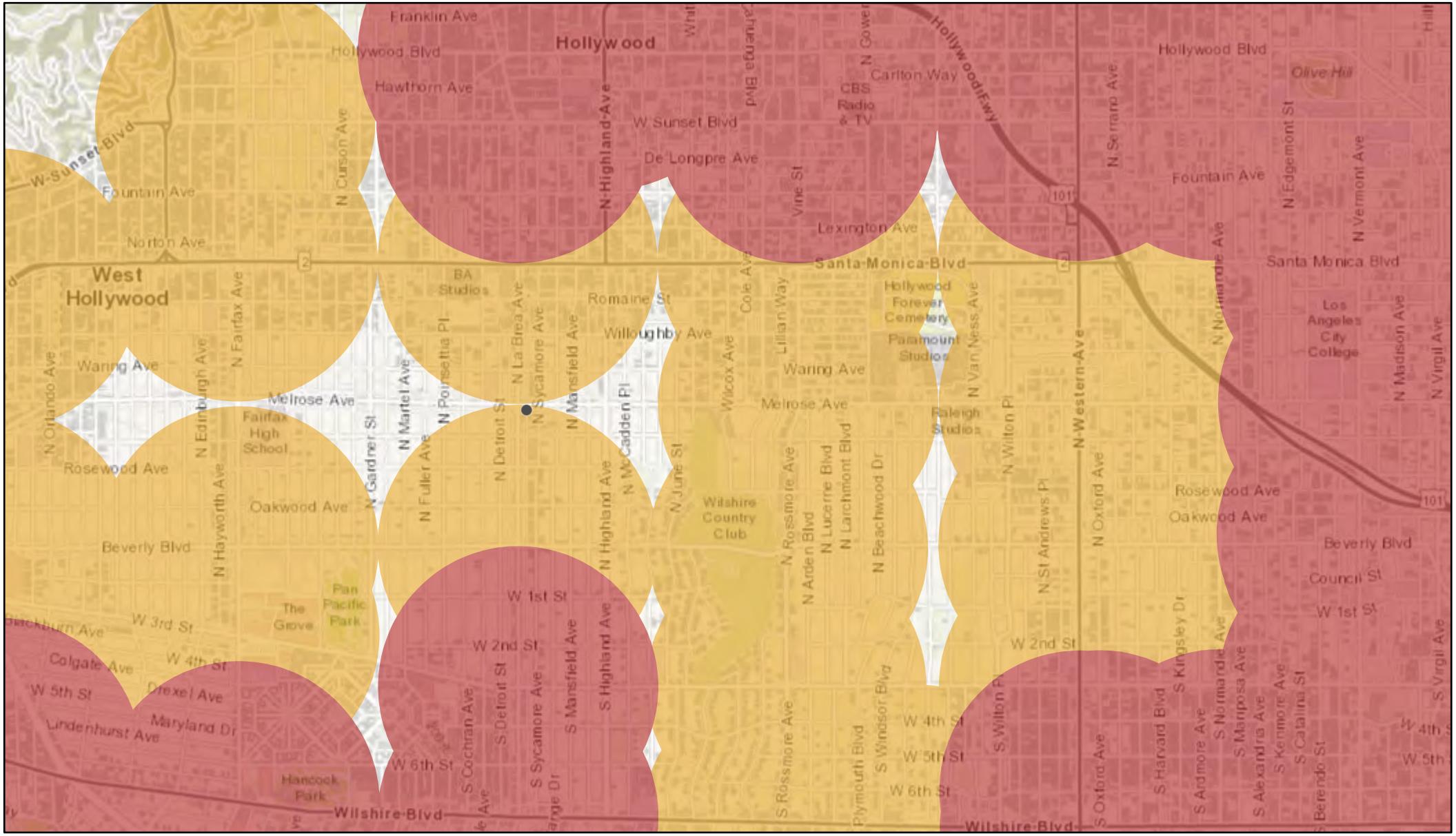
0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Los Angeles Department of City Planning

TRANSIT PRIORITY AREA (TPA)



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Transit Priority Area (TPA)

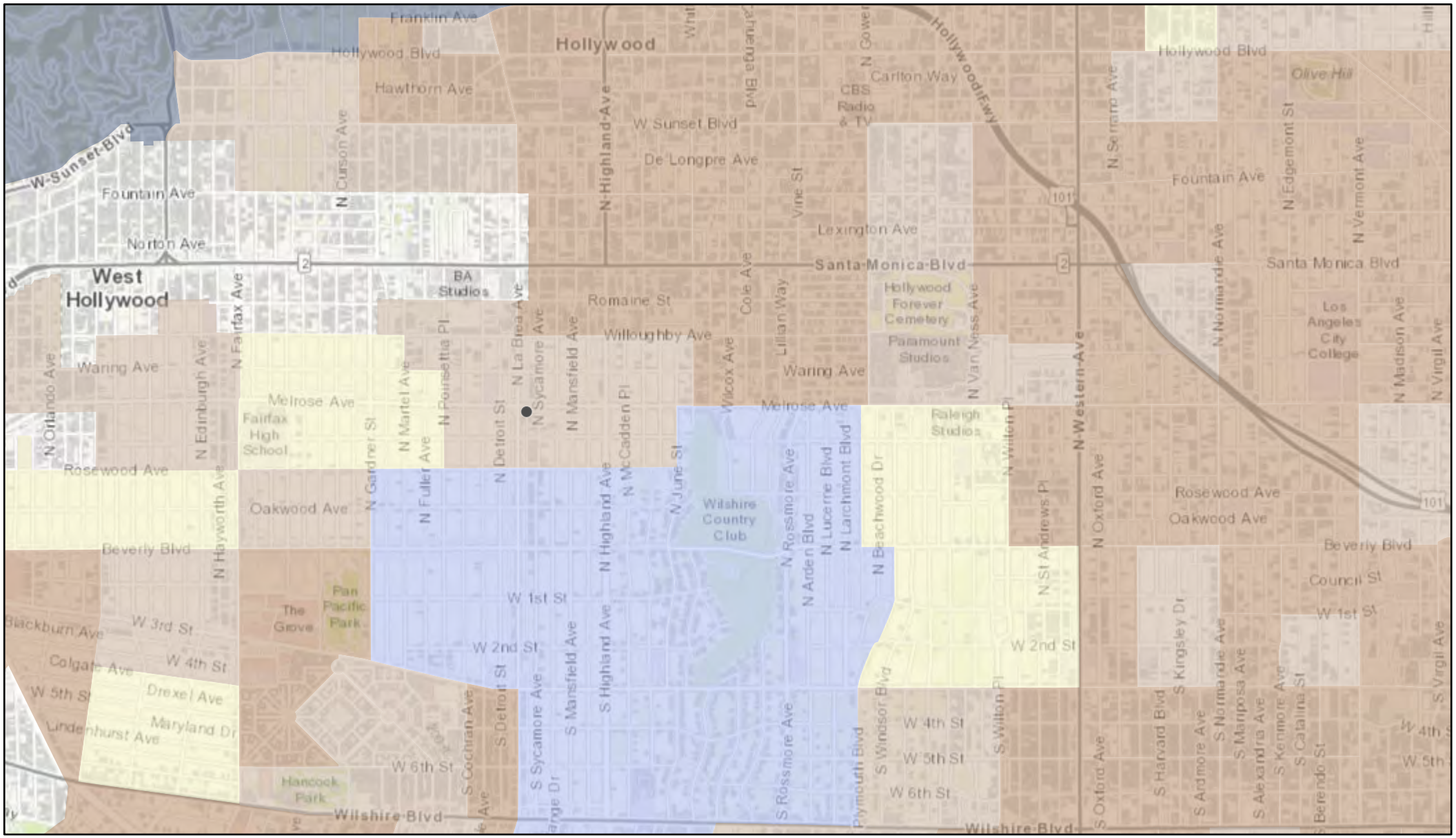
- Heavy Rail
- Major Bus Routes

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

WALKABILITY INDEX



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Walkability Index

Low Walkability

Medium Walkability

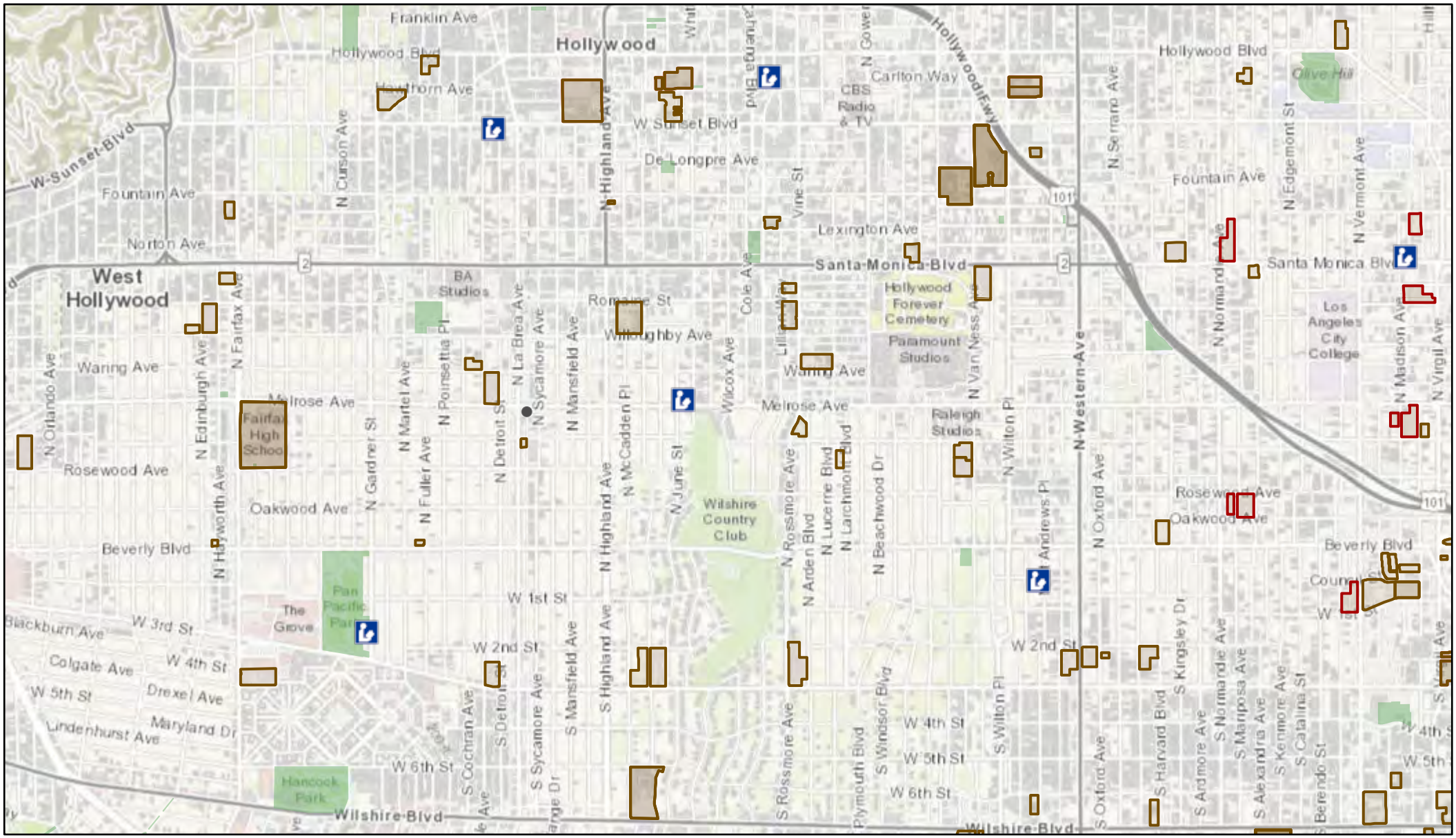
High Walkability

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

LIBRARY, SCHOOLS AND PARKS



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Library

Schools (50 Safe Routes)

Schools

Parks

Schools

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Los Angeles Department of City Planning

APPENDIX F

VMT REPORT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

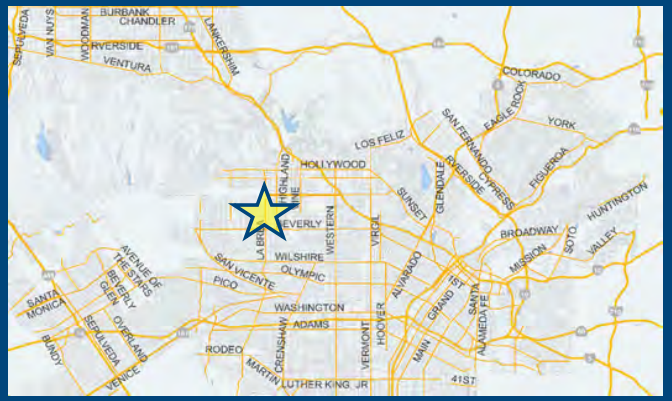
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Mixed Use 7000 Melrose Avenue

Scenario: LADOT TA

Address: 7000 W MELROSE AVE, 90038



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.863	ksf
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	349 Daily Vehicle Trips
0 Daily VMT	2,144 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	349 Net Daily Trips
The net increase in daily VMT ≤ 0	2,144 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.865 ksf

The proposed project is required to perform VMT analysis.

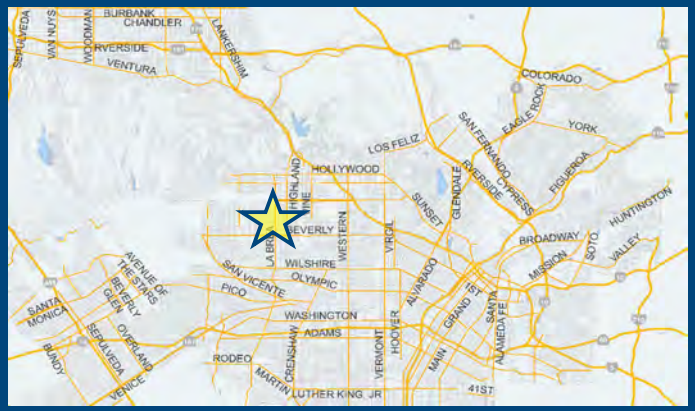
Measuring the Miles

8/3/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Mixed Use 7000 Melrose Avenue
Scenario: LADOT TA
Address: 7000 W MELROSE AVE, 90038



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC
☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
347 Daily Vehicle Trips	**347** Daily Vehicle Trips
2,131 Daily VMT	**2,131** Daily VMT
5.5 Household VMT per Capita	**5.5** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

8/3/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	57	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	6	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	1.865	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

Analysis Results			
Total Employees: 4 Total Population: 147			
Proposed Project		***With Mitigation***	
347	**Daily Vehicle Trips**	**347**	**Daily Vehicle Trips**
2,131	**Daily VMT**	**2,131**	**Daily VMT**
5.5	**Household VMT per Capita**	**5.5**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	56	-19.6%	45	6.9	386	311
Home Based Other Production	156	-34.6%	102	5.0	780	510
Non-Home Based Other Production	90	-3.3%	87	6.5	585	566
Home-Based Work Attraction	5	-60.0%	2	9.3	47	19
Home-Based Other Attraction	114	-30.7%	79	6.5	741	514
Non-Home Based Other Attraction	35	-2.9%	34	6.6	231	224

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	45	309	-0.6%	45	309
Home Based Other Production	-0.6%	101	507	-0.6%	101	507
Non-Home Based Other Production	-0.6%	86	562	-0.6%	86	562
Home-Based Work Attraction	-0.6%	2	19	-0.6%	2	19
Home-Based Other Attraction	-0.6%	79	511	-0.6%	79	511
Non-Home Based Other Attraction	-0.6%	34	223	-0.6%	34	223

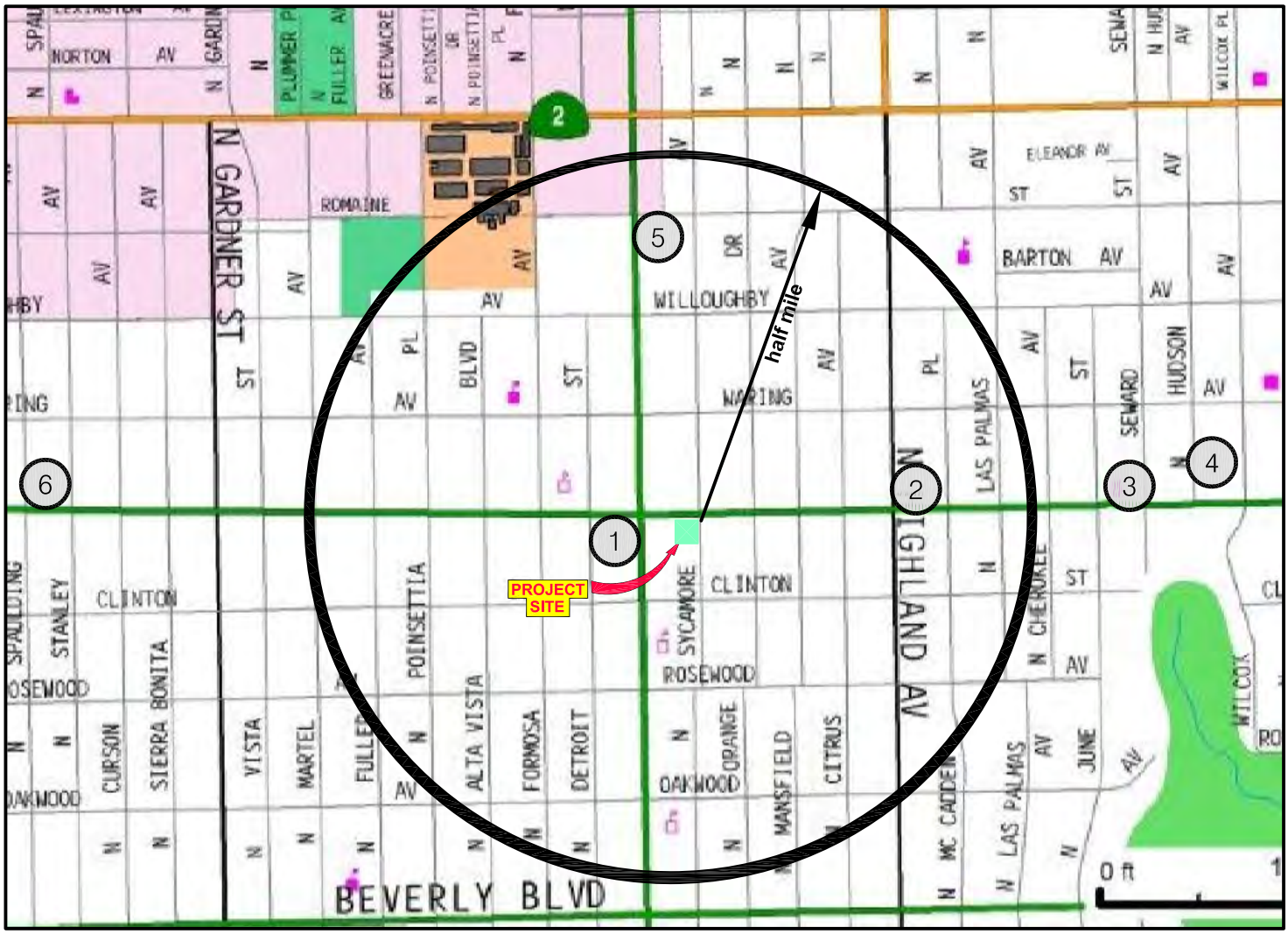
MXD VMT Methodology Per Capita & Per Employee

Total Population: 147
Total Employees: 4
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**816**	**816**
Total Home Based Work Attraction VMT	**19**	**19**
Total Home Based VMT Per Capita	**5.5**	**5.5**
Total Work Based VMT Per Employee	**N/A**	**N/A**

APPENDIX G

Related Project Information



1. - 7100 W. Melrose Avenue
2. - 6535 W. Melrose Avenue
3. - 6101 W. Melrose Avenue
4. - 718 N. Hudson Avenue
5. - 960 N. La Brea Avenue
6. - 7673 W. Melrose Avenue

7/2021

OTHER NEAR BY DEVELOPMENT PROJECTS

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

RELATED PROJECT LIST
7000 W. Melrose Avenue

RELATED PROJECT TRAFFIC GENERATION

No.	Use	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Apartments	66	units	7100 W. Melrose Avenue	359	6	18	24	18	11	29
2	Apartments	33	units	6535 W. Melrose Avenue	461	13	20	33	24	16	40
	Retail	2,321	sf								
	Restaurant	2,635	sf								
3	Office	67,242	sf	6101 W. Melrose Avenue	766	83	23	106	29	73	102
	Retail	647	sf								
4	Apartments	23	units	718 N. Hudson Avenue	125	2	6	8	6	4	10
5	Health Club	58,417	sf	960 N. La Brea Avenue	1,192	26	26	52	79	59	138
6	Mixed Use	24	units	7673 W. Melrose Avenue	332	5	8	13	16	15	31
	Retail	5,325	sf								

APPENDIX H

Traffic Volume Data and HCS Level of Service Worksheets

Overland Traffic Consultants, Inc.

Traffic Volume Data

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: La Brea Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 04_LAC_La Brea_Melrose AM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

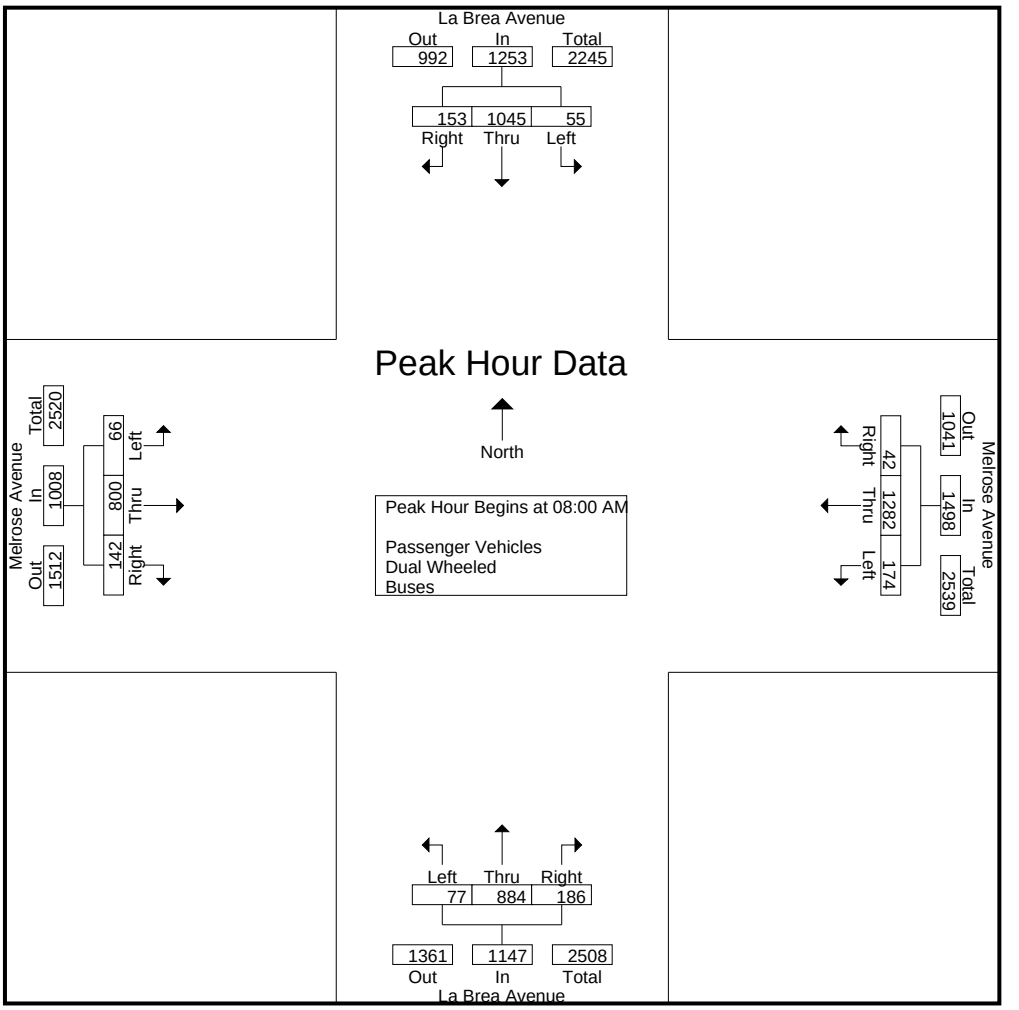
	La Brea Avenue Southbound				Melrose Avenue Westbound				La Brea Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	178	51	235	56	312	7	375	26	134	18	178	10	89	13	112	900
07:15 AM	8	220	37	265	33	361	3	397	24	159	23	206	11	128	28	167	1035
07:30 AM	14	246	31	291	46	319	8	373	25	206	34	265	14	163	38	215	1144
07:45 AM	16	273	49	338	33	338	11	382	19	207	45	271	14	185	62	261	1252
Total	44	917	168	1129	168	1330	29	1527	94	706	120	920	49	565	141	755	4331
08:00 AM	15	249	40	304	55	302	4	361	23	210	49	282	14	202	48	264	1211
08:15 AM	14	266	27	307	35	311	11	357	17	211	53	281	17	194	35	246	1191
08:30 AM	6	273	45	324	36	341	10	387	20	223	46	289	22	197	23	242	1242
08:45 AM	20	257	41	318	48	328	17	393	17	240	38	295	13	207	36	256	1262
Total	55	1045	153	1253	174	1282	42	1498	77	884	186	1147	66	800	142	1008	4906
09:00 AM	15	251	27	293	40	281	14	335	15	234	37	286	15	205	30	250	1164
09:15 AM	14	219	17	250	48	287	12	347	15	245	41	301	11	150	23	184	1082
09:30 AM	18	221	27	266	38	286	11	335	21	242	33	296	12	191	22	225	1122
09:45 AM	17	228	26	271	34	318	13	365	19	237	37	293	15	158	25	198	1127
Total	64	919	97	1080	160	1172	50	1382	70	958	148	1176	53	704	100	857	4495
Grand Total	163	2881	418	3462	502	3784	121	4407	241	2548	454	3243	168	2069	383	2620	13732
Apprch %	4.7	83.2	12.1		11.4	85.9	2.7		7.4	78.6	14		6.4	79	14.6		
Total %	1.2	21	3	25.2	3.7	27.6	0.9	32.1	1.8	18.6	3.3	23.6	1.2	15.1	2.8	19.1	
Passenger Vehicles	158	2762	400	3320	466	3660	112	4238	230	2413	414	3057	155	2006	370	2531	13146
% Passenger Vehicles	96.9	95.9	95.7	95.9	92.8	96.7	92.6	96.2	95.4	94.7	91.2	94.3	92.3	97	96.6	96.6	95.7
Dual Wheeled	5	93	17	115	33	97	9	139	11	92	37	140	10	35	11	56	450
% Dual Wheeled	3.1	3.2	4.1	3.3	6.6	2.6	7.4	3.2	4.6	3.6	8.1	4.3	6	1.7	2.9	2.1	3.3
Buses	0	26	1	27	3	27	0	30	0	43	3	46	3	28	2	33	136
% Buses	0	0.9	0.2	0.8	0.6	0.7	0	0.7	0	1.7	0.7	1.4	1.8	1.4	0.5	1.3	1

	La Brea Avenue Southbound				Melrose Avenue Westbound				La Brea Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	15	249	40	304	**55**	302	4	361	**23**	210	49	282	14	202	**48**	**264**	1211
08:15 AM	14	266	27	307	35	311	11	357	17	211	**53**	281	17	194	35	246	1191
08:30 AM	6	**273**	**45**	**324**	36	**341**	10	387	20	223	46	289	**22**	197	23	242	1242
08:45 AM	**20**	257	41	318	48	328	**17**	**393**	17	**240**	38	**295**	13	**207**	36	256	**1262**
Total Volume	55	1045	153	1253	174	1282	42	1498	77	884	186	1147	66	800	142	1008	4906
% App. Total	4.4	83.4	12.2		11.6	85.6	2.8		6.7	77.1	16.2		6.5	79.4	14.1		
PHF	.688	.957	.850	.967	.791	.940	.618	.953	.837	.921	.877	.972	.750	.966	.740	.955	.972

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: La Brea Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 04_LAC_La Brea_Melrose AM
Site Code : HW1
Start Date : 6/5/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:45 AM				07:45 AM			
+0 mins.	**16**	**273**	**49**	**338**	**56**	312	7	375	17	240	38	295	14	185	**62**	261
+15 mins.	15	249	40	304	33	**361**	3	**397**	15	234	37	286	14	**202**	48	**264**
+30 mins.	14	266	27	307	46	319	8	373	15	**245**	**41**	**301**	17	194	35	246
+45 mins.	6	273	45	324	33	338	**11**	382	**21**	242	33	296	**22**	197	23	242
Total Volume	51	1061	161	1273	168	1330	29	1527	68	961	149	1178	67	778	168	1013
% App. Total	4	83.3	12.6		11	87.1	1.9		5.8	81.6	12.6		6.6	76.8	16.6	
PHF	.797	.972	.821	.942	.750	.921	.659	.962	.810	.981	.909	.978	.761	.963	.677	.959

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: La Brea Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 04_LAC_La Brea_Melrose PM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	La Brea Avenue Southbound				Melrose Avenue Westbound				La Brea Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	21	188	24	233	29	203	27	259	21	219	38	278	22	194	28	244	1014
03:15 PM	23	231	18	272	30	193	16	239	16	205	37	258	28	213	40	281	1050
03:30 PM	22	218	23	263	47	205	13	265	22	147	32	201	21	212	28	261	990
03:45 PM	17	228	28	273	47	202	24	273	22	174	25	221	28	212	11	251	1018
Total	83	865	93	1041	153	803	80	1036	81	745	132	958	99	831	107	1037	4072
04:00 PM	17	215	26	258	49	213	24	286	23	245	50	318	29	220	20	269	1131
04:15 PM	21	208	35	264	40	224	24	288	25	270	26	321	18	245	18	281	1154
04:30 PM	18	226	29	273	43	215	22	280	21	250	42	313	31	204	25	260	1126
04:45 PM	15	248	23	286	44	219	20	283	22	256	36	314	20	240	29	289	1172
Total	71	897	113	1081	176	871	90	1137	91	1021	154	1266	98	909	92	1099	4583
05:00 PM	18	219	24	261	37	231	21	289	23	287	52	362	28	252	27	307	1219
05:15 PM	21	228	18	267	37	228	18	283	26	295	39	360	24	217	27	268	1178
05:30 PM	22	253	27	302	54	236	22	312	25	300	48	373	20	215	38	273	1260
05:45 PM	17	238	32	287	37	220	25	282	24	307	43	374	24	250	16	290	1233
Total	78	938	101	1117	165	915	86	1166	98	1189	182	1469	96	934	108	1138	4890
Grand Total	232	2700	307	3239	494	2589	256	3339	270	2955	468	3693	293	2674	307	3274	13545
Apprch %	7.2	83.4	9.5		14.8	77.5	7.7		7.3	80	12.7		8.9	81.7	9.4		
Total %	1.7	19.9	2.3	23.9	3.6	19.1	1.9	24.7	2	21.8	3.5	27.3	2.2	19.7	2.3	24.2	
Passenger Vehicles	226	2614	297	3137	473	2553	250	3276	267	2875	446	3588	278	2614	297	3189	13190
% Passenger Vehicles	97.4	96.8	96.7	96.9	95.7	98.6	97.7	98.1	98.9	97.3	95.3	97.2	94.9	97.8	96.7	97.4	97.4
Dual Wheeled	5	48	9	62	17	19	6	42	3	54	20	77	10	34	7	51	232
% Dual Wheeled	2.2	1.8	2.9	1.9	3.4	0.7	2.3	1.3	1.1	1.8	4.3	2.1	3.4	1.3	2.3	1.6	1.7
Buses	1	38	1	40	4	17	0	21	0	26	2	28	5	26	3	34	123
% Buses	0.4	1.4	0.3	1.2	0.8	0.7	0	0.6	0	0.9	0.4	0.8	1.7	1	1	1	0.9

	La Brea Avenue Southbound				Melrose Avenue Westbound				La Brea Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	219	24	261	37	231	21	289	23	287	**52**	362	**28**	**252**	27	**307**	1219
05:15 PM	21	228	18	267	37	228	18	283	**26**	295	39	360	24	217	27	268	1178
05:30 PM	**22**	**253**	27	**302**	**54**	**236**	22	**312**	25	300	48	373	20	215	**38**	273	**1260**
05:45 PM	17	238	**32**	287	37	220	**25**	282	24	**307**	43	**374**	24	250	16	290	1233
Total Volume	78	938	101	1117	165	915	86	1166	98	1189	182	1469	96	934	108	1138	4890
% App. Total	7	84	9		14.2	78.5	7.4		6.7	80.9	12.4		8.4	82.1	9.5		
PHF	.886	.927	.789	.925	.764	.969	.860	.934	.942	.968	.875	.982	.857	.927	.711	.927	.970

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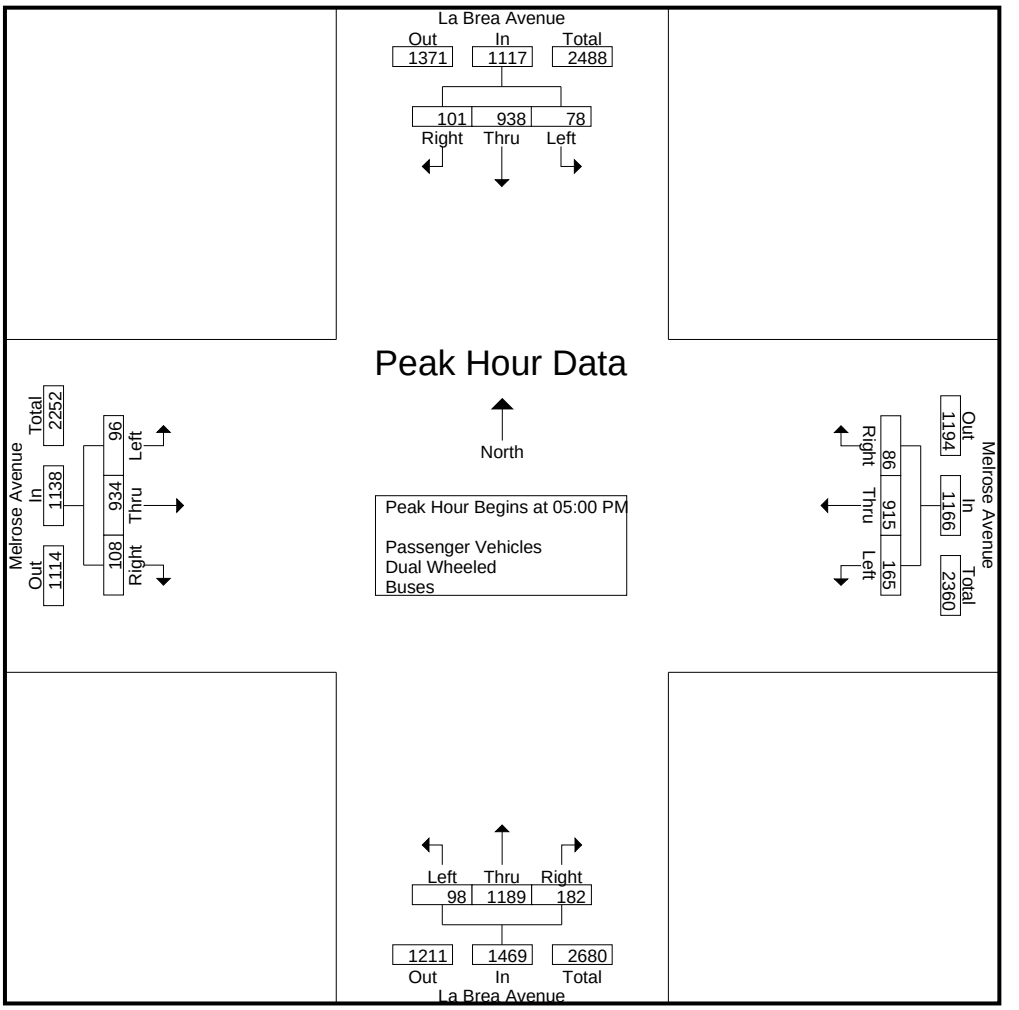
City of Los Angeles
N/S: La Brea Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 04_LAC_La Brea_Melrose PM
Site Code : HW1
Start Date : 6/5/2018



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	18	219	24	261	44	219	20	283	23	287	**52**	362	**28**	**252**	27	**307**
+15 mins.	21	228	18	267	37	231	21	289	**26**	295	39	360	24	217	27	268
+30 mins.	**22**	**253**	27	**302**	37	228	18	283	25	300	48	373	20	215	**38**	273
+45 mins.	17	238	**32**	287	**54**	**236**	**22**	**312**	24	**307**	43	**374**	24	250	16	290
Total Volume	78	938	101	1117	172	914	81	1167	98	1189	182	1469	96	934	108	1138
% App. Total	7	84	9		14.7	78.3	6.9		6.7	80.9	12.4		8.4	82.1	9.5	
PHF	.886	.927	.789	.925	.796	.968	.920	.935	.942	.968	.875	.982	.857	.927	.711	.927

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Avenue

East/West Melrose Avenue

Day: Tuesday **Date:** June 5, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 13120

	N/B	S/B	E/B	W/B
DUAL-WHEELED	217	177	107	181
BIKES	36	41	47	48
BUSES	74	67	67	51

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	301	9.15	338	7.45	264	8.00	397	7.15
PM PK 15 MIN	374	5.45	302	5.30	307	5.00	312	5.30
AM PK HOUR	1178	8.45	1273	7.45	1013	7.45	1527	7.00
PM PK HOUR	1469	5.00	1117	5.00	1138	5.00	1167	4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	706	120	920
8-9	77	884	186	1147
9-10	70	958	148	1176
3-4	81	745	132	958
4-5	91	1021	154	1266
5-6	98	1189	182	1469
TOTAL	511	5503	922	6936

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	44	917	168	1129
8-9	55	1045	153	1253
9-10	64	919	97	1080
3-4	83	865	93	1041
4-5	71	897	113	1081
5-6	78	938	101	1117
TOTAL	395	5581	725	6701

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2049	16	0	34	1
2400	38	1	29	0
2256	28	0	24	0
1999	82	0	118	0
2347	53	0	70	0
2586	62	0	77	0
13637	279	1	352	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	565	141	755
8-9	66	800	142	1008
9-10	53	704	100	857
3-4	99	831	107	1037
4-5	98	909	92	1099
5-6	96	934	108	1138
TOTAL	461	4743	690	5894

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	168	1330	29	1527
8-9	174	1282	42	1498
9-10	160	1172	50	1382
3-4	153	803	80	1036
4-5	176	871	90	1137
5-6	165	915	86	1166
TOTAL	996	6373	377	7746

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2282	20	0	31	1
2506	32	0	31	0
2239	26	0	31	0
2073	109	0	60	0
2236	101	0	62	0
2304	58	0	62	0
13640	346	0	277	1

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:
North/South: La Brea Avenue
East/West: Melrose Avenue

Day:	Tuesday	Date:	June 5, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	13120
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	8	0	8
8-9	0	8	0	8
9-10	0	5	0	5
3-4	0	6	0	6
4-5	0	7	0	7
5-6	0	2	0	2
TOTAL	0	36	0	36

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	6	0	6
8-9	0	0	0	0
9-10	0	4	0	4
3-4	0	8	0	8
4-5	0	12	0	12
5-6	0	11	0	11
TOTAL	0	41	0	41

TOTAL

Hours	N-S
7-8	14
8-9	8
9-10	9
3-4	14
4-5	19
5-6	13
TOTAL	77

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	24	0	24
8-9	0	8	0	8
9-10	0	0	0	0
3-4	0	3	0	3
4-5	0	5	0	5
5-6	0	7	0	7
TOTAL	0	47	0	47

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	4	0	4
8-9	0	5	0	5
9-10	0	3	0	3
3-4	0	7	0	7
4-5	0	18	0	18
5-6	0	11	0	11
TOTAL	0	48	0	48

TOTAL

Hours	N-S
7-8	28
8-9	13
9-10	3
3-4	10
4-5	23
5-6	18
TOTAL	95

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	5	1	3	6	15
- No helmet riders	27	25	25	28	105
- Sidewalk Riding	28	33	47	42	150
- Wrong way riding	7	9	17	27	60

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	La Brea Avenue				
East/West:	Melrose Avenue				
Day:	Tuesday	Date:	June 5, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	13120
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	5	3	2	5	15
7:15-7:30	9	6	8	5	28
7:30-7:45	13	3	14	8	38
7:45-8:00	8	4	8	2	22
8:00-8:15	10	11	12	9	42
8:15-8:30	4	18	6	7	35
8:30-8:45	7	4	6	3	20
8:45-9:00	8	6	7	13	34
9:00-9:15	4	7	7	6	24
9:15-9:30	8	5	5	7	25
9:30-9:45	8	10	15	9	42
9:45-10:00	4	6	4	4	18
Hours					
7 - 8	35	16	32	20	103
8 - 9	29	39	31	32	131
9 - 10	24	28	31	26	109
TOTAL	88	83	94	78	343

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	26	38	30	48	142
3:15-3:30	40	48	28	88	204
3:30-3:45	23	42	30	34	129
3:45-4:00	29	36	32	48	145
4:00-4:15	15	20	28	62	125
4:15-4:30	16	24	32	46	118
4:30-4:45	27	46	20	56	149
4:45-5:00	12	16	44	38	110
5:00-5:15	19	24	24	24	91
5:15-5:30	23	26	44	32	125
5:30-5:45	19	32	24	42	117
5:45-6:00	16	42	32	18	108
Hours					
3 - 4	118	164	120	218	620
4 - 5	70	106	124	202	502
5 - 6	77	124	124	116	441
	265	394	368	536	1563

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	1	0	0	0	1
- Skateboard/scooter	8	6	4	6	24

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Day Type

1: Weekday (M-Th)

TURNING MOVEMENT COUNTS

	West Leg Melrose - IN_EH			East Leg Melrose - IN_EH			South Leg Sycamore - IN_EH			North Leg Sycamore - IN_EH			
Day Part	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
00: All Day (12am-12am)	482	20,247	504	745	23,349	559	335	408	876	336	337	746	48,924
01: 12am (12am-1am)	9	463	8	5	264	4	4	5	8	3	-	4	777
02: 1am (1am-2am)	12	315	4	4	153	5	2	4	6	3	-	7	515
03: 2am (2am-3am)	5	245	6	-	109	2	-	-	4	7	-	-	378
04: 3am (3am-4am)	-	93	-	-	81	10	-	-	6	-	2	5	197
05: 4am (4am-5am)	8	64	-	6	133	10	-	4	1	5	-	-	231
06: 5am (5am-6am)	-	110	4	2	294	15	9	-	4	1	-	4	443
07: 6am (6am-7am)	6	244	7	24	900	17	5	-	9	6	-	38	1,256
08: 7am (7am-8am)	6	691	15	56	1,782	24	16	12	23	6	14	41	2,686
09: 8am (8am-9am)	11	840	35	46	1,585	22	25	16	68	5	15	44	2,712
10: 9am (9am-10am)	17	848	33	43	1,570	30	28	25	57	13	16	30	2,710
11: 10am (10am-11am)	24	790	24	45	1,329	33	18	20	39	13	11	38	2,384
12: 11am (11am-12noon)	25	853	20	37	1,308	29	18	16	43	11	15	46	2,421
13: 12pm (12noon-1pm)	29	1,009	37	47	1,290	38	18	18	52	27	12	52	2,629
14: 1pm (1pm-2pm)	34	1,203	39	49	1,245	38	24	22	59	21	21	52	2,807
15: 2pm (2pm-3pm)	27	1,370	31	42	1,283	32	19	33	55	29	26	51	2,998
16: 3pm (3pm-4pm)	41	1,457	32	53	1,359	31	28	46	65	30	32	51	3,225
17: 4pm (4pm-5pm)	0	1,428	36	0	1,474	31	28	30	73	27	33	38	3,264
18: 5pm (5pm-6pm)	0	1,483	35	0	1,514	42	26	30	72	32	38	59	3,405
19: 6pm (6pm-7pm)	0	1,400	36	0	1,591	38	21	41	55	22	35	61	3,391
20: 7pm (7pm-8pm)	42	1,354	37	67	1,256	35	23	34	56	23	21	52	3,000
21: 8pm (8pm-9pm)	33	1,207	26	32	927	26	15	19	39	18	11	28	2,381
22: 9pm (9pm-10pm)	31	1,051	21	31	757	19	11	15	30	20	6	26	2,018
23: 10pm (10pm-11pm)	19	990	18	19	628	12	12	6	28	11	10	13	1,766
24: 11pm (11pm-12am)	7	747	11	13	488	9	7	6	14	7	6	14	1,329

↑ North

Out	In	Total
49	64	113
North Leg Sycamore - IN_EH		

Day Type:

1: Weekday (M-Th)

Start Time

09: 8am (8am-9am)

End Time

09: 8am (8am-9am)

44	15	5
Right	Thru	Left
↙	↓	↘

West Leg Melrose - IN_EH		
Out	1,654	
In	886	
Total	2,540	

11	Left	↖
840	Thru	↑
35	Right	↗

↗	Right	22
←	Thru	1,585
↙	Left	46

East Leg Melrose - IN_EH		
2,566	Total	
1,653	In	
913	Out	

↖	↑	↗
Left	Thru	Right
25	16	68

South Leg Sycamore - IN_EH		
96	109	205
Out	In	Total

↑ North

Out	In	Total
113	129	242
North Leg Sycamore - IN_EH		

Day Type:

1: Weekday (M-Th)

Start Time

18: 5pm (5pm-6pm)

End Time

18: 5pm (5pm-6pm)

West Leg Melrose - IN_EH	
Out	1,599
In	1,559
Total	3,158

59	38	32
Right	Thru	Left
↙	↓	↘

0	Left	↖
1,483	Thru	↑
35	Right	↗

↗	Right	42
←	Thru	1,514
↙	Left	0

East Leg Melrose - IN_EH	
3,176	Total
1,589	In
1,587	Out

↖	↑	↗
Left	Thru	Right
26	30	72

South Leg Sycamore - IN_EH		
106	128	234
Out	In	Total

Overland Traffic Consultants, Inc.

Existing and Existing + Project

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	824	146	179	1321	43	79	911	192	57	1077	158
Future Volume (veh/h)	68	824	146	179	1321	43	79	911	192	57	1077	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	68	824	146	179	1321	43	79	911	192	57	1077	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	830	147	279	1484	48	163	1219	256	182	1300	190
Arrive On Green	0.33	0.33	0.33	0.09	0.50	0.50	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	358	2536	449	1603	2968	96	405	3625	760	458	3866	566
Grp Volume(v), veh/h	68	520	450	179	711	653	79	769	334	57	853	382
Grp Sat Flow(s),veh/h/ln	358	1599	1387	1603	1599	1465	405	1532	1321	458	1532	1368
Q Serve(g_s), s	5.4	17.8	17.8	3.8	22.0	22.1	4.4	12.2	12.3	6.2	14.1	14.1
Cycle Q Clear(g_c), s	18.0	17.8	17.8	3.8	22.0	22.1	18.5	12.2	12.3	18.5	14.1	14.1
Prop In Lane	1.00		0.32	1.00		0.07	1.00		0.58	1.00		0.41
Lane Grp Cap(c), veh/h	166	523	454	279	800	733	163	1030	444	182	1030	460
V/C Ratio(X)	0.41	0.99	0.99	0.64	0.89	0.89	0.48	0.75	0.75	0.31	0.83	0.83
Avail Cap(c_a), veh/h	166	523	454	279	800	733	163	1030	444	182	1030	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	18.4	18.4	12.8	12.4	12.4	26.6	16.2	16.2	24.7	16.8	16.8
Incr Delay (d2), s/veh	1.6	37.3	40.2	5.0	12.0	13.2	9.9	4.9	11.1	4.4	7.7	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.6	14.6	13.3	2.6	11.5	11.0	2.6	6.6	6.8	1.6	7.6	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	55.8	58.7	17.8	24.4	25.6	36.5	21.1	27.3	29.2	24.4	32.6
LnGrp LOS	C	E	E	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1038			1543			1182			1292	
Approach Delay, s/veh		55.2			24.1			23.9			27.1	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.0	9.5	22.5		23.0		32.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5	5.0	18.0		18.5		27.5				
Max Q Clear Time (g_c+I1), s		20.5	5.8	20.0		20.5		24.1				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		2.5				

Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	826	146	182	1325	43	79	911	192	58	1077	158
Future Volume (veh/h)	68	826	146	182	1325	43	79	911	192	58	1077	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	68	826	146	182	1325	43	79	911	192	58	1077	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	830	147	278	1484	48	163	1219	256	182	1300	190
Arrive On Green	0.33	0.33	0.33	0.09	0.50	0.50	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	356	2538	449	1603	2968	96	405	3625	760	458	3866	566
Grp Volume(v), veh/h	68	521	451	182	713	655	79	769	334	58	853	382
Grp Sat Flow(s),veh/h/ln	356	1599	1387	1603	1599	1465	405	1532	1321	458	1532	1368
Q Serve(g_s), s	5.3	17.9	17.9	3.8	22.1	22.2	4.4	12.2	12.3	6.2	14.1	14.1
Cycle Q Clear(g_c), s	18.0	17.9	17.9	3.8	22.1	22.2	18.5	12.2	12.3	18.5	14.1	14.1
Prop In Lane	1.00		0.32	1.00		0.07	1.00		0.58	1.00		0.41
Lane Grp Cap(c), veh/h	165	523	454	278	800	733	163	1030	444	182	1030	460
V/C Ratio(X)	0.41	0.99	0.99	0.65	0.89	0.89	0.48	0.75	0.75	0.32	0.83	0.83
Avail Cap(c_a), veh/h	165	523	454	278	800	733	163	1030	444	182	1030	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	18.5	18.5	12.9	12.4	12.4	26.6	16.2	16.2	24.8	16.8	16.8
Incr Delay (d2), s/veh	1.6	37.9	40.8	5.4	12.3	13.5	9.9	4.9	11.1	4.5	7.7	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.6	14.7	13.4	2.7	11.6	11.0	2.6	6.6	6.8	1.7	7.6	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	56.3	59.2	18.3	24.7	25.9	36.5	21.1	27.3	29.3	24.4	32.6
LnGrp LOS	C	E	E	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1040			1550			1182			1293	
Approach Delay, s/veh		55.7			24.5			23.9			27.1	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.0	9.5	22.5		23.0		32.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5	5.0	18.0		18.5		27.5				
Max Q Clear Time (g_c+I1), s		20.5	5.8	20.0		20.5		24.2				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		2.4				

Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

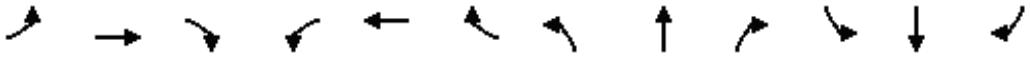
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	962	111	170	943	89	101	1225	188	80	966	104
Future Volume (veh/h)	99	962	111	170	943	89	101	1225	188	80	966	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	99	962	111	170	943	89	101	1225	188	80	966	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	884	102	194	1241	117	211	1728	265	146	1808	194
Arrive On Green	0.33	0.33	0.33	0.07	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	491	2697	311	1603	2764	261	474	3831	588	342	4007	430
Grp Volume(v), veh/h	99	570	503	170	545	487	101	980	433	80	738	332
Grp Sat Flow(s),veh/h/ln	491	1599	1409	1603	1599	1426	474	1532	1355	342	1532	1373
Q Serve(g_s), s	14.7	29.5	29.5	6.2	25.7	25.7	17.7	23.2	23.2	17.4	15.7	15.8
Cycle Q Clear(g_c), s	29.5	29.5	29.5	6.2	25.7	25.7	33.4	23.2	23.2	40.6	15.7	15.8
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.43	1.00		0.31
Lane Grp Cap(c), veh/h	160	524	462	194	718	640	211	1382	611	146	1382	619
V/C Ratio(X)	0.62	1.09	1.09	0.88	0.76	0.76	0.48	0.71	0.71	0.55	0.53	0.54
Avail Cap(c_a), veh/h	160	524	462	194	718	640	211	1382	611	146	1382	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	30.2	30.3	22.4	20.7	20.7	30.0	19.9	19.9	37.8	17.9	17.9
Incr Delay (d2), s/veh	7.0	65.3	68.0	33.2	4.7	5.3	7.6	3.1	6.8	14.0	1.5	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.1	26.4	24.0	6.0	13.0	11.9	4.0	11.4	11.0	3.9	7.9	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	95.6	98.2	55.6	25.5	26.0	37.6	23.0	26.7	51.8	19.3	21.2
LnGrp LOS	D	F	F	E	C	C	D	C	C	D	B	C
Approach Vol, veh/h		1172			1202			1514			1150	
Approach Delay, s/veh		92.5			30.0			25.1			22.1	
Approach LOS		F			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		45.1	10.9	34.0		45.1		44.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		40.6	6.4	29.5		40.6		40.4				
Max Q Clear Time (g_c+I1), s		35.4	8.2	31.5		42.6		27.7				
Green Ext Time (p_c), s		4.0	0.0	0.0		0.0		5.3				

Intersection Summary												
HCM 6th Ctrl Delay			41.3									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	966	111	172	946	89	101	1225	188	83	966	104
Future Volume (veh/h)	99	966	111	172	946	89	101	1225	188	83	966	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	99	966	111	172	946	89	101	1225	188	83	966	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	872	100	190	1223	115	215	1754	269	149	1835	197
Arrive On Green	0.32	0.32	0.32	0.07	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	490	2698	310	1603	2765	260	474	3831	588	342	4008	430
Grp Volume(v), veh/h	99	572	505	172	547	488	101	980	433	83	738	332
Grp Sat Flow(s),veh/h/ln	490	1599	1409	1603	1599	1426	474	1532	1355	342	1532	1374
Q Serve(g_s), s	13.7	29.1	29.1	6.2	26.1	26.1	17.4	22.9	22.9	18.3	15.5	15.6
Cycle Q Clear(g_c), s	29.1	29.1	29.1	6.2	26.1	26.1	33.0	22.9	22.9	41.2	15.5	15.6
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.43	1.00		0.31
Lane Grp Cap(c), veh/h	154	517	456	190	707	631	215	1402	620	149	1402	629
V/C Ratio(X)	0.64	1.11	1.11	0.90	0.77	0.77	0.47	0.70	0.70	0.56	0.53	0.53
Avail Cap(c_a), veh/h	154	517	456	190	707	631	215	1402	620	149	1402	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	30.4	30.5	23.0	21.3	21.3	29.3	19.4	19.4	37.4	17.4	17.5
Incr Delay (d2), s/veh	8.6	72.2	74.8	39.3	5.3	5.9	7.2	2.9	6.4	14.1	1.4	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.2	27.6	25.0	6.4	13.3	12.2	4.0	11.2	10.8	4.0	7.8	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	102.6	105.2	62.4	26.6	27.2	36.5	22.4	25.9	51.4	18.8	20.6
LnGrp LOS	D	F	F	E	C	C	D	C	C	D	B	C
Approach Vol, veh/h		1176			1207			1514			1153	
Approach Delay, s/veh		99.2			32.0			24.3			21.7	
Approach LOS		F			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		45.7	10.7	33.6		45.7		44.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.2	6.2	29.1		41.2		39.8				
Max Q Clear Time (g_c+I1), s		35.0	8.2	31.1		43.2		28.1				
Green Ext Time (p_c), s		4.6	0.0	0.0		0.0		5.1				

Intersection Summary												
HCM 6th Ctrl Delay			43.0									
HCM 6th LOS			D									

Future and Future + Project

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	841	149	183	1347	44	81	929	195	58	1098	161
Future Volume (veh/h)	69	841	149	183	1347	44	81	929	195	58	1098	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	69	841	149	183	1347	44	81	929	195	58	1098	161
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	835	148	277	1489	49	159	1213	253	178	1293	189
Arrive On Green	0.33	0.33	0.33	0.09	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	349	2537	449	1603	2967	97	396	3627	758	449	3866	566
Grp Volume(v), veh/h	69	530	460	183	725	666	81	784	340	58	870	389
Grp Sat Flow(s),veh/h/ln	349	1599	1387	1603	1599	1465	396	1532	1321	449	1532	1368
Q Serve(g_s), s	4.8	18.1	18.1	3.9	22.7	22.8	3.9	12.6	12.7	5.7	14.5	14.5
Cycle Q Clear(g_c), s	18.1	18.1	18.1	3.9	22.7	22.8	18.4	12.6	12.7	18.4	14.5	14.5
Prop In Lane	1.00		0.32	1.00		0.07	1.00		0.57	1.00		0.41
Lane Grp Cap(c), veh/h	161	526	456	277	802	735	159	1025	442	178	1025	458
V/C Ratio(X)	0.43	1.01	1.01	0.66	0.90	0.91	0.51	0.76	0.77	0.33	0.85	0.85
Avail Cap(c_a), veh/h	161	526	456	277	802	735	159	1025	442	178	1025	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	18.5	18.5	12.8	12.5	12.5	26.8	16.4	16.4	25.2	17.0	17.0
Incr Delay (d2), s/veh	1.8	41.1	44.0	5.7	13.6	14.9	11.3	5.4	12.2	4.8	8.7	17.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.7	15.4	14.0	2.7	12.2	11.6	2.7	6.8	7.1	1.7	8.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	59.5	62.5	18.6	26.1	27.4	38.1	21.8	28.6	30.0	25.7	34.7
LnGrp LOS	C	F	F	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1059			1574			1205			1317	
Approach Delay, s/veh		58.8			25.7			24.8			28.6	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.9	9.5	22.6		22.9		32.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.4	5.0	18.1		18.4		27.6				
Max Q Clear Time (g_c+I1), s		20.4	5.9	20.1		20.4		24.8				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	843	149	186	1351	44	81	929	195	59	1098	161
Future Volume (veh/h)	69	843	149	186	1351	44	81	929	195	59	1098	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	69	843	149	186	1351	44	81	929	195	59	1098	161
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	835	148	277	1489	48	159	1213	253	178	1293	189
Arrive On Green	0.33	0.33	0.33	0.09	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	347	2538	449	1603	2968	97	396	3627	758	449	3866	566
Grp Volume(v), veh/h	69	531	461	186	727	668	81	784	340	59	870	389
Grp Sat Flow(s),veh/h/ln	347	1599	1387	1603	1599	1465	396	1532	1321	449	1532	1368
Q Serve(g_s), s	4.6	18.1	18.1	3.9	22.8	23.0	3.9	12.6	12.7	5.7	14.5	14.5
Cycle Q Clear(g_c), s	18.1	18.1	18.1	3.9	22.8	23.0	18.4	12.6	12.7	18.4	14.5	14.5
Prop In Lane	1.00		0.32	1.00		0.07	1.00		0.57	1.00		0.41
Lane Grp Cap(c), veh/h	160	526	456	277	802	735	159	1025	442	178	1025	458
V/C Ratio(X)	0.43	1.01	1.01	0.67	0.91	0.91	0.51	0.76	0.77	0.33	0.85	0.85
Avail Cap(c_a), veh/h	160	526	456	277	802	735	159	1025	442	178	1025	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	18.5	18.5	12.9	12.5	12.5	26.8	16.4	16.4	25.2	17.0	17.0
Incr Delay (d2), s/veh	1.8	41.6	44.5	6.2	13.9	15.2	11.3	5.4	12.2	5.0	8.7	17.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.7	15.5	14.1	2.8	12.3	11.7	2.7	6.8	7.1	1.7	8.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	60.0	63.0	19.1	26.4	27.7	38.1	21.8	28.6	30.2	25.7	34.7
LnGrp LOS	C	F	F	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1061			1581			1205			1318	
Approach Delay, s/veh		59.2			26.1			24.8			28.6	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.9	9.5	22.6		22.9		32.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.4	5.0	18.1		18.4		27.6				
Max Q Clear Time (g_c+I1), s		20.4	5.9	20.1		20.4		25.0				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	982	113	173	962	90	103	1250	191	82	986	106
Future Volume (veh/h)	101	982	113	173	962	90	103	1250	191	82	986	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	101	982	113	173	962	90	103	1250	191	82	986	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	879	101	189	1228	115	207	1787	273	141	1868	200
Arrive On Green	0.33	0.33	0.33	0.07	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	483	2698	310	1603	2767	259	465	3834	586	333	4009	429
Grp Volume(v), veh/h	101	582	513	173	556	496	103	999	442	82	753	339
Grp Sat Flow(s),veh/h/ln	483	1599	1409	1603	1599	1427	465	1532	1356	333	1532	1374
Q Serve(g_s), s	14.8	32.6	32.6	7.0	29.6	29.6	20.2	25.8	25.8	20.8	17.4	17.5
Cycle Q Clear(g_c), s	32.6	32.6	32.6	7.0	29.6	29.6	37.7	25.8	25.8	46.6	17.4	17.5
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.43	1.00		0.31
Lane Grp Cap(c), veh/h	143	521	459	189	710	633	207	1428	632	141	1428	640
V/C Ratio(X)	0.71	1.12	1.12	0.92	0.78	0.78	0.50	0.70	0.70	0.58	0.53	0.53
Avail Cap(c_a), veh/h	143	521	459	189	710	633	207	1428	632	141	1428	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	33.7	33.7	24.9	23.7	23.7	32.3	21.2	21.2	41.2	18.9	18.9
Incr Delay (d2), s/veh	14.6	75.3	78.0	42.3	5.7	6.4	8.3	2.9	6.3	16.3	1.4	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.9	30.2	27.3	7.0	15.2	13.9	4.4	12.6	12.1	4.4	8.7	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	109.0	111.7	67.2	29.4	30.1	40.6	24.0	27.5	57.5	20.3	22.1
LnGrp LOS	E	F	F	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		1196			1225			1544			1174	
Approach Delay, s/veh		106.0			35.0			26.1			23.4	
Approach LOS		F			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		51.1	11.8	37.1		51.1		48.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.6	7.3	32.6		46.6		44.4				
Max Q Clear Time (g_c+I1), s		39.7	9.0	34.6		48.6		31.6				
Green Ext Time (p_c), s		5.2	0.0	0.0		0.0		5.5				

Intersection Summary												
HCM 6th Ctrl Delay			46.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	986	113	175	965	90	103	1250	191	85	986	106
Future Volume (veh/h)	101	986	113	175	965	90	103	1250	191	85	986	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	101	986	113	175	965	90	103	1250	191	85	986	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	867	99	185	1209	113	213	1776	271	148	1857	199
Arrive On Green	0.32	0.32	0.32	0.07	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	481	2699	309	1603	2768	258	464	3834	586	333	4008	429
Grp Volume(v), veh/h	101	584	515	175	558	497	103	999	442	85	753	339
Grp Sat Flow(s),veh/h/ln	481	1599	1409	1603	1599	1427	464	1532	1356	333	1532	1374
Q Serve(g_s), s	12.2	28.9	28.9	5.9	27.1	27.1	18.3	23.4	23.4	18.3	15.7	15.8
Cycle Q Clear(g_c), s	28.9	28.9	28.9	5.9	27.1	27.1	34.1	23.4	23.4	41.7	15.7	15.8
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.43	1.00		0.31
Lane Grp Cap(c), veh/h	145	514	452	185	698	623	213	1419	628	148	1419	637
V/C Ratio(X)	0.70	1.14	1.14	0.95	0.80	0.80	0.48	0.70	0.70	0.57	0.53	0.53
Avail Cap(c_a), veh/h	145	514	452	185	698	623	213	1419	628	148	1419	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	30.6	30.6	24.7	21.9	21.9	29.4	19.2	19.2	37.7	17.2	17.2
Incr Delay (d2), s/veh	13.6	83.3	85.9	50.5	6.5	7.3	7.6	2.9	6.5	15.2	1.4	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.5	29.7	26.9	7.2	14.0	12.9	4.0	11.4	11.0	4.1	7.8	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	113.9	116.5	75.1	28.4	29.2	37.0	22.2	25.7	52.9	18.6	20.4
LnGrp LOS	D	F	F	E	C	C	D	C	C	D	B	C
Approach Vol, veh/h		1200			1230			1544			1177	
Approach Delay, s/veh		110.0			35.4			24.2			21.6	
Approach LOS		F			D			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		46.2	10.4	33.4		46.2		43.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.7	5.9	28.9		41.7		39.3				
Max Q Clear Time (g_c+I1), s		36.1	7.9	30.9		43.7		29.1				
Green Ext Time (p_c), s		4.3	0.0	0.0		0.0		4.7				

Intersection Summary												
HCM 6th Ctrl Delay			46.3									
HCM 6th LOS			D									

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

7000 W Melrose Ave
DOT Case No. CEN21-51640

Date: September 23, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 7000 WEST MELROSE AVENUE (CPC-2021-7217-DB-VHCA/ADM-2020-3142-TOC/PAR-2021-3247-VHCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, Inc. (Overland), dated August 2021, for the proposed mixed-use project at 7000 West Melrose Avenue within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 1. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a mixed-use development with a total of 63 apartments (57 market rate apartments and six affordable housing units) and 1,685 square feet of neighborhood-serving retail uses on the southwest corner of Melrose Avenue and Sycamore Avenue. The project site is bounded by Melrose Avenue to the north, Sycamore Avenue to the east, an alley to the south, and commercial uses to the west. Parking for the project will be provided onsite with a total of 101 (97 residential and four commercial) parking spaces. Ground floor parking will be accessed via the alley and parking on levels P1 and P2 will be accessed via a driveway on Sycamore Avenue as illustrated in **Attachment A**. The project will also provide 59 (7 short-term and 52 long-term) bicycle parking spaces. The project is expected to be completed by 2024.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report prepared by Overland, the project proposes to incorporate the TDM strategy of including bike parking per Los Angeles Municipal Code (LAMC) as a project design feature. With the application of this TDM strategy, the proposed project is projected to have a Household VMT per capita of 5.5 and no Work VMT. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review

authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Vehicular access to the project will be provided along Sycamore Avenue and the adjacent alley. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements
   The project would provide parking for 101 vehicles and 59 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 1.

2. Highway Dedication and Street Widening Requirements
   Per the new Mobility Element of the General Plan, **Melrose Avenue**, a modified Avenue II, would require a 28-foot half-width roadway within a 40-foot half-width right-of-way and **Sycamore Avenue**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The alley is fully dedicated and improved to a 20-foot width. The applicant should coordinate with the Bureau of Engineering's Land Development Group who will determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
   The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via a driveway on Sycamore Avenue and the adjacent driveway. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of a new driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's vehicular access and design.

4. Worksite Traffic Control Requirements
   LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to

coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2021. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

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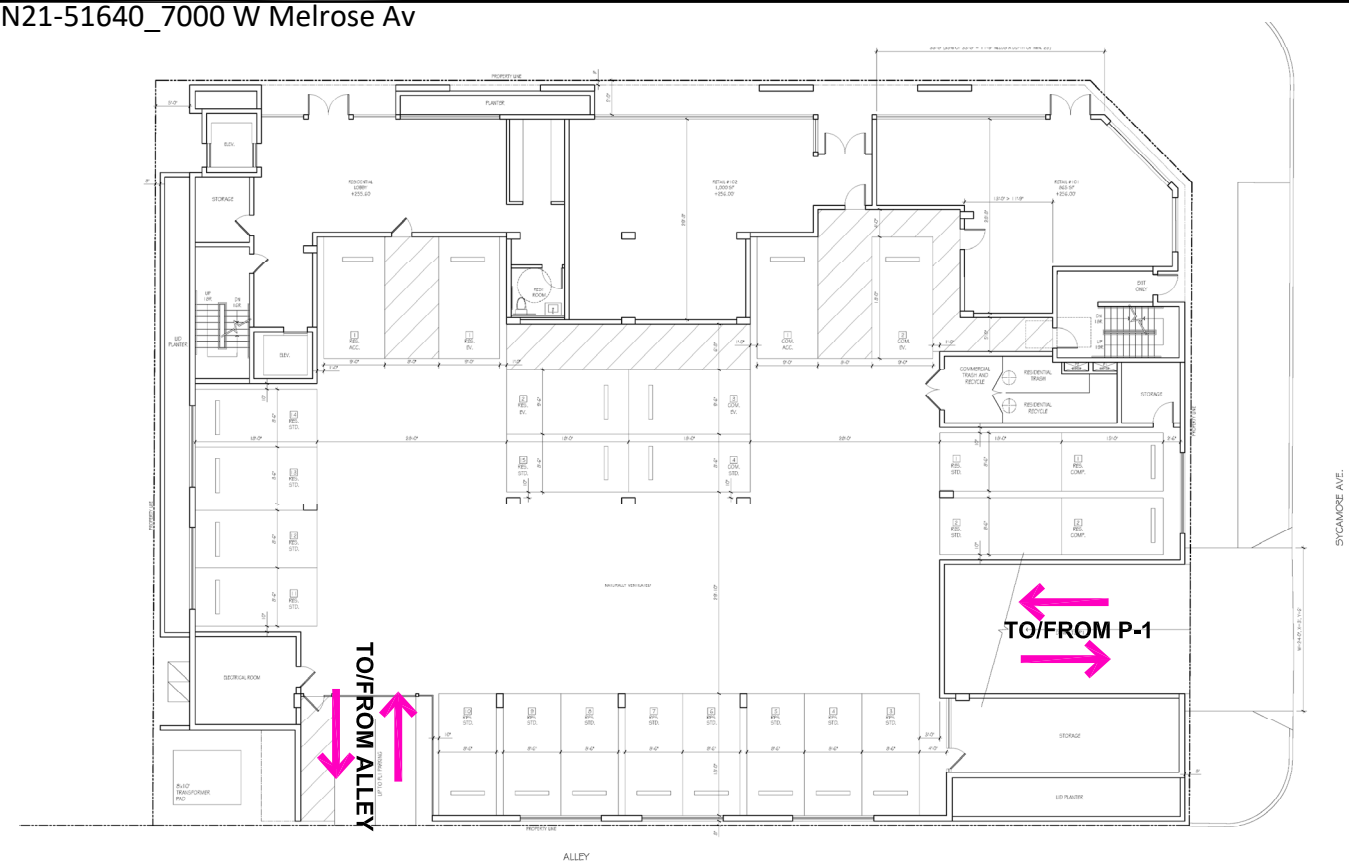
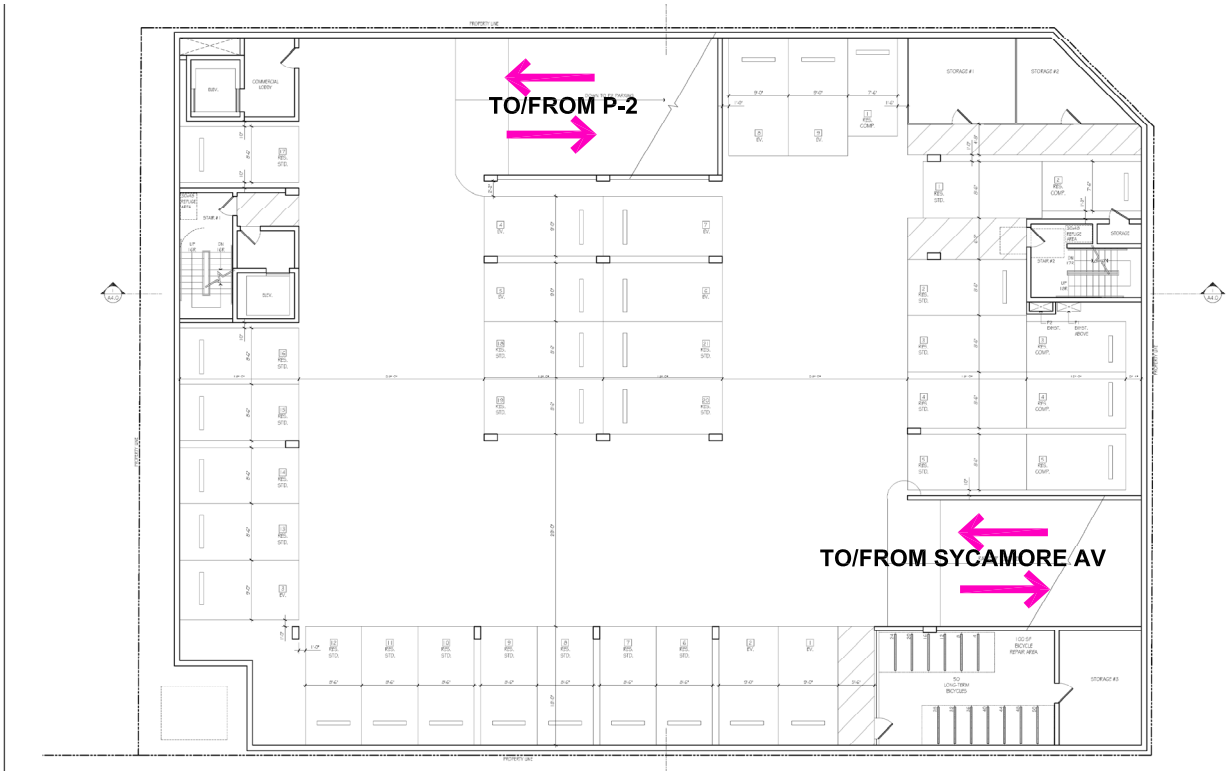
c: Daniel Skolnick, Council District 5
Matthew Masuda, Central District, BOE
Rudy Guevara, Western District, DOT
Taimour Tanavoli, Case Management Office, DOT
Jerry Overland, Overland Traffic Consultants, Inc.



GROUND LEVEL



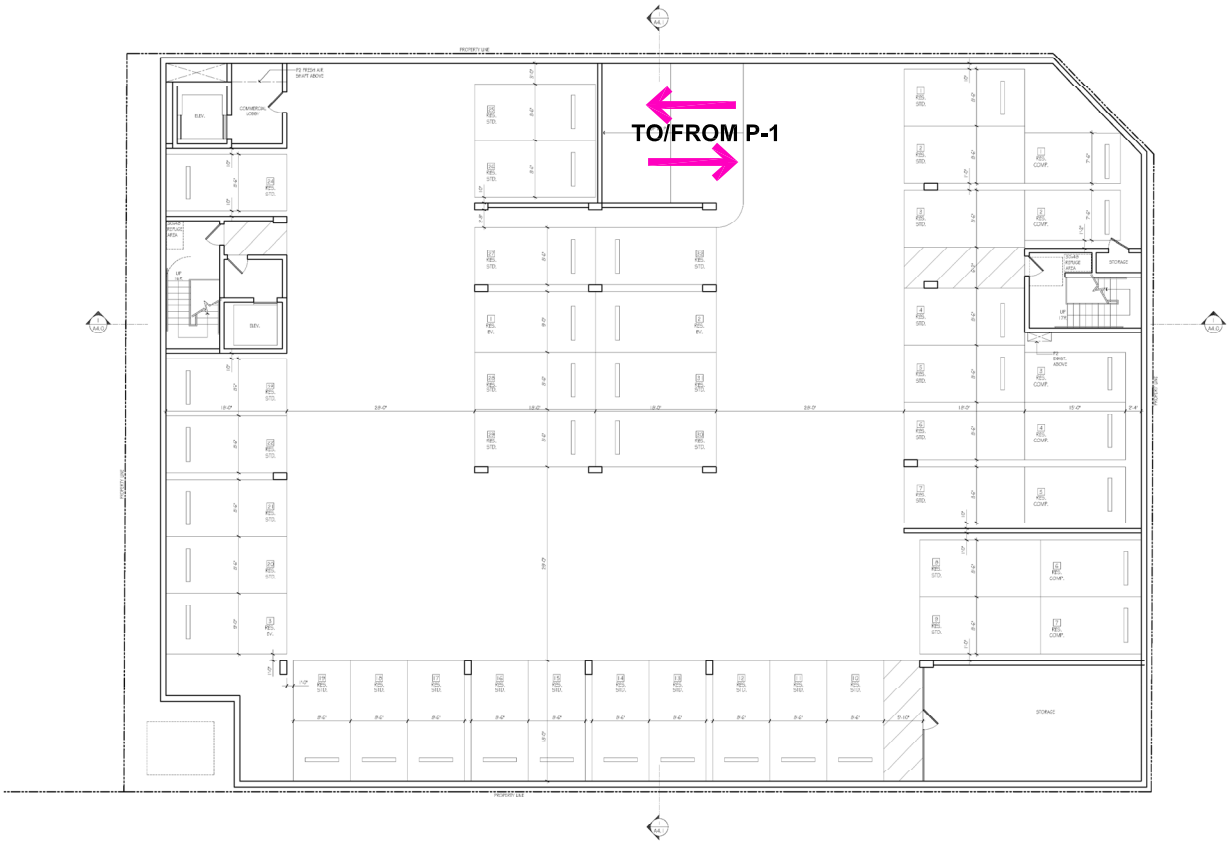
P-1 LEVEL

FIGURE 3A

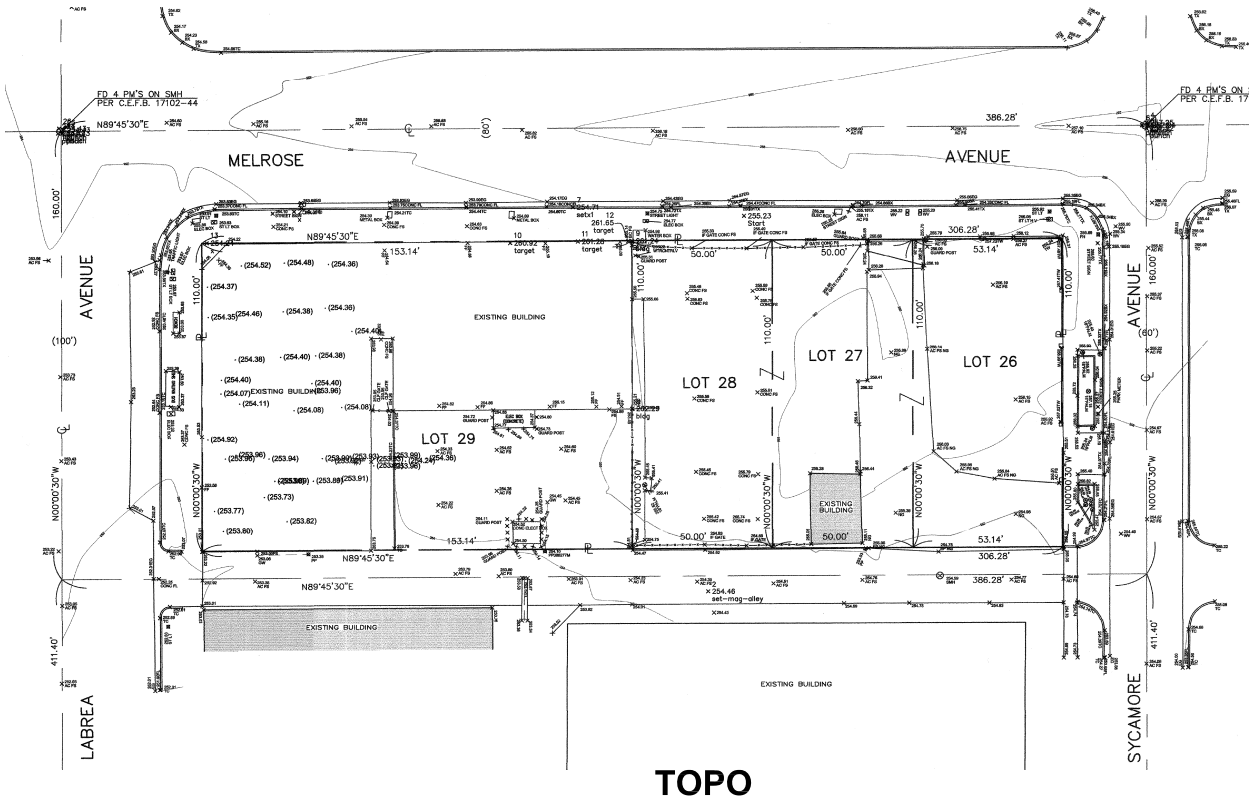
5/2021

SITE PLAN
GROUND FLOOR AND P-1 PARKING

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



P-2 LEVEL



TOPO

FIGURE 3B

5/2021

SITE PLAN
P-2 PARKING AND TOPO

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

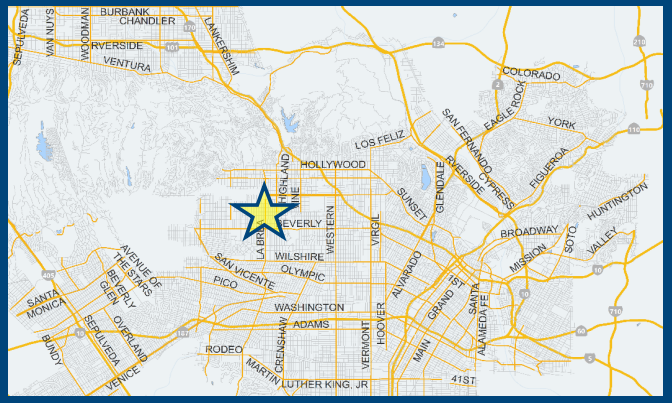
ATTACHMENT B
CEN21-51640_7000 W Melrose Av

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Mixed Use 7000 Melrose Avenue
Scenario: LADOT TA
Address: 7000 W MELROSE AVE, 90038



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.863	ksf
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	349 Daily Vehicle Trips
0 Daily VMT	2,144 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	349 Net Daily Trips
The net increase in daily VMT ≤ 0	2,144 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.865 ksf

The proposed project is required to perform VMT analysis.

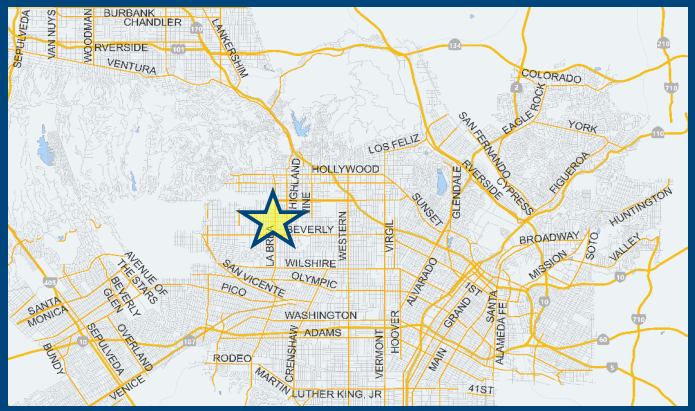
Measuring the Miles

8/3/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Mixed Use 7000 Melrose Avenue
Scenario: LADOT TA
Address: 7000 W MELROSE AVE, 90038



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC — Select Proposed Prj or Mitigation to include this strategy
☑ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
347 Daily Vehicle Trips	**347** Daily Vehicle Trips
2,131 Daily VMT	**2,131** Daily VMT
5.5 Household VMT per Capita	**5.5** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

8/3/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	57	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	6	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	1.865	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

Analysis Results			
Total Employees: 4 Total Population: 147			
Proposed Project		***With Mitigation***	
347	**Daily Vehicle Trips**	**347**	**Daily Vehicle Trips**
2,131	**Daily VMT**	**2,131**	**Daily VMT**
5.5	**Household VMT per Capita**	**5.5**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	56	-19.6%	45	6.9	386	311
Home Based Other Production	156	-34.6%	102	5.0	780	510
Non-Home Based Other Production	90	-3.3%	87	6.5	585	566
Home-Based Work Attraction	5	-60.0%	2	9.3	47	19
Home-Based Other Attraction	114	-30.7%	79	6.5	741	514
Non-Home Based Other Attraction	35	-2.9%	34	6.6	231	224

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	45	309	-0.6%	45	309
Home Based Other Production	-0.6%	101	507	-0.6%	101	507
Non-Home Based Other Production	-0.6%	86	562	-0.6%	86	562
Home-Based Work Attraction	-0.6%	2	19	-0.6%	2	19
Home-Based Other Attraction	-0.6%	79	511	-0.6%	79	511
Non-Home Based Other Attraction	-0.6%	34	223	-0.6%	34	223

MXD VMT Methodology Per Capita & Per Employee

Total Population: 147
Total Employees: 4
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**816**	**816**
Total Home Based Work Attraction VMT	**19**	**19**
Total Home Based VMT Per Capita	**5.5**	**5.5**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Overland Traffic Consultants, Inc.

Table 4
Signalized Intersection Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Results of the Melrose Avenue and La Brea Avenue analysis are shown in Table 5 below for Existing (2021) and Future (2024) traffic conditions without and with the Project's peak hour traffic volume. As shown below, the existing and future LOS traffic conditions do not change with the addition of Project's peak hour traffic volume. Level of Service standard D or better are considered operating at an acceptable design level.

Table 5
Melrose Avenue and La Brea Avenue
Traffic Conditions
Without and With Project

No.	Intersection	Peak Hour	Existing (2021)		Existing+ Project		Future (2024) Without Project		Future (2024) With Project	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Melrose Avenue &	AM	31.2	C	31.4	C	33.0	C	33.2	C
	La Brea Avenue	PM	41.3	D	43.0	D	46.2	D	46.3	D

From: Eileen Hunt <eileen.hunt@lacity.org>
Sent: Friday, March 11, 2022 9:49 AM
To: Susan Jimenez <susan.jimenez@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>; Jerry Overland <jerry@overlandtraffic.com>; Wes Pringle <wes.pringle@lacity.org>
Subject: Re: Clarification to 7000 Melrose Ave (PAR-2021-CPC-2021-7217-DB-VHCA/ADM-2020-3142-TOC/PAR-2021-3247-VHCA)

Hello Susan,

We have been informed by the traffic consultant Overland Traffic Consultants, Inc. (OTC) that the proposed mixed-use project at 7000 W Melrose Ave will be increasing its commercial floor area from 1,865 sf to 2,110 sf. We agree with OTC that the previous assessment dated September 23, 2021 (attached) would remain unchanged and that the expected impacts of the project would continue to be less than significant. All of the project requirements that are identified in LADOT's September 23, 2021 letter shall remain in effect.

Thank you.

On Fri, Mar 11, 2022 at 10:13 AM <jerry@overlandtraffic.com> wrote:
Eileen

The City of Los Angeles Case Planner has requested a confirmation email from LADOT regarding a minor change in the project's commercial floor area.
The project reviewed by LADOT (Sept 23, 2021) contained 1,865 sf of commercial floor area, there is now 2,110 sf (an increase of 245 sf)
Below is the original trip generation table from our August 2021 Transportation Assessment which shows the trip rates for the project.
Using these rates, an additional 245 sf of retail space would generate 9 additional daily trips, no additional am peak hour trips and 1 additional pm peak hour trip.
This amount of increased traffic would not create any new significant operational / circulation impacts or any new VMT impacts, as retail at or below 50,000 sf are classified neighborhood serving and are exempt, as previously determined the LADOT review.

City Planning would like a confirmation email indicating this changes would not result in any new significant traffic impacts.
If you agree, can an email response to this email be sent with your confirmation ?

Jerry

Original trip generation table in August 21 Transportation Assessment.

Traffic generating characteristics of land uses have been studied by the Institute of Transportation Engineers (ITE) and LADOT. The results of these studies are published in ITE Trip Generation, 10th Edition Handbook and the LADOT TAG (LADOT has adopted traffic rates for affordable apartments). Using these traffic rates, the Project traffic has been estimated at 347 daily trips (LADOT VMT Calculator Tool) with 24 morning and 30 afternoon peak hour trips using the ITE peak hour traffic rates, as shown in Tables 2 and 3.

Table 2
Project Trip Generation Rates

ITE Code	Description	VMT Daily Traffic	ITE 10th Edition Daily Traffic	ITE 10TH Edition AM Peak Hour In	AM Out	AM Total	ITE 10TH Edition PM Peak Hour In	PM Out	PM Total
221	Apartments (mid-rise per unit)		5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	LADOT TAG July 2020	4.16	37%	63%	0.49	56%	44%	0.35
826	Shopping Center (retail)		37.75	62%	38%	0.94	48%	52%	3.81

Table 3
Estimated Project Traffic Generation

ITE Code	Description	Size	VMT Daily Traffic	10th Edition Daily Traffic	AM Peak Hour In	AM Out	AM Total	PM Peak Hour In	PM Out	PM Total
	Proposed Project									
221	Apartments (mid-rise)	57 units		310	5	16	21	15	10	25
	Transit/Walk Adjustment	10%		-31	-1	-1	-2	-2	-1	-3
	Subtotal			279	4	15	19	13	9	22
LADOT	Affordable (inside TPA)	6 units		25	1	2	3	1	1	2
	Subtotal Residential			304	5	17	22	14	10	24
826	retail	1,865 sf		70	1	1	2	3	4	7
	Transit/Walk Adjustment	10%		-7	0	0	0	0	-1	-1
	Subtotal			63	1	1	2	3	3	6
	Total Proposed		347	367	6	18	24	17	13	30

New trip generation table with 2,110 sf of commercial floor area.

ITE Code	Description	ITE 10th Edition Daily Traffic	ITE 10TH Edition AM Peak Hour In	Out	Total	ITE 10TH Edition PM Peak Hour In	Out	Total
221	Apartments (mid-rise per unit)	5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	4.16	37%	63%	0.49	56%	44%	0.35
826	Shopping Center (retail)	37.75	62%	38%	0.94	48%	52%	3.81

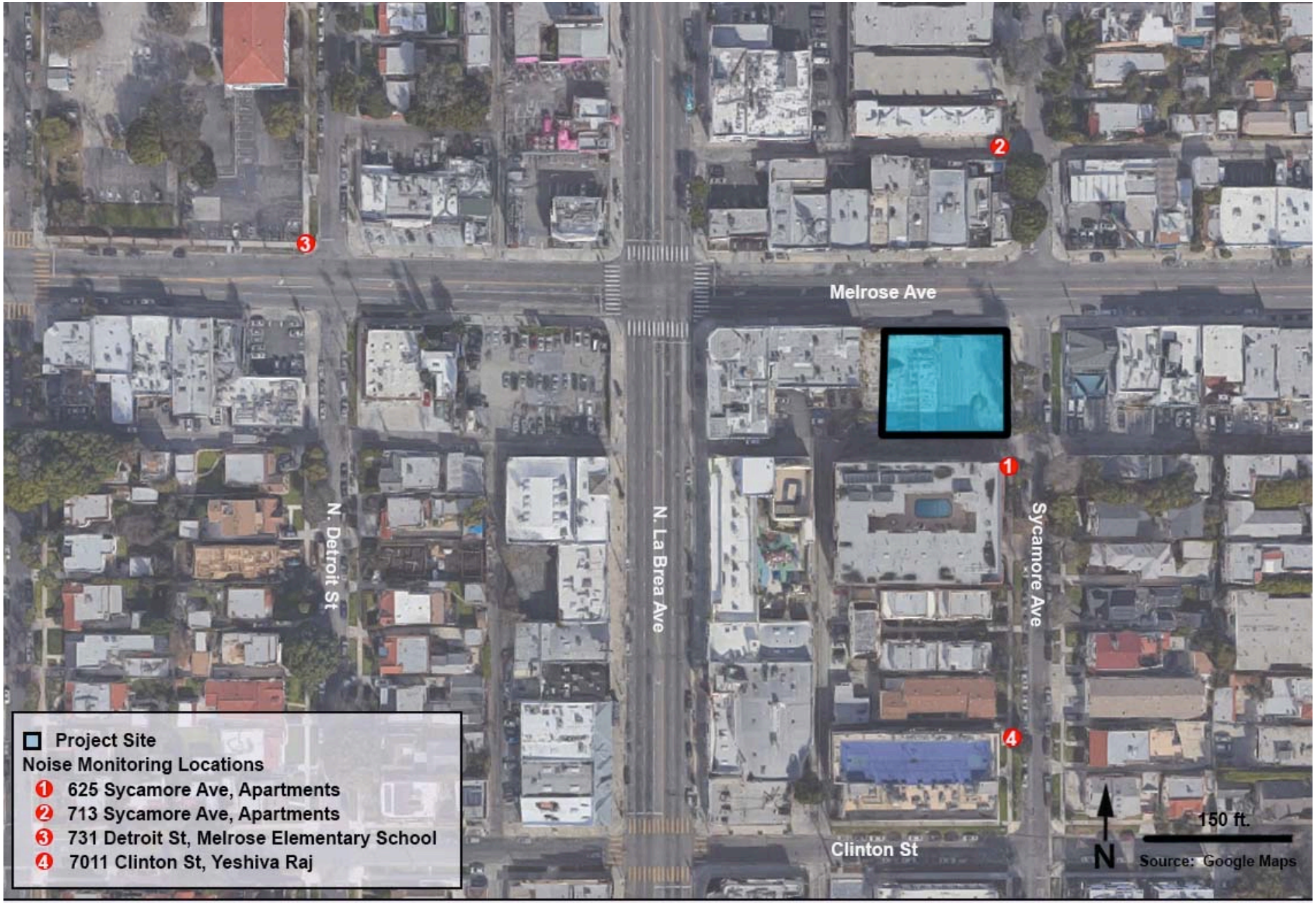
ITE Code	Description	Size	9.25 10th Edition Daily Traffic	0.23 AM Peak Hour In	Out	Total	0.93 PM Peak Hour In	Out	Total
	Proposed Project								
221	Apartments (mid-rise)	57 units	310	5	16	21	15	10	25
	Transit/Walk Adjustment	10%	-31	-1	-1	-2	-2	-1	-3
	Subtotal		279	4	15	19	13	9	22
LADOT	Affordable (inside TPA)	6 units	25	1	2	3	1	1	2
	Subtotal Residential		304	5	17	22	14	10	24
826	retail	2,110 sf	80	1	1	2	4	4	8
	Transit/Walk Adjustment	10%	-8	0	0	0	0	-1	-1
	Subtotal		72	1	1	2	4	3	7
	Total Proposed		376	6	18	24	18	13	31

Overland Traffic Consultants, Inc.
24325 Main Street, #202 (north office)
Santa Clarita, CA 91321
(661) 799 - 8423 Office
(310) 930 - 3303 Mobile

APPENDIX C – NOISE MODELING RESULTS

DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS



DouglasKim+Associates,LLC

Figure 1
Noise Monitoring Locations

Session Report

4/23/2021

Information Panel

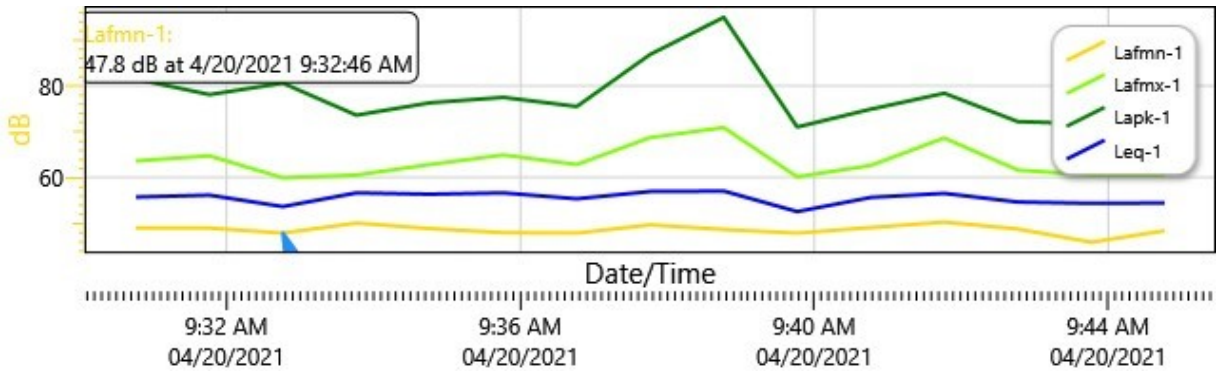
Name	Residences - 625 Sycamore Avenue
Comments	Traffic on Melrose Avenue
Start Time	4/20/2021 9:29:46 AM
Stop Time	4/20/2021 9:44:51 AM
Run Time	00:15:05
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	55.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

Logged Data Chart

Residences - 625 Sycamore Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 9:30:46 AM	81.5	48.9	63.6	55.7
9:31:46 AM	78.1	48.9	64.7	56.1
9:32:46 AM	80.6	47.8	59.9	53.6
9:33:46 AM	73.6	50	60.5	56.6
9:34:46 AM	76.3	48.8	62.8	56.3
9:35:46 AM	77.5	47.9	64.9	56.6
9:36:46 AM	75.5	47.8	62.8	55.3
9:37:46 AM	86.9	49.6	68.7	56.9
9:38:46 AM	95	48.6	70.9	57
9:39:46 AM	71	47.8	60.1	52.5
9:40:46 AM	74.9	49	62.6	55.6
9:41:46 AM	78.4	50.2	68.6	56.5
9:42:46 AM	72.2	48.7	61.6	54.6
9:43:46 AM	71.7	45.8	60.5	54.3
9:44:46 AM	74	48.3	60.5	54.4

Session Report

4/23/2021

Information Panel

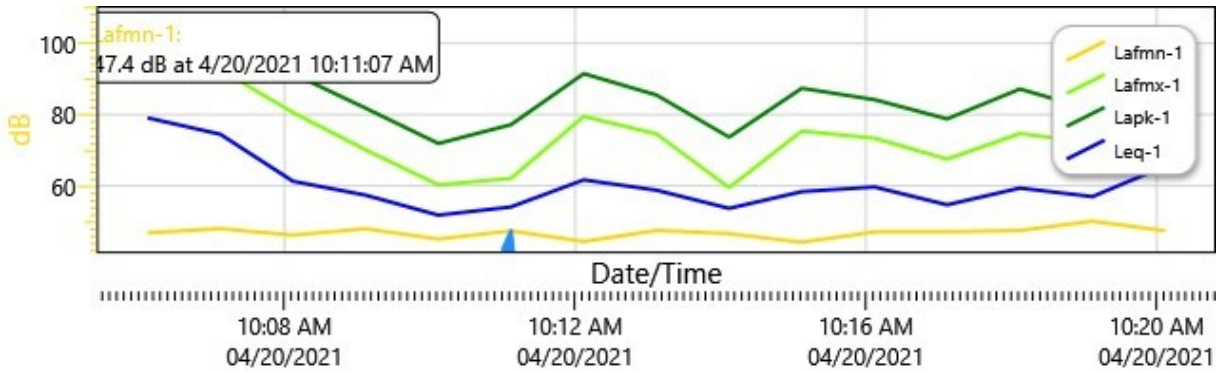
Name	Residences - 713 Sycamore Avenue
Comments	Delivery truck, barking dogs
Start Time	4/20/2021 10:05:07 AM
Stop Time	4/20/2021 10:20:14 AM
Run Time	00:15:07
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	69 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

Logged Data Chart

Residences - 713 Sycamore Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 10:06:07 AM	107.3	46.8	95.7	79.1
10:07:07 AM	102.2	48	92.6	74.5
10:08:07 AM	91.5	46.2	80.6	61.3
10:09:07 AM	81.8	48	70.1	57.4
10:10:07 AM	71.9	45.1	60.3	51.8
10:11:07 AM	77.2	47.4	62.1	54.1
10:12:07 AM	91.5	44.4	79.5	61.7
10:13:07 AM	85.5	47.5	74.6	58.8
10:14:07 AM	73.7	46.6	59.5	53.7
10:15:07 AM	87.4	44.2	75.4	58.4
10:16:07 AM	84.2	47.1	73.4	59.7
10:17:07 AM	78.8	47.1	67.5	54.7
10:18:07 AM	87.2	47.5	74.7	59.4
10:19:07 AM	81.3	50.1	72.1	57
10:20:07 AM	95.1	47.4	82.8	65.6

Session Report

4/23/2021

Information Panel

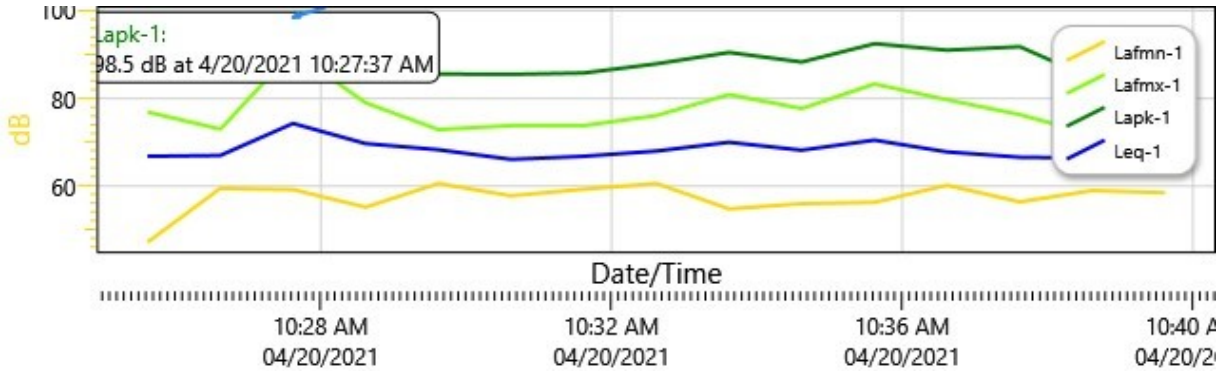
Name	Melrose Elementary School
Comments	Car traffic on Melrose Avenue
Start Time	4/20/2021 10:24:37 AM
Stop Time	4/20/2021 10:39:44 AM
Run Time	00:15:07
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	68.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

Logged Data Chart

Melrose Elementary School: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 10:25:37 AM	85.4	47.2	76.9	66.8
10:26:37 AM	84.2	59.5	73	67
10:27:37 AM	98.5	59.2	90.7	74.3
10:28:37 AM	91.4	55.2	79	69.7
10:29:37 AM	85.6	60.6	72.9	68.3
10:30:37 AM	85.5	57.8	73.8	66.1
10:31:37 AM	85.8	59.3	73.8	66.8
10:32:37 AM	87.9	60.6	76.1	68
10:33:37 AM	90.5	54.8	80.9	70
10:34:37 AM	88.3	56	77.7	68.2
10:35:37 AM	92.5	56.3	83.3	70.5
10:36:37 AM	91	60.2	79.7	67.8
10:37:37 AM	91.8	56.4	76.3	66.6
10:38:37 AM	84.5	59	71.8	66.4
10:39:37 AM	83	58.5	71.4	65.7

Session Report

4/23/2021

Information Panel

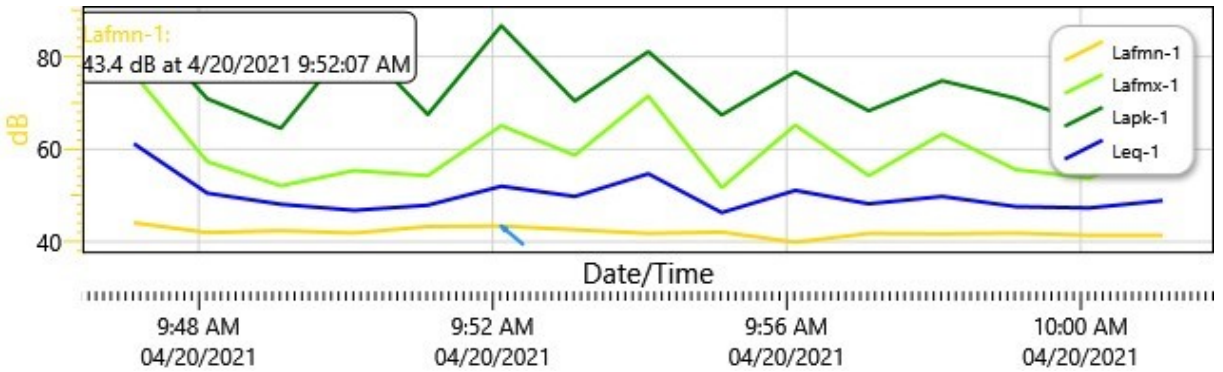
Name	Yeshiva Rav Junior High School
Comments	
Start Time	4/20/2021 9:46:07 AM
Stop Time	4/20/2021 10:01:12 AM
Run Time	00:15:05
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	52.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

Logged Data Chart

Yeshiva Rav Junior High School: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 9:47:07 AM	88.5	44.1	76.3	61.2
9:48:07 AM	70.9	42	57.3	50.5
9:49:07 AM	64.5	42.4	52.1	48.1
9:50:07 AM	84	41.9	55.4	46.8
9:51:07 AM	67.5	43.3	54.3	47.9
9:52:07 AM	86.7	43.4	65.1	52
9:53:07 AM	70.4	42.6	58.7	49.8
9:54:07 AM	81.1	41.8	71.5	54.7
9:55:07 AM	67.4	42.1	51.7	46.3
9:56:07 AM	76.7	39.9	65.2	51.1
9:57:07 AM	68.3	41.8	54.3	48.2
9:58:07 AM	74.8	41.7	63.3	49.8
9:59:07 AM	71	41.9	55.6	47.6
10:00:07 AM	65.4	41.4	53.8	47.3
10:01:07 AM	80	41.4	60.3	48.9

DouglasKim+Associates,LLC

CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level Day dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	1547 m²	Lw/unit	98.7	-	-	-	-

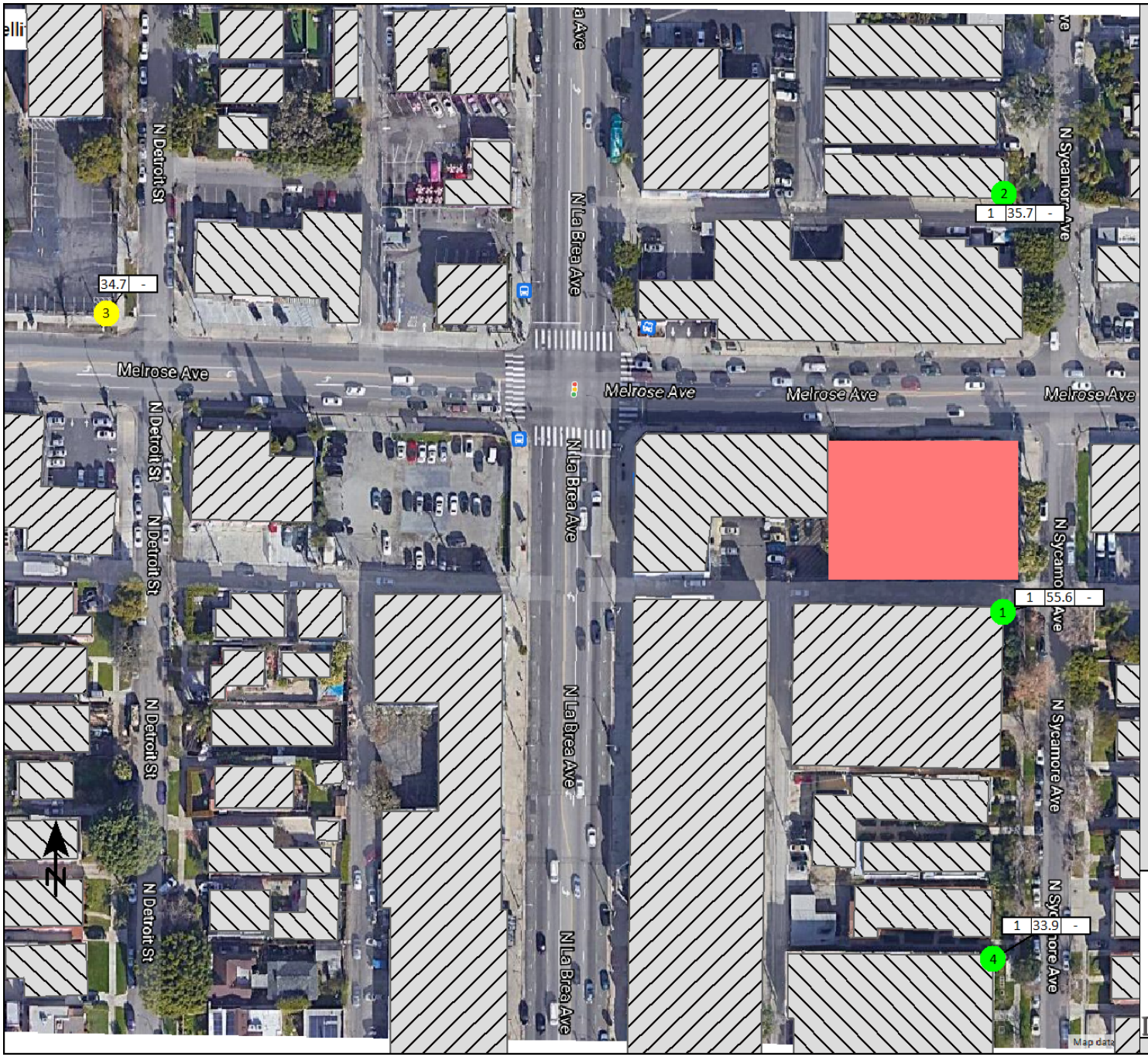
Contribution levels of the receivers

Source name		Traffic lane	Level Day	Night
			dB(A)	
625 North Sycamore Avenue	GF		55.6	0.0
Construction Site		-	55.6	-
713 North Sycamore Avenue	GF		35.7	0.0
Construction Site		-	35.7	-
Melrose Elementary School	GF		34.7	0.0
Construction Site		-	34.7	-
Yeshiva Raj Isacsohn/Toras Emes Academy Junior High SıGF›ol			33.9	0.0
Construction Site		-	33.9	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Limit Night dB(A)	Level Day dB(A)	Level Night dB(A)	Conflict Day dB	Conflict Night dB
1	625 North Sycamore Avenue	11376099.1	3772168.78	East	GF	79.83	-	-	55.6	0.0	-	-
2	713 North Sycamore Avenue	11376099.3	3772270.12	East	GF	80.83	-	-	35.7	0.0	-	-
3	Melrose Elementary School	11375881.7	3772241.17	-	GF	77.19	-	-	34.7	0.0	-	-
4	Yeshiva Raj Isacsohn/Toras E	11376096.6	3772084.72	East	GF	79.08	-	-	33.9	0.0	-	-


7000 Melrose Avenue
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
>= 80
1 : 101
0 25 50 100 150 200
feet
Melrose Ave
N Detroit St
N La Brea Ave
N Sycamore Ave
DouglasKim+Associates,LLC



7000 Melrose Avenue

Signs and symbols

- Building
- Analyzed Sensitive Receptor (Outdoors)
- Analyzed Sensitive Receptor
- Construction Site

1 : 101

0 25 50 100 150 200 feet

DouglasKim+Associates,LLC

Construction Noise Impacts (without Mitigation

DouglasKim+Ass

Reference	15.24	meter
Sound Pressure Level	98.7	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 625 Sycamore Ave.	55.6	55.6	58.6	3.0	**No**
Residences - 713 Sycamore Ave.	69.0	35.7	69.0	0.0	**No**
Melrose Elementary School	68.7	34.7	68.7	0.0	**No**
Yeshiva Raj Jr. High School	52.5	33.9	52.6	0.1	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Grading	10	0	218.0	228	8.9%
Building Construction	61	35.5		96	3.8%
Architectural Coatings	12	0		12	0.5%
Vendor and Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied					

DouglasKim+Associates,LLC

OPERATIONS NOISE CALCULATIONS

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 10th Edition

Land Use Code			221			
Setting			Multifamily Housing (Mid-Rise)			
Time Period	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
Trip Type	Weekday		Weekday		Weekday	
# Data Sites	Vehicle		Vehicle		Vehicle	
	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

			Hourly Trips	Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	3		3
1-2 AM	0.5	0.25	1		1
2-3 AM	0.4	0.2	1		1
3-4 AM	0.7	0.35	2		2
4-5 AM	1.1	0.55	3		3
5-6 AM	3.3	1.65	8		8
6-7 AM	8.0	4	20		20
7-8 AM	14.9	7.45	37	37	
8-9 AM	12.3	6.15	31	31	
9-10 AM	8.6	4.3	22	22	
10-11 AM	7.4	3.7	19	19	
11-12 PM	9.0	4.5	23	23	
12-1 PM	9.4	4.7	24	24	
1-2 PM	8.9	4.45	22	22	
2-3 PM	10.8	5.4	27	27	
3-4 PM	11.6	5.8	29	29	
4-5 PM	16.8	8.4	42	42	
5-6 PM	20.3	10.15	51	51	
6-7 PM	15.9	7.95	40	40	
7-8 PM	12.6	6.3	32		32
8-9 PM	10.3	5.15	26		26
9-10 PM	7.7	3.85	19		19
10-11 PM	5.5	2.75	14		14
11-12 AM	3.1	1.55	8		8
ADT			502		
				31	11

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	7000 Melrose Avenue

Receiver Parameters

Receiver:	600 Block of Sycamore Avenue
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	56 dBA

Noise Source Parameters

Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr	31
Nighttime hrs	Avg. Number of Autos/hr	11
Distance	Distance from Source to Receiver (ft)	85
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Barrier?	No
Joint Track/Crossover?	No
Embedded Track?	No
Aerial Structure?	No

Noise Barrier?	

Noise Barrier?	

Noise Barrier?	

Project Results Summary

Existing Ldn:	56 dBA
Total Project Ldn:	38 dBA
Total Noise Exposure:	56 dBA
Increase:	0 dB
Impact?:	None

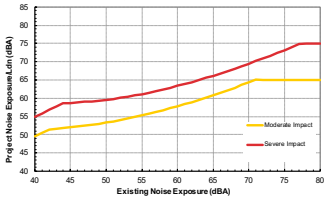
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	18 ft
Dist to Sev. Impact Contour (Source 1):	11 ft

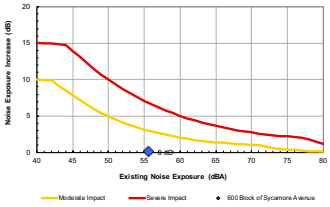
Source 1 Results

Leq(day):	35.6 dBA
Leq(night):	31.1 dBA
Ldn:	38.5 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)



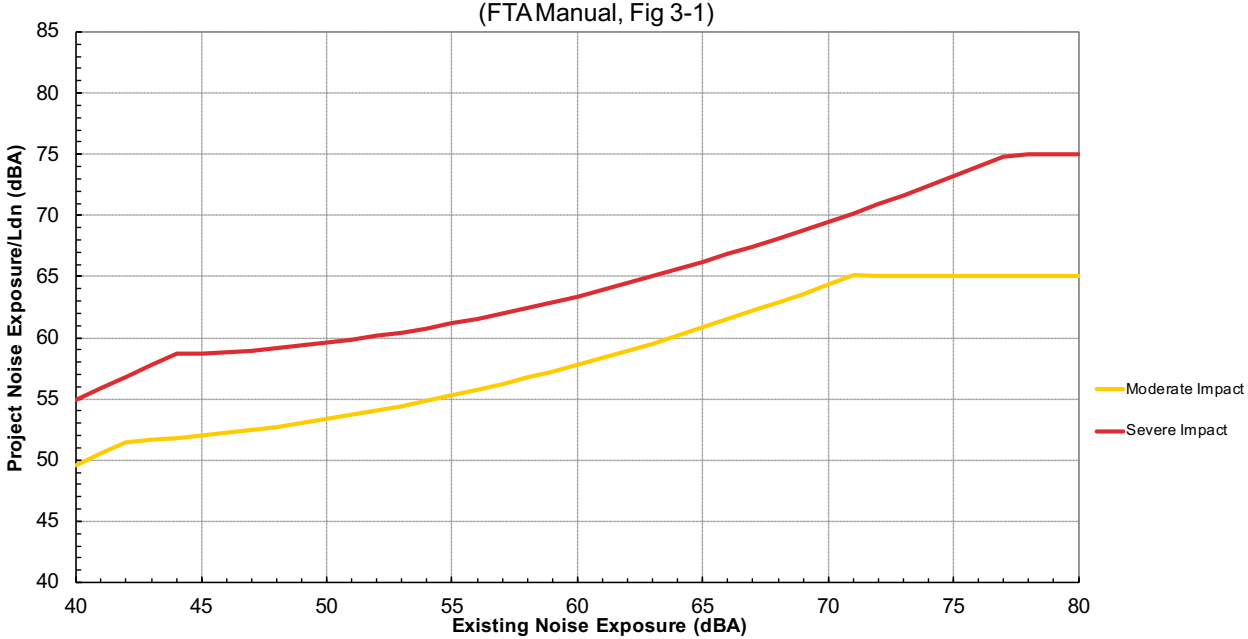
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



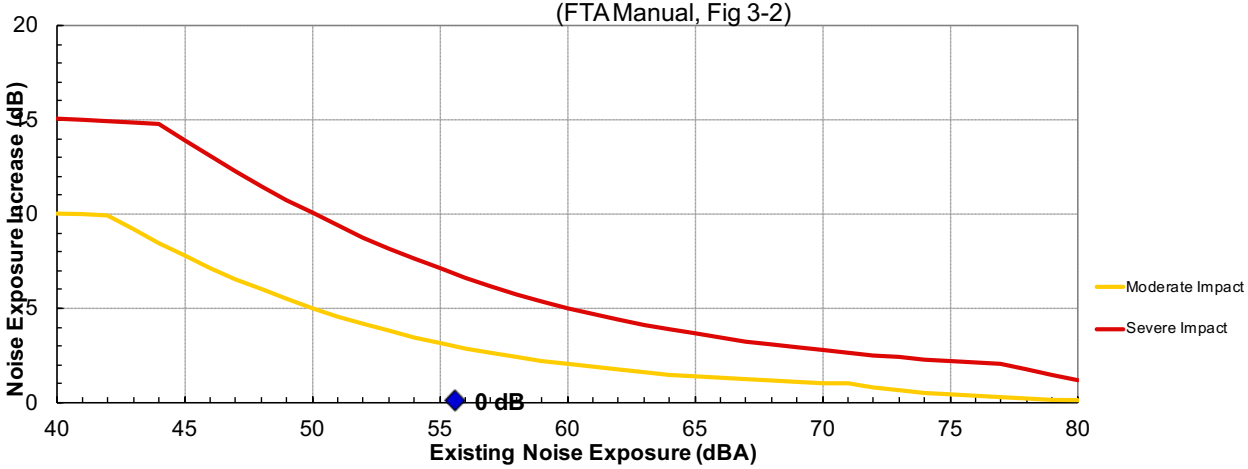
Project: 7000 Melrose Avenue
Receiver: 600 Block of Sycamore Avenue

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Parking Garage	85 ft	38.5 dBA	56 dBA	55 dBA	61 dBA	None
2	--	50 ft		56 dBA	55 dBA	61 dBA	
3	--	50 ft		56 dBA	55 dBA	61 dBA	
4	--	70 ft		56 dBA	55 dBA	61 dBA	
5	--	ft		56 dBA	55 dBA	61 dBA	
6	--	ft		56 dBA	55 dBA	61 dBA	
	Combined Sources		**38 dBA**	**56 dBA**	**55 dBA**	**61 dBA**	**None**

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



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



DouglasKim+Associates,LLC

TRAFFIC NOISE CALCULATIONS

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Ave

East/West Melrose Ave

Day: Tuesday Date: March 7, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	274	213	163	169
BIKES	50	49	29	42
BUSES	45	48	28	32

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	374	8.30	430	8.15	265	8.45	421	7.15
PM PK 15 MIN	422	17.30	357	17.15	293	15.30	320	17.45
AM PK HOUR	1436	8.00	1601	7.30	1046	8.00	1625	7.00
PM PK HOUR	1604	17.00	1313	17.00	1147	15.15	1195	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	86	835	125	1046
8-9	61	1204	171	1436
9-10	79	1131	138	1348
15-16	82	937	144	1163
16-17	93	1230	162	1485
17-18	89	1325	190	1604
TOTAL	490	6662	930	8082

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	55	1070	237	1362
8-9	61	1348	186	1595
9-10	47	1067	150	1264
15-16	85	983	131	1199
16-17	57	1103	87	1247
17-18	72	1127	114	1313
TOTAL	377	6698	905	7980

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2408	26	1	29	0
3031	33	1	29	2
2612	25	0	33	0
2362	70	8	76	4
2732	65	6	70	9
2917	52	4	51	3
16062	271	20	288	18

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	647	149	843
8-9	68	870	108	1046
9-10	79	786	84	949
15-16	113	916	115	1144
16-17	120	902	95	1117
17-18	106	933	94	1133
TOTAL	533	5054	645	6232

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	178	1418	29	1625
8-9	178	1306	43	1527
9-10	146	1142	41	1329
15-16	168	824	99	1091
16-17	189	836	108	1133
17-18	189	921	85	1195
TOTAL	1048	6447	405	7900

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2468	25	0	35	0
2573	24	0	31	2
2278	27	0	46	0
2235	94	5	69	7
2250	85	13	66	9
2328	90	5	47	3
14132	345	23	294	21

TRAFFIC VOLUME ADJUSTMENTS

North/South	La Brea Avenue
East/West	Melrose Avenue
Year	2017
Hour	7-8 AM
Source	https://navigatela.lacity.org/dot/traffic_data/manual_counts/LaBrea.Melrose.170307-NDSMAN.pdf

	NB Approach	SB Approach	EB Approach	WB Approach
LT	86	55	47	178
TH	835	1070	647	1418
RT	125	237	149	29
Total	1046	1362	843	1625

2017	1,046	1,362	843	1,625
2018	1,056	1,376	851	1,641
2019	1,067	1,389	860	1,658
2020	1,078	1,403	869	1,674
2021	**1,088**	**1,417**	**877**	**1,691**

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	907	1,181	731	1,409	6,048,810	82.5%
MDT	141	183	114	219	940,092	12.8%
HDT	4	5	3	6	25,348	0.3%
Buses	1	2	1	2	9,386	0.1%
MCY	25	33	20	39	167,287	2.3%
Aux	21	28	17	33	142,856	1.9%
Total	1,099	1,431	886	1,708	7,333,779	100.0%

DouglasKim+Associates,LLC

To: Kerrie Nicholson, CAJA Environmental
From: Douglas Kim, AICP
Date: March 10, 2022
Re: 7000 Melrose Avenue Air Quality and Noise Analyses

This memo discusses the impact of an updated project description on the air quality and noise impacts prepared by Douglas Kim+Associates, LLC in April 2021. We understand the revised project would add 245 square feet of commercial floor area to the proposed mixed-use development.

Air Quality

The additional floor area would negligibly increase emissions from construction of the proposed project. There would be a de minimis increase in building envelope that would require more architectural coatings that would increase reactive organic gas emissions. However, it would not increase emissions during the grading and construction phases, as the scope of construction equipment and activities during these phases would not change fuel combustion-related emissions. As such, any increase in construction-based emissions would be negligible and would not approach the significance thresholds established by the South Coast Air Quality Management District (SCAQMD).

With regard to project operations, the additional floor area would produce a de minimis increase in air quality emissions. Specifically, while the larger commercial floor area could result in additional traffic from visitors, any increase would be negligible. As such, any increase in operational emissions would be negligible and would not approach the significance thresholds established by the SCAQMD.

Noise

Because the additional floor area would not increase the scope of construction equipment or activities, noise levels from the construction site would not increase. As such, the change would not elevate ambient noise levels at off-site sensitive receptors. During project operations, the increase in commercial floor area would neither elevate operational noise from the development nor elevate traffic noise levels near roadways that serve the project site. As a result, the proposed project revisions would not substantially impact construction- and operations-based noise levels.

In summary, the addition of 245 square feet of commercial floor area to the proposed development would negligibly affect the quantitative analyses we prepared. Moreover, this change would not alter the conclusions about the significance of impacts from construction and operation of the proposed project.

Douglas Kim

APPENDIX D – AIR QUALITY MODELING RESULTS

DouglasKim+Associates,LLC

FUTURE EMISSIONS

7000 Melrose Avenue Future - Los Angeles-South Coast County, Summer

7000 Melrose Avenue Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	63.00	Dwelling Unit	0.38	45,029.00	153
Strip Mall	1.87	1000sqft	0.00	1,865.00	0
Enclosed Parking with Elevator	101.00	Space	0.00	36,028.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Trips and VMT - Assumes 14 cubic yard capacity haul trucks

Woodstoves - Assumes no natural gas fireplaces or woodstoves

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	500.00
tblConstructionPhase	NumDays	2.00	22.00
tblFireplaces	NumberGas	53.55	0.00
tblFireplaces	NumberNoFireplace	6.30	63.00
tblFireplaces	NumberWood	3.15	0.00
tblGrading	AcresOfGrading	0.00	0.68
tblGrading	MaterialExported	0.00	12,300.00
tblLandUse	LandUseSquareFeet	63,000.00	45,029.00
tblLandUse	LandUseSquareFeet	40,400.00	36,028.00
tblLandUse	LotAcreage	1.66	0.38
tblLandUse	LotAcreage	0.04	4.0000e-003
tblLandUse	LotAcreage	0.91	0.00
tblLandUse	Population	180.00	153.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	1,538.00	1,758.00
tblWoodstoves	NumberCatalytic	3.15	0.00
tblWoodstoves	NumberNoncatalytic	3.15	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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

2021	2.0455	42.7057	17.1072	0.1294	3.7533	0.5370	4.2903	1.2219	0.5126	1.7345	0.0000	13,875.5714	13,875.5714	1.0109	0.0000	13,900.8428
2022	0.9683	8.3884	9.7317	0.0214	0.7651	0.3795	1.1446	0.2048	0.3492	0.5540	0.0000	2,128.3855	2,128.3855	0.3959	0.0000	2,138.2820
2023	5.8817	8.8081	11.6883	0.0253	0.8992	0.3983	1.2975	0.2404	0.3722	0.6125	0.0000	2,501.8284	2,501.8284	0.4121	0.0000	2,512.1300
Maximum	**5.8817**	**42.7057**	**17.1072**	**0.1294**	**3.7533**	**0.5370**	**4.2903**	**1.2219**	**0.5126**	**1.7345**	**0.0000**	**13,875.5714**	**13,875.5714**	**1.0109**	**0.0000**	**13,900.8428**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.0455	42.7057	17.1072	0.1294	2.2024	0.5370	2.7393	0.7037	0.5126	1.2162	0.0000	13,875.5714	13,875.5714	1.0109	0.0000	13,900.8428
2022	0.9683	8.3884	9.7317	0.0214	0.4651	0.3795	0.8446	0.1312	0.3492	0.4804	0.0000	2,128.3855	2,128.3855	0.3959	0.0000	2,138.2820
2023	5.8817	8.8081	11.6883	0.0253	0.5456	0.3983	0.9439	0.1536	0.3722	0.5257	0.0000	2,501.8284	2,501.8284	0.4121	0.0000	2,512.1300
Maximum	**5.8817**	**42.7057**	**17.1072**	**0.1294**	**2.2024**	**0.5370**	**2.7393**	**0.7037**	**0.5126**	**1.2162**	**0.0000**	**13,875.5714**	**13,875.5714**	**1.0109**	**0.0000**	**13,900.8428**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**40.69**	**0.00**	**32.74**	**40.71**	**0.00**	**23.39**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Energy	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
Mobile	0.8000	3.2919	10.7084	0.0403	3.3786	0.0295	3.4081	0.9041	0.0274	0.9316		4,107.5396	4,107.5396	0.1964		4,112.4500
Total	**2.0007**	**3.4994**	**15.9808**	**0.0416**	**3.3786**	**0.0702**	**3.4489**	**0.9041**	**0.0682**	**0.9723**	**0.0000**	**4,305.0678**	**4,305.0678**	**0.2091**	**3.4500e-003**	**4,311.3228**

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	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Energy	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
Mobile	0.8000	3.2919	10.7084	0.0403	3.3786	0.0295	3.4081	0.9041	0.0274	0.9316		4,107.5396	4,107.5396	0.1964		4,112.4500
Total	**2.0007**	**3.4994**	**15.9808**	**0.0416**	**3.3786**	**0.0702**	**3.4489**	**0.9041**	**0.0682**	**0.9723**	**0.0000**	**4,305.0678**	**4,305.0678**	**0.2091**	**3.4500e-003**	**4,311.3228**

	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	N20	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	Grading	Grading	7/1/2021	7/30/2021	5	22	
2	Building Construction	Building Construction	8/2/2021	6/30/2023	5	500	
3	Architectural Coating	Architectural Coating	4/3/2023	6/30/2023	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.68

Acres of Paving: 0

Residential Indoor: 91,184; Residential Outdoor: 30,395; Non-Residential Indoor: 2,798; Non-Residential Outdoor: 933; Striped Parking Area: 2,162

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	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
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	61.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,758.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8488	0.0000	0.8488	0.4269	0.0000	0.4269			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.8488**	**0.4073**	**1.2561**	**0.4269**	**0.3886**	**0.8155**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	1.2061	35.4232	9.1353	0.1162	2.7928	0.1287	2.9215	0.7654	0.1232	0.8886		12,614.2606	12,614.2606	0.7937		12,634.1022
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	0.0429	0.0295	0.4028	1.1400e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		113.8770	113.8770	3.3600e-003		113.9609
Total	**1.2490**	**35.4526**	**9.5381**	**0.1174**	**2.9046**	**0.1296**	**3.0342**	**0.7950**	**0.1240**	**0.9190**		**12,728.1376**	**12,728.1376**	**0.7970**		**12,748.0630**

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					0.3145	0.0000	0.3145	0.1582	0.0000	0.1582			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.3145**	**0.4073**	**0.7218**	**0.1582**	**0.3886**	**0.5468**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	1.2061	35.4232	9.1353	0.1162	1.8208	0.1287	1.9495	0.5268	0.1232	0.6500		12,614.2606	12,614.2606	0.7937		12,634.1022
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	0.0429	0.0295	0.4028	1.1400e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		113.8770	113.8770	3.3600e-003		113.9609
Total	**1.2490**	**35.4526**	**9.5381**	**0.1174**	**1.8879**	**0.1296**	**2.0175**	**0.5455**	**0.1240**	**0.6695**		**12,728.1376**	**12,728.1376**	**0.7970**		**12,748.0630**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0395	1.2622	0.3300	3.3400e-003	0.0832	2.5800e-003	0.0858	0.0240	2.4700e-003	0.0264		357.3448	357.3448	0.0211		357.8711
Worker	0.2615	0.1797	2.4569	6.9700e-003	0.6818	5.5100e-003	0.6874	0.1808	5.0800e-003	0.1859		694.6496	694.6496	0.0205		695.1613
Total	**0.3010**	**1.4419**	**2.7869**	**0.0103**	**0.7651**	**8.0900e-003**	**0.7732**	**0.2048**	**7.5500e-003**	**0.2123**		**1,051.9944**	**1,051.9944**	**0.0415**		**1,053.0324**

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0395	1.2622	0.3300	3.3400e-003	0.0560	2.5800e-003	0.0585	0.0173	2.4700e-003	0.0197		357.3448	357.3448	0.0211		357.8711
Worker	0.2615	0.1797	2.4569	6.9700e-003	0.4092	5.5100e-003	0.4147	0.1139	5.0800e-003	0.1190		694.6496	694.6496	0.0205		695.1613
Total	**0.3010**	**1.4419**	**2.7869**	**0.0103**	**0.4651**	**8.0900e-003**	**0.4732**	**0.1312**	**7.5500e-003**	**0.1387**		**1,051.9944**	**1,051.9944**	**0.0415**		**1,053.0324**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0371	1.2003	0.3122	3.3100e-003	0.0832	2.2600e-003	0.0855	0.0240	2.1600e-003	0.0261		354.2317	354.2317	0.0203		354.7399
Worker	0.2449	0.1624	2.2668	6.7300e-003	0.6818	5.3400e-003	0.6872	0.1808	4.9200e-003	0.1857		670.2145	670.2145	0.0185		670.6770

Total	**0.2820**	**1.3626**	**2.5790**	**0.0100**	**0.7651**	**7.6000e-003**	**0.7727**	**0.2048**	**7.0800e-003**	**0.2119**		**1,024.4462**	**1,024.4462**	**0.0388**		**1,025.4168**

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0371	1.2003	0.3122	3.3100e-003	0.0560	2.2600e-003	0.0582	0.0173	2.1600e-003	0.0194		354.2317	354.2317	0.0203		354.7399
Worker	0.2449	0.1624	2.2668	6.7300e-003	0.4092	5.3400e-003	0.4145	0.1139	4.9200e-003	0.1188		670.2145	670.2145	0.0185		670.6770
Total	**0.2820**	**1.3626**	**2.5790**	**0.0100**	**0.4651**	**7.6000e-003**	**0.4727**	**0.1312**	**7.0800e-003**	**0.1382**		**1,024.4462**	**1,024.4462**	**0.0388**		**1,025.4168**

3.3 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

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	0.0275	0.9107	0.2820	3.2000e-003	0.0832	1.0500e-003	0.0843	0.0240	1.0100e-003	0.0250		343.0797	343.0797	0.0180		343.5300
Worker	0.2300	0.1469	2.0875	6.4800e-003	0.6818	5.1900e-003	0.6870	0.1808	4.7700e-003	0.1856		645.6740	645.6740	0.0167		646.0910
Total	**0.2575**	**1.0576**	**2.3695**	**9.6800e-003**	**0.7651**	**6.2400e-003**	**0.7713**	**0.2048**	**5.7800e-003**	**0.2106**		**988.7537**	**988.7537**	**0.0347**		**989.6210**

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

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	0.0275	0.9107	0.2820	3.2000e-003	0.0560	1.0500e-003	0.0570	0.0173	1.0100e-003	0.0183		343.0797	343.0797	0.0180		343.5300
Worker	0.2300	0.1469	2.0875	6.4800e-003	0.4092	5.1900e-003	0.4144	0.1139	4.7700e-003	0.1187		645.6740	645.6740	0.0167		646.0910
Total	**0.2575**	**1.0576**	**2.3695**	**9.6800e-003**	**0.4651**	**6.2400e-003**	**0.4714**	**0.1312**	**5.7800e-003**	**0.1369**		**988.7537**	**988.7537**	**0.0347**		**989.6210**

3.4 Architectural Coating - 2023

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	4.7550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**4.9466**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0453	0.0289	0.4107	1.2700e-003	0.1341	1.0200e-003	0.1352	0.0356	9.4000e-004	0.0365		127.0178	127.0178	3.2800e-003		127.0999
Total	**0.0453**	**0.0289**	**0.4107**	**1.2700e-003**	**0.1341**	**1.0200e-003**	**0.1352**	**0.0356**	**9.4000e-004**	**0.0365**		**127.0178**	**127.0178**	**3.2800e-003**		**127.0999**

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	4.7550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**4.9466**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0453	0.0289	0.4107	1.2700e-003	0.0805	1.0200e-003	0.0815	0.0224	9.4000e-004	0.0234		127.0178	127.0178	3.2800e-003		127.0999
Total	**0.0453**	**0.0289**	**0.4107**	**1.2700e-003**	**0.0805**	**1.0200e-003**	**0.0815**	**0.0224**	**9.4000e-004**	**0.0234**		**127.0178**	**127.0178**	**3.2800e-003**		**127.0999**

4.0 Operational Detail - Mobile

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	0.8000	3.2919	10.7084	0.0403	3.3786	0.0295	3.4081	0.9041	0.0274	0.9316		4,107.5396	4,107.5396	0.1964		4,112.4500
Unmitigated	0.8000	3.2919	10.7084	0.0403	3.3786	0.0295	3.4081	0.9041	0.0274	0.9316		4,107.5396	4,107.5396	0.1964		4,112.4500

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	418.95	402.57	369.18	1,399,324	1,399,324
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	82.66	78.40	38.10	143,997	143,997
Total	501.61	480.97	407.28	1,543,320	1,543,320

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

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

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	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
NaturalGas Unmitigated	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650

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	1590.87	0.0172	0.1466	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.1611	187.1611	3.5900e-003	3.4300e-003	188.2733
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
Strip Mall	8.37973	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9859	0.9859	2.0000e-005	2.0000e-005	0.9917
Total		**0.0173**	**0.1474**	**0.0631**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**188.1469**	**188.1469**	**3.6100e-003**	**3.4500e-003**	**189.2650**

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	1.59087	0.0172	0.1466	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.1611	187.1611	3.5900e-003	3.4300e-003	188.2733
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
Strip Mall	0.00837973	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9859	0.9859	2.0000e-005	2.0000e-005	0.9917
Total		**0.0173**	**0.1474**	**0.0631**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**188.1469**	**188.1469**	**3.6100e-003**	**3.4500e-003**	**189.2650**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Unmitigated	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078

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	0.0847					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	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
Landscaping	0.1576	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288		9.3813	9.3813	9.0600e-003		9.6078
Total	**1.1835**	**0.0600**	**5.2092**	**2.8000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**9.3813**	**9.3813**	**9.0600e-003**	**0.0000**	**9.6078**

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	0.0847					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	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
Landscaping	0.1576	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288		9.3813	9.3813	9.0600e-003		9.6078
Total	**1.1835**	**0.0600**	**5.2092**	**2.8000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**9.3813**	**9.3813**	**9.0600e-003**	**0.0000**	**9.6078**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

7000 Melrose Avenue Future - Los Angeles-South Coast County, Annual

7000 Melrose Avenue Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	63.00	Dwelling Unit	0.38	45,029.00	153
Strip Mall	1.87	1000sqft	0.00	1,865.00	0
Enclosed Parking with Elevator	101.00	Space	0.00	36,028.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Trips and VMT - Assumes 14 cubic yard capacity haul trucks

Woodstoves - Assumes no natural gas fireplaces or woodstoves

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	500.00
tblConstructionPhase	NumDays	2.00	22.00
tblFireplaces	NumberGas	53.55	0.00
tblFireplaces	NumberNoFireplace	6.30	63.00
tblFireplaces	NumberWood	3.15	0.00
tblGrading	AcresOfGrading	0.00	0.68
tblGrading	MaterialExported	0.00	12,300.00
tblLandUse	LandUseSquareFeet	63,000.00	45,029.00
tblLandUse	LandUseSquareFeet	40,400.00	36,028.00
tblLandUse	LotAcreage	1.66	0.38
tblLandUse	LotAcreage	0.04	4.0000e-003
tblLandUse	LotAcreage	0.91	0.00
tblLandUse	Population	180.00	153.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	1,538.00	1,758.00
tblWoodstoves	NumberCatalytic	3.15	0.00
tblWoodstoves	NumberNoncatalytic	3.15	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

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

2021	0.0819	1.0071	0.7346	2.5900e-003	0.0820	0.0310	0.1130	0.0244	0.0287	0.0531	0.0000	243.7729	243.7729	0.0300	0.0000	244.5233
2022	0.1261	1.0958	1.2489	2.7400e-003	0.0975	0.0493	0.1469	0.0262	0.0454	0.0716	0.0000	247.1485	247.1485	0.0467	0.0000	248.3149
2023	0.2202	0.5313	0.6789	1.4900e-003	0.0531	0.0236	0.0766	0.0142	0.0219	0.0361	0.0000	133.4661	133.4661	0.0237	0.0000	134.0582
Maximum	**0.2202**	**1.0958**	**1.2489**	**2.7400e-003**	**0.0975**	**0.0493**	**0.1469**	**0.0262**	**0.0454**	**0.0716**	**0.0000**	**247.1485**	**247.1485**	**0.0467**	**0.0000**	**248.3149**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0819	1.0071	0.7346	2.5900e-003	0.0491	0.0310	0.0801	0.0148	0.0287	0.0435	0.0000	243.7728	243.7728	0.0300	0.0000	244.5232
2022	0.1261	1.0958	1.2489	2.7400e-003	0.0594	0.0493	0.1088	0.0168	0.0454	0.0622	0.0000	247.1484	247.1484	0.0467	0.0000	248.3148
2023	0.2202	0.5313	0.6789	1.4900e-003	0.0323	0.0236	0.0558	9.1200e-003	0.0219	0.0310	0.0000	133.4660	133.4660	0.0237	0.0000	134.0581
Maximum	**0.2202**	**1.0958**	**1.2489**	**2.7400e-003**	**0.0594**	**0.0493**	**0.1088**	**0.0168**	**0.0454**	**0.0622**	**0.0000**	**247.1484**	**247.1484**	**0.0467**	**0.0000**	**248.3148**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**39.47**	**0.00**	**27.28**	**37.14**	**0.00**	**14.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2021	9-30-2021	0.7045	0.7045
2	10-1-2021	12-31-2021	0.3467	0.3467
3	1-1-2022	3-31-2022	0.3022	0.3022
4	4-1-2022	6-30-2022	0.3041	0.3041
5	7-1-2022	9-30-2022	0.3074	0.3074
6	10-1-2022	12-31-2022	0.3089	0.3089
7	1-1-2023	3-31-2023	0.2702	0.2702

8	**4-1-2023**	**6-30-2023**	0.4729	0.4729
		Highest	0.7045	0.7045

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2069	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Energy	3.1500e-003	0.0269	0.0115	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	301.7143	301.7143	6.9900e-003	1.8900e-003	302.4531
Mobile	0.1334	0.6053	1.8203	6.8800e-003	0.5858	5.2200e-003	0.5910	0.1570	4.8500e-003	0.1619	0.0000	635.7942	635.7942	0.0313	0.0000	636.5757
Waste						0.0000	0.0000		0.0000	0.0000	6.2805	0.0000	6.2805	0.3712	0.0000	15.5598
Water						0.0000	0.0000		0.0000	0.0000	1.3462	47.3106	48.6567	0.1394	3.5000e-003	53.1831
Total	**0.3435**	**0.6397**	**2.4830**	**7.0800e-003**	**0.5858**	**0.0110**	**0.5967**	**0.1570**	**0.0106**	**0.1676**	**7.6267**	**985.8829**	**993.5096**	**0.5498**	**5.3900e-003**	**1,008.8612**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2069	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Energy	3.1500e-003	0.0269	0.0115	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	301.7143	301.7143	6.9900e-003	1.8900e-003	302.4531
Mobile	0.1334	0.6053	1.8203	6.8800e-003	0.5858	5.2200e-003	0.5910	0.1570	4.8500e-003	0.1619	0.0000	635.7942	635.7942	0.0313	0.0000	636.5757
Waste						0.0000	0.0000		0.0000	0.0000	6.2805	0.0000	6.2805	0.3712	0.0000	15.5598

Water						0.0000	0.0000		0.0000	0.0000	1.3462	47.3106	48.6567	0.1394	3.5000e-003	53.1831
Total	**0.3435**	**0.6397**	**2.4830**	**7.0800e-003**	**0.5858**	**0.0110**	**0.5967**	**0.1570**	**0.0106**	**0.1676**	**7.6267**	**985.8829**	**993.5096**	**0.5498**	**5.3900e-003**	**1,008.8612**

	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	N20	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	Grading	Grading	7/1/2021	7/30/2021	5	22	
2	Building Construction	Building Construction	8/2/2021	6/30/2023	5	500	
3	Architectural Coating	Architectural Coating	4/3/2023	6/30/2023	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.68

Acres of Paving: 0

Residential Indoor: 91,184; Residential Outdoor: 30,395; Non-Residential Indoor: 2,798; Non-Residential Outdoor: 933; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	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
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	61.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,758.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.3400e-003	0.0000	9.3400e-003	4.7000e-003	0.0000	4.7000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7600e-003	0.0798	0.0833	1.3000e-004		4.4800e-003	4.4800e-003		4.2700e-003	4.2700e-003	0.0000	11.4503	11.4503	2.1300e-003	0.0000	11.5036
Total	**8.7600e-003**	**0.0798**	**0.0833**	**1.3000e-004**	**9.3400e-003**	**4.4800e-003**	**0.0138**	**4.7000e-003**	**4.2700e-003**	**8.9700e-003**	**0.0000**	**11.4503**	**11.4503**	**2.1300e-003**	**0.0000**	**11.5036**

Unmitigated Construction Off-Site

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

Category	tons/yr										MT/yr					
Hauling	0.0133	0.4060	0.1017	1.2700e-003	0.0302	1.4200e-003	0.0316	8.2900e-003	1.3600e-003	9.6500e-003	0.0000	125.3870	125.3870	7.9900e-003	0.0000	125.5867
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	4.7000e-004	3.7000e-004	4.1600e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0878	1.0878	3.0000e-005	0.0000	1.0886
Total	**0.0138**	**0.4064**	**0.1058**	**1.2800e-003**	**0.0314**	**1.4300e-003**	**0.0328**	**8.6100e-003**	**1.3700e-003**	**9.9800e-003**	**0.0000**	**126.4748**	**126.4748**	**8.0200e-003**	**0.0000**	**126.6754**

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	tons/yr										MT/yr					
Fugitive Dust					3.4600e-003	0.0000	3.4600e-003	1.7400e-003	0.0000	1.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7600e-003	0.0798	0.0833	1.3000e-004		4.4800e-003	4.4800e-003		4.2700e-003	4.2700e-003	0.0000	11.4503	11.4503	2.1300e-003	0.0000	11.5036
Total	**8.7600e-003**	**0.0798**	**0.0833**	**1.3000e-004**	**3.4600e-003**	**4.4800e-003**	**7.9400e-003**	**1.7400e-003**	**4.2700e-003**	**6.0100e-003**	**0.0000**	**11.4503**	**11.4503**	**2.1300e-003**	**0.0000**	**11.5036**

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	tons/yr										MT/yr					
Hauling	0.0133	0.4060	0.1017	1.2700e-003	0.0198	1.4200e-003	0.0212	5.7300e-003	1.3600e-003	7.0800e-003	0.0000	125.3870	125.3870	7.9900e-003	0.0000	125.5867
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	4.7000e-004	3.7000e-004	4.1600e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	1.0878	1.0878	3.0000e-005	0.0000	1.0886

Total	**0.0138**	**0.4064**	**0.1058**	**1.2800e-003**	**0.0205**	**1.4300e-003**	**0.0219**	**5.9300e-003**	**1.3700e-003**	**7.2900e-003**	**0.0000**	**126.4748**	**126.4748**	**8.0200e-003**	**0.0000**	**126.6754**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0426	0.4392	0.3995	6.3000e-004		0.0246	0.0246		0.0227	0.0227	0.0000	55.0451	55.0451	0.0178	0.0000	55.4902
Total	**0.0426**	**0.4392**	**0.3995**	**6.3000e-004**		**0.0246**	**0.0246**		**0.0227**	**0.0227**	**0.0000**	**55.0451**	**55.0451**	**0.0178**	**0.0000**	**55.4902**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	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	2.2200e-003	0.0706	0.0191	1.8000e-004	4.5000e-003	1.4000e-004	4.6500e-003	1.3000e-003	1.4000e-004	1.4400e-003	0.0000	17.6245	17.6245	1.0800e-003	0.0000	17.6515
Worker	0.0144	0.0112	0.1269	3.7000e-004	0.0368	3.0000e-004	0.0371	9.7600e-003	2.8000e-004	0.0100	0.0000	33.1782	33.1782	9.8000e-004	0.0000	33.2026
Total	**0.0167**	**0.0818**	**0.1460**	**5.5000e-004**	**0.0413**	**4.4000e-004**	**0.0417**	**0.0111**	**4.2000e-004**	**0.0115**	**0.0000**	**50.8027**	**50.8027**	**2.0600e-003**	**0.0000**	**50.8541**

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	tons/yr										MT/yr					
Off-Road	0.0426	0.4392	0.3995	6.3000e-004		0.0246	0.0246		0.0227	0.0227	0.0000	55.0451	55.0451	0.0178	0.0000	55.4901
Total	**0.0426**	**0.4392**	**0.3995**	**6.3000e-004**		**0.0246**	**0.0246**		**0.0227**	**0.0227**	**0.0000**	**55.0451**	**55.0451**	**0.0178**	**0.0000**	**55.4901**

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	tons/yr										MT/yr					
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	2.2200e-003	0.0706	0.0191	1.8000e-004	3.0400e-003	1.4000e-004	3.1800e-003	9.4000e-004	1.4000e-004	1.0800e-003	0.0000	17.6245	17.6245	1.0800e-003	0.0000	17.6515
Worker	0.0144	0.0112	0.1269	3.7000e-004	0.0221	3.0000e-004	0.0224	6.1700e-003	2.8000e-004	6.4500e-003	0.0000	33.1782	33.1782	9.8000e-004	0.0000	33.2026
Total	**0.0167**	**0.0818**	**0.1460**	**5.5000e-004**	**0.0252**	**4.4000e-004**	**0.0256**	**7.1100e-003**	**4.2000e-004**	**7.5300e-003**	**0.0000**	**50.8027**	**50.8027**	**2.0600e-003**	**0.0000**	**50.8541**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

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

Off-Road	0.0892	0.9134	0.9299	1.4800e-003		0.0484	0.0484		0.0445	0.0445	0.0000	130.1920	130.1920	0.0421	0.0000	131.2447
Total	**0.0892**	**0.9134**	**0.9299**	**1.4800e-003**		**0.0484**	**0.0484**		**0.0445**	**0.0445**	**0.0000**	**130.1920**	**130.1920**	**0.0421**	**0.0000**	**131.2447**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	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	4.9300e-003	0.1585	0.0428	4.3000e-004	0.0107	3.0000e-004	0.0109	3.0700e-003	2.8000e-004	3.3600e-003	0.0000	41.2920	41.2920	2.4700e-003	0.0000	41.3537
Worker	0.0320	0.0240	0.2763	8.4000e-004	0.0869	6.9000e-004	0.0876	0.0231	6.4000e-004	0.0237	0.0000	75.6645	75.6645	2.0800e-003	0.0000	75.7166
Total	**0.0369**	**0.1825**	**0.3191**	**1.2700e-003**	**0.0976**	**9.9000e-004**	**0.0985**	**0.0262**	**9.2000e-004**	**0.0271**	**0.0000**	**116.9565**	**116.9565**	**4.5500e-003**	**0.0000**	**117.0703**

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	tons/yr										MT/yr					
Off-Road	0.0892	0.9134	0.9299	1.4800e-003		0.0484	0.0484		0.0445	0.0445	0.0000	130.1918	130.1918	0.0421	0.0000	131.2445
Total	**0.0892**	**0.9134**	**0.9299**	**1.4800e-003**		**0.0484**	**0.0484**		**0.0445**	**0.0445**	**0.0000**	**130.1918**	**130.1918**	**0.0421**	**0.0000**	**131.2445**

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	tons/yr										MT/yr					
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	4.9300e-003	0.1585	0.0428	4.3000e-004	7.1800e-003	3.0000e-004	7.4800e-003	2.2200e-003	2.8000e-004	2.5100e-003	0.0000	41.2920	41.2920	2.4700e-003	0.0000	41.3537
Worker	0.0320	0.0240	0.2763	8.4000e-004	0.0523	6.9000e-004	0.0529	0.0146	6.4000e-004	0.0152	0.0000	75.6645	75.6645	2.0800e-003	0.0000	75.7166
Total	**0.0369**	**0.1825**	**0.3191**	**1.2700e-003**	**0.0594**	**9.9000e-004**	**0.0604**	**0.0168**	**9.2000e-004**	**0.0177**	**0.0000**	**116.9565**	**116.9565**	**4.5500e-003**	**0.0000**	**117.0703**

3.3 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0411	0.4172	0.4613	7.4000e-004		0.0208	0.0208		0.0192	0.0192	0.0000	65.1355	65.1355	0.0211	0.0000	65.6621
Total	**0.0411**	**0.4172**	**0.4613**	**7.4000e-004**		**0.0208**	**0.0208**		**0.0192**	**0.0192**	**0.0000**	**65.1355**	**65.1355**	**0.0211**	**0.0000**	**65.6621**

Unmitigated Construction Off-Site

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

Category	tons/yr										MT/yr					
Hauling	0.0000	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	1.8300e-003	0.0599	0.0192	2.1000e-004	5.3200e-003	7.0000e-005	5.3900e-003	1.5400e-003	7.0000e-005	1.6000e-003	0.0000	19.9997	19.9997	1.0900e-003	0.0000	20.0269
Worker	0.0150	0.0109	0.1270	4.0000e-004	0.0435	3.4000e-004	0.0438	0.0115	3.1000e-004	0.0119	0.0000	36.4479	36.4479	9.4000e-004	0.0000	36.4713
Total	**0.0169**	**0.0707**	**0.1462**	**6.1000e-004**	**0.0488**	**4.1000e-004**	**0.0492**	**0.0131**	**3.8000e-004**	**0.0135**	**0.0000**	**56.4475**	**56.4475**	**2.0300e-003**	**0.0000**	**56.4982**

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	tons/yr										MT/yr					
Off-Road	0.0411	0.4172	0.4613	7.4000e-004		0.0208	0.0208		0.0192	0.0192	0.0000	65.1354	65.1354	0.0211	0.0000	65.6621
Total	**0.0411**	**0.4172**	**0.4613**	**7.4000e-004**		**0.0208**	**0.0208**		**0.0192**	**0.0192**	**0.0000**	**65.1354**	**65.1354**	**0.0211**	**0.0000**	**65.6621**

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	tons/yr										MT/yr					
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	1.8300e-003	0.0599	0.0192	2.1000e-004	3.5900e-003	7.0000e-005	3.6600e-003	1.1100e-003	7.0000e-005	1.1800e-003	0.0000	19.9997	19.9997	1.0900e-003	0.0000	20.0269
Worker	0.0150	0.0109	0.1270	4.0000e-004	0.0261	3.4000e-004	0.0265	7.2900e-003	3.1000e-004	7.6000e-003	0.0000	36.4479	36.4479	9.4000e-004	0.0000	36.4713

Total	**0.0169**	**0.0707**	**0.1462**	**6.1000e-004**	**0.0297**	**4.1000e-004**	**0.0301**	**8.4000e-003**	**3.8000e-004**	**8.7800e-003**	**0.0000**	**56.4475**	**56.4475**	**2.0300e-003**	**0.0000**	**56.4982**

3.4 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.2300e-003	0.0424	0.0589	1.0000e-004		2.3000e-003	2.3000e-003		2.3000e-003	2.3000e-003	0.0000	8.2981	8.2981	5.0000e-004	0.0000	8.3105
Total	**0.1608**	**0.0424**	**0.0589**	**1.0000e-004**		**2.3000e-003**	**2.3000e-003**		**2.3000e-003**	**2.3000e-003**	**0.0000**	**8.2981**	**8.2981**	**5.0000e-004**	**0.0000**	**8.3105**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	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	1.4800e-003	1.0700e-003	0.0125	4.0000e-005	4.2700e-003	3.0000e-005	4.3100e-003	1.1400e-003	3.0000e-005	1.1700e-003	0.0000	3.5850	3.5850	9.0000e-005	0.0000	3.5873
Total	**1.4800e-003**	**1.0700e-003**	**0.0125**	**4.0000e-005**	**4.2700e-003**	**3.0000e-005**	**4.3100e-003**	**1.1400e-003**	**3.0000e-005**	**1.1700e-003**	**0.0000**	**3.5850**	**3.5850**	**9.0000e-005**	**0.0000**	**3.5873**

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	tons/yr										MT/yr					
Archit. Coating	0.1545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.2300e-003	0.0424	0.0589	1.0000e-004		2.3000e-003	2.3000e-003		2.3000e-003	2.3000e-003	0.0000	8.2981	8.2981	5.0000e-004	0.0000	8.3105
Total	**0.1608**	**0.0424**	**0.0589**	**1.0000e-004**		**2.3000e-003**	**2.3000e-003**		**2.3000e-003**	**2.3000e-003**	**0.0000**	**8.2981**	**8.2981**	**5.0000e-004**	**0.0000**	**8.3105**

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	tons/yr										MT/yr					
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	1.4800e-003	1.0700e-003	0.0125	4.0000e-005	2.5700e-003	3.0000e-005	2.6000e-003	7.2000e-004	3.0000e-005	7.5000e-004	0.0000	3.5850	3.5850	9.0000e-005	0.0000	3.5873
Total	**1.4800e-003**	**1.0700e-003**	**0.0125**	**4.0000e-005**	**2.5700e-003**	**3.0000e-005**	**2.6000e-003**	**7.2000e-004**	**3.0000e-005**	**7.5000e-004**	**0.0000**	**3.5850**	**3.5850**	**9.0000e-005**	**0.0000**	**3.5873**

4.0 Operational Detail - Mobile

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	tons/yr										MT/yr					
Mitigated	0.1334	0.6053	1.8203	6.8800e-003	0.5858	5.2200e-003	0.5910	0.1570	4.8500e-003	0.1619	0.0000	635.7942	635.7942	0.0313	0.0000	636.5757
Unmitigated	0.1334	0.6053	1.8203	6.8800e-003	0.5858	5.2200e-003	0.5910	0.1570	4.8500e-003	0.1619	0.0000	635.7942	635.7942	0.0313	0.0000	636.5757

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	418.95	402.57	369.18	1,399,324	1,399,324
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	82.66	78.40	38.10	143,997	143,997
Total	501.61	480.97	407.28	1,543,320	1,543,320

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

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

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	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	270.5645	270.5645	6.3900e-003	1.3200e-003	271.1182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	270.5645	270.5645	6.3900e-003	1.3200e-003	271.1182
NaturalGas Mitigated	3.1500e-003	0.0269	0.0115	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.1498	31.1498	6.0000e-004	5.7000e-004	31.3349
NaturalGas Unmitigated	3.1500e-003	0.0269	0.0115	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.1498	31.1498	6.0000e-004	5.7000e-004	31.3349

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	580667	3.1300e-003	0.0268	0.0114	1.7000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	30.9866	30.9866	5.9000e-004	5.7000e-004	31.1708
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	0.0000
Strip Mall	3058.6	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1632	0.1632	0.0000	0.0000	0.1642
Total		**3.1500e-003**	**0.0269**	**0.0115**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**	**0.0000**	**31.1498**	**31.1498**	**5.9000e-004**	**5.7000e-004**	**31.3349**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	580667	3.1300e-003	0.0268	0.0114	1.7000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	30.9866	30.9866	5.9000e-004	5.7000e-004	31.1708
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	0.0000
Strip Mall	3058.6	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1632	0.1632	0.0000	0.0000	0.1642
Total		**3.1500e-003**	**0.0269**	**0.0115**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**	**0.0000**	**31.1498**	**31.1498**	**5.9000e-004**	**5.7000e-004**	**31.3349**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	249485	138.9536	3.2800e-003	6.8000e-004	139.2380
Enclosed Parking with Elevator	211124	117.5880	2.7800e-003	5.7000e-004	117.8287
Strip Mall	25177.5	14.0229	3.3000e-004	7.0000e-005	14.0516
Total		**270.5645**	**6.3900e-003**	**1.3200e-003**	**271.1182**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	249485	138.9536	3.2800e-003	6.8000e-004	139.2380
Enclosed Parking with Elevator	211124	117.5880	2.7800e-003	5.7000e-004	117.8287
Strip Mall	25177.5	14.0229	3.3000e-004	7.0000e-005	14.0516
Total		**270.5645**	**6.3900e-003**	**1.3200e-003**	**271.1182**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2069	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Unmitigated	0.2069	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895

6.2 Area by SubCategory

Unmitigated

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

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0155					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1718					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	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
Landscaping	0.0197	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Total	**0.2069**	**7.5000e-003**	**0.6512**	**3.0000e-005**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**	**0.0000**	**1.0638**	**1.0638**	**1.0300e-003**	**0.0000**	**1.0895**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0155					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1718					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	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
Landscaping	0.0197	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Total	**0.2069**	**7.5000e-003**	**0.6512**	**3.0000e-005**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**	**0.0000**	**1.0638**	**1.0638**	**1.0300e-003**	**0.0000**	**1.0895**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	48.6567	0.1394	3.5000e-003	53.1831
Unmitigated	48.6567	0.1394	3.5000e-003	53.1831

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.1047 / 2.58775	47.0829	0.1348	3.3800e-003	51.4616
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.138516 / 0.0848967	1.5738	4.5500e-003	1.1000e-004	1.7215
Total		**48.6567**	**0.1394**	**3.4900e-003**	**53.1831**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.1047 / 2.58775	47.0829	0.1348	3.3800e-003	51.4616
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000

Strip Mall	0.138516 / 0.0848967	1.5738	4.5500e-003	1.1000e-004	1.7215
Total		**48.6567**	**0.1394**	**3.4900e-003**	**53.1831**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.2805	0.3712	0.0000	15.5598
Unmitigated	6.2805	0.3712	0.0000	15.5598

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	28.98	5.8827	0.3477	0.0000	14.5741
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.96	0.3979	0.0235	0.0000	0.9857

Total		**6.2805**	**0.3712**	**0.0000**	**15.5598**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	28.98	5.8827	0.3477	0.0000	14.5741
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.96	0.3979	0.0235	0.0000	0.9857
Total		**6.2805**	**0.3712**	**0.0000**	**15.5598**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

7000 Melrose Avenue Future - Los Angeles-South Coast County, Winter

7000 Melrose Avenue Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	63.00	Dwelling Unit	0.38	45,029.00	153
Strip Mall	1.87	1000sqft	0.00	1,865.00	0
Enclosed Parking with Elevator	101.00	Space	0.00	36,028.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Trips and VMT - Assumes 14 cubic yard capacity haul trucks

Woodstoves - Assumes no natural gas fireplaces or woodstoves

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	500.00
tblConstructionPhase	NumDays	2.00	22.00
tblFireplaces	NumberGas	53.55	0.00
tblFireplaces	NumberNoFireplace	6.30	63.00
tblFireplaces	NumberWood	3.15	0.00
tblGrading	AcresOfGrading	0.00	0.68
tblGrading	MaterialExported	0.00	12,300.00
tblLandUse	LandUseSquareFeet	63,000.00	45,029.00
tblLandUse	LandUseSquareFeet	40,400.00	36,028.00
tblLandUse	LotAcreage	1.66	0.38
tblLandUse	LotAcreage	0.04	4.0000e-003
tblLandUse	LotAcreage	0.91	0.00
tblLandUse	Population	180.00	153.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	1,538.00	1,758.00
tblWoodstoves	NumberCatalytic	3.15	0.00
tblWoodstoves	NumberNoncatalytic	3.15	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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

2021	2.0661	43.5185	17.3469	0.1282	3.7533	0.5380	4.2913	1.2219	0.5135	1.7355	0.0000	13,751.7475	13,751.7475	1.0267	0.0000	13,777.4142
2022	0.9984	8.4025	9.5672	0.0210	0.7651	0.3796	1.1447	0.2048	0.3493	0.5541	0.0000	2,079.4881	2,079.4881	0.3961	0.0000	2,089.3896
2023	5.9158	8.8227	11.4911	0.0248	0.8992	0.3984	1.2976	0.2404	0.3722	0.6126	0.0000	2,447.4266	2,447.4266	0.4119	0.0000	2,457.7235
Maximum	**5.9158**	**43.5185**	**17.3469**	**0.1282**	**3.7533**	**0.5380**	**4.2913**	**1.2219**	**0.5135**	**1.7355**	**0.0000**	**13,751.7475**	**13,751.7475**	**1.0267**	**0.0000**	**13,777.4142**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.0661	43.5185	17.3469	0.1282	2.2024	0.5380	2.7403	0.7037	0.5135	1.2172	0.0000	13,751.7474	13,751.7474	1.0267	0.0000	13,777.4142
2022	0.9984	8.4025	9.5672	0.0210	0.4651	0.3796	0.8447	0.1312	0.3493	0.4805	0.0000	2,079.4880	2,079.4880	0.3961	0.0000	2,089.3896
2023	5.9158	8.8227	11.4911	0.0248	0.5456	0.3984	0.9440	0.1536	0.3722	0.5258	0.0000	2,447.4266	2,447.4266	0.4119	0.0000	2,457.7235
Maximum	**5.9158**	**43.5185**	**17.3469**	**0.1282**	**2.2024**	**0.5380**	**2.7403**	**0.7037**	**0.5135**	**1.2172**	**0.0000**	**13,751.7474**	**13,751.7474**	**1.0267**	**0.0000**	**13,777.4142**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**40.69**	**0.00**	**32.74**	**40.71**	**0.00**	**23.39**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Energy	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
Mobile	0.7747	3.3722	10.1534	0.0384	3.3786	0.0296	3.4083	0.9041	0.0276	0.9317		3,910.2317	3,910.2317	0.1957		3,915.1252
Total	**1.9754**	**3.5797**	**15.4257**	**0.0396**	**3.3786**	**0.0704**	**3.4490**	**0.9041**	**0.0683**	**0.9724**	**0.0000**	**4,107.7599**	**4,107.7599**	**0.2084**	**3.4500e-003**	**4,113.9979**

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	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Energy	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
Mobile	0.7747	3.3722	10.1534	0.0384	3.3786	0.0296	3.4083	0.9041	0.0276	0.9317		3,910.2317	3,910.2317	0.1957		3,915.1252
Total	**1.9754**	**3.5797**	**15.4257**	**0.0396**	**3.3786**	**0.0704**	**3.4490**	**0.9041**	**0.0683**	**0.9724**	**0.0000**	**4,107.7599**	**4,107.7599**	**0.2084**	**3.4500e-003**	**4,113.9979**

	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	N20	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	Grading	Grading	7/1/2021	7/30/2021	5	22	
2	Building Construction	Building Construction	8/2/2021	6/30/2023	5	500	
3	Architectural Coating	Architectural Coating	4/3/2023	6/30/2023	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.68

Acres of Paving: 0

Residential Indoor: 91,184; Residential Outdoor: 30,395; Non-Residential Indoor: 2,798; Non-Residential Outdoor: 933; Striped Parking Area: 2,162

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	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
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	61.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,758.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8488	0.0000	0.8488	0.4269	0.0000	0.4269			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.8488**	**0.4073**	**1.2561**	**0.4269**	**0.3886**	**0.8155**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	1.2219	36.2329	9.4095	0.1152	2.7928	0.1297	2.9225	0.7654	0.1241	0.8895		12,497.0886	12,497.0886	0.8097		12,517.3305
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	0.0477	0.0326	0.3683	1.0800e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2251	107.2251	3.1600e-003		107.3040
Total	**1.2696**	**36.2655**	**9.7778**	**0.1162**	**2.9046**	**0.1306**	**3.0352**	**0.7950**	**0.1249**	**0.9200**		**12,604.3137**	**12,604.3137**	**0.8128**		**12,624.6345**

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					0.3145	0.0000	0.3145	0.1582	0.0000	0.1582			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.3145**	**0.4073**	**0.7218**	**0.1582**	**0.3886**	**0.5468**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	1.2219	36.2329	9.4095	0.1152	1.8208	0.1297	1.9505	0.5268	0.1241	0.6509		12,497.0886	12,497.0886	0.8097		12,517.3305
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	0.0477	0.0326	0.3683	1.0800e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		107.2251	107.2251	3.1600e-003		107.3040
Total	**1.2696**	**36.2655**	**9.7778**	**0.1162**	**1.8879**	**0.1306**	**2.0185**	**0.5455**	**0.1249**	**0.6704**		**12,604.3137**	**12,604.3137**	**0.8128**		**12,624.6345**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0415	1.2596	0.3650	3.2500e-003	0.0832	2.6600e-003	0.0859	0.0240	2.5500e-003	0.0265		347.5492	347.5492	0.0224		348.1101
Worker	0.2909	0.1990	2.2464	6.5700e-003	0.6818	5.5100e-003	0.6874	0.1808	5.0800e-003	0.1859		654.0732	654.0732	0.0193		654.5543
Total	**0.3323**	**1.4585**	**2.6114**	**9.8200e-003**	**0.7651**	**8.1700e-003**	**0.7732**	**0.2048**	**7.6300e-003**	**0.2124**		**1,001.6224**	**1,001.6224**	**0.0417**		**1,002.6644**

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0415	1.2596	0.3650	3.2500e-003	0.0560	2.6600e-003	0.0586	0.0173	2.5500e-003	0.0198		347.5492	347.5492	0.0224		348.1101
Worker	0.2909	0.1990	2.2464	6.5700e-003	0.4092	5.5100e-003	0.4147	0.1139	5.0800e-003	0.1190		654.0732	654.0732	0.0193		654.5543
Total	**0.3323**	**1.4585**	**2.6114**	**9.8200e-003**	**0.4651**	**8.1700e-003**	**0.4733**	**0.1312**	**7.6300e-003**	**0.1388**		**1,001.6224**	**1,001.6224**	**0.0417**		**1,002.6644**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0389	1.1970	0.3455	3.2200e-003	0.0832	2.3300e-003	0.0856	0.0240	2.2300e-003	0.0262		344.4614	344.4614	0.0217		345.0026
Worker	0.2732	0.1797	2.0690	6.3300e-003	0.6818	5.3400e-003	0.6872	0.1808	4.9200e-003	0.1857		631.0874	631.0874	0.0174		631.5218

Total	**0.3121**	**1.3767**	**2.4145**	**9.5500e-003**	**0.7651**	**7.6700e-003**	**0.7727**	**0.2048**	**7.1500e-003**	**0.2119**		**975.5487**	**975.5487**	**0.0390**		**976.5244**

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0389	1.1970	0.3455	3.2200e-003	0.0560	2.3300e-003	0.0583	0.0173	2.2300e-003	0.0195		344.4614	344.4614	0.0217		345.0026
Worker	0.2732	0.1797	2.0690	6.3300e-003	0.4092	5.3400e-003	0.4145	0.1139	4.9200e-003	0.1188		631.0874	631.0874	0.0174		631.5218
Total	**0.3121**	**1.3767**	**2.4145**	**9.5500e-003**	**0.4651**	**7.6700e-003**	**0.4728**	**0.1312**	**7.1500e-003**	**0.1383**		**975.5487**	**975.5487**	**0.0390**		**976.5244**

3.3 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

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	0.0289	0.9066	0.3070	3.1200e-003	0.0832	1.1100e-003	0.0843	0.0240	1.0600e-003	0.0250		333.7637	333.7637	0.0191		334.2402
Worker	0.2574	0.1625	1.9018	6.1000e-003	0.6818	5.1900e-003	0.6870	0.1808	4.7700e-003	0.1856		607.9996	607.9996	0.0157		608.3907
Total	**0.2863**	**1.0691**	**2.2088**	**9.2200e-003**	**0.7651**	**6.3000e-003**	**0.7714**	**0.2048**	**5.8300e-003**	**0.2106**		**941.7633**	**941.7633**	**0.0347**		**942.6309**

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

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	0.0289	0.9066	0.3070	3.1200e-003	0.0560	1.1100e-003	0.0571	0.0173	1.0600e-003	0.0183		333.7637	333.7637	0.0191		334.2402
Worker	0.2574	0.1625	1.9018	6.1000e-003	0.4092	5.1900e-003	0.4144	0.1139	4.7700e-003	0.1187		607.9996	607.9996	0.0157		608.3907
Total	**0.2863**	**1.0691**	**2.2088**	**9.2200e-003**	**0.4651**	**6.3000e-003**	**0.4714**	**0.1312**	**5.8300e-003**	**0.1370**		**941.7633**	**941.7633**	**0.0347**		**942.6309**

3.4 Architectural Coating - 2023

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	4.7550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**4.9466**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0506	0.0320	0.3741	1.2000e-003	0.1341	1.0200e-003	0.1352	0.0356	9.4000e-004	0.0365		119.6065	119.6065	3.0800e-003		119.6834
Total	**0.0506**	**0.0320**	**0.3741**	**1.2000e-003**	**0.1341**	**1.0200e-003**	**0.1352**	**0.0356**	**9.4000e-004**	**0.0365**		**119.6065**	**119.6065**	**3.0800e-003**		**119.6834**

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	4.7550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**4.9466**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0506	0.0320	0.3741	1.2000e-003	0.0805	1.0200e-003	0.0815	0.0224	9.4000e-004	0.0234		119.6065	119.6065	3.0800e-003		119.6834
Total	**0.0506**	**0.0320**	**0.3741**	**1.2000e-003**	**0.0805**	**1.0200e-003**	**0.0815**	**0.0224**	**9.4000e-004**	**0.0234**		**119.6065**	**119.6065**	**3.0800e-003**		**119.6834**

4.0 Operational Detail - Mobile

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	0.7747	3.3722	10.1534	0.0384	3.3786	0.0296	3.4083	0.9041	0.0276	0.9317		3,910.2317	3,910.2317	0.1957		3,915.1252
Unmitigated	0.7747	3.3722	10.1534	0.0384	3.3786	0.0296	3.4083	0.9041	0.0276	0.9317		3,910.2317	3,910.2317	0.1957		3,915.1252

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	418.95	402.57	369.18	1,399,324	1,399,324
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	82.66	78.40	38.10	143,997	143,997
Total	501.61	480.97	407.28	1,543,320	1,543,320

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

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

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	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
NaturalGas Unmitigated	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650

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	1590.87	0.0172	0.1466	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.1611	187.1611	3.5900e-003	3.4300e-003	188.2733
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
Strip Mall	8.37973	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9859	0.9859	2.0000e-005	2.0000e-005	0.9917
Total		**0.0173**	**0.1474**	**0.0631**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**188.1469**	**188.1469**	**3.6100e-003**	**3.4500e-003**	**189.2650**

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	1.59087	0.0172	0.1466	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.1611	187.1611	3.5900e-003	3.4300e-003	188.2733
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
Strip Mall	0.00837973	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9859	0.9859	2.0000e-005	2.0000e-005	0.9917
Total		**0.0173**	**0.1474**	**0.0631**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**188.1469**	**188.1469**	**3.6100e-003**	**3.4500e-003**	**189.2650**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Unmitigated	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078

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	0.0847					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	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
Landscaping	0.1576	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288		9.3813	9.3813	9.0600e-003		9.6078
Total	**1.1835**	**0.0600**	**5.2092**	**2.8000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**9.3813**	**9.3813**	**9.0600e-003**	**0.0000**	**9.6078**

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	0.0847					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	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
Landscaping	0.1576	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288		9.3813	9.3813	9.0600e-003		9.6078
Total	**1.1835**	**0.0600**	**5.2092**	**2.8000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**9.3813**	**9.3813**	**9.0600e-003**	**0.0000**	**9.6078**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

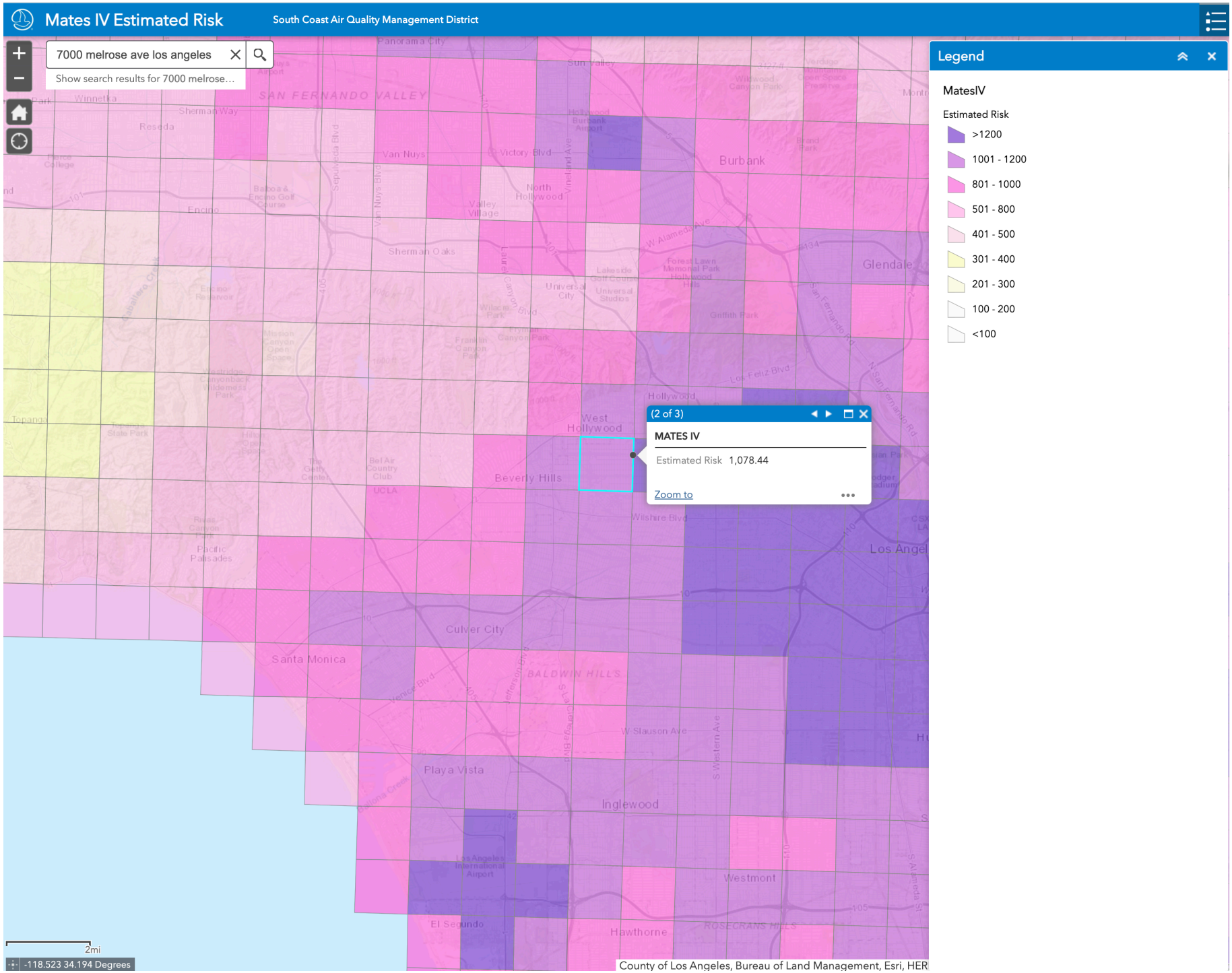
Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

DouglasKim+Associates,LLC

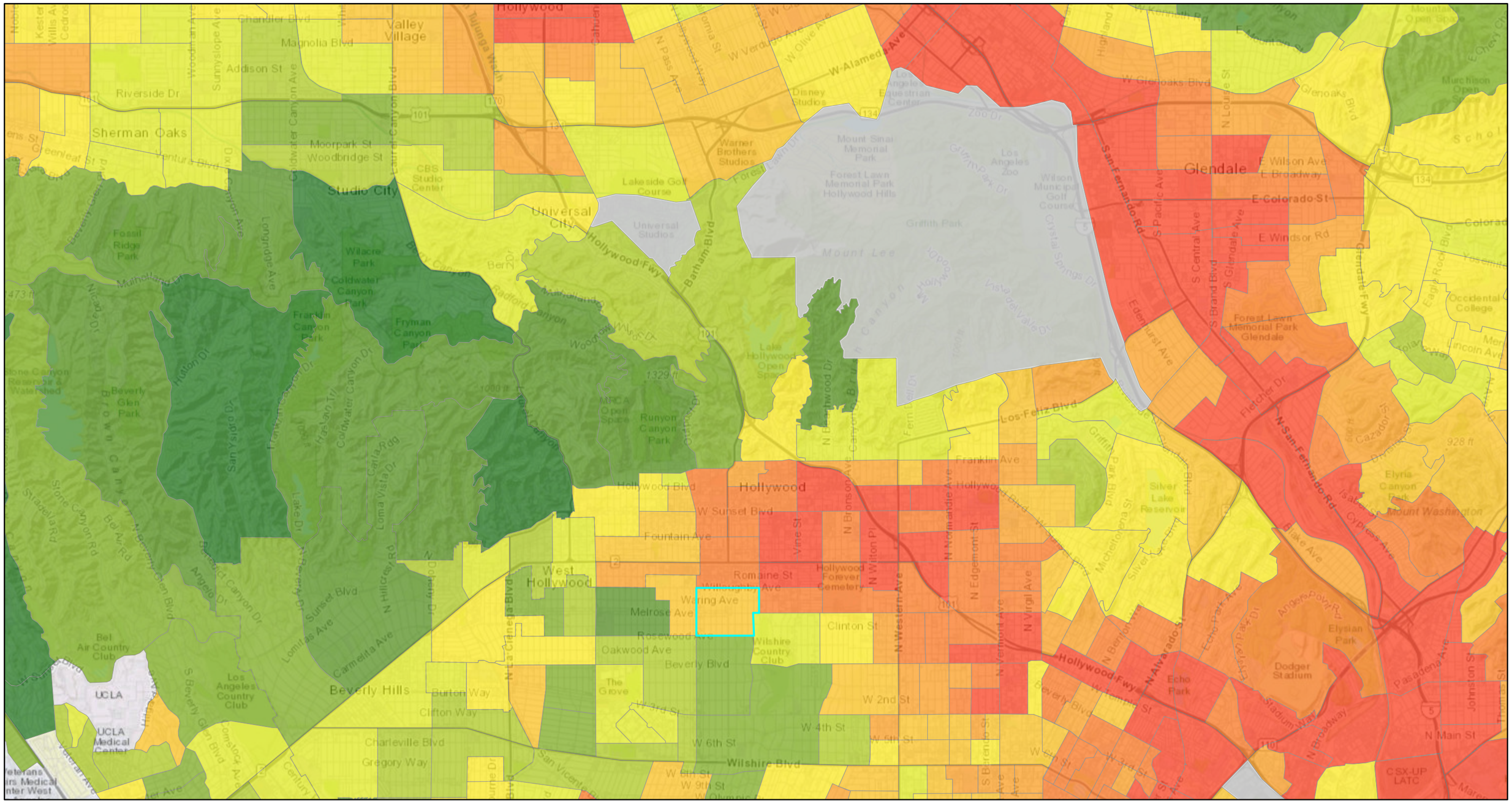
MATES V TOXIC EMISSIONS OVERVIEW


Mates IV Estimated Risk
South Coast Air Quality Management District
7000 melrose ave los angeles
Show search results for 7000 melrose...
Legend
MatesIV
Estimated Risk
>1200
1001 - 1200
801 - 1000
501 - 800
401 - 500
301 - 400
201 - 300
100 - 200
<100
(2 of 3)
MATES IV
Estimated Risk 1,078.44
Zoom to
SAN FERNANDO VALLEY
Panorama City
Sun Valley
Reseda
Van Nuys
Burbank
Encino
North Hollywood
Valley Village
Sherman Oaks
Glendale
Universal City
Griffith Park
Hollywood
West Hollywood
Beverly Hills
UCLA
Wilshire Blvd
Los Angel
Culver City
Santa Monica
BALDWIN HILLS
Playa Vista
Inglewood
Westmont
El Segundo
Hawthorne
ROSECRANS HILLS
2mi
-118.523 34.194 Degrees
County of Los Angeles, Bureau of Land Management, Esri, HER

DouglasKim+Associates,LLC

CALENVIROSCREEN 3.0 OUTPUT

CalEnviroScreen 3.0 Results (June 2018 Update)



4/24/2021, 8:40:38 AM

High Pollution, Low Population

CalEnviroScreen 3.0 Results (June 2018 Update)

1 - 10% (Lowest Scores)

11 - 20%

21 - 30%

31 - 40%

41 - 50%

51 - 60%

61 - 70%

71 - 80%

81 - 90%

91 - 100% (Highest Scores)

1:72,224

0 0.75 1.5 3 mi

0 1 2 4 km

DouglasKim+Associates,LLC

To: Kerrie Nicholson, CAJA Environmental
From: Douglas Kim, AICP
Date: March 10, 2022
Re: 7000 Melrose Avenue Air Quality and Noise Analyses

This memo discusses the impact of an updated project description on the air quality and noise impacts prepared by Douglas Kim+Associates, LLC in April 2021. We understand the revised project would add 245 square feet of commercial floor area to the proposed mixed-use development.

Air Quality

The additional floor area would negligibly increase emissions from construction of the proposed project. There would be a de minimis increase in building envelope that would require more architectural coatings that would increase reactive organic gas emissions. However, it would not increase emissions during the grading and construction phases, as the scope of construction equipment and activities during these phases would not change fuel combustion-related emissions. As such, any increase in construction-based emissions would be negligible and would not approach the significance thresholds established by the South Coast Air Quality Management District (SCAQMD).

With regard to project operations, the additional floor area would produce a de minimis increase in air quality emissions. Specifically, while the larger commercial floor area could result in additional traffic from visitors, any increase would be negligible. As such, any increase in operational emissions would be negligible and would not approach the significance thresholds established by the SCAQMD.

Noise

Because the additional floor area would not increase the scope of construction equipment or activities, noise levels from the construction site would not increase. As such, the change would not elevate ambient noise levels at off-site sensitive receptors. During project operations, the increase in commercial floor area would neither elevate operational noise from the development nor elevate traffic noise levels near roadways that serve the project site. As a result, the proposed project revisions would not substantially impact construction- and operations-based noise levels.

In summary, the addition of 245 square feet of commercial floor area to the proposed development would negligibly affect the quantitative analyses we prepared. Moreover, this change would not alter the conclusions about the significance of impacts from construction and operation of the proposed project.

Douglas Kim

LANDSCAPE ARCHITECTURE

April 5, 2021

Urban Forestry Division
Department of City Planning
Los Angeles, CA 90012

re: **On-Site Existing Tree Report for:**
7000 Melrose Ave.
Los Angeles, CA 90038

To Whom It May Concern:

A tree survey was performed on 04/05/2021, I hereby certify that there are NO trees on the subject site.

Regards,

Mark Schattinger, ASLA RLA #3235
MJS Design Group
507 30th Street
Newport Beach, CA 92663

LANDSCAPE ARCHITECTURE

April 5, 2021

Urban Forestry Division
Department of City Planning
Los Angeles, CA 90012

re: **Off-Site Existing Tree Report for:**
7000 Melrose Ave.
Los Angeles, CA 90038

To Whom It May Concern:

The site is a new 6-story mixed-use building. A tree survey was performed on 04/05/2021 and currently existing, there are (5) Washingtonia robustas and miscellaneous shrubs. All (5) Washingtonia robustas are located in the Right of Way along Sycamore Avenue. There are NO trees along the Melrose Avenue Right of Way.

In the off-site Right of Way along Sycamore Avenue, the applicant proposes to protect-in-place (3) Washingtonia robustas (Trees #3,4,&5 shall remain). See page 2 for photos of all existing off-site trees.

I hereby certify that NO other trees proposed for removal are identified as protected trees by the City of L.A.

Regards,

Mark Schattinger, ASLA RLA #3235
MJS Design Group
507 30th Street
Newport Beach, CA 92663

SYCAMORE AVENUE R.O.W. EXISTING TREES

Off-site (Tree #1)
(1) Washingtonia robusta- Mexican fan palm
(to be removed) Does not meet UFD
drive apron set back requirement

Off-site (Tree #2)
(1) Washingtonia robusta- Mexican fan palm
(to be removed) Does not meet UFD drive apron set back requirement

Off-site (Tree #3)
(1) Washingtonia robusta- Mexican fan palm
(to be protected-in-place)

***NO EXISTING TREES ALONG MELROSE AVENUE R.O.W.**

Off-site (Tree #4)
(1) Washingtonia robusta- Mexican fan palm
(to be protected- in-place)

Off-site (Tree #5)
(1) Washingtonia robusta- Mexican fan palm
(to be protected-in-place)

Overland Traffic Consultants, Inc.

TRANSPORTATION ASSESSMENT
MIXED USE BUILDING

Located at 7000 W. Melrose Avenue
in the City of Los Angeles

Prepared by:
Overland Traffic Consultants, Inc.
24325 Main Street #202
Santa Clarita, California 91321
(661) 799 - 8423

August 2021

TRANSPORTATION ASSESSMENT
MIXED – USE DEVELOPMENT

Located at 7000 W. Melrose Avenue
in the Hollywood Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
(310) 930 -3303

August 2021

EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed mixed – use development in the Hollywood Community Plan Area of the City of Los Angeles. See the aerial view for the Project's location on Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts associated with the Project using the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG). The TAG establishes procedures and methods for review of development projects pursuant to the California Environmental Quality Act (CEQA) guidelines. LADOT has determined that a Transportation Assessment (TA) is required and has set the study parameters in a Memorandum of Understanding (MOU) (see LADOT MOU Appendix A).

Project Description

The Project Site is in the southwest portion of the Hollywood Community Plan area. The address of the Project Site is 7000 W. Melrose Avenue at the southwest corner of the Melrose Avenue and Sycamore Avenue intersection (Project Site). The Project Site consists of 3 lots (Lot 26, 27 and 28) with a total lot area of approximately 16,735 square feet (0.384 acres) and is currently vacant. The mixed – use development consists of 63 apartments (57 market rate apartments and 6 affordable units) and approximately 1,685 square feet of retail (Project).

Project Parking and Access

The Project proposes 101 parking spaces consisting of 24 spaces on the ground level with alley access and 77 spaces via one additional driveway on Sycamore Avenue (35 spaces on the P-1 parking level and 42 spaces in the P-2 lower). A total of 97 residential spaces and 4 commercial spaces are provided.

The Project is required and providing 59 bicycle parking spaces (52 long-term spaces and 7 short-term spaces).

FIGURE 1

5/2021

PROJECT SETTING

Overland Traffic Consultants, Inc.
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(310) 545 - 1235, OTC@overlandtraffic.com

Transportation Assessment CEQA and NON – CEQA Review

On July 30, 2019, the City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criterion for determining transportation impacts under the California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743) and the State's CEQA Guidelines.

These new CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

The July 2020 LADOT TAG is the City of Los Angeles' document providing guidance for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The City's adopted process also requires additional non-CEQA analysis and review for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system.

Findings

Based on the evaluation discussed in Chapters 2 and 3, no significant CEQA VMT transportation impacts or significant circulation, access, and safety deficiencies (non-CEQA) were identified by the development of the Project. No transportation mitigation measures are required of the Project.

Cumulative VMT impacts have been evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. The Project is consistent with the RTP/SCS plan.

No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.

TABLE OF CONTENTS

APPENDIX

LIST OF FIGURES

LIST OF TABLES

CHAPTER 1 PROJECT DESCRIPTION

The project site is located at 7000 W. Melrose Avenue on the southwest corner of Melrose Avenue and Sycamore Avenue (Project Site). The street map location of the proposed Project is provided on Figure 2.

The Project Site consists of 3 lots (Lot 26, 27 and 28) with a total lot area of approximately 16,735 square feet (0.384 acres) and currently vacant. The mixed – use development consists of 63 apartments (57 market rate apartments and 6 affordable units) and approximately 1,685 square feet of retail (Project).

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The Project is required and providing 59 bicycle parking spaces (52 long-term spaces and 7 short-term spaces).

Figures 3A and B illustrate the site plan, access, parking layout and Project Site survey.

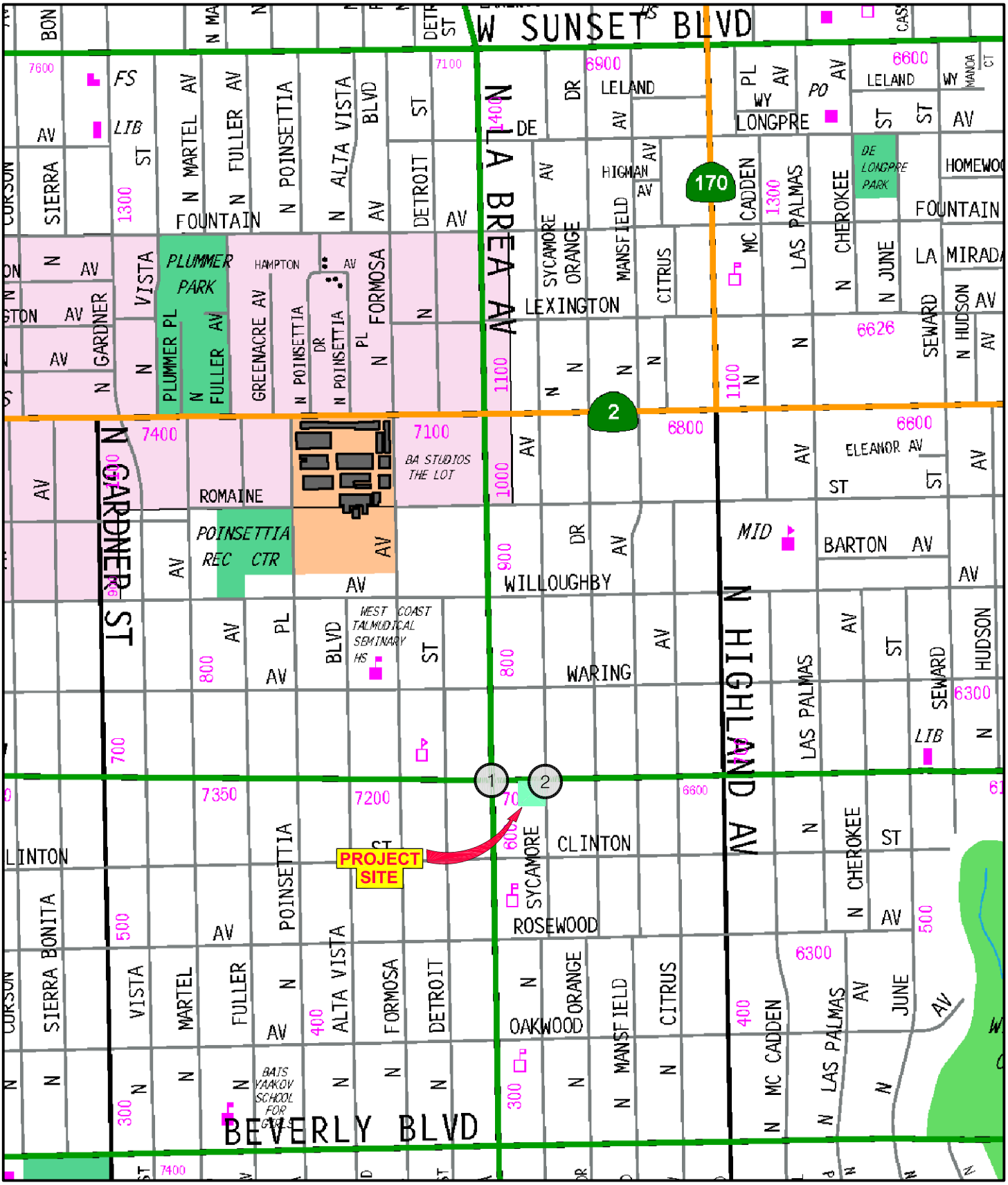

FIGURE 2

7/2021

PROJECT LOCATION AND STUDY LOCATIONS

Overland Traffic Consultants, Inc.
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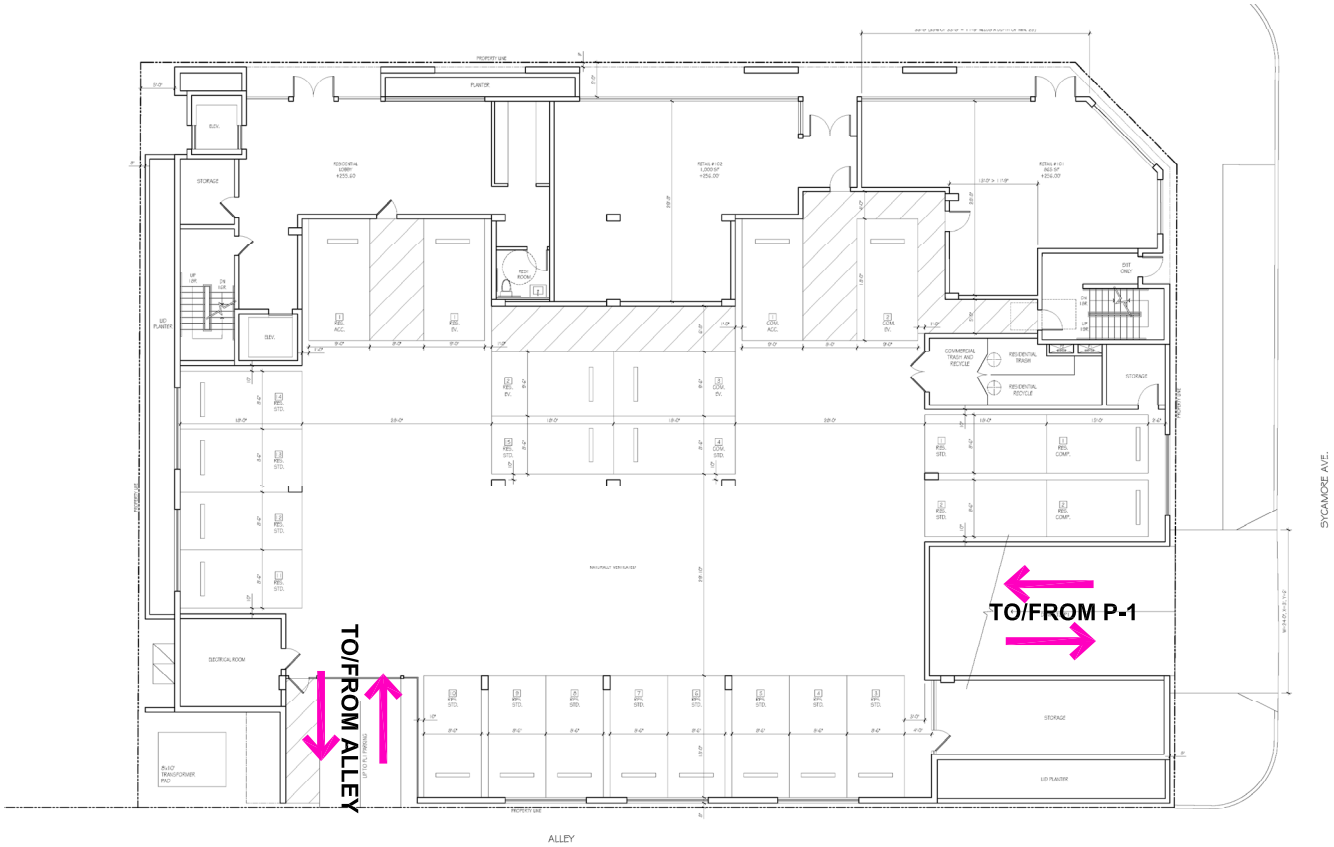
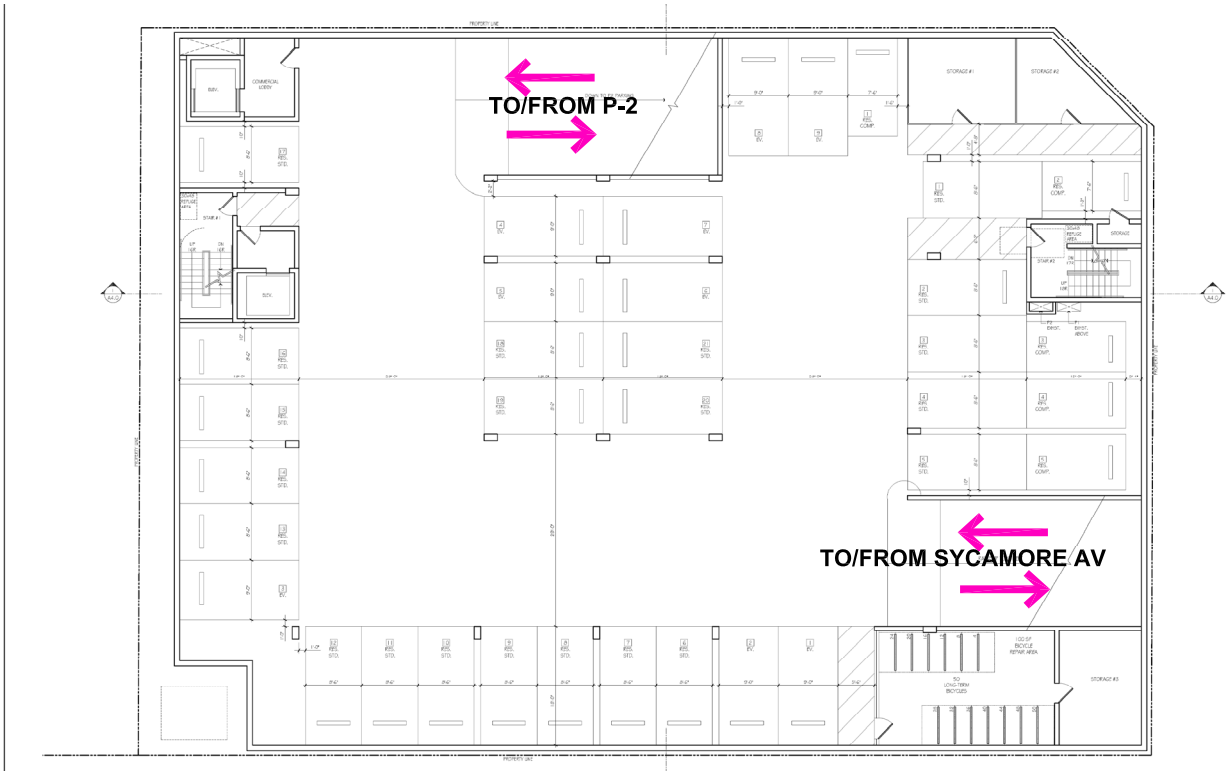
(310) 545 - 1235, OTC@overlandtraffic.com



GROUND LEVEL



P-1 LEVEL

FIGURE 3A

5/2021

SITE PLAN
GROUND FLOOR AND P-1 PARKING

Overland Traffic Consultants, Inc.
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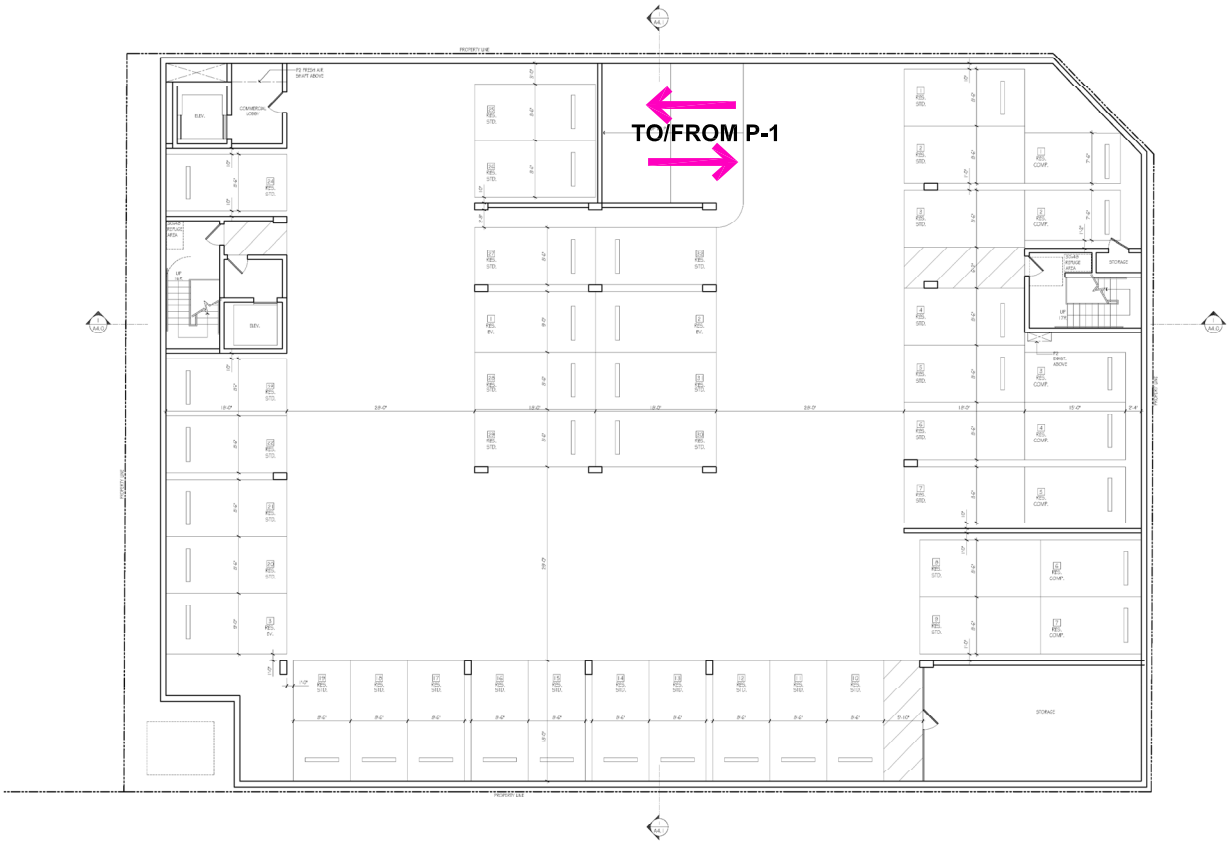
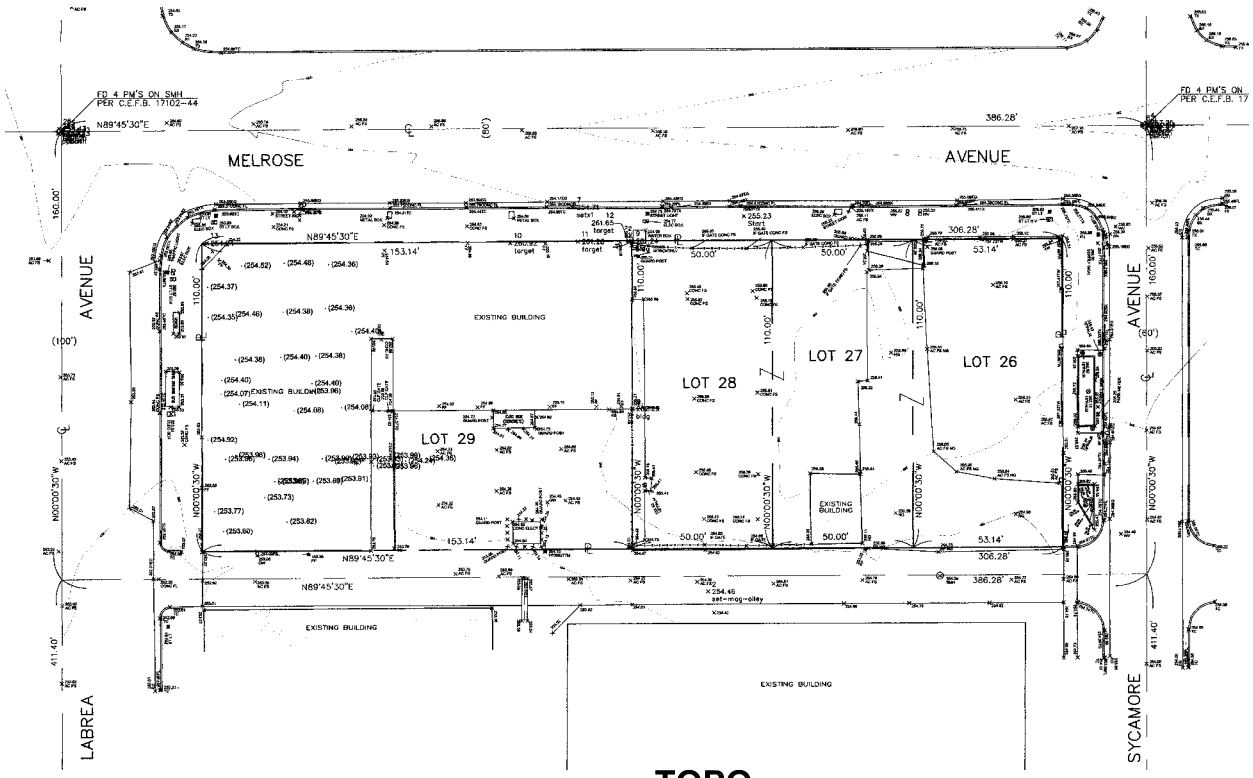


P-2 LEVEL



TOPO

FIGURE 3B

5/2021

SITE PLAN
P-2 PARKING AND TOPO

Overland Traffic Consultants, Inc.
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The TAG is the City document that establishes procedures and methods for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies.

Per the TAG guidelines, the Threshold T-1 CEQA question (impact criteria) would be if a project conflicts with a program, plan, ordinance(s), or policy addressing the circulation system? However, a project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

Screening Criteria for Policy Analysis

If the development project requires a discretionary action, and the answer is yes to any of the following screening threshold questions, further analysis may be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies.

1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?
   Yes, the Project requires a discretionary action.

2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?
   No, the Project would not conflict with these key City planning documents, and potential impacts would be less than significant, see Table 1, Consistency Check.

3. Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb lines, etc.)?
   Yes, Pursuant to the following Mobility Element Street Standards for the Project's adjacent street standards.

   Melrose Avenue is designated a Modified Avenue II roadway which requires an 80-foot right-of-way (40-foot half width) and 56-foot (28-foot half width) roadway.

   - Melrose Avenue is dedicated to a 40-foot half width and a 28-foot half street adjacent to the Project Site. No dedication or street widening is necessary to satisfy the street standard.

   Sycamore Avenue is designated as a Local Street which requires a 60-foot right-of-way (30-foot half width) and 36-foot (18-foot half width) roadway.

   - Sycamore Avenue is dedicated to a 30-foot half width and a 15-foot half street adjacent to the Project Site. No dedication but a 3-foot street widening is necessary to satisfy the street standard.
   - A 15'x15' corner cut will be required for the corner lot.
   - Lastly, the adjacent alley is fully dedicated and improved to a 20 feet width.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown in Table 1. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent.

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards for Melrose Avenue and Sycamore Avenue, as required by the Bureau of Engineering.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its location within a Transit Priority Area (TPA) service area and by providing bike parking. The Project provides pedestrian access separate from the vehicular access. The Project would not conflict with policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Hollywood Community Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	The Project is not located in a Specific Plan area.	N/A
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project does not have commercial floor area exceeding 25,000 s.f..	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	The Project is not seeking a waiver of the dedication and widening.	N/A
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
9.	Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way	No

10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Two vehicular access points are requested, neither on arterial streets.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. In accordance with the TAG, the cumulative analysis must include Related Projects within 0.5 miles of the Project Site. A listing of the Related Projects considered in the analysis is provided in Appendix G.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. Note that Related Projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

The Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

Criteria for Transportation Projects - Would the Transportation Project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project's VMT is compared against the City's APC threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG's Table 2.2-1.

The Project is in the Central APC sub - area which limits daily household VMT per capita to a threshold value of 6.0 and a daily work VMT per employee to a threshold value of 7.6 (15% below the existing VMT for the Central APC).

The Project's household VMT per capita is estimated at 5.5 which is below the VMT threshold for the Central APC. The work VMT per employee is not applicable because the retail is 1,865 s.f. (less than the 50,000 s.f. threshold). Results of the Project's VMT calculation (as shown in Appendix F).

Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes bike parking which is a regulatory measure and part of the Project, as described below by LADOT'S TAG:

- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project provides bicycle parking consistent with LAMC

Section 12.21.A.16 - The Project will provide the required 7 short term and 52 long term bike parking spaces for a total of 59 bike parking spaces.

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's Central APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. Vehicle access to the parking will be from one driveway on Sycamore Avenue, a local street and one driveway on the adjacent east-west alley.
2. The Project's access is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.
3. The Project's peak hour trip generation is 30 vehicles per hour or less and would not create a transportation hazard.
4. The development of the Project will remove 4 existing driveways (2 on Melrose Avenue and 2 on Sycamore Avenue).

A review of the Project Site plan does not present any hazardous geometric design features that would result in vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle safety hazards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

CHAPTER 3 NON-CEQA TRANSPORTATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non-CEQA transportation analysis of development projects to identify deficiencies that may occur in the area due to the Project. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

To assist in the Project's non-CEQA evaluation, the following information summaries the environmental conditions in which the Project Site is located.

ENVIRONMENTAL SETTING

Land Use

The Project site is in the Hollywood Community Plan area located approximately 6 miles northwest of downtown Los Angeles. The Community Plan area is located predominately north of Melrose Avenue, east of the City of West Hollywood, south of Mulholland Drive, Barham Boulevard and Forest Lawn Drive and west of the Silver Lake-Echo Park – Elysian Valley and Northeast Los Angeles Community Plan areas. Appendix B contains the Hollywood Community Plan land use map. The Project is also located in Los Angeles Council District 5 and the Greater Wilshire Neighborhood Council area.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix C provides a map of the area roadway designations and roadway design standards.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that

typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated collector or local streets. The standard for a collector street is a right - of - way width of 66 feet and a roadway width of 40 feet; a hillside collector has a reduced right - of - way width of 50 feet and a roadway width of 40 feet; the standard for a local street is a right - of - way width of 60 feet and a roadway width of 36 feet with hillside local street right - of - way width of 44 feet and a roadway width of 36 feet.

Regional access to Project area is provided by the Hollywood Freeway (US-101) and Santa Monica Freeway (I-10). The north-south Hollywood Freeway is located approximately 2.5 miles east of the Project Site. The Hollywood Freeway is accessible via Melrose Avenue with a south bound on ramp and a northbound off ramp, with a southbound off ramp via Ardmore Avenue and a northbound on ramp at Normandie Avenue, north of Melrose Avenue.

The Santa Monica Freeway is regionally an east-west freeway. The Santa Monica Freeway is approximately 3.5 miles south of the Project Site and accessible with a full access on and off ramps on La Brea Avenue.

The Hollywood Freeway carries approximately 215,000 vehicles per day (VPD) with 13,000 vehicles per hour (VPH) at Sunset Boulevard. The Santa Monica Freeway carries approximately 290,000 VPD with approximately 22,000 VPH near La Brea Avenue. Freeway traffic volumes are provided by Caltrans in the 2017 Traffic Volumes Book. Both freeways are congested during the morning and afternoon commute hours.

Major east - west streets serving the study area include Melrose Avenue, Beverly Boulevard and Santa Monica Boulevard. Key north - south streets providing access to the Project Site include La Brea Avenue, Sycamore Avenue and Highland Avenue.

Melrose Avenue is an east - west Modified Avenue II roadway that provides 2 lanes in each direction with left turn channelization at major signalized intersections. Left-turns from Melrose Avenue are prohibited during afternoon peak hours where left-turn channelization is not provided, i.e., at non-signalized intersections such as Melrose Avenue/Sycamore Avenue left-turns are prohibited from 4-7 pm on weekdays. On-street parking is allowed and metered on portions of Melrose Avenue. West of Highland Avenue, Melrose Avenue is generally commercial with residential uses east of Highland Avenue.

Beverly Boulevard is an east - west Modified Avenue I roadway. The roadway provides two lanes in each direction and left turn channelization. Beverly Boulevard is developed with a mix of commercial uses west of La Brea Avenue with residential uses east of La Brea Avenue

La Brea Avenue is a north – south Modified Avenue I roadway north of Rosewood Avenue and an Avenue I south of Rosewood Avenue. The roadway provides two lanes in each direction with a third lane during the peak hours (7-9 am, 4-7 pm) and 1 hour parking during off peak hours, and left turn lanes. La Brea Avenue is predominately developed with a mix of commercial uses.

Sycamore Avenue is a local street that is stop-sign controlled at its intersection with Melrose Avenue. Sycamore Avenue is developed with multi-family and single family residential. On-street parking is metered for 2-hours between 8am -6pm adjacent to the Project Site and for 2-hours south of the alley without a Parking District #47 Permit Monday thru Saturday.

Highland Avenue is a designated a north - south Modified Avenue I roadway. The roadway provides two lanes in each direction with a landscaped median south of Melrose

Avenue. Highland Avenue predominately developed with single family residential south of Melrose Avenue and industrial/commercial north of Melrose Avenue.

Transit Information

The NextGen Bus Plan was approved by the Metro Board of Directors at the October 22nd, 2020 Board meeting and is ready for implementation with a 3-phased roll-out that begins in December 2020 and continues through the end of 2021. The approved Bus Plan is a reimagined bus system that focuses on providing fast, frequent, reliable, and accessible service to meet the needs of today's riders.

In addition to the improved bus system, the Project Site is in a designated Tier 1 Transit Oriented Community (TOC). Pursuant to the Transit Oriented Communities Guidelines, this development is eligible to utilize Tier 1 program incentives. The site is well within the 2,640-foot distance required to qualify as TOC project. Therefore, the distance criteria set forth in LAMC 12.22 A.31 is therefore satisfied.

Metro Local routes 10 and 212 are located at the intersection of Melrose Avenue and La Brea Avenue are the nearest transit services (less than 200 feet). These nearby transit lines are described below:

Metro Local Line 10 provides east - west service between the West Hollywood Library/Pacific Design Center and Downtown Los Angeles. The route travels along Melrose Avenue and then Temple Street and Main Street.

Metro Local Line 212 provides north – south service between Hollywood Red Line Stations and the Hawthorne Green Line Station primarily along Hollywood Boulevard, La Brea Avenue, Manchester Avenue and Prairie Avenue.

The transit line route maps are illustrated in Appendix D.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative

transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced network, Transit Enhanced network, Bicycle Enhanced network, Neighborhood Enhanced network, and Pedestrian Enhanced District. Definitions of these networks per the Complete Street Design Guidelines are provide below. Mobility Element maps, Walkability Index maps, bicycle plan maps, and pedestrian destination maps are included in Appendix E.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- No study area streets are identified on Vehicle Network Map.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- La Brea Avenue – Comprehensive Transit Enhanced Street.
- Santa Monica Boulevard – Comprehensive Transit Enhanced Street.
- Beverly Boulevard – Moderate Plus Transit Enhanced Street.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are

differentiated only by their potential implementation phasing - The difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the city street systems. The Master Plan has mapped out the existing, funded, and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is a facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- No bicycle paths are provided in the immediate area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Melrose Avenue is identified as part of the BEN – Tier 1.
- La Brea Avenue is identified as part of the BEN – Tier 3.
- Highland Avenue is identified as part of the BEN – Tier 3.
- Beverly Boulevard is identified as part of the BEN – Tier 3.
- Santa Monica Boulevard east of LA Brea Avenue is identified as part of the BEN – Tier 3.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No streets in the vicinity of the Project Site are designated bike routes per the network maps.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Waring Avenue, Formosa Avenue, Rosewood Avenue and Orange Avenue are identified as part of the City's NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

- Melrose Avenue and La Bea Avenue have been identified as pedestrian enhanced street segments with the goal of providing a more attractive environment to promote walking for shorter trips.

The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. Thereby helping to reduce the volume of cars on the road and emissions, increases economic vitality, and make the City of Los Angeles feel like a more vibrant place.

PROJECT TRAFFIC GENERATION

As part of the non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project has been requested. This evaluation is based on peak hour traffic flow level of service (LOS) methodologies which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.

Traffic generating characteristics of land uses have been studied by the Institute of Transportation Engineers (ITE) and LADOT. The results of these studies are published in ITE Trip Generation, 10th Edition Handbook and the LADOT TAG (LADOT has adopted traffic rates for affordable apartments). Using these traffic rates, the Project traffic has been estimated at 347 daily trips (LADOT VMT Calculator Tool) with 24 morning and 30 afternoon peak hour trips using the ITE peak hour traffic rates, as shown in Tables 2 and 3.

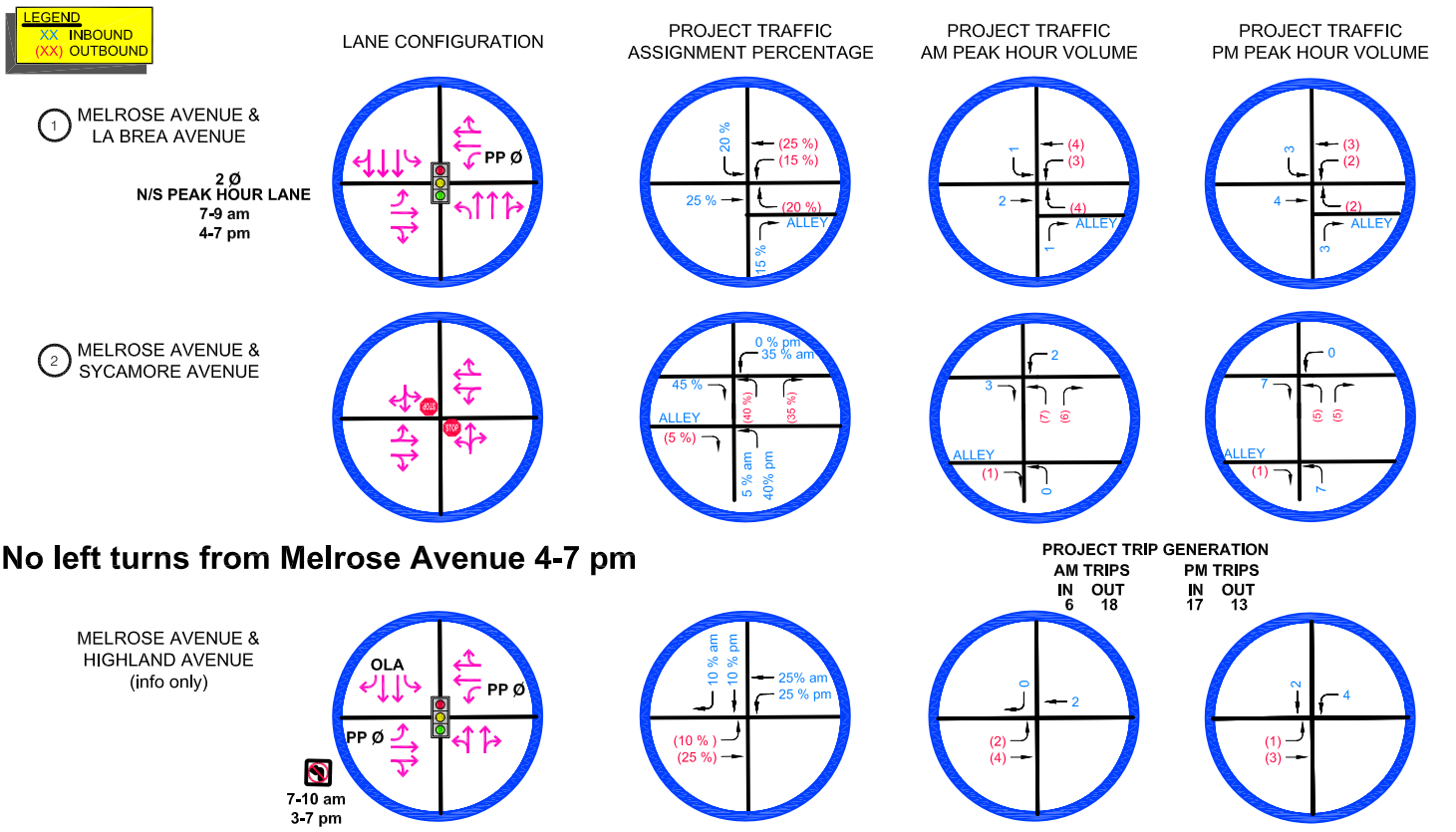
Table 2
Project Trip Generation Rates

ITE Code	Description	VMT Daily Traffic	ITE 10th Edition Daily Traffic	ITE 10TH Edition AM Peak Hour In	AM Out	AM Total	ITE 10TH Edition PM Peak Hour In	PM Out	PM Total
221	Apartments (mid-rise per unit)		5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	LADOT TAG July 2020	4.16	37%	63%	0.49	56%	44%	0.35
826	Shopping Center (retail)		37.75	62%	38%	0.94	48%	52%	3.81

Table 3
Estimated Project Traffic Generation

ITE Code	Description	Size	VMT Daily Traffic	10th Edition Daily Traffic	AM Peak Hour In	AM Out	AM Total	PM Peak Hour In	PM Out	PM Total
	Proposed Project									
221	Apartments (mid-rise)	57 units		310	5	16	21	15	10	25
	Transit/Walk Adjustment	10%		-31	-1	-1	-2	-2	-1	-3
	Subtotal			279	4	15	19	13	9	22
LADOT	Affordable (inside TPA)	6 units		25	1	2	3	1	1	2
	Subtotal Residential			304	5	17	22	14	10	24
826	retail	1,865 sf		70	1	1	2	3	4	7
	Transit/Walk Adjustment	10%		-7	0	0	0	0	-1	-1
	Subtotal			63	1	1	2	3	3	6
	Total Proposed		347	367	6	18	24	17	13	30

Using the traffic assignment at each intersection presented in Figure 4 and the estimated peak hour traffic volume as provided in the Table 3, the Project's peak hour traffic volume at each study intersection has been calculated. This estimated assignment of the project traffic flow provides the information necessary to analyze the Project's traffic flow. Figure 4 shows the estimated project traffic distribution percentages and assignment of Project's peak hour traffic for the analysis.



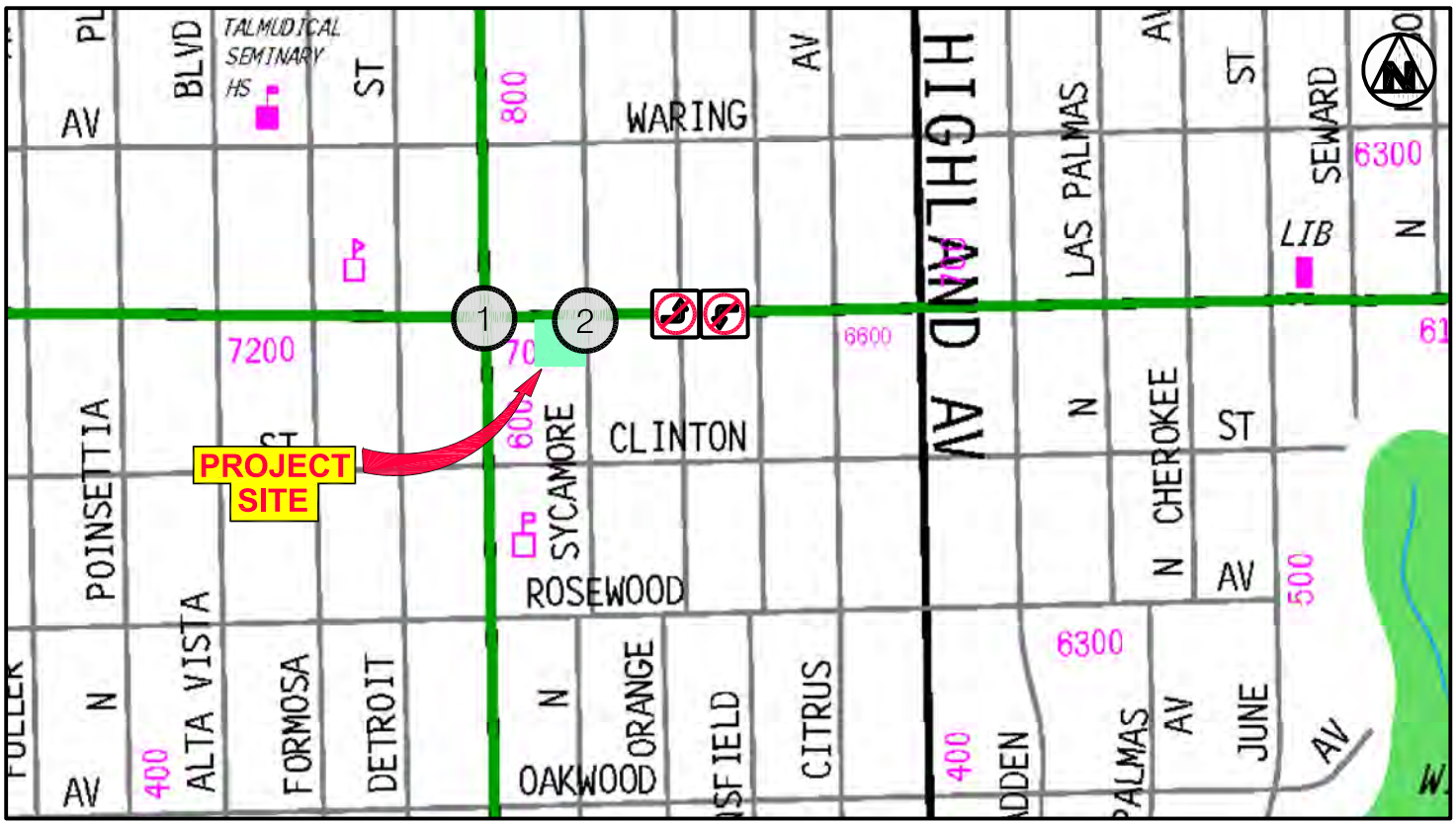


FIGURE 4

7/2021

PROJECT LOCATION, STUDY LOCATIONS AND PROJECT TRAFFIC ASSIGNMENT

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

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Any deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Removal or Degradation of Facilities

The Project will not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, any damaged or off grade sidewalk, curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC). Furthermore, the Project will remove existing driveways on Melrose Avenue that will reduce potential conflicts between vehicles and pedestrian and bicycle users.

Project Intensification of Use

Generally, projects that contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have a less than significant impact on transportation. Governor's Office of Planning and Research (OPR) December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant transportation impact to include:

- Residential, office, or retail projects within a Transit Priority Area, where a project is within a ½ mile of an existing or major transit stop or an existing stop along a high - quality transit corridor. A major transit stop is defined as a site containing an existing rail transit station, 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 (Pub. Resources Code, § 21064.3). The Project is in a TPA and TOC designated area.

- A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub.

Resources 215 Code, § 21155). Existing service performance (stop level ridership map) near the Project Site can be reviewed by exploring the Metro Next Generation Bus Plan portal using the link below.

https://la-metro.maps.arcgis.com/apps/MapSeries/index.html?appid=8decc337ba35474ba28d0b4e9ad71647#

- An area pre-screened by an agency as having low residential or office VMT.

  The Project is in the Central CPA which has the lowest work VMT per employee and household VMT per capita in the City of Los Angeles

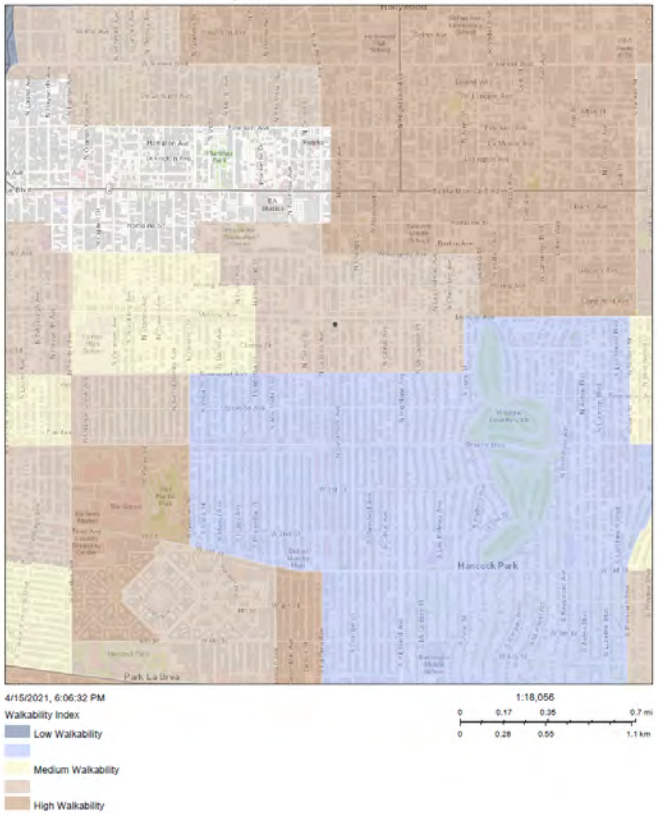
- And located in a neighborhood with a high - level walkability index. The Project (7000 Melrose Avenue) has a Walk Score of 95 out of 100.

https://www.walkscore.com/score/7000-melrose-ave-los-angeles-ca-90038

Network exhibits shown below are created from the Great Street Challenge interactive maps which show the Projects location within the TPA and High Walkability Index area.

TRANSIT PRIORITY AREA (TPA)

WALKABILITY INDEX



It is estimated that the Project would have a residential population of approximately 147 persons and 4 employees per the VMT Calculator. It should be noted that the Project generates less than the 1,000 daily vehicle trip threshold (347 daily trips using the VMT calculator) to assess if the Project would negatively affect existing pedestrians, bicycle, or transit facilities. As shown in Table 3, the estimates of transit/walk trips (10%) show low levels of additional peak hour volume. This level of intensification would not require any additional pedestrian, transit, or bike facilities to be constructed.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

Melrose Avenue is included in the High Injury Network, as indicated on the HIN map in Appendix C. Preventive measures by the Project include removing 2 existing driveways from Melrose Avenue which will improve the safety of pedestrians, passing motorists and the future potential Melrose Avenue Tier 1 bike lanes. As previously stated, the proposed vehicle access is located on a local street and alley thereby avoiding direct conflicts with Melrose Avenue.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints to identify circulation and access deficiencies that may require specific operational improvements.

Operational Evaluation

Per the TAG, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered

constrained if the project's traffic would contribute to unacceptable queuing at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. It should be noted that this analysis is not intended to be interpreted as a threshold of significance for the purposes of CEQA review and does not affect the CEQA VMT Impact analysis.

The LOS definitions and delay thresholds for signalized intersections differ from stop sign - controlled intersections to reflect different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes than a stop - controlled intersection. Since each traffic control device has a different method for assessing capacity and LOS, the analyses for the signalized intersection of Melrose Avenue and La Brea Avenue and the stop-sign controlled intersection of Melrose Avenue and Sycamore Avenue have been evaluated separately.

Melrose Avenue and La Brea Avenue

The operational Level of Service for the nearby signalized intersection of Melrose Avenue and La Brea Avenue has been evaluation using the Synchro software package methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing.

Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the intersection LOS grades in terms of vehicle delay are shown in Table 4.

Table 4
Signalized Intersection Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Results of the Melrose Avenue and La Brea Avenue analysis are shown in Table 5 below for Existing (2021) and Future (2024) traffic conditions without and with the Project's peak hour traffic volume. As shown below, the existing and future LOS traffic conditions do not change with the addition of Project's peak hour traffic volume. Level of Service standard D or better are considered operating at an acceptable design level.

Table 5
Melrose Avenue and La Brea Avenue
Traffic Conditions
Without and With Project

No.	Intersection	Peak Hour	Existing (2021)		Existing+ Project		Future (2024) Without Project		Future (2024) With Project	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Melrose Avenue &	AM	31.2	C	31.4	C	33.0	C	33.2	C
	La Brea Avenue	PM	41.3	D	43.0	D	46.2	D	46.3	D

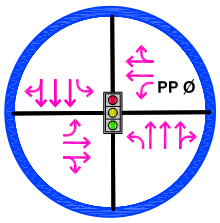
Synchro worksheets are provided in Appendix H. These worksheets for the without and with Project scenarios do not show any change in the queuing lengths caused by the Project traffic volume. Figure 5 illustrates the existing and future peak hour traffic volumes used in the analyses.

LEGEND
XX INBOUND
(XX) OUTBOUND

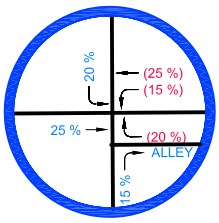
1 MELROSE AVENUE & LA BREA AVENUE

2 Ø
N/S PEAK HOUR LANE
7-9 am
4-7 pm

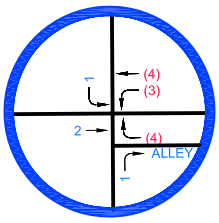
LANE CONFIGURATION



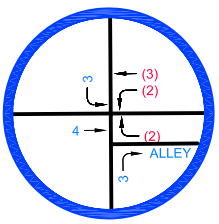
PROJECT TRAFFIC ASSIGNMENT PERCENTAGE



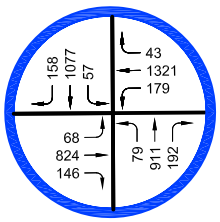
PROJECT TRAFFIC AM PEAK HOUR VOLUME



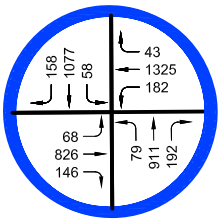
PROJECT TRAFFIC PM PEAK HOUR VOLUME



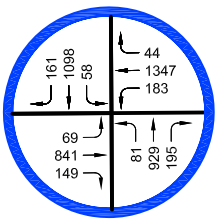
EXISTING TRAFFIC VOLUME AM PEAK HOUR



EXISTING + PROJECT TRAFFIC VOLUME AM PEAK HOUR



FUTURE TRAFFIC VOLUME AM PEAK HOUR



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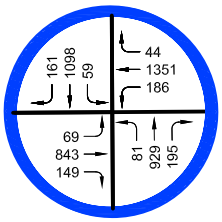

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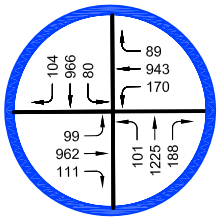

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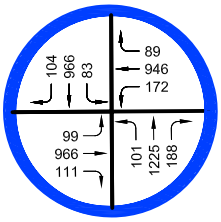

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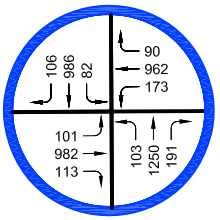

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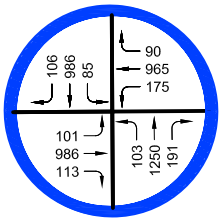
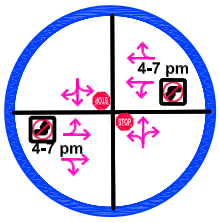
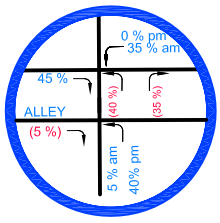


2 MELROSE AVENUE & SYCAMORE AVENUE

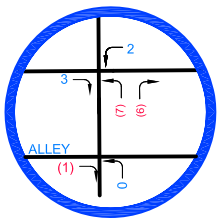
LANE CONFIGURATION



PROJECT TRAFFIC ASSIGNMENT PERCENTAGE



PROJECT TRAFFIC AM PEAK HOUR VOLUME



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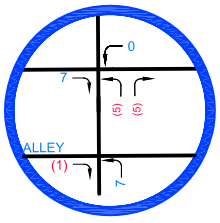
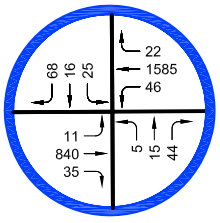


EXISTING TRAFFIC VOLUME AM PEAK HOUR



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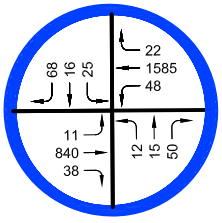

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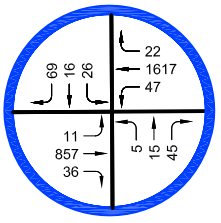

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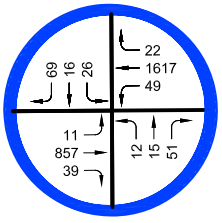

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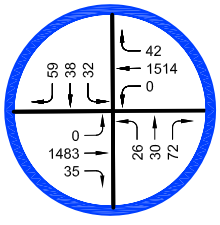

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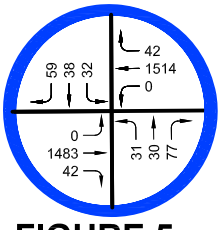

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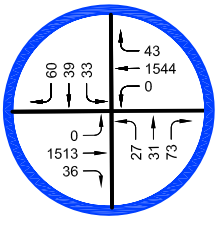

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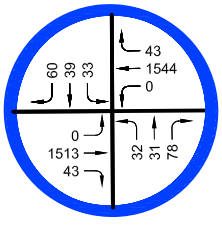

FIGURE 5

7/2021

EXISTING AND FUTURE TRAFFIC VOLUME AM AND PM PEAK HOURS

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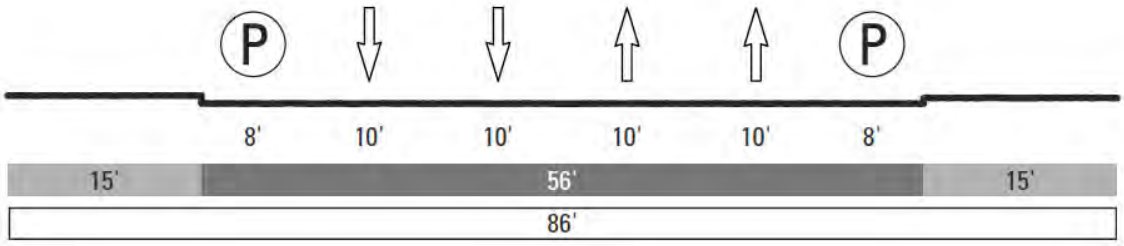
Melrose Avenue and Sycamore Avenue (Sycamore Avenue stop sign controlled)

For un - signalized intersections, a vehicle delay - based metric has not been used because the estimated traffic volume for the left turn and thru movement from Sycamore Avenue on to or crossing Melrose Avenue exceed the capacity of the movement(s) and delay calculations cannot be reported.

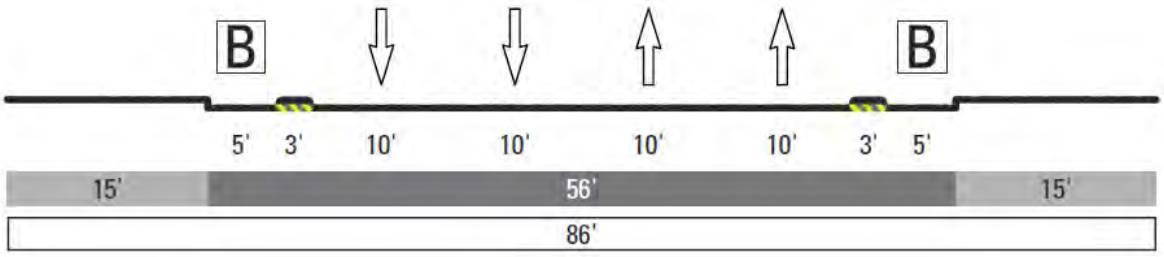
The process used by Sycamore Avenue drivers to enter or cross Melrose Avenue without a median lane is difficult during the peak hours. For example, the non-existence of a striped median/left-turn lane on Melrose Avenue causes a Sycamore Avenue driver to cross conflicting Melrose Avenue traffic from both directions. To make this movement, drivers must find a gap in traffic large enough to accept without conflict.

However, adding a 10-foot median/left-turn lane is not feasible given that the Melrose Avenue roadway is 56-feet in width. Other considerations in determining whether the installation of a median is appropriate would include removing on-street parking or not providing for the future Tier 1 bike lane as shown below by in cross section view.

On-street parking (Melrose Avenue existing condition)



Future Cycle track without curb side parking



A new traffic signal would provide for the orderly movement of vehicles through the intersection with clear assignment of the right-of-way, provide a suitable gap in conflicting traffic flows to allow cross traffic or enter the main street flow and would increase the traffic handling capacity of the intersection. However, the intersection is too close to La Brea Avenue, traffic turning left or traveling thru from Sycamore Avenue is below the peak hour traffic signal warrant and left-turn lanes would need to be installed.

For these reasons, a traffic signal or left-turn lanes are not recommended on Melrose Avenue at Sycamore Avenue. During peak hours when traffic volume is the heaviest, alternative routes via the alley or Sycamore Avenue provide the safest and most efficient Project access to and from the street network for all users.

Sycamore Avenue driveway and alley traffic volumes

The Project is estimated to generate extremely low peak hour volume, as shown in Figure 4, and would not impact the adjacent streets or contribute to unacceptable queuing at the Project driveway or on the alley.

Safety Evaluation

No deficiencies are apparent in the site access plans which would be considered significant. All emergency ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety.

Passenger Loading Evaluation

All required parking is located on – site in a parking garage. It is anticipated that all loadings will occur from within the parking garage or from the adjacent streets. Because of the removal of the existing driveways on Melrose Avenue and Sycamore Avenue, no metered parking spaces would be lost even with the authorization of an on-street loading zone.

Guidance for Freeway Safety Analysis

On May 1, 2020, LADOT issued an Interim Guidance for Freeway Safety Analysis memorandum. The purpose of this memorandum is to provide interim guidance on the preparation of freeway safety analysis for land use proposals that are required by LADOT to prepare Transportation Assessments.

Caltrans District 7 requested that environmental analyses for new land use development projects include freeway off-ramp safety considerations. Specifically, it was requested that a development project study the effects on vehicle queuing on freeway off-ramps

In response, LADOT has developed the following criteria for a project freeway safety analysis to be included in Transportation Assessments for land development projects.

The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

As shown in the trip generation Table 3 and Project traffic assignment in Figure 4, the Project peak hour traffic at the freeway off ramps would not exceed 25 project peak hour trips. No further freeway safety analysis is necessary for the Project analysis using this guidance criteria.

Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access. LADOT's TAG considers three areas to be considered when evaluating project construction activities. The Project applicant may be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

1. Temporary Transportation Constraints

As part of the Project's construction, the City of Los Angeles may require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project's construction. The Plan should include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur from the parking lane along the Project's Court Street or Douglas Street.

For off-site activities, Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance of any construction permits. In addition, the City of Los Angeles will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.

No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of construction trucks.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

2. Temporary Loss of Access

Vehicular access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

3. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops and no rerouting of bus lines are necessary.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.

APPENDIX A

LADOT Memorandum of Understanding (MOU

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 7000 Melrose Mixed-Use Development

Project Address: 7000 Melrose Avenue

Project Description: Construct 63 apartments (57 market rate and 6 very low income) with 1,865 sq. ft. retail

LADOT Project Case Number: CEN21-51640 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

	Reduced Parking Supply[2]		Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 Bicycle Parking
2
3
4
5
6

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Existing Active or Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☒	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	6	18	24
PM Trips	17	13	30

NET Daily Vehicle Trips (DVT)
367 DVT (ITE 10ed.)
349 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.
[2]Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Melrose Avenue and La Brea Avenue
2 Melrose Avenue and Sycamore Avenue
3
4
5
6

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval. N/A, greater than 1/4 mile

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
*Project trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☐	☐	☒
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☐	☒	☐
Delivery loading zone or area	☐	☒	☐
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☒	☐

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ **YES** ☒ **NO**

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required. ***Directional peak hour Project traffic volume less than 25 peak hour trips***.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Overland Traffic Consultants, Inc.	
Address:	952 Manahattan Beach Blvd, Manhattan Beach	
Phone Number:	310-930-3303	
E-Mail:	Jerry@overlandtrafffic.com	

Approved by:	x		6/30/2021	x		7/1/2021	
		Consultant's Representative	Date		LADOT Representative	**Date	
Adjacent Municipality:			Approved by: (if applicable)				
					Representative	Date	

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

FIGURE 1

5/2021

PROJECT SETTING

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

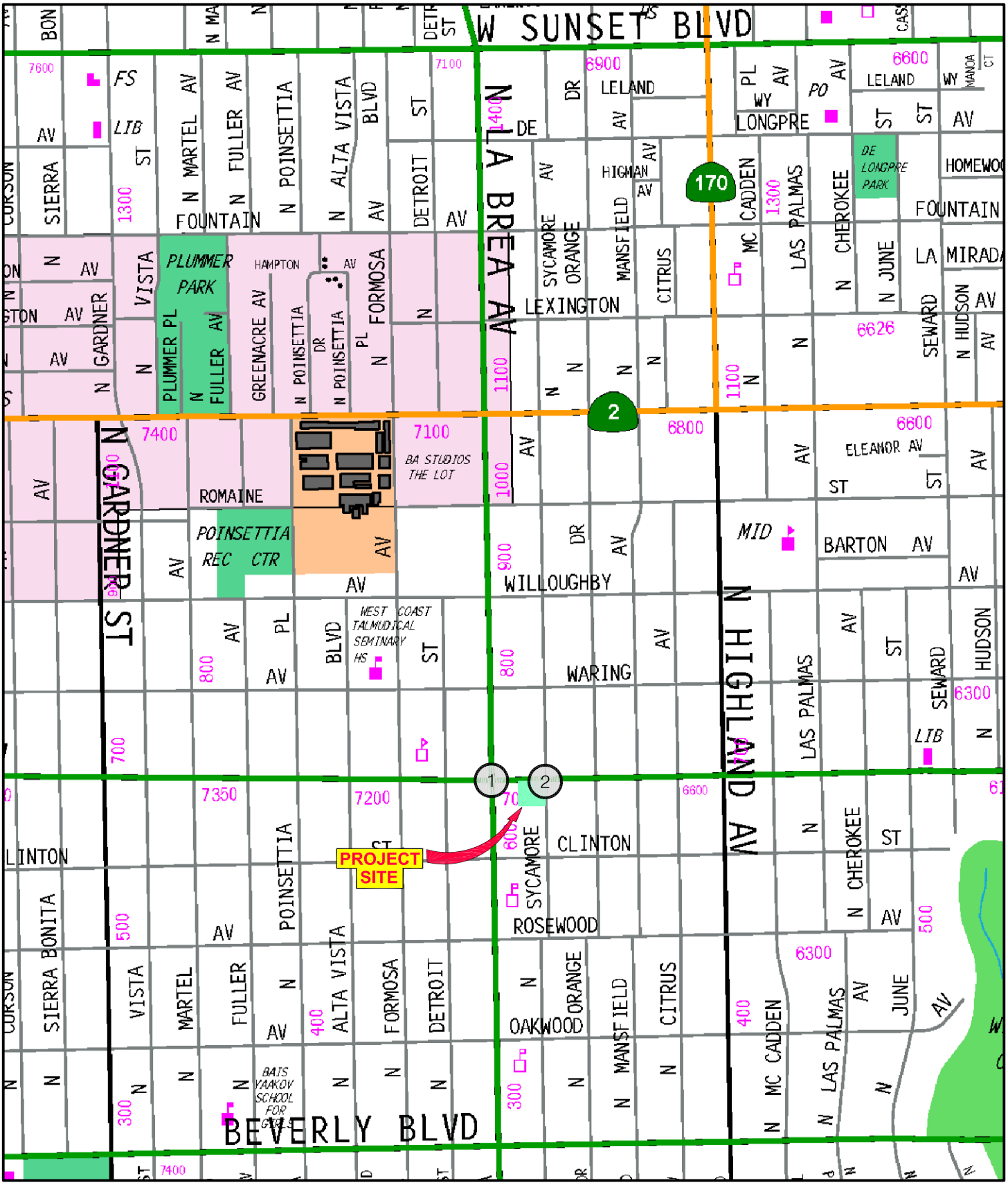
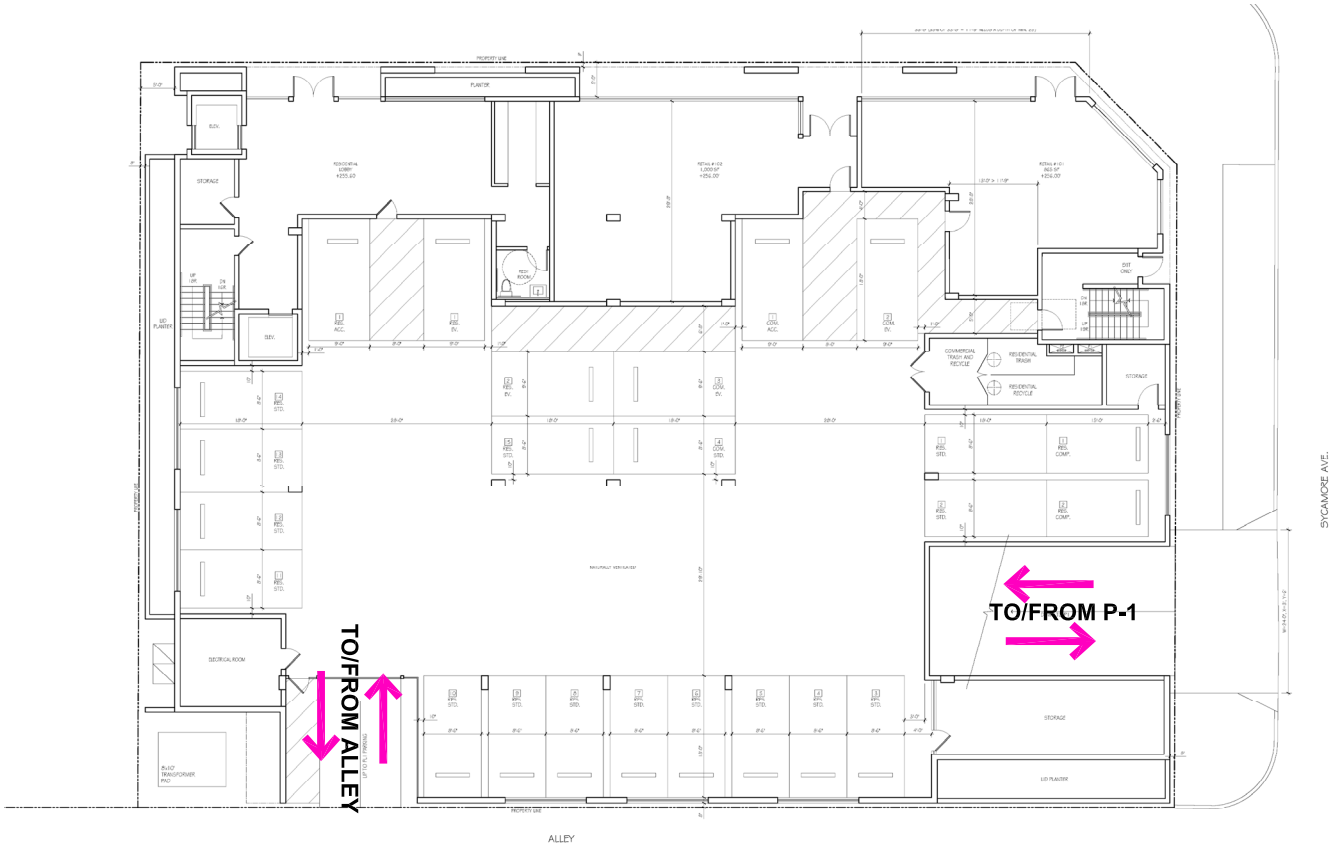


FIGURE 2

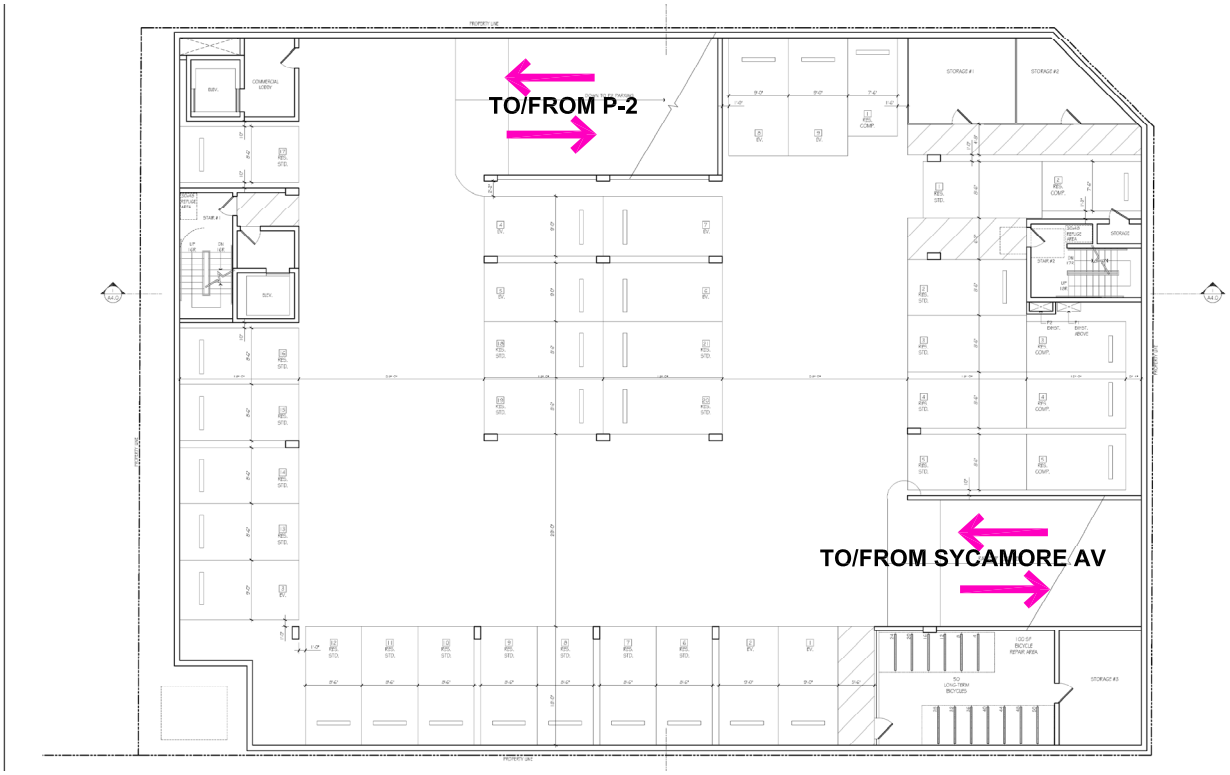
7/2021

PROJECT LOCATION AND STUDY LOCATIONS

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



GROUND LEVEL



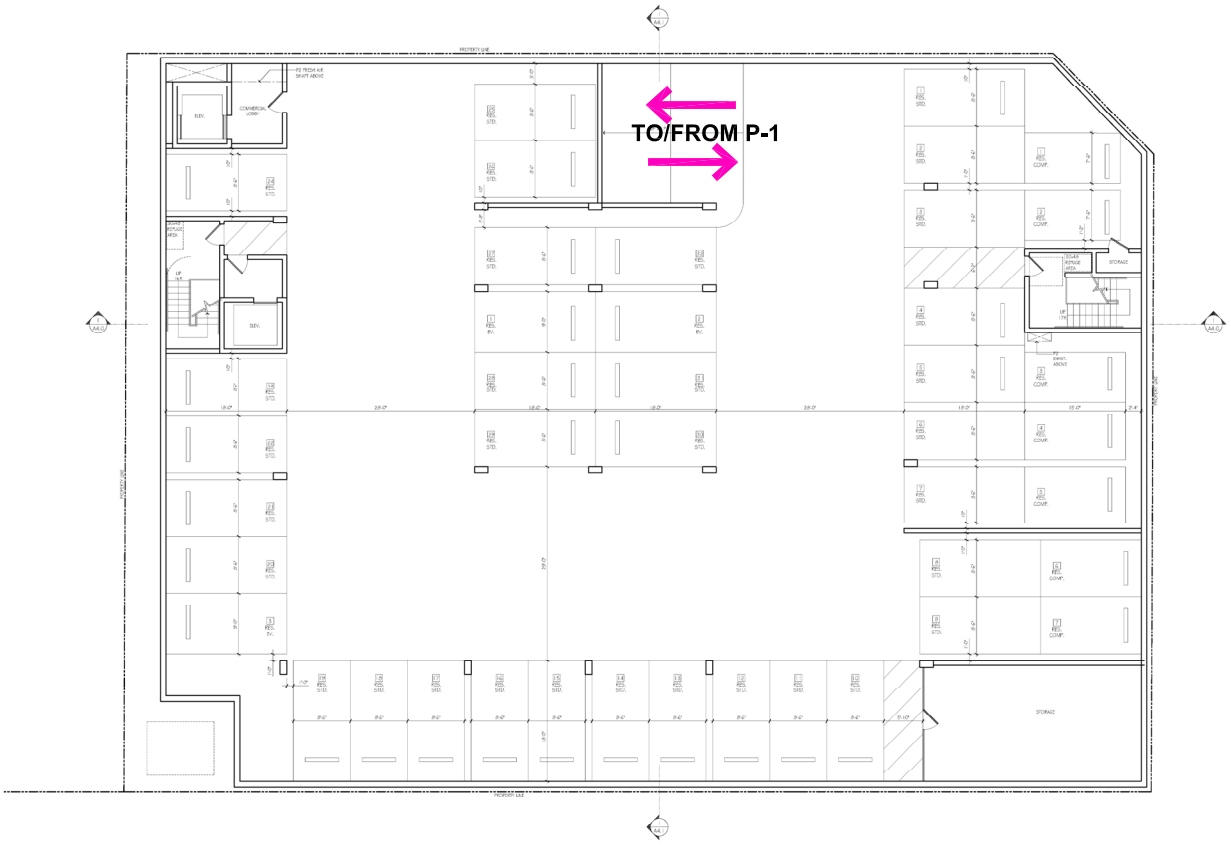
P-1 LEVEL

FIGURE 3A

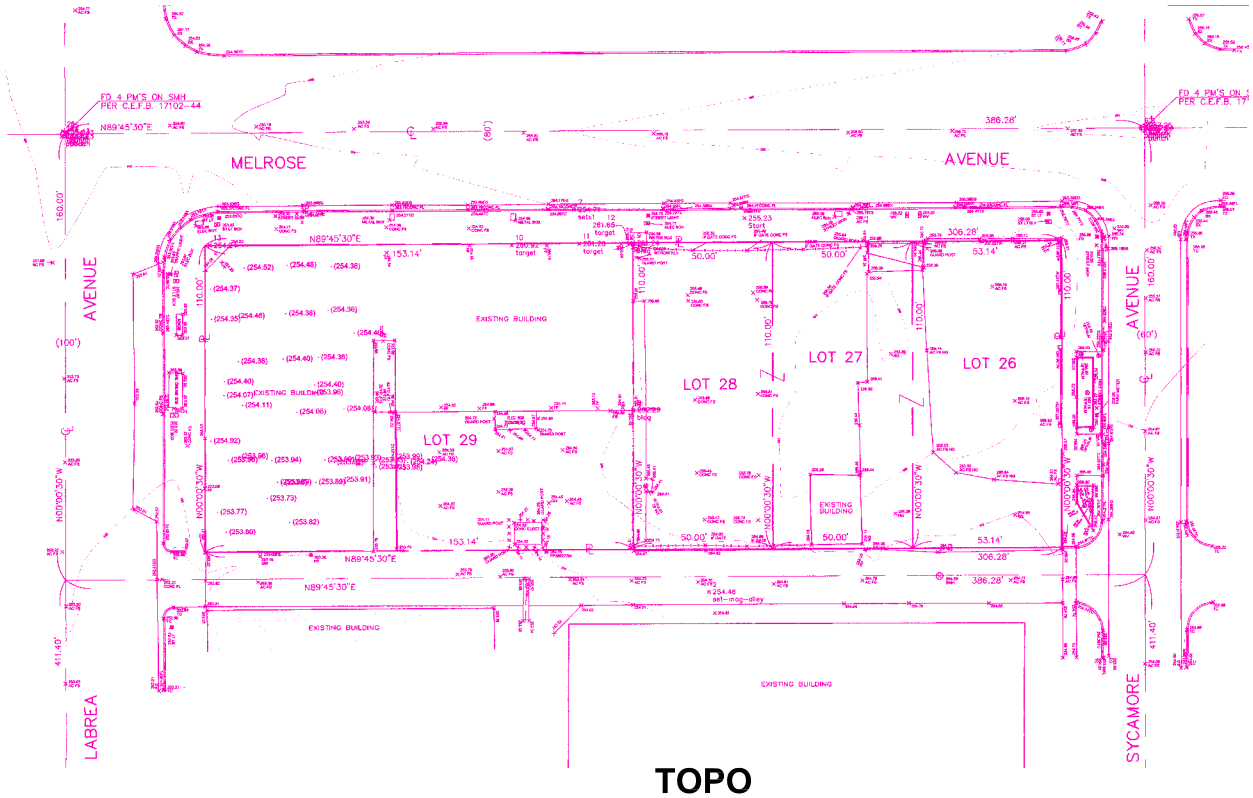
5/2021

SITE PLAN
GROUND FLOOR AND P-1 PARKING

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



P-2 LEVEL



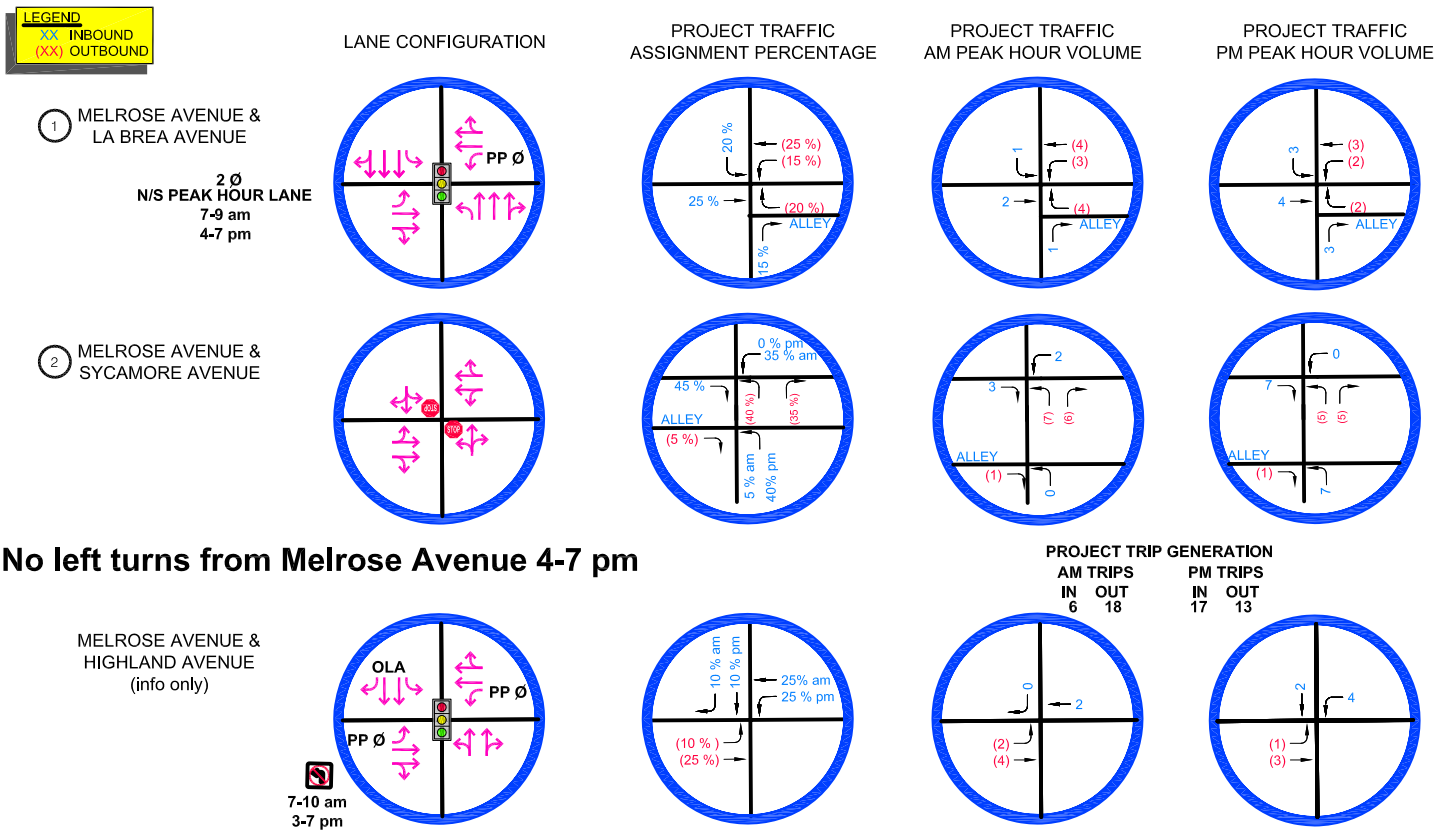
TOPO

FIGURE 3B

5/2021

SITE PLAN
P-2 PARKING AND TOPO

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



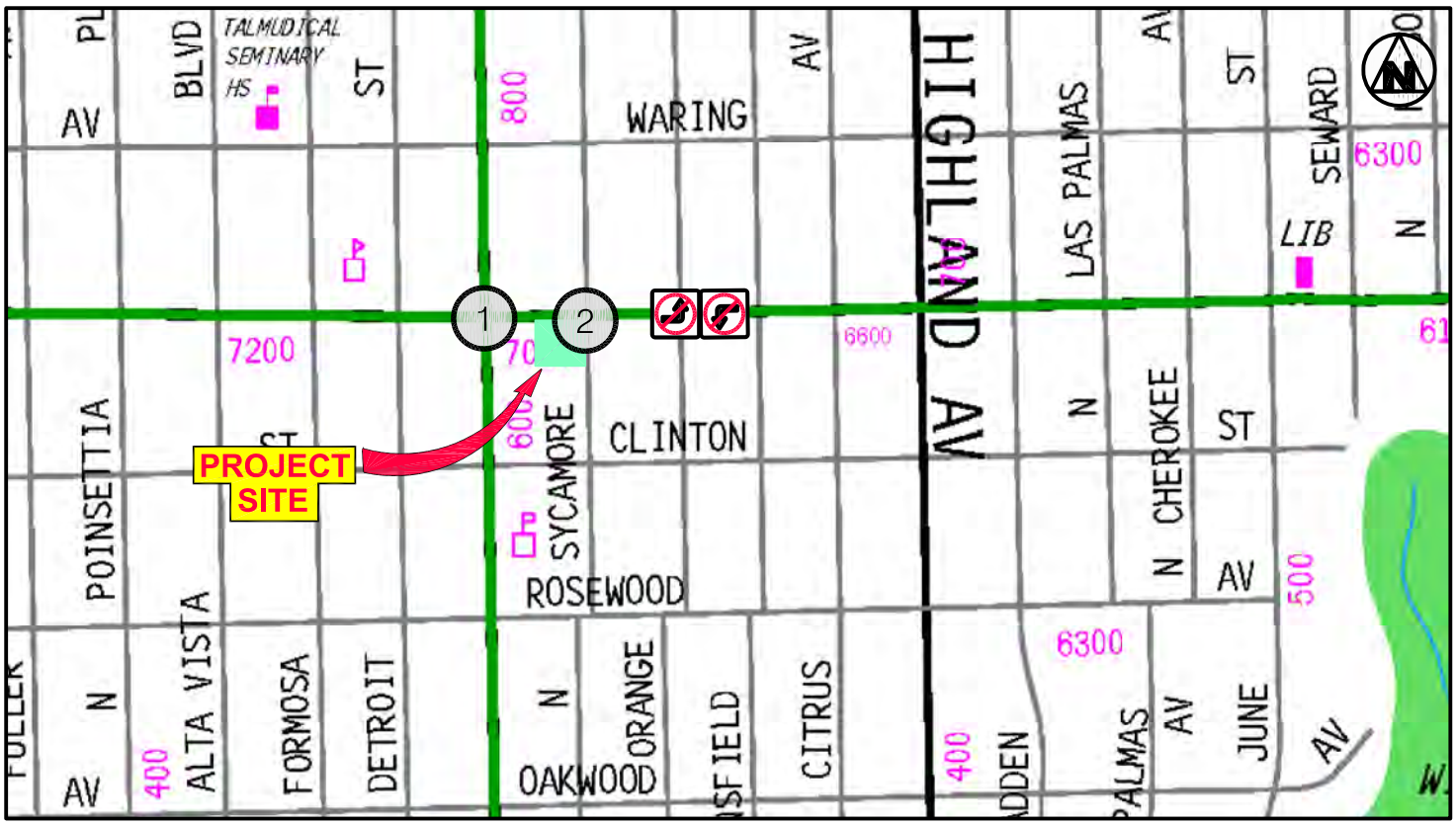


FIGURE 4

7/2021

PROJECT LOCATION AND STUDY LOCATIONS

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

7000 W. Melrose Avenue

TRIP GENERATION RATES AND CALCULATIONS

Trip Generation Rates - 10TH EDITION (per dwelling unit and per 1,000 sf)

ITE Code	Description	VMT Daily Traffic	ITE 10th Edition Daily Traffic	ITE 10TH Edition AM Peak Hour In	Out	Total	ITE 10TH Edition PM Peak Hour In	Out	Total
221	Apartments (mid-rise per unit)		5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	LADOT TAG July 2020	4.16	37%	63%	0.49	56%	44%	0.35
826	Shopping Center (retail)		37.75	62%	38%	0.94	48%	52%	3.81

ITE Code	Description	Size	VMT Daily Traffic	10th Edition Daily Traffic	AM Peak Hour In	Out	Total	PM Peak Hour In	Out	Total
	Proposed Project									
253	Apartments (mid-rise)	57 units		310	5	16	21	15	10	25
	Transit/Walk Adjustment	10%		-31	-1	-1	-2	-2	-1	-3
	Subtotal			279	4	15	19	13	9	22
LADOT	Affordable (inside TPA)	6 units		25	1	2	3	1	1	2
	Subtotal Residential			304	5	17	22	14	10	24
	retail	1,865 sf		70	1	1	2	3	4	7
	Transit/Walk Adjustment	10%		-7	0	0	0	0	-1	-1
	Subtotal			63	1	1	2	3	3	6
	Total Proposed		349	367	6	18	24	17	13	30

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

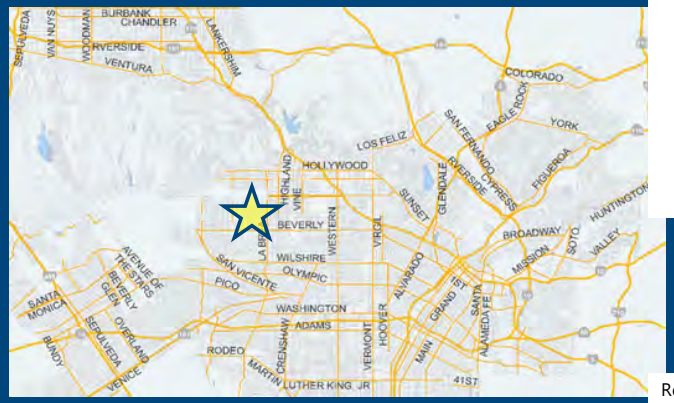
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: Transportation Assessment

Address: 7000 W MELROSE AVE, 90038



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.865	ksf
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	349 Daily Vehicle Trips
0 Daily VMT	2,144 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	349 Net Daily Trips
The net increase in daily VMT ≤ 0	2,144 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.865 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/20/2021

CLATS

RELATED PROJECTS

Centroid Info:
PROJ ID: 51640
Address: 7000 W MELROSE AV
LOS ANGELES, CA 90036
Lat/Long: 34.0832, -118.343

Buffer Radius: 0.5 mile
Search

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -
Column

Record Count: 9 | Record Per Page: All Records

Results generated since: (5/27/2021 4:58:20 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
34677	Metro	HWD	5	2008	Mixed Use - Office/Retail	88750 SF Office, 12000 Retail	936 N LA BREA AV	05/02/2008 CONSTRUCTED	0.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	33190								
Retail	S.F. Gross Area	19923	29	38	911	24	5	14	37	Total reflects credit for existing manufacturing (59750 SF)
			29	**38**	**911**		**24**	**5**	**14**	**37**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
35085	Metro	WLA	5	2009	Yeshivath Torath Emeth Academy Expansion	120 Student Pre-K and Kindergarten, with 60 child nursery school	7002 W CLINTON ST	08/11/2009 CONSTRUCTED	0.1	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
School	Enrollment	120								Pre-Kindergarten & Kindergarten
Other	Enrollment	60	38	23	155	20	18	11	12	Nursery School (total reflects existing use credit for same uses)
			38	**23**	**155**		**20**	**18**	**11**	**12**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
35655	Metro	HWD	5	2011	La Brea Gateway	Mixed-Use: 33.5ksf supermarket & 179 apartments	915 N La Brea Ave	03/09/2011 CONSTRUCTED	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	33500	91	248	2615	5	86	158	90	Supermarket (Total net trips)
Apartments	Total Units	179								
			91	**248**	**2615**		**5**	**86**	**158**	**90**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
41934	Metro	MTR	5	2014	925 La Brea Av	17ksf shopping ctr & 53ksf office	925 N LA BREA AV	06/17/2014 CONSTRUCTED	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	15265								Retail
Office	S.F. Gross Area	46527	69	85	735	58	11	24	61	Total Project Trips
			69	**85**	**735**		**58**	**11**	**24**	**61**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
42266	Metro	HWD	4	2014	904-932 N La Brea MU	169 apts & 40ksf retail	904 N LA BREA AV	07/22/2014 CONSTRUCTED	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	169	93	186	2072	25	68	83	103	Total net project trips
Retail	S.F. Gross Area	40000								
			93	**186**	**2072**		**25**	**68**	**83**	**103**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
47348	Metro	HWD	4	2018	7007 W Romaine MU	28486 sf media office & 4694 sf restaurant	7007 W ROMAINE ST	08/15/2018 CONSTRUCTED	0.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	28486	60	60	598	42	18	24	36	Total net project trips
Other	S.F. Gross Area	4694								Restaurant
			60	**60**	**598**		**42**	**18**	**24**	**36**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
47164	Metro	MTR	4	2018	1UP Fitness	58417 sf fitness center	960 n la brea ave	10/19/2018 CONSTRUCTION	0.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	58417	52	138	1192	26	26	79	59	fitness center; total net trips
			52	**138**	**1192**		**26**	**26**	**79**	**59**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
47694	Metro	HWD	4	2018	926 Sycamore Office	70742 sf media production office building	926 N SYCAMORE AV	01/02/2019 CONSTRUCTED	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	70742	74	74	620	64	10	13	61	Total net project trips
			74	**74**	**620**		**64**	**10**	**13**	**61**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
48004	Metro	MTR	4	2019	Mixed-Use	33 Apartments, 2635 SF Restaurant, 2321 SF Retail	6535 W MELROSE AV	04/29/2019 CONSTRUCTION	0.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	33	34	40	461	13	20	24	16	Total includes credit for pass-by.
Retail	S.F. Gross Area	2321								
Other	S.F. Gross Area	2635								land use=High-Turnover Restaurant
			34	**40**	**461**		**13**	**20**	**24**	**16**

APPENDIX B

Community Plan Land Use Map

Hollywood Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use [18]	Corresponding Zones [1]
Low Density [17]	
Minimum	RE40
Very Low II	RE15,RE11
Low I	RE9
Low II	RS,R1
Multiple Family [17]	
Low Medium I [3]	R2,RD5,RD4,RD3
Low Medium II [3]	RD2,RD1.5
Medium [4]	R3
High Medium [5]	[Q]R4
High	R4,[Q]R5 [13]

Land Use [18]	Corresponding Zones [1]
Commercial [17]	
Limited Commercial [6]	CR,C1,C1.5,P, RAS3,RAS4
Highway Oriented Commercial [11,12,21]	C1,C2,P, RAS3,RAS4
General Commercial	C1,C2,P, RAS3,RAS4
Neighborhood Office Commercial [7,11]	C1,C2,C4,P, RAS3,RAS4
Community Commercial [8]	CR,C2,C4,P,PB, RAS3,RAS4
Regional Center Commercial [9]	C2,C4,P,PB, RAS3,RAS4
Industrial [17]	
Commercial Manufacturing [11]	CM,P
Limited Manufacturing	MR1,M1,P,PB
Open Space;Public Facilities [10,19,20]	
Open Space	OS,A1
Public Facilities	PF

Service Systems

- Public Elementary School
- Public Junior High
- Public Senior High
- Junior College
- Private Elementary School
- Private Senior High
- Private Special School
- Community Park
- Neighborhood Park
- Regional Park
- Public Golf Course
- Branch Administration Center
- Fire Station
- Police Station
- Community Library
- Regional Library
- Cultural/Historical Site
- Maintenance Yard
- Power Distribution Station
- House of Worship
- Health Center/Hospital
- DWP Property

Circulation

- Freeway
- Scenic Freeway
- Major Highway II
- Scenic Major Highway II
- Scenic Divided Major Highway II
- Secondary Highway
- Scenic Secondary Highway
- Scenic Divided Secondary Highway
- Scenic Arterial Mountain
- Scenic Parkway
- Collector Street
- Local Street
- Country Road
- Park Road
- Private Street

Other Line Symbols

- Community Boundary
- DWP Lines
- Historic Preservation
- Redevelopment Project Area
- Reservoir Line

Sources: Los Angeles Department of City Planning

FOOTNOTES:

1. Only those zones indicated in the table are recommended in Hollywood.
2. Gross acre includes one-half of abutting street.
3. Height district 1XL.
4. Refer to zoning maps; may be limited to Height District 1XL or to less than maximum R3 zoning density.
5. Height District 1VL; maximum density limited to one dwelling unit per six hundred (600) square feet of lot.
6. For properties with less than one hundred (100) feet of lot depth, the recommended FAR is 1:1.
7. For properties limited to the 1XL and 1VL Height Districts, the recommended FAR is 1.5:1. This Plan designation emphasizes pedestrian-oriented use and design.
8. This designation is limited to the East Hollywood Center Study Area. FAR up to 3:1 may be permitted through application of the CSA 1 Height District.
9. This designation is limited to the Hollywood Redevelopment Project Area. Development intensity is limited to 4.5:1 FAR with a maximum of 6:1 FAR possible through a Transfer of Development Rights procedure and/or City Planning Commission approval.
10. When the use of property designated as "Public Land" or "Open Space" is to be discontinued, the proposed new use must be approved by the City Planning Commission through the procedure established by LAMC 12.24.1.
11. A maximum FAR of 3:1 may be permitted on sites located within designated centers with the application of the CSA 1 Height District.
12. A floor area ratio (FAR) of 1.5:1 shall be permitted on properties designated Highway Oriented commerce located within the Hollywood Redevelopment Project area.
13. The Plan contemplates that certain commercial uses may be allowed on properties designated as High density through LAMC 12.24.C5(j). Commercial uses should be limited to those permitted in the C1 zone and the FAR of such uses should not exceed 1:1. Whenever possible commercial uses should be located at street level, with residential uses on the upper floors.
14. Development of these properties shall be limited to a maximum floor area ratio of 1.9:1.
15. Development of these properties shall be limited to a maximum floor area ratio of 1:1.
16. Hotels may be permitted on these properties subject to approval pursuant to LAMC 12.24C.1(j).
17. Existing mobile home parks, the existing uses and the RMP Zone are consistent with the Plan, and the RMP zone is a corresponding zone for every land use designation in the Plan, including residential, commercial, and industrial designations. The retention or expansion of existing mobile home parks in the RMP Zone encourages the provision of affordable housing and serves as a viable resource to supplement the City's housing stock. New mobile home parks shall be consistent with the Plan when developed in the RMP Zone and in a Residential or Commercial Plan designation. The RMP zone is a corresponding zone for every residential and commercial land use designation in the Plan. New mobile home parks should be established such that their location is: 1) desirable to public convenience and welfare; 2) in harmony with the various elements and objectives of the General Plan; 3) proper in relation to adjacent uses or development; and 4) not materially detrimental to the character of development in the immediate neighborhood.
18. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
19. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
20. Local streets and freeways are shown for reference only.
21. Floor area ratio (FAR) of 0.5:1. A maximum FAR of 1.5:1 for commercial only buildings and a FAR of up to 3:1 for mixed use commercial / residential, or residential only projects in a unified development shall be permitted in the Highway Oriented Commercial designated properties on the north side of Sunset Boulevard between Bronson Avenue and Van Ness Avenue for:
    (1) a commercial/residential mixed-use project having at least 50 percent of the street-level linear building frontage devoted to commercial land use(s) in order to promote street level pedestrian activity, and/or
    (2) a project that incorporates affordable housing units;
    Provided that the aforementioned projects either: (a) utilize the RAS3 or RAS4 Zones or, (b) a conditional use permit is granted pursuant to Section 12.24.W.19 of the Municipal Code to allow FAR averaging of up to 3.0:1 over the entire project site for a unified mixed-use development.
22. Height District 2D with a maximum floor area ratio (FAR) of 3.84:1 for the project described in CPC-2006-4392 the area bounded by Virginia Avenue on the north, St. Andrews Place on the east, Santa Monica Boulevard on the south, and Wilton Place on the west.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

Notes:

A. The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (cityplanning.lacity.org).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org).

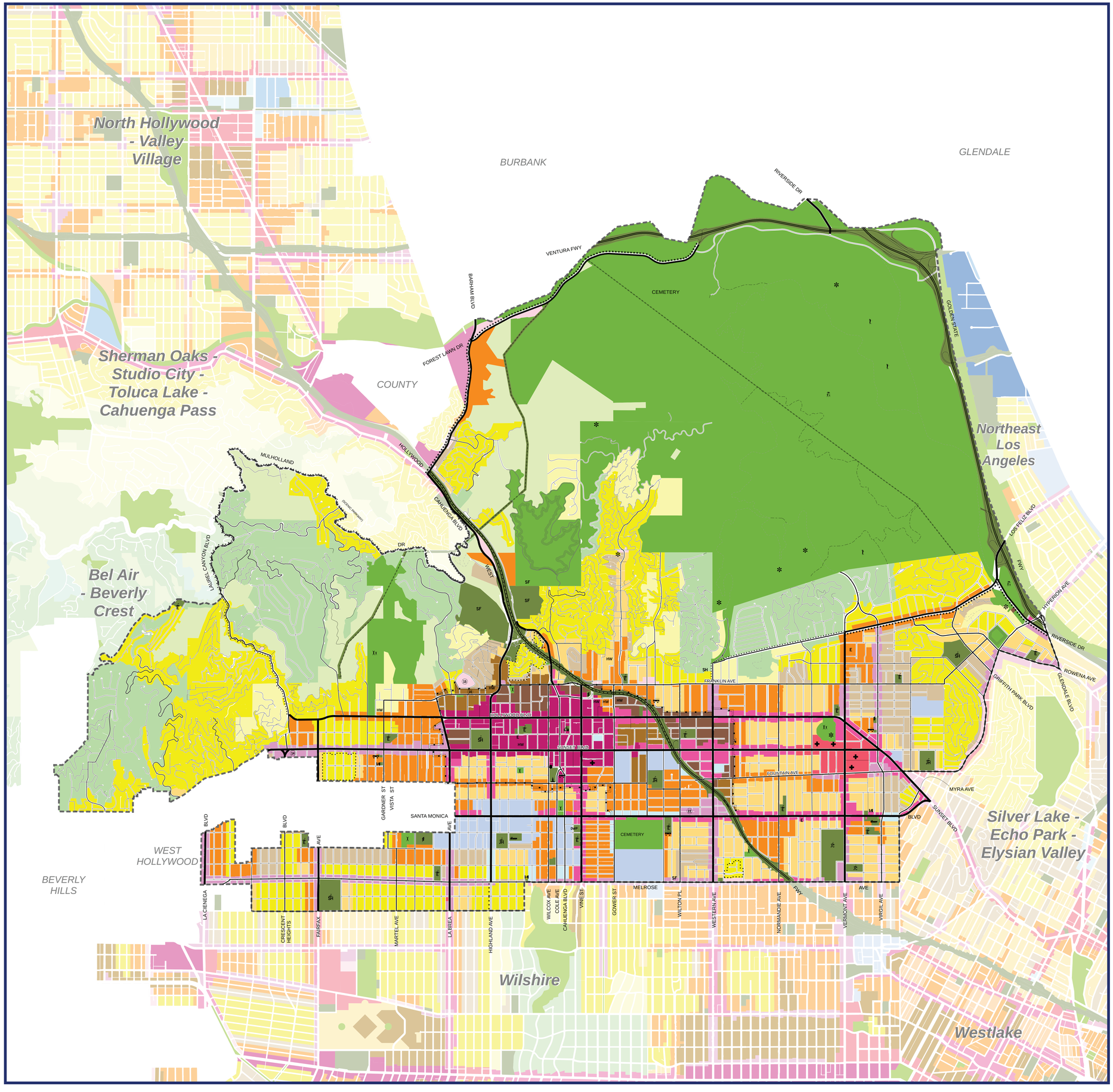
Disclaimer:

The City of Los Angeles is neither responsible nor liable for any inaccuracies, errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use, the map and/or the materials contained on the map whether the materials contained on the map are provided by the City of Los Angeles, or a third party.

Eric Garcetti
Mayor

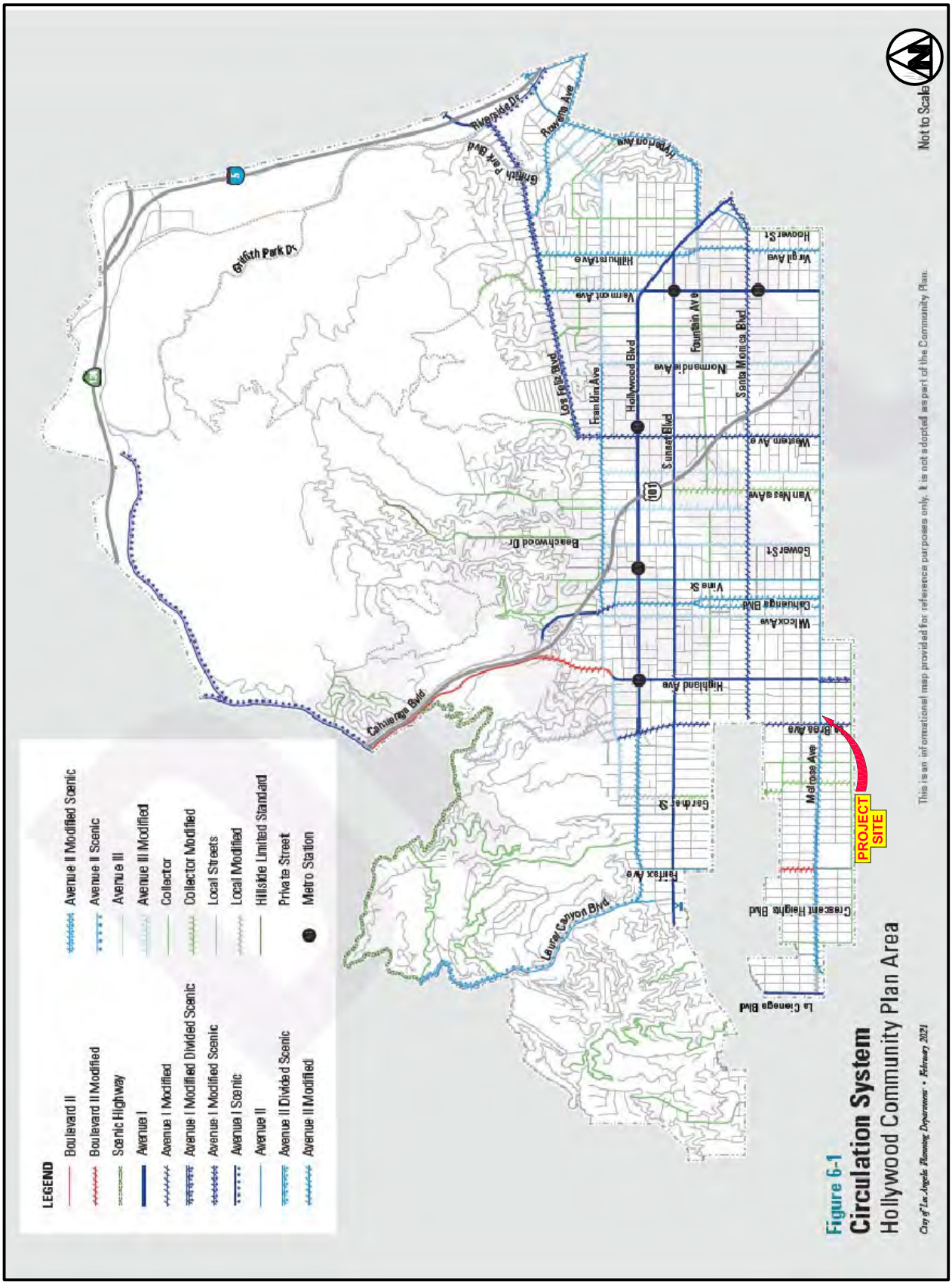
City of Los Angeles Department of City Planning
GIS
Geographic Information Systems

Revised: This reflects actions from Council File 12-0303-S4 Adopted 04/02/2014



APPENDIX C

Street Standards, Circulation & High Injury Network Map

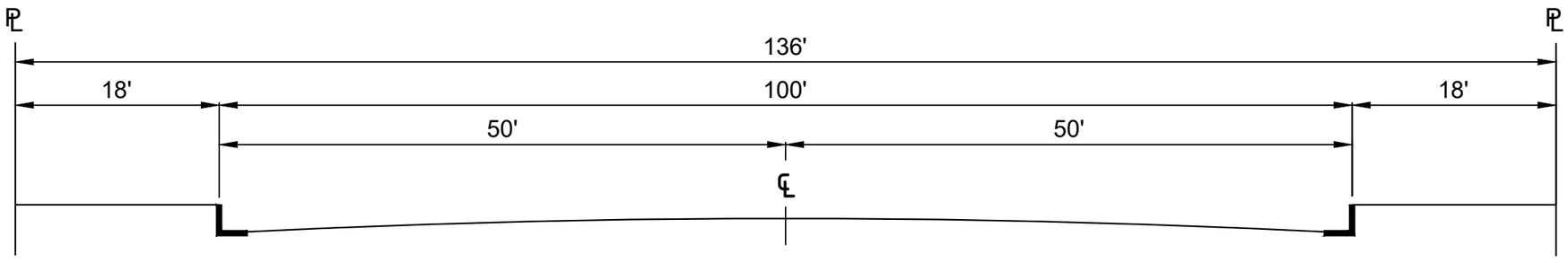


7/2021

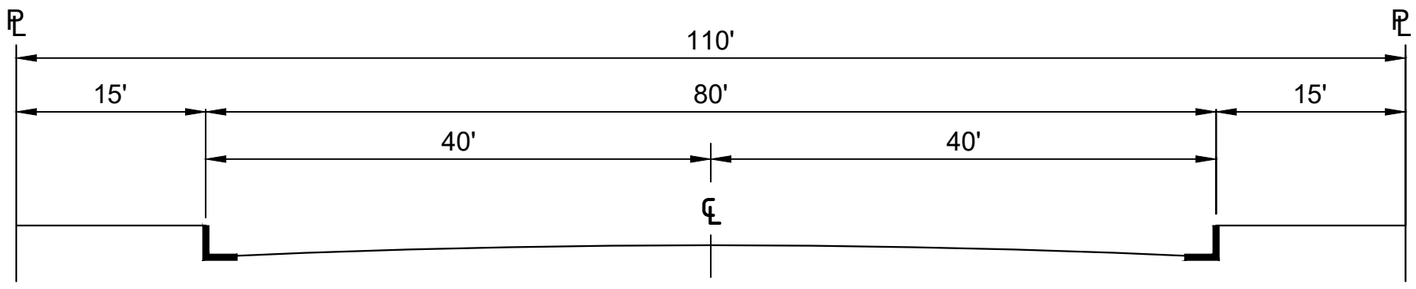
COMMUNITY PLAN CIRCULATION MAP

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

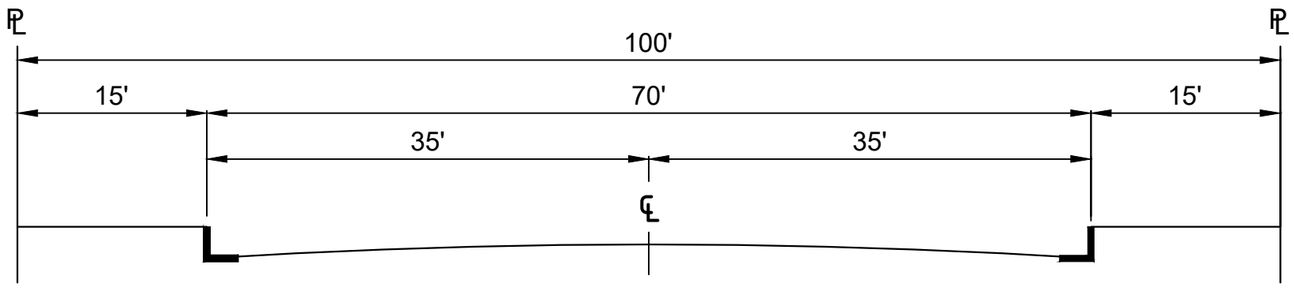
ARTERIAL STREETS



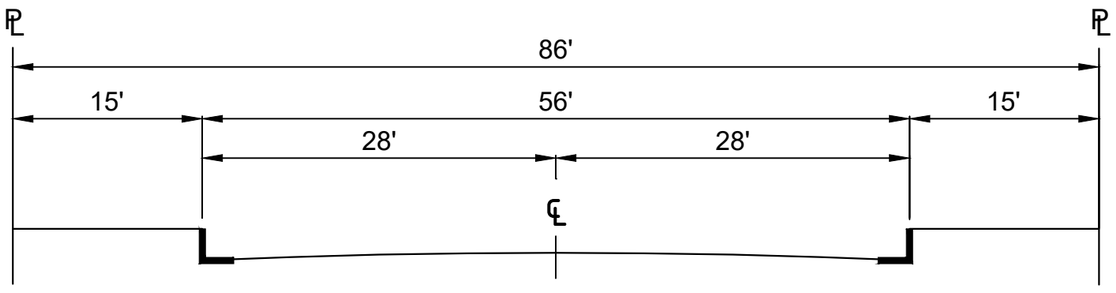
BOULEVARD I (MAJOR HIGHWAY CLASS I)



BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



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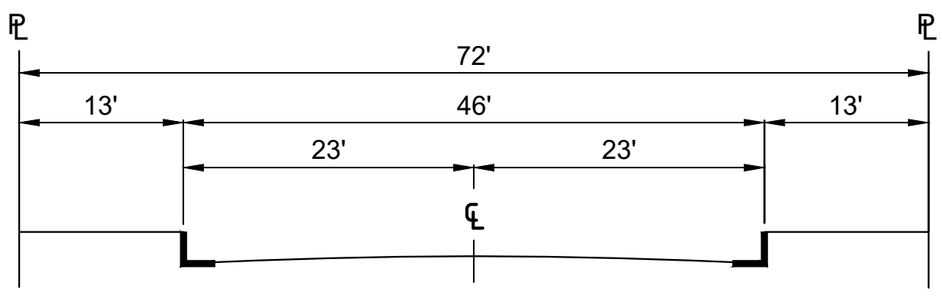


AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

BUREAU OF ENGINEERING

DEPARTMENT OF PUBLIC WORKS

CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

STANDARD PLAN
S-470-1

PREPARED

HAMID MADANI, P.E.
BUREAU OF ENGINEERING

CHECKED

RAFFI MASSABKI, P.E.
BUREAU OF ENGINEERING

SUBMITTED

SAMARA ALI-AHMAD, P.E. DATE
ENGINEER OF DESIGN
BUREAU OF ENGINEERING

KENNETH REDD, P.E. DATE
DEPUTY CITY ENGINEER

APPROVED

GARY LEE MOORE, P.E., ENV. SP. DATE
CITY ENGINEER

DEPARTMENT OF TRANSPORTATION DATE
GENERAL MANAGER

DIRECTOR OF PLANNING DATE

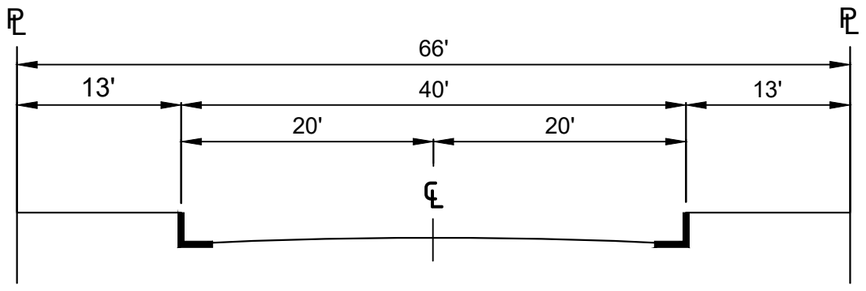
REGISTERED PROFESSIONAL ENGINEER
GARY LEE MOORE
No. C-49446
Exp.
CIVIL
STATE OF CALIFORNIA

SUPERSEDES	REFERENCES
D-22549 S-470-0	

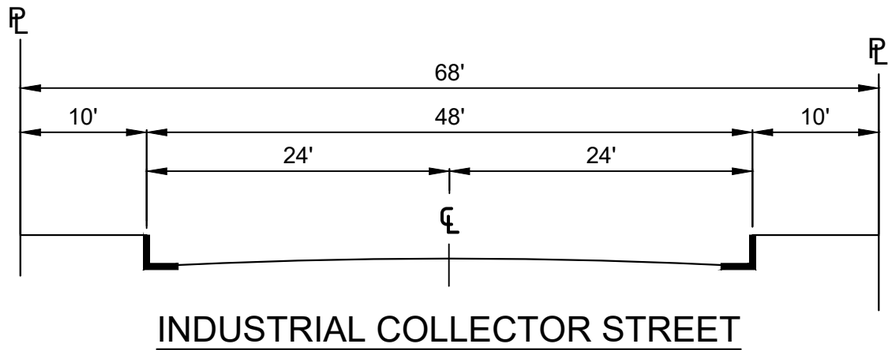
VAULT INDEX NUMBER:

SHEET 1 OF 4 SHEETS

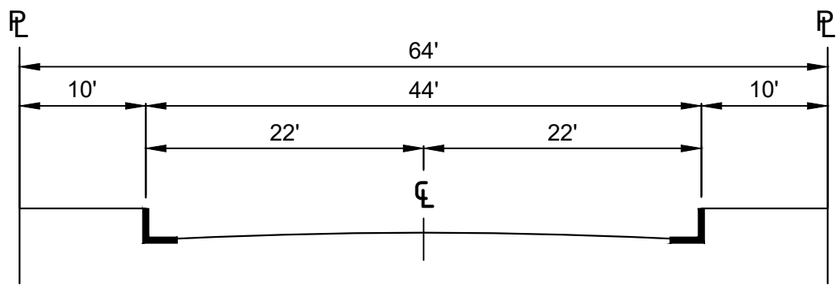
NON-ARTERIAL STREETS



COLLECTOR STREET



INDUSTRIAL COLLECTOR STREET



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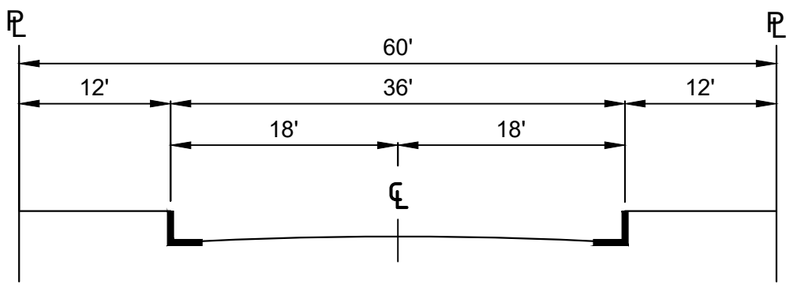
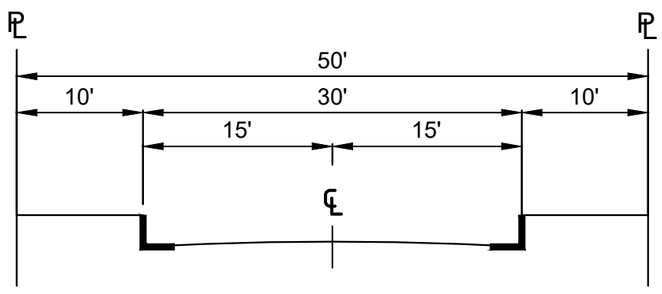
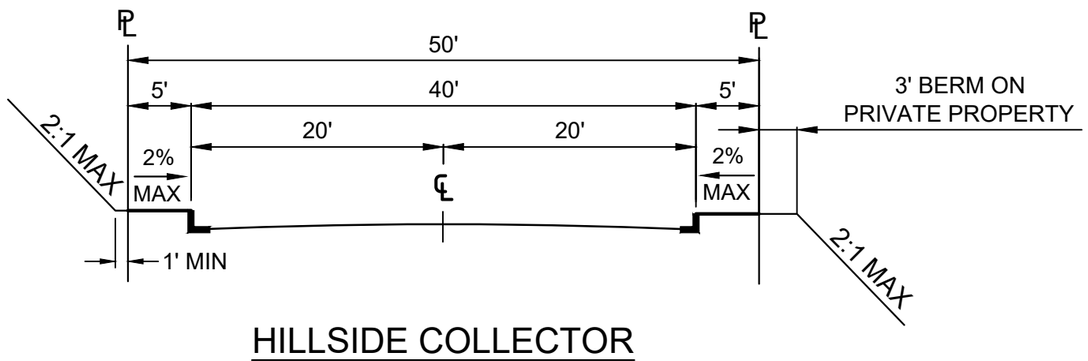


LOCAL STREET - STANDARD

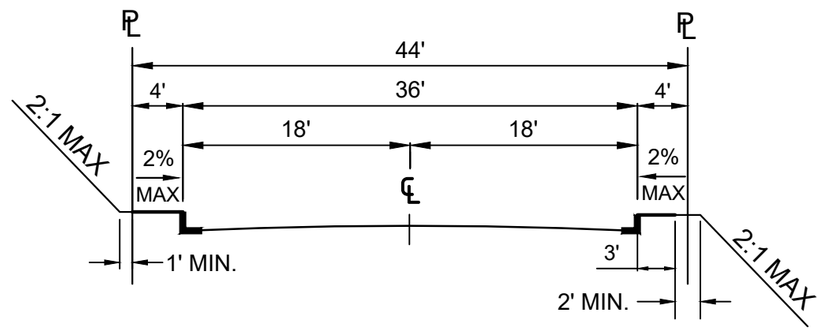


LOCAL STREET - LIMITED

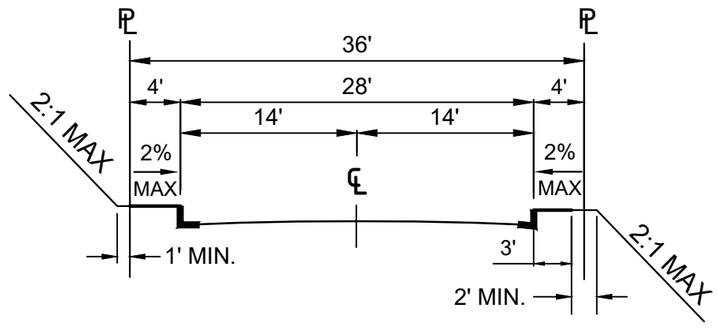
HILLSIDE STREETS



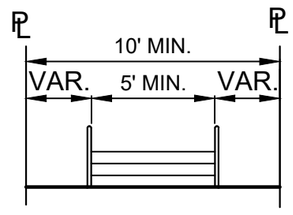
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

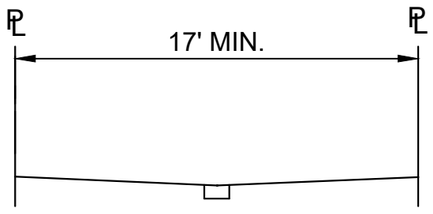


PUBLIC STAIRWAY

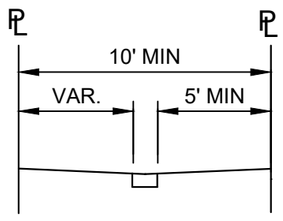
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 2 OF 4 SHEETS

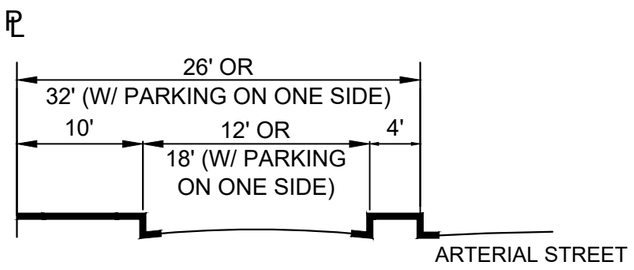
OTHER PUBLIC RIGHTS-OF-WAY



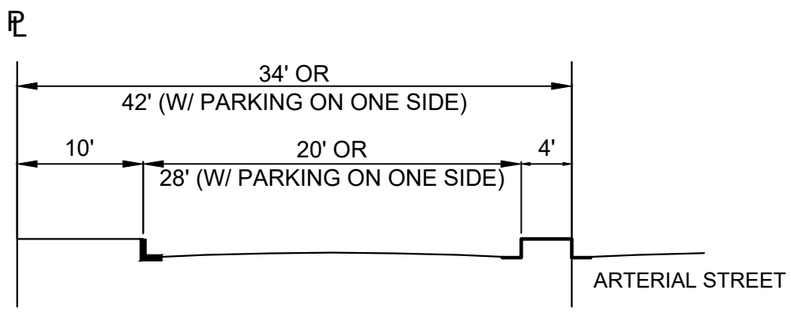
SHARED STREET



PEDESTRIAN WALKWAY

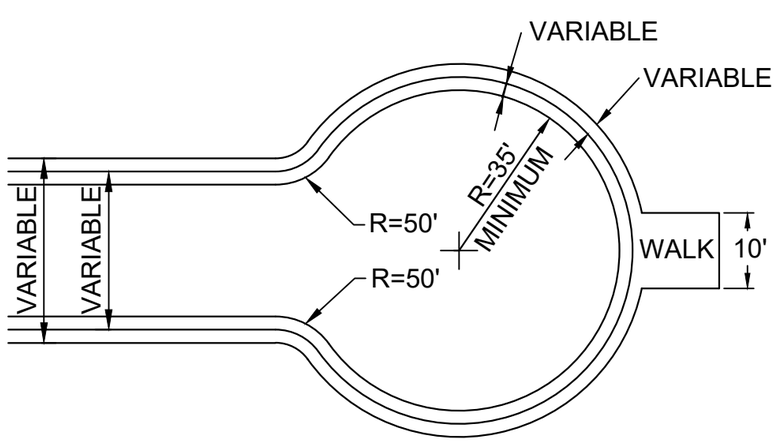


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

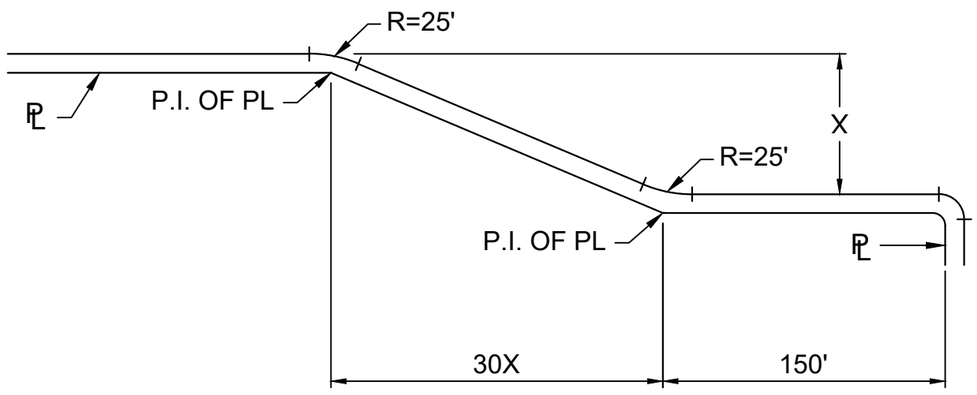
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

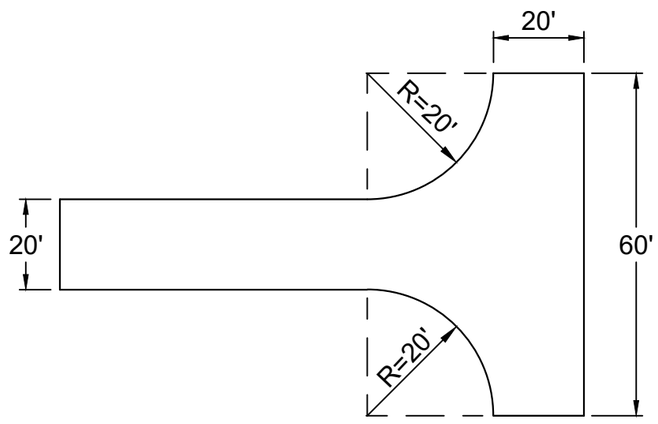
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

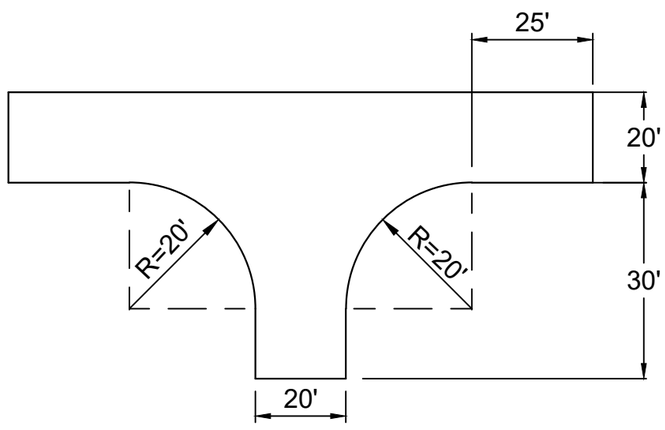


STANDARD FLARE SECTION
(PLAN VIEW)

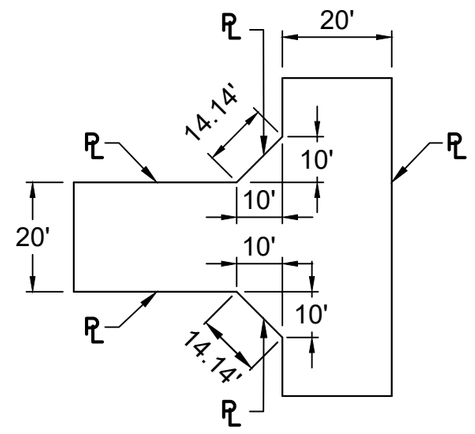
ALLEYS



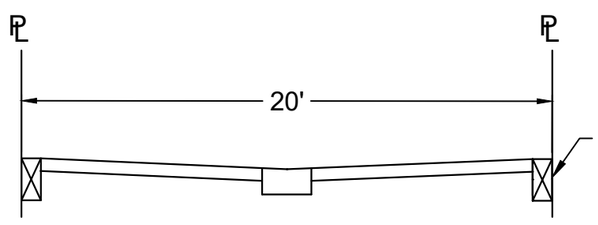
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



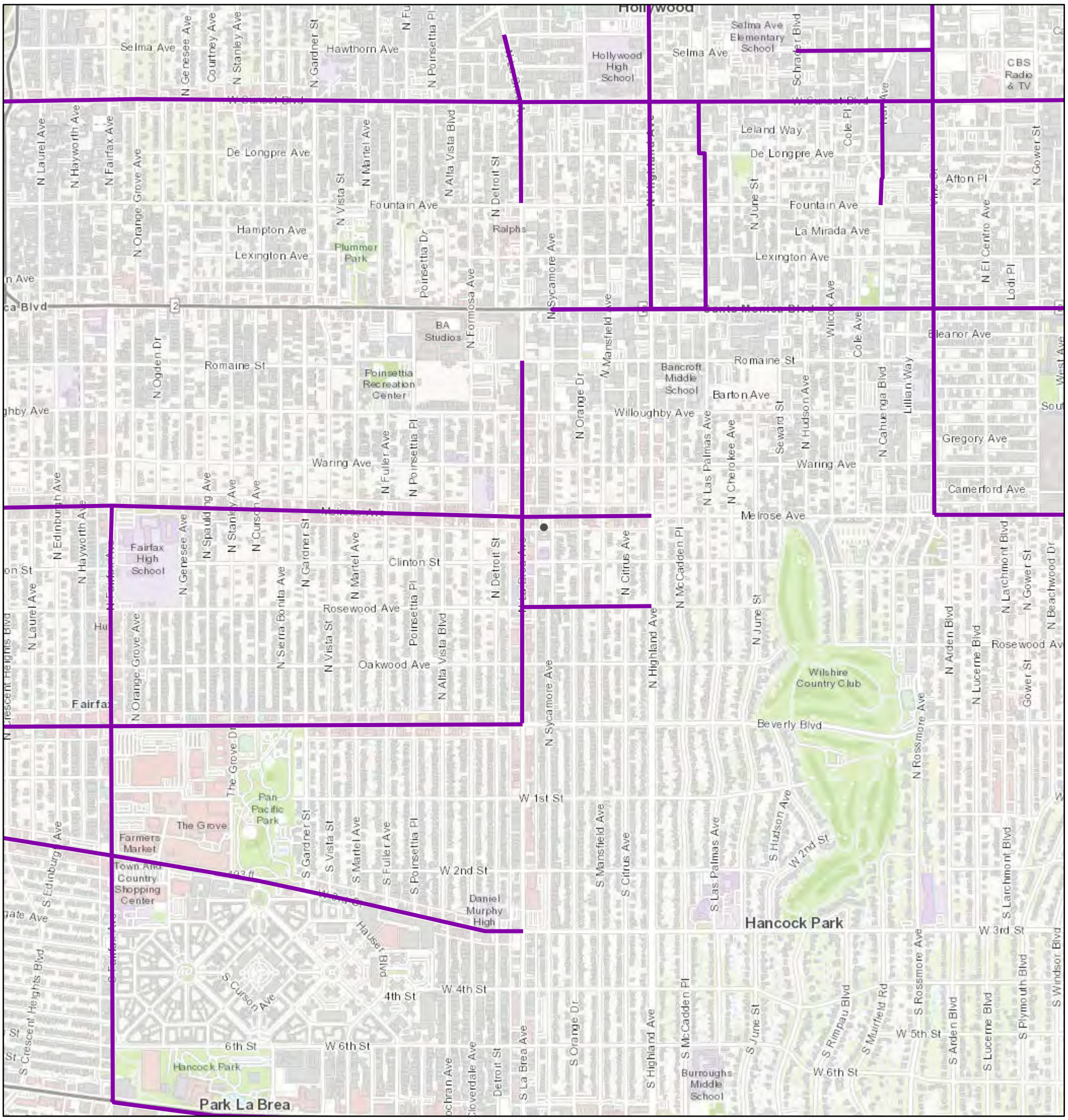
STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

HIGH INJURY NETWORK



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High Injury Network

1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Los Angeles Department of City Planning

APPENDIX D

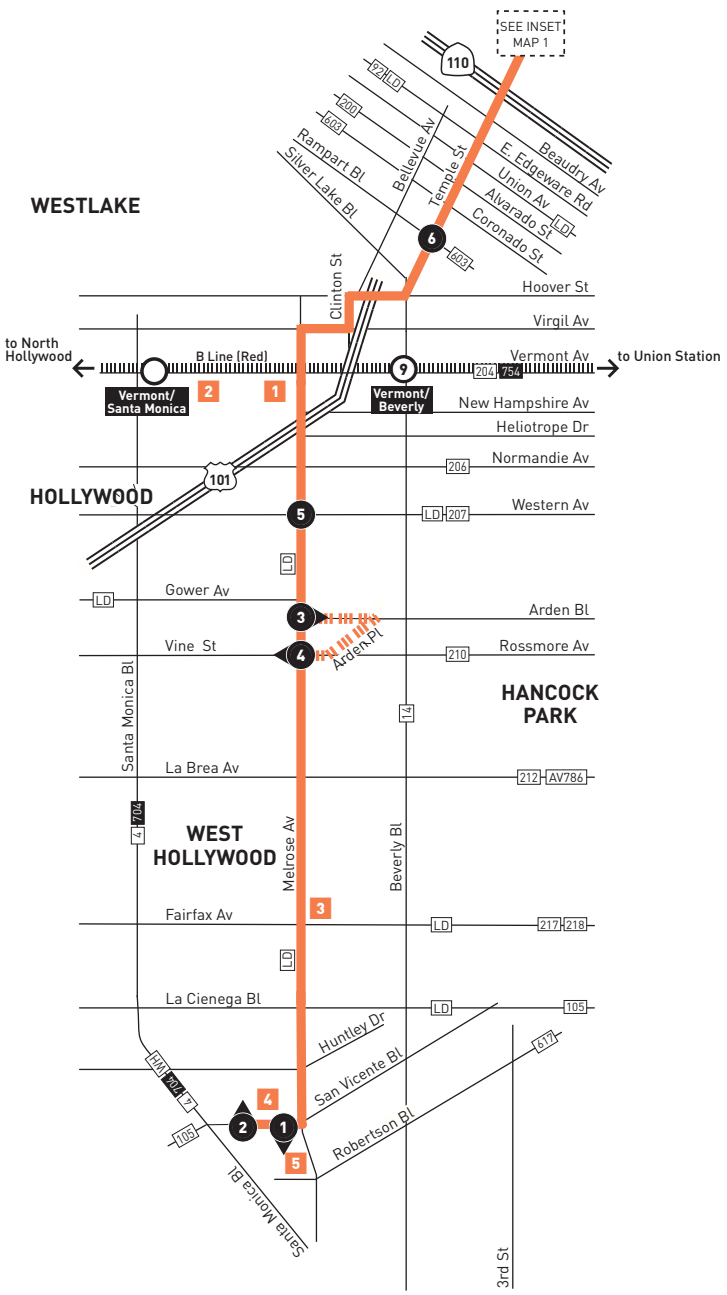
Transit Routes

7/2021

CENTRAL LA / WESTSIDE METRO TRANSIT SYSTEM MAP

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

ROUTE MAP



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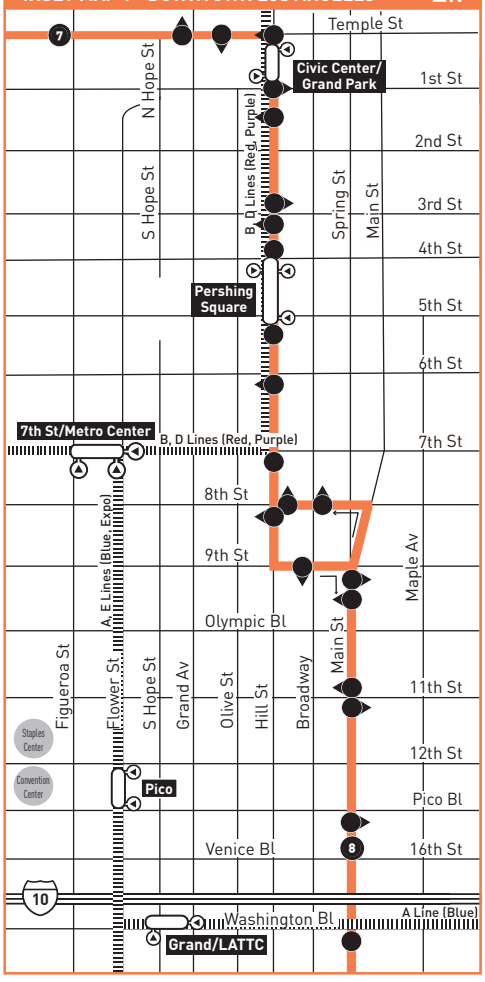
INSET MAP 1 - DOWNTOWN LOS ANGELES



INSET 1 – DOWNTOWN LOS ANGELES

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

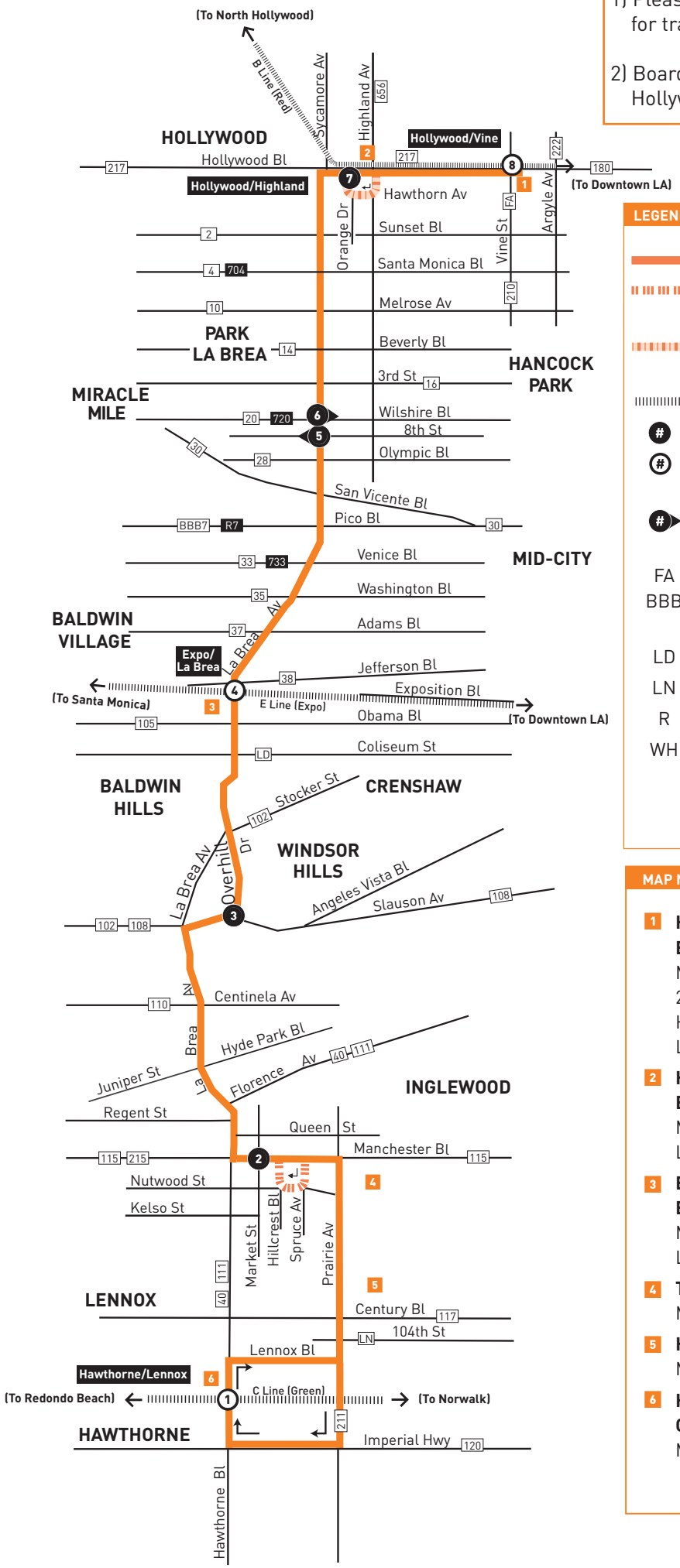
LEGEND

- Line 10 Route
- Line 10 Turnaround Loop
- # Local StopTimepoint
- # Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- # Metro Rail Station & Timepoint
- AV Antelop Valley Transit Authority
- LD LADOT DASH
- WH West Hollywood Cityline

MAP NOTES

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

ROUTE MAP



After 7:05pm in Hollywood:

1) Please use Line 217, for travel east of Highland Av.

2) Board southbound Line 212 on Hollywood Bl at Sycamore Av.

N

LEGEND

- Line 212 Route
- Short Line turnaround loop in Inglewood
- Short Line turnaround loop in Hollywood
- Metro Rail
- # Timepoint & Stop
- # Metro Rail Station, Timepoint & Stop
- # Timepoint Single Direction Only

FA	LAX FlyAway
BBB	Santa Monica's Big Blue Bus
LD	LADOT DASH
LN	County of LA - The Link
R	Rapid
WH	West Hollywood Cityline

MAP NOTES

1. **Hollywood/Vine B Line (Red) Station**
   Metro 180, 210, 212, 217, 222; LD Hollywood, Hollywood/Wilshire, LD Beachwood Canyon
2. **Hollywood/Highland B Line (Red) Station**
   Metro 212, 217, 656 Owl; LD Hollywood; WH
3. **Expo/La Brea E Line (Expo) Station**
   Metro 38, 212; LD Crenshaw
4. **The Forum/SoFi Stadium**
   Metro 115, 211, 212
5. **Hollywood Park Casino**
   Metro 117, 211, 212
6. **Hawthorne/Lennox C Line (Green) Station**
   Metro 40, 212; LN Lennox

150997

APPENDIX E

Mobility Network Maps

VEHICLE ENHANCED NETWORK

Map E

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

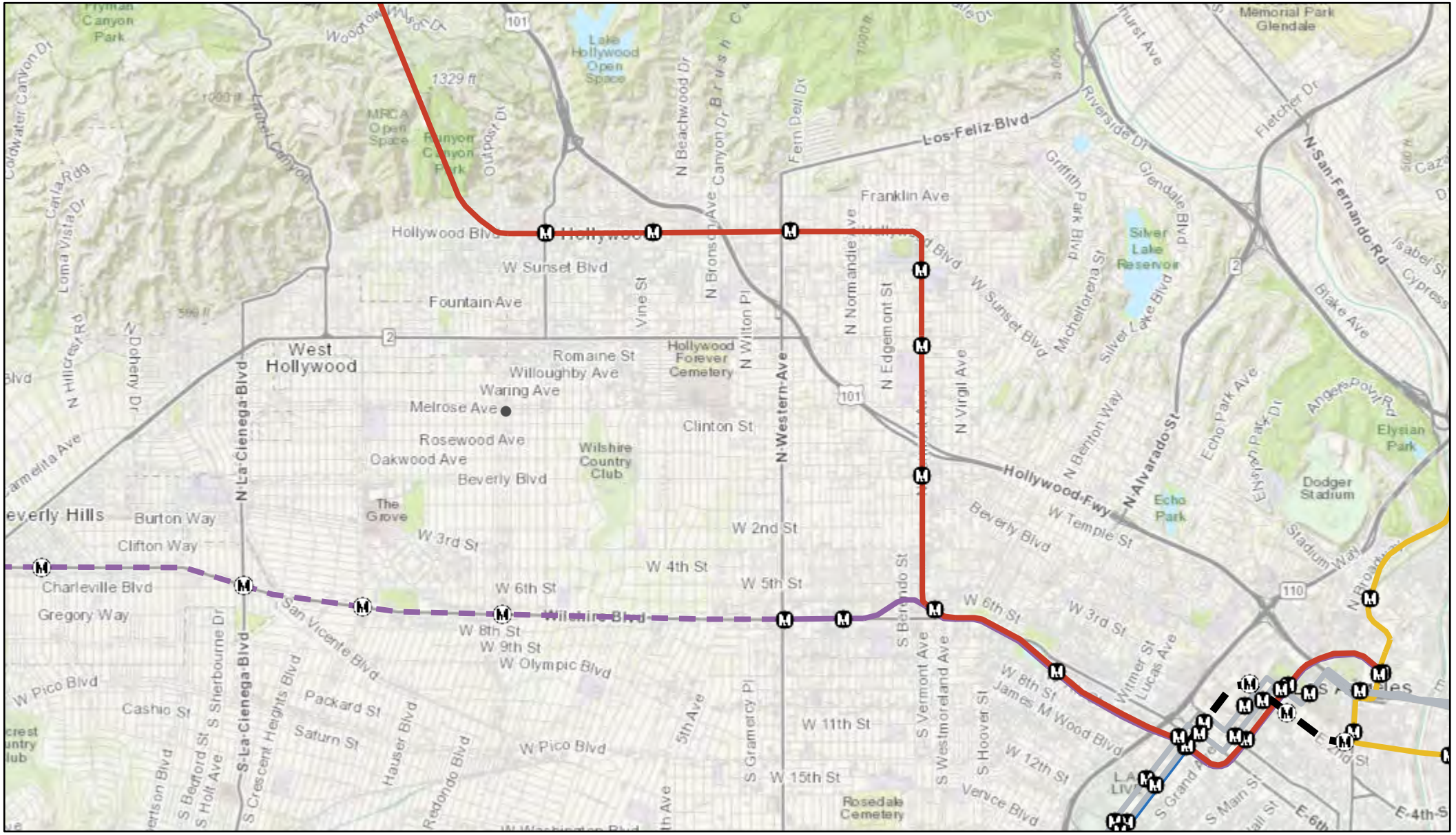
0 3 6 9 Miles

N

Los Angeles Department of City Planning

August 2015

METRO STATIONS AND LINES



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Metro Stations
- Existing
- Proposed

Metro Lines
- Blue Line
- Red Line
- Purple Line
- Purple Line (Planned)
- Gold Line
- Silver Line
- Expo Line
- Regional Connector (Planned)

1:72,224

0 0.5 1 2 mi

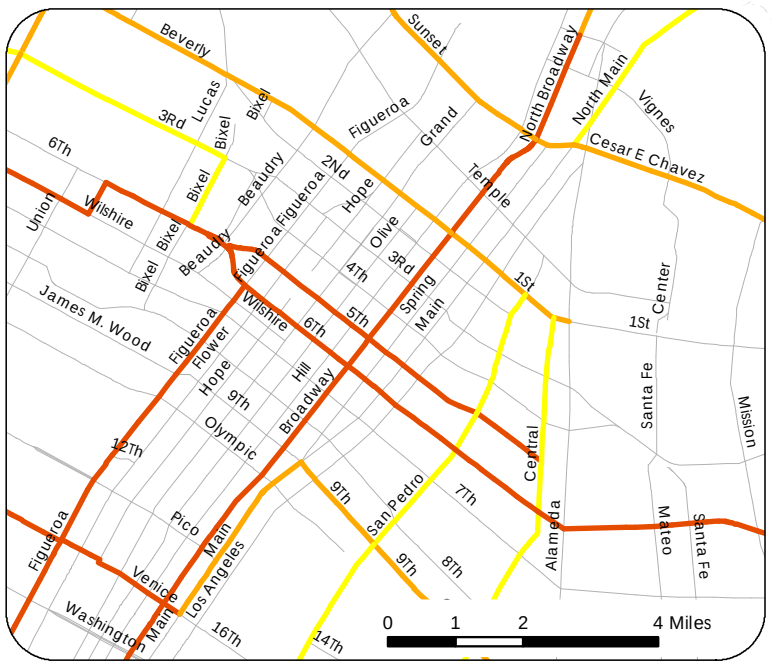
0 0.75 1.5 3 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

Los Angeles Department of City Planning

N

DOWNTOWN LOS ANGELES



TRANSIT ENHANCED NETWORK

Map B

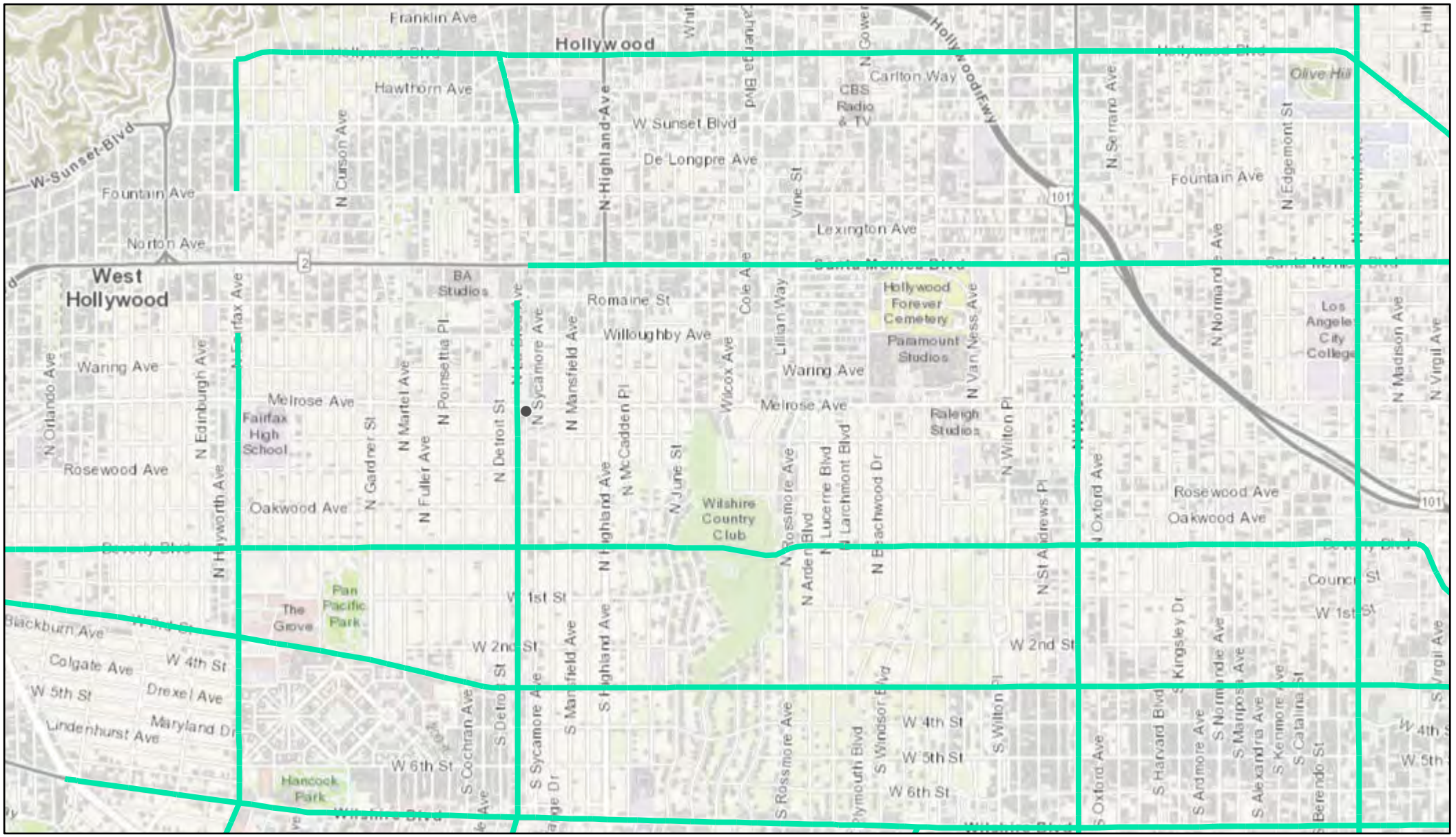
- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

Los Angeles Department of City Planning

August 2015

TRANSIT ENHANCED NETWORK (TEN)



7/27/2021, 12:08:58 PM

Transit Enhanced Network (TEN)

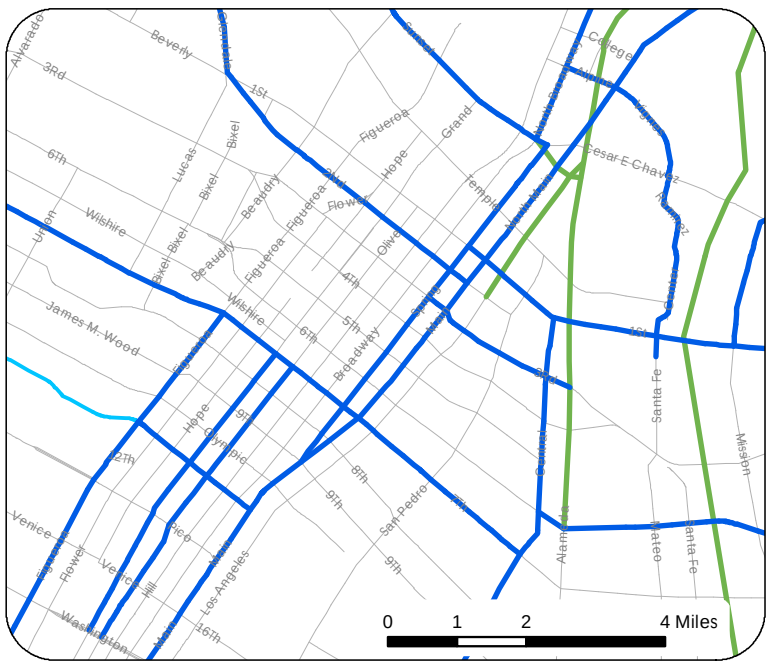
1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

N

DOWNTOWN LOS ANGELES



BICYCLE ENHANCED NETWORK (LOW STRESS NETWORK)

Map D1

- Bicycle Paths
- Tier 1 Protected Bicycle Lanes
- Gap closure segments from the Neighborhood Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

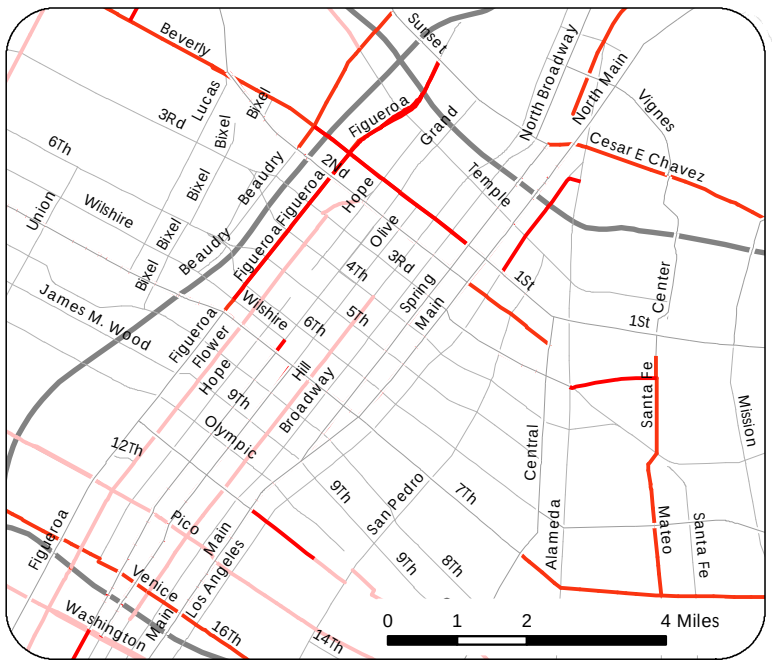
0 3 6 9 Miles

Los Angeles Department of City Planning

August 2015

N

DOWNTOWN LOS ANGELES



BICYCLE LANE NETWORK

Map D2

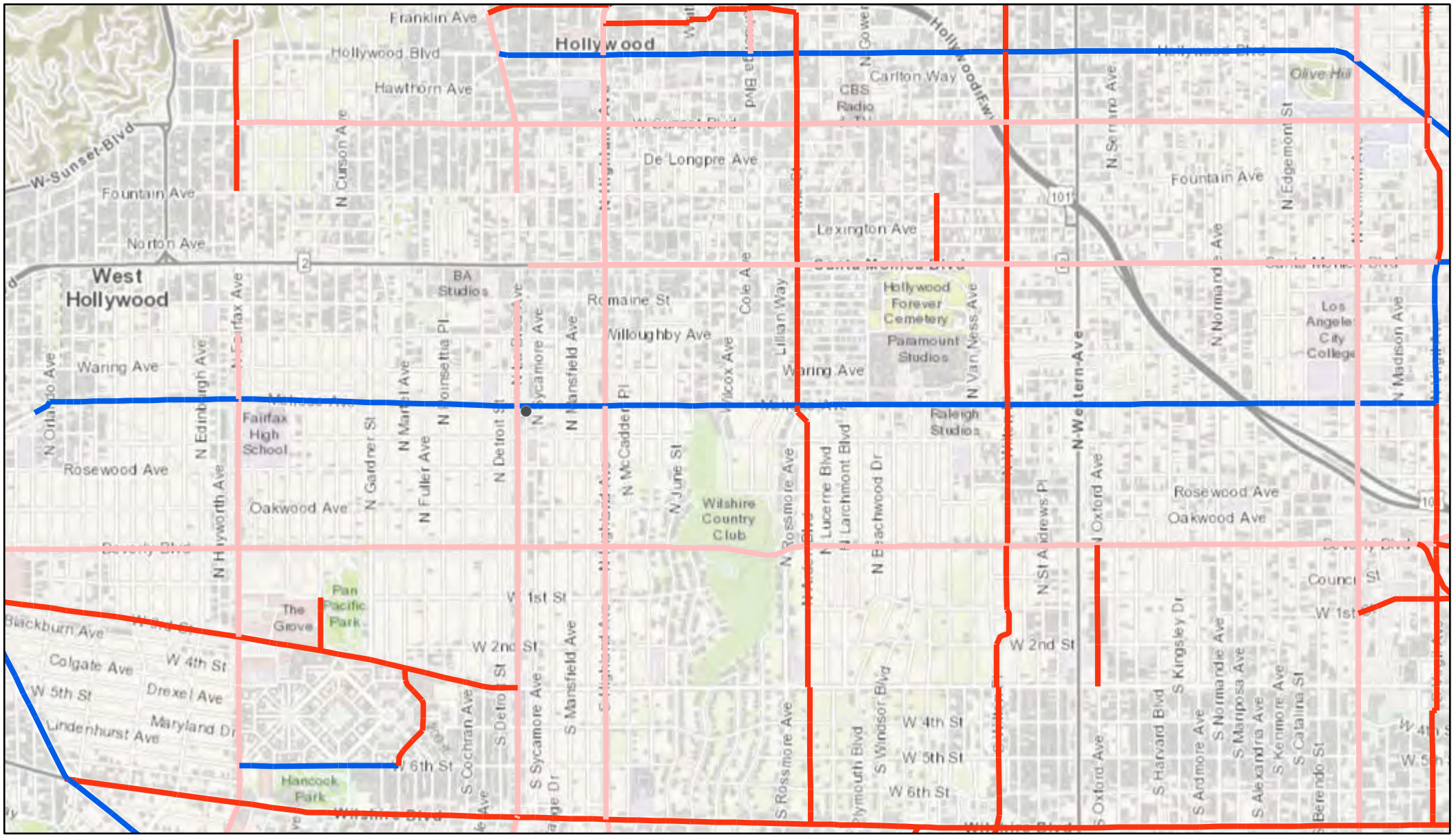
- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

August 2015

Los Angeles Department of City Planning

BICYCLE ENHANCED NETWORK (BEN)



7/27/2021, 12:09:35 PM

Bicycle Network

Tier 1 (BEN)

Tier 2 (BLN)

Tier 3 (BLN)

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

NEIGHBORHOOD ENHANCED NETWORK-CENTRAL, EAST & SOUTH SUBAREA

Map C4

Neighborhood Network

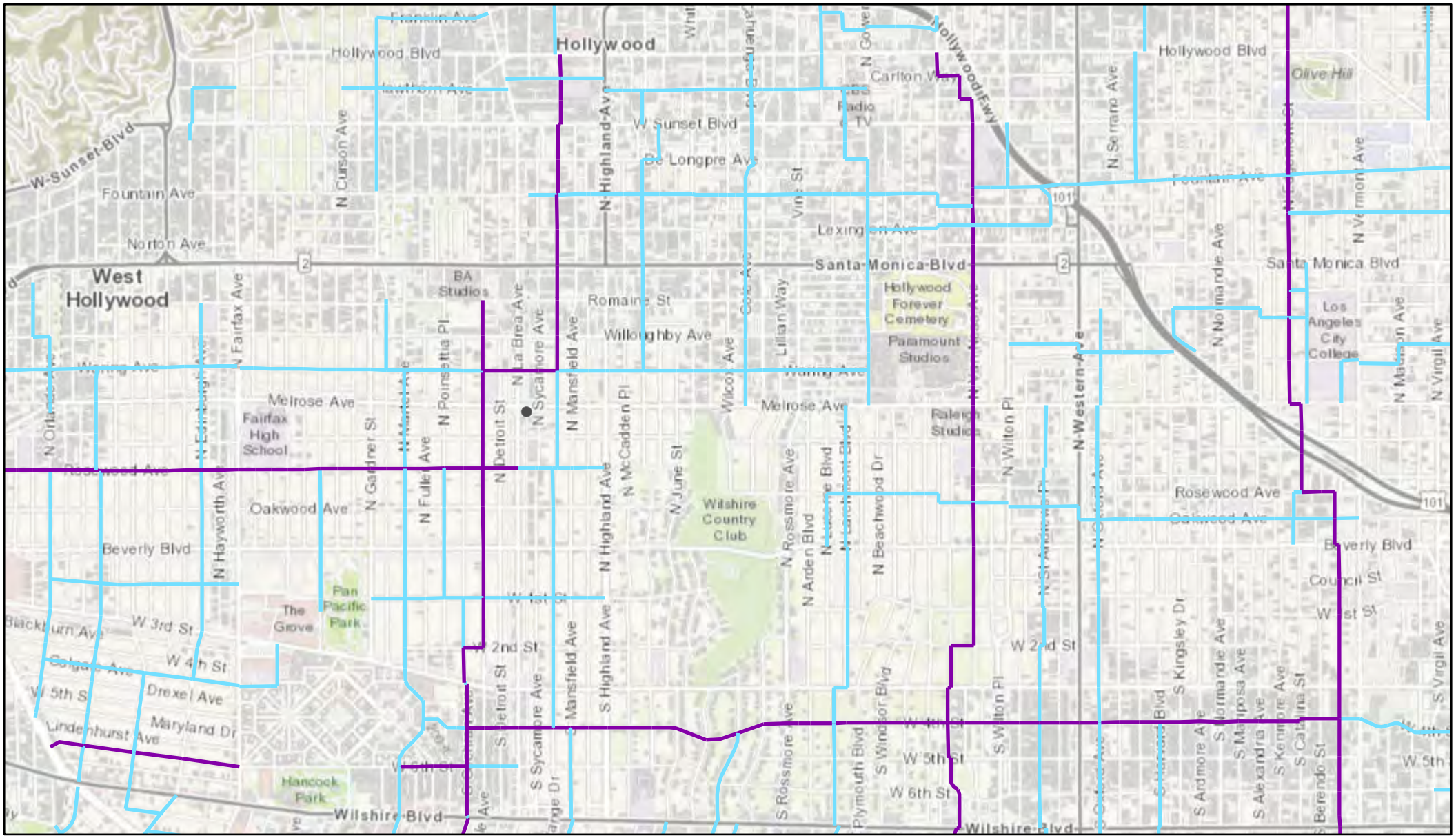
Arterials

City of Los Angeles Boundary

0 1 2 3 Miles

August 2015

NEIGHBORHOOD ENHANCED NETWORK (NEN)



7/27/2021, 12:10:16 PM

Neighborhood Network (NEN)

- Tier 1 NEN
- Tier 2 NEN

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

N

DOWNTOWN LOS ANGELES

0 1 2 4 Miles

PEDESTRIAN ANALYSIS

Map F

Pedestrian Segments

Arterials

Freeways

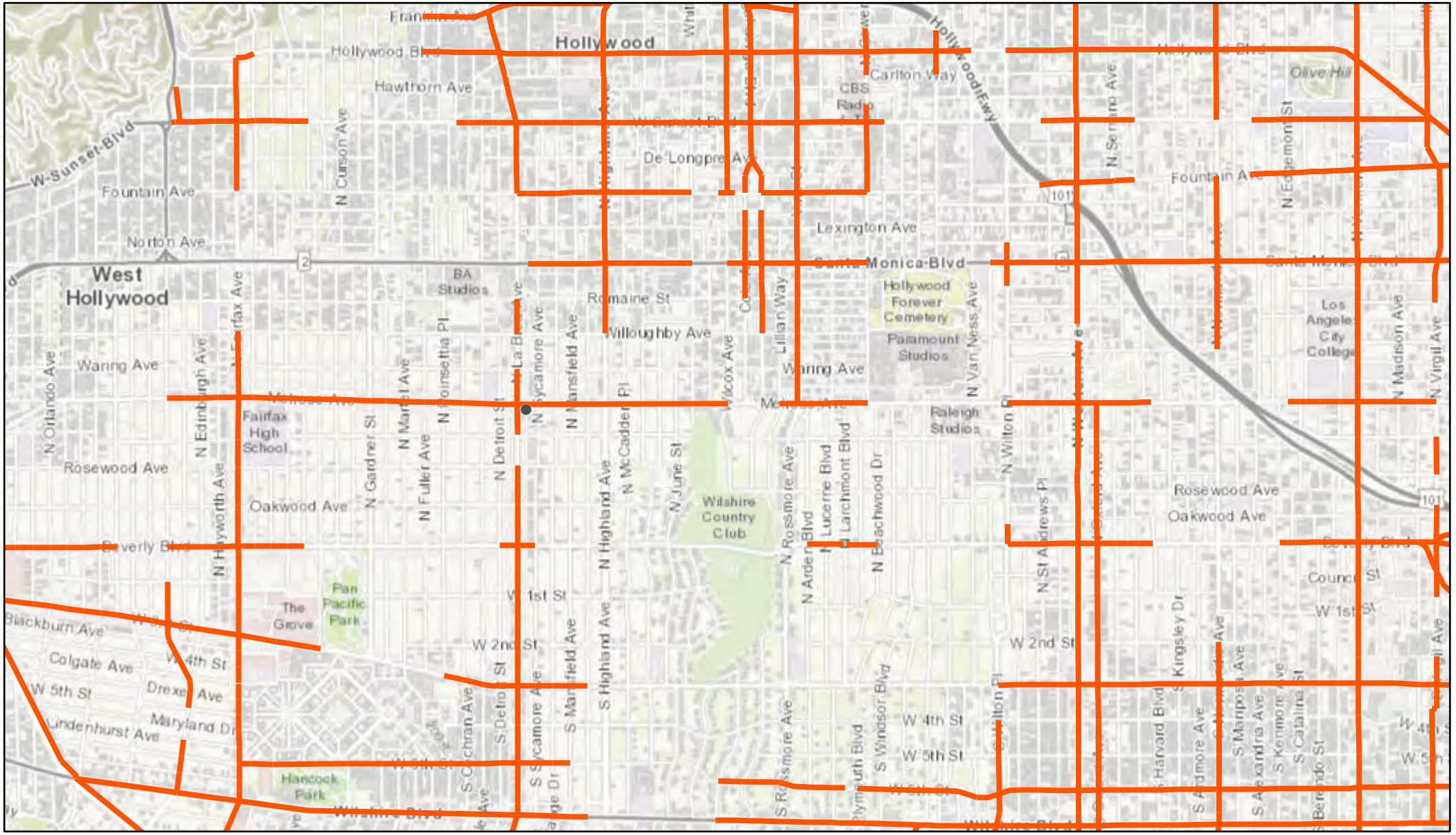
City of Los Angeles Boundary

0 3 6 9 Miles

Los Angeles Department of City Planning

August 2015

PEDESTRIAN ENHANCED DISTRICT (PEDs))



7/27/2021, 12:11:15 PM

Pedestrian Enhanced Districts (PEDs)

1:36,112

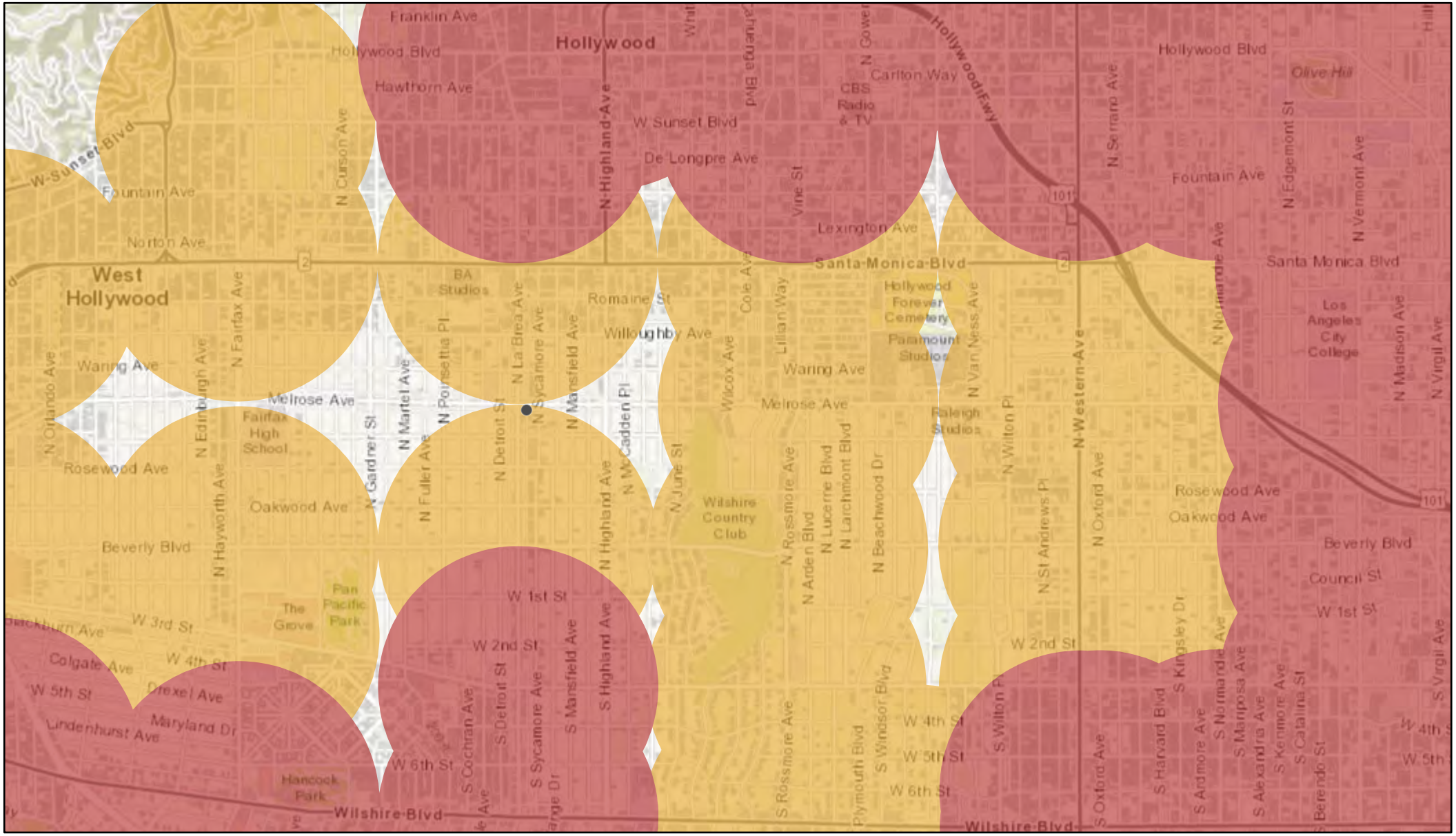
0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Los Angeles Department of City Planning

TRANSIT PRIORITY AREA (TPA)



7/27/2021, 12:07:15 PM

Transit Priority Area (TPA)

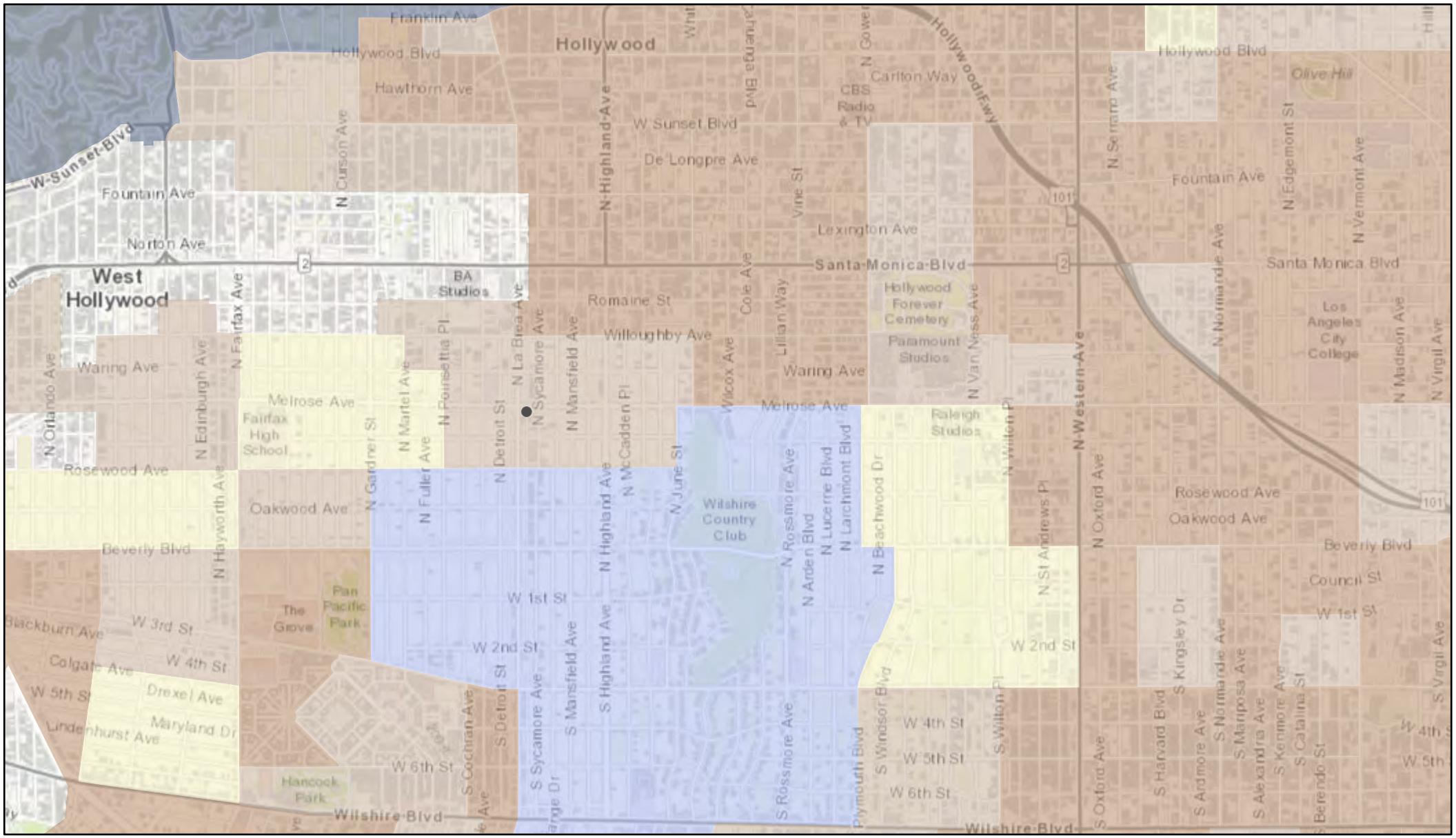
- Heavy Rail
- Major Bus Routes

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

WALKABILITY INDEX



7/27/2021, 12:12:37 PM

Walkability Index

Low Walkability

Medium Walkability

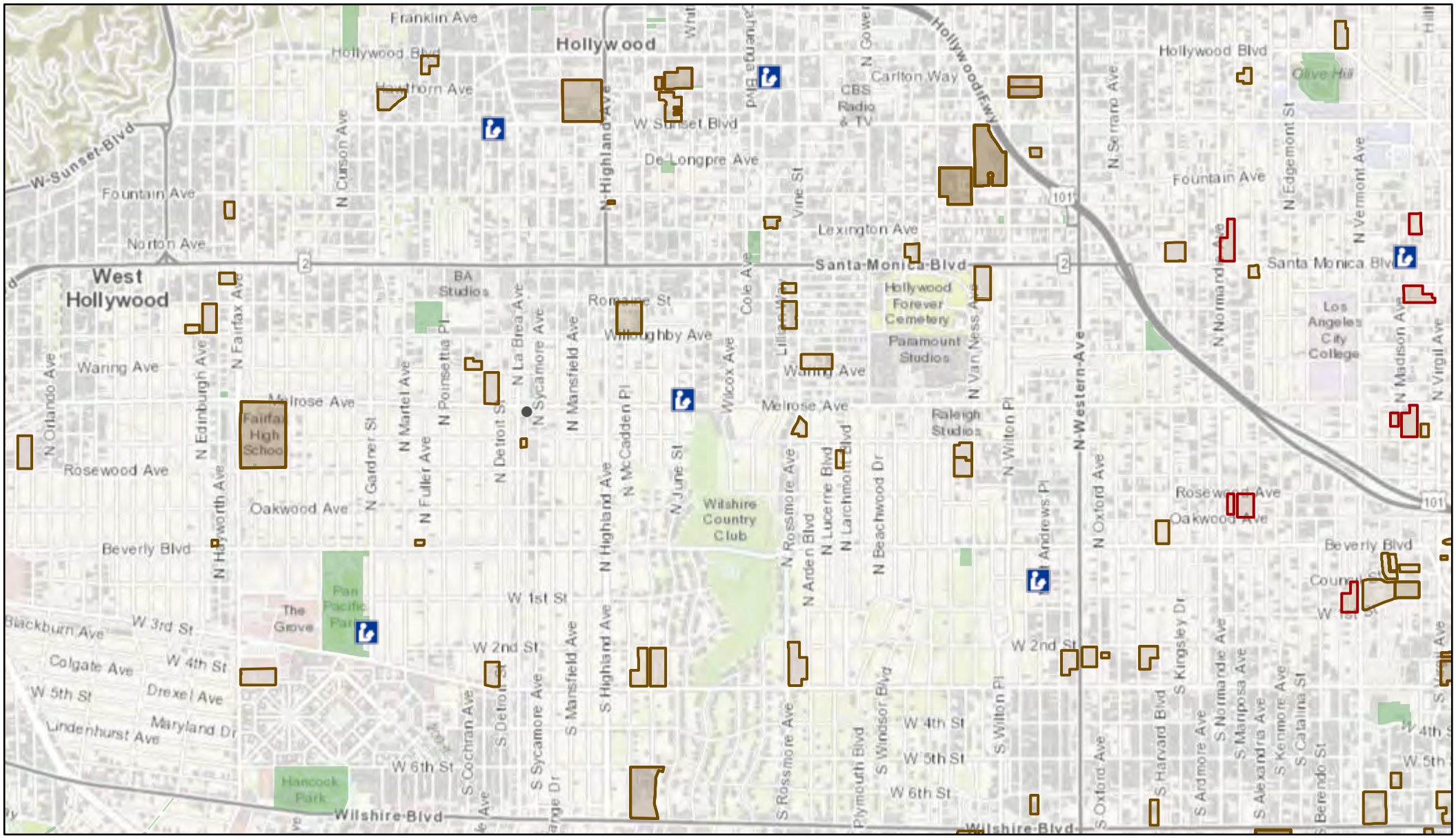
High Walkability

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

LIBRARY, SCHOOLS AND PARKS



7/27/2021, 12:13:30 PM

Library

Schools (50 Safe Routes)

Schools

Parks

Schools

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Los Angeles Department of City Planning

APPENDIX F

VMT REPORT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

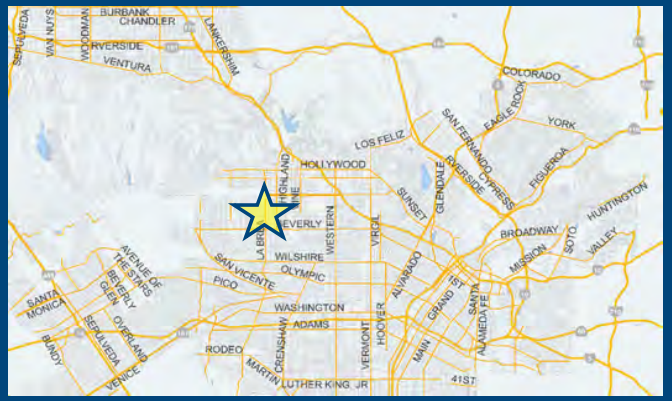
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Mixed Use 7000 Melrose Avenue

Scenario: LADOT TA

Address: 7000 W MELROSE AVE, 90038



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.863	ksf
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	349 Daily Vehicle Trips
0 Daily VMT	2,144 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	349 Net Daily Trips
The net increase in daily VMT ≤ 0	2,144 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.865 ksf

The proposed project is required to perform VMT analysis.

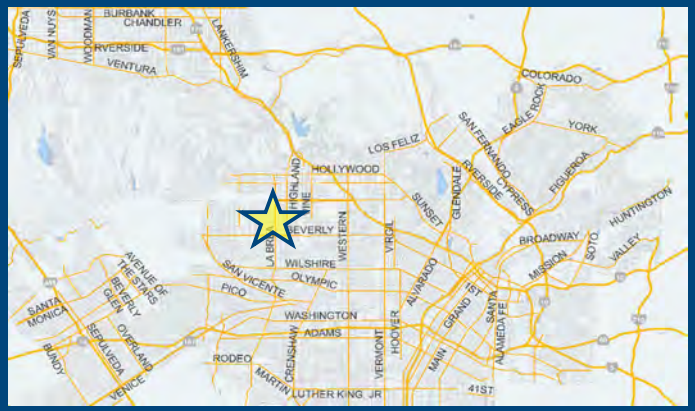
Measuring the Miles

8/3/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Mixed Use 7000 Melrose Avenue
Scenario: LADOT TA
Address: 7000 W MELROSE AVE, 90038



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC
☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
347 Daily Vehicle Trips	**347** Daily Vehicle Trips
2,131 Daily VMT	**2,131** Daily VMT
5.5 Household VMT per Capita	**5.5** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

8/3/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	57	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	6	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	1.865	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

Analysis Results			
Total Employees: 4 Total Population: 147			
Proposed Project		***With Mitigation***	
347	**Daily Vehicle Trips**	**347**	**Daily Vehicle Trips**
2,131	**Daily VMT**	**2,131**	**Daily VMT**
5.5	**Household VMT per Capita**	**5.5**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	56	-19.6%	45	6.9	386	311
Home Based Other Production	156	-34.6%	102	5.0	780	510
Non-Home Based Other Production	90	-3.3%	87	6.5	585	566
Home-Based Work Attraction	5	-60.0%	2	9.3	47	19
Home-Based Other Attraction	114	-30.7%	79	6.5	741	514
Non-Home Based Other Attraction	35	-2.9%	34	6.6	231	224

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	45	309	-0.6%	45	309
Home Based Other Production	-0.6%	101	507	-0.6%	101	507
Non-Home Based Other Production	-0.6%	86	562	-0.6%	86	562
Home-Based Work Attraction	-0.6%	2	19	-0.6%	2	19
Home-Based Other Attraction	-0.6%	79	511	-0.6%	79	511
Non-Home Based Other Attraction	-0.6%	34	223	-0.6%	34	223

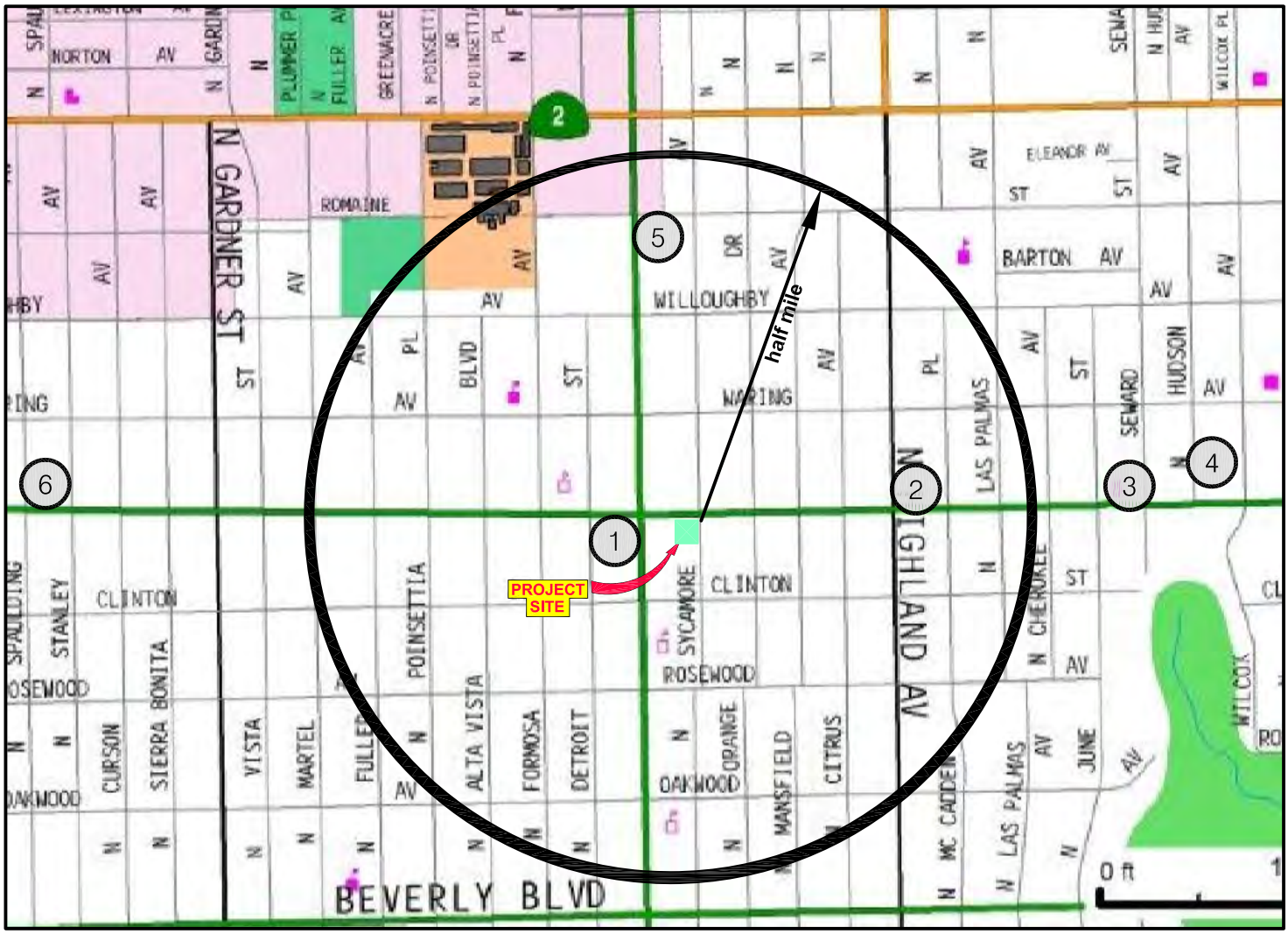
MXD VMT Methodology Per Capita & Per Employee

Total Population: 147
Total Employees: 4
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**816**	**816**
Total Home Based Work Attraction VMT	**19**	**19**
Total Home Based VMT Per Capita	**5.5**	**5.5**
Total Work Based VMT Per Employee	**N/A**	**N/A**

APPENDIX G

Related Project Information



1. - 7100 W. Melrose Avenue
2. - 6535 W. Melrose Avenue
3. - 6101 W. Melrose Avenue
4. - 718 N. Hudson Avenue
5. - 960 N. La Brea Avenue
6. - 7673 W. Melrose Avenue

7/2021

OTHER NEAR BY DEVELOPMENT PROJECTS

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

RELATED PROJECT LIST
7000 W. Melrose Avenue

RELATED PROJECT TRAFFIC GENERATION

No.	Use	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Apartments	66	units	7100 W. Melrose Avenue	359	6	18	24	18	11	29
2	Apartments	33	units	6535 W. Melrose Avenue	461	13	20	33	24	16	40
	Retail	2,321	sf								
	Restaurant	2,635	sf								
3	Office	67,242	sf	6101 W. Melrose Avenue	766	83	23	106	29	73	102
	Retail	647	sf								
4	Apartments	23	units	718 N. Hudson Avenue	125	2	6	8	6	4	10
5	Health Club	58,417	sf	960 N. La Brea Avenue	1,192	26	26	52	79	59	138
6	Mixed Use	24	units	7673 W. Melrose Avenue	332	5	8	13	16	15	31
	Retail	5,325	sf								

APPENDIX H

Traffic Volume Data and HCS Level of Service Worksheets

Overland Traffic Consultants, Inc.

Traffic Volume Data

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: La Brea Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 04_LAC_La Brea_Melrose AM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

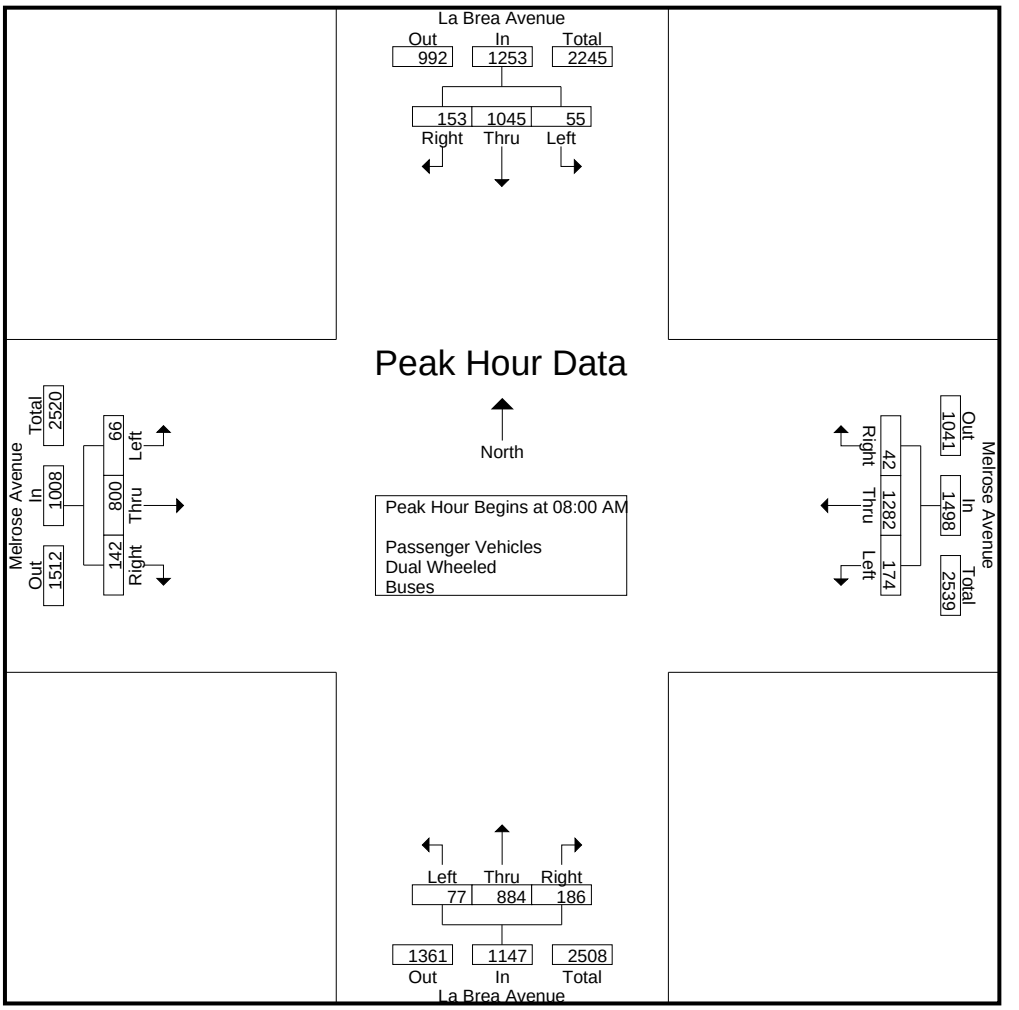
	La Brea Avenue Southbound				Melrose Avenue Westbound				La Brea Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	178	51	235	56	312	7	375	26	134	18	178	10	89	13	112	900
07:15 AM	8	220	37	265	33	361	3	397	24	159	23	206	11	128	28	167	1035
07:30 AM	14	246	31	291	46	319	8	373	25	206	34	265	14	163	38	215	1144
07:45 AM	16	273	49	338	33	338	11	382	19	207	45	271	14	185	62	261	1252
Total	44	917	168	1129	168	1330	29	1527	94	706	120	920	49	565	141	755	4331
08:00 AM	15	249	40	304	55	302	4	361	23	210	49	282	14	202	48	264	1211
08:15 AM	14	266	27	307	35	311	11	357	17	211	53	281	17	194	35	246	1191
08:30 AM	6	273	45	324	36	341	10	387	20	223	46	289	22	197	23	242	1242
08:45 AM	20	257	41	318	48	328	17	393	17	240	38	295	13	207	36	256	1262
Total	55	1045	153	1253	174	1282	42	1498	77	884	186	1147	66	800	142	1008	4906
09:00 AM	15	251	27	293	40	281	14	335	15	234	37	286	15	205	30	250	1164
09:15 AM	14	219	17	250	48	287	12	347	15	245	41	301	11	150	23	184	1082
09:30 AM	18	221	27	266	38	286	11	335	21	242	33	296	12	191	22	225	1122
09:45 AM	17	228	26	271	34	318	13	365	19	237	37	293	15	158	25	198	1127
Total	64	919	97	1080	160	1172	50	1382	70	958	148	1176	53	704	100	857	4495
Grand Total	163	2881	418	3462	502	3784	121	4407	241	2548	454	3243	168	2069	383	2620	13732
Apprch %	4.7	83.2	12.1		11.4	85.9	2.7		7.4	78.6	14		6.4	79	14.6		
Total %	1.2	21	3	25.2	3.7	27.6	0.9	32.1	1.8	18.6	3.3	23.6	1.2	15.1	2.8	19.1	
Passenger Vehicles	158	2762	400	3320	466	3660	112	4238	230	2413	414	3057	155	2006	370	2531	13146
% Passenger Vehicles	96.9	95.9	95.7	95.9	92.8	96.7	92.6	96.2	95.4	94.7	91.2	94.3	92.3	97	96.6	96.6	95.7
Dual Wheeled	5	93	17	115	33	97	9	139	11	92	37	140	10	35	11	56	450
% Dual Wheeled	3.1	3.2	4.1	3.3	6.6	2.6	7.4	3.2	4.6	3.6	8.1	4.3	6	1.7	2.9	2.1	3.3
Buses	0	26	1	27	3	27	0	30	0	43	3	46	3	28	2	33	136
% Buses	0	0.9	0.2	0.8	0.6	0.7	0	0.7	0	1.7	0.7	1.4	1.8	1.4	0.5	1.3	1

	La Brea Avenue Southbound				Melrose Avenue Westbound				La Brea Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	15	249	40	304	**55**	302	4	361	**23**	210	49	282	14	202	**48**	**264**	1211
08:15 AM	14	266	27	307	35	311	11	357	17	211	**53**	281	17	194	35	246	1191
08:30 AM	6	**273**	**45**	**324**	36	**341**	10	387	20	223	46	289	**22**	197	23	242	1242
08:45 AM	**20**	257	41	318	48	328	**17**	**393**	17	**240**	38	**295**	13	**207**	36	256	**1262**
Total Volume	55	1045	153	1253	174	1282	42	1498	77	884	186	1147	66	800	142	1008	4906
% App. Total	4.4	83.4	12.2		11.6	85.6	2.8		6.7	77.1	16.2		6.5	79.4	14.1		
PHF	.688	.957	.850	.967	.791	.940	.618	.953	.837	.921	.877	.972	.750	.966	.740	.955	.972

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: La Brea Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 04_LAC_La Brea_Melrose AM
Site Code : HW1
Start Date : 6/5/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:45 AM				07:45 AM			
+0 mins.	**16**	**273**	**49**	**338**	**56**	312	7	375	17	240	38	295	14	185	**62**	261
+15 mins.	15	249	40	304	33	**361**	3	**397**	15	234	37	286	14	**202**	48	**264**
+30 mins.	14	266	27	307	46	319	8	373	15	**245**	**41**	**301**	17	194	35	246
+45 mins.	6	273	45	324	33	338	**11**	382	**21**	242	33	296	**22**	197	23	242
Total Volume	51	1061	161	1273	168	1330	29	1527	68	961	149	1178	67	778	168	1013
% App. Total	4	83.3	12.6		11	87.1	1.9		5.8	81.6	12.6		6.6	76.8	16.6	
PHF	.797	.972	.821	.942	.750	.921	.659	.962	.810	.981	.909	.978	.761	.963	.677	.959

Counts Unlimited
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City of Los Angeles
N/S: La Brea Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 04_LAC_La Brea_Melrose PM
Site Code : HW1
Start Date : 6/5/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

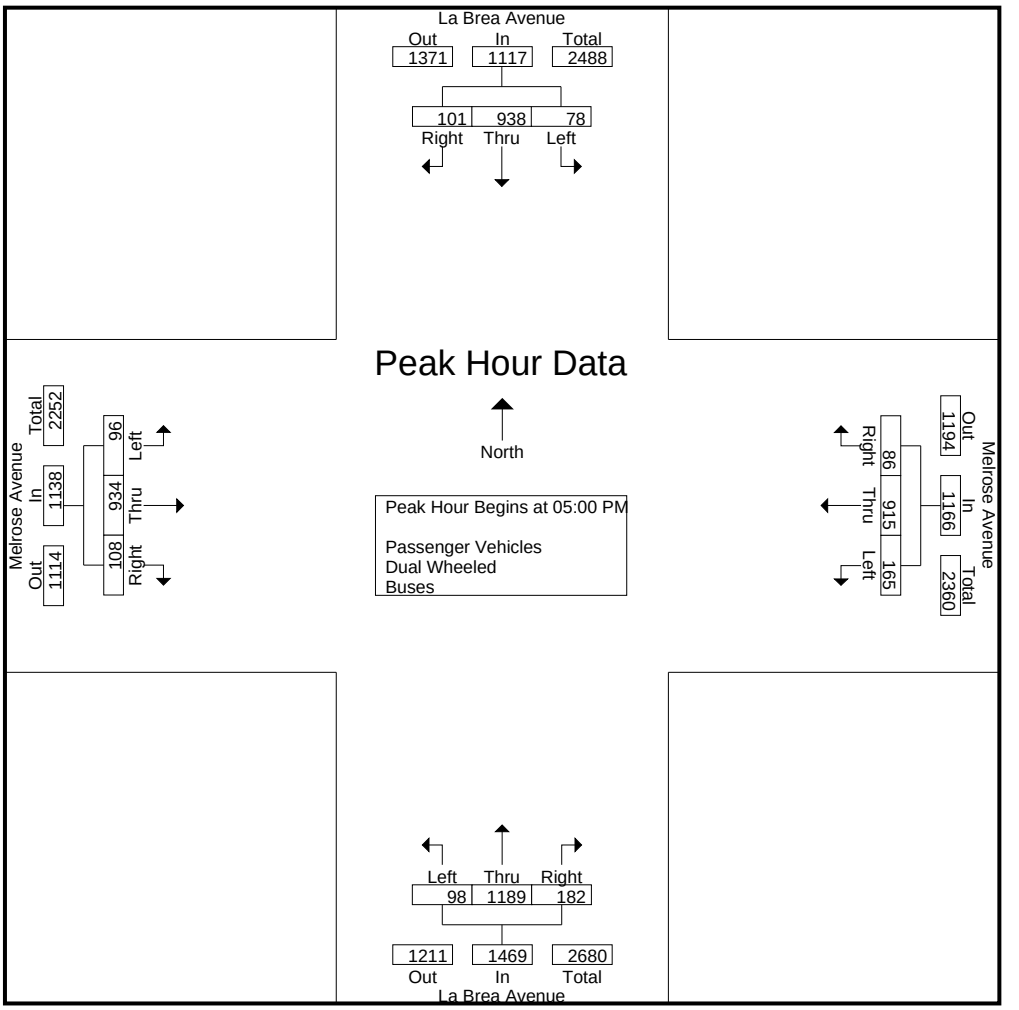
	La Brea Avenue Southbound				Melrose Avenue Westbound				La Brea Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	21	188	24	233	29	203	27	259	21	219	38	278	22	194	28	244	1014
03:15 PM	23	231	18	272	30	193	16	239	16	205	37	258	28	213	40	281	1050
03:30 PM	22	218	23	263	47	205	13	265	22	147	32	201	21	212	28	261	990
03:45 PM	17	228	28	273	47	202	24	273	22	174	25	221	28	212	11	251	1018
Total	83	865	93	1041	153	803	80	1036	81	745	132	958	99	831	107	1037	4072
04:00 PM	17	215	26	258	49	213	24	286	23	245	50	318	29	220	20	269	1131
04:15 PM	21	208	35	264	40	224	24	288	25	270	26	321	18	245	18	281	1154
04:30 PM	18	226	29	273	43	215	22	280	21	250	42	313	31	204	25	260	1126
04:45 PM	15	248	23	286	44	219	20	283	22	256	36	314	20	240	29	289	1172
Total	71	897	113	1081	176	871	90	1137	91	1021	154	1266	98	909	92	1099	4583
05:00 PM	18	219	24	261	37	231	21	289	23	287	52	362	28	252	27	307	1219
05:15 PM	21	228	18	267	37	228	18	283	26	295	39	360	24	217	27	268	1178
05:30 PM	22	253	27	302	54	236	22	312	25	300	48	373	20	215	38	273	1260
05:45 PM	17	238	32	287	37	220	25	282	24	307	43	374	24	250	16	290	1233
Total	78	938	101	1117	165	915	86	1166	98	1189	182	1469	96	934	108	1138	4890
Grand Total	232	2700	307	3239	494	2589	256	3339	270	2955	468	3693	293	2674	307	3274	13545
Apprch %	7.2	83.4	9.5		14.8	77.5	7.7		7.3	80	12.7		8.9	81.7	9.4		
Total %	1.7	19.9	2.3	23.9	3.6	19.1	1.9	24.7	2	21.8	3.5	27.3	2.2	19.7	2.3	24.2	
Passenger Vehicles	226	2614	297	3137	473	2553	250	3276	267	2875	446	3588	278	2614	297	3189	13190
% Passenger Vehicles	97.4	96.8	96.7	96.9	95.7	98.6	97.7	98.1	98.9	97.3	95.3	97.2	94.9	97.8	96.7	97.4	97.4
Dual Wheeled	5	48	9	62	17	19	6	42	3	54	20	77	10	34	7	51	232
% Dual Wheeled	2.2	1.8	2.9	1.9	3.4	0.7	2.3	1.3	1.1	1.8	4.3	2.1	3.4	1.3	2.3	1.6	1.7
Buses	1	38	1	40	4	17	0	21	0	26	2	28	5	26	3	34	123
% Buses	0.4	1.4	0.3	1.2	0.8	0.7	0	0.6	0	0.9	0.4	0.8	1.7	1	1	1	0.9

	La Brea Avenue Southbound				Melrose Avenue Westbound				La Brea Avenue Northbound				Melrose Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	219	24	261	37	231	21	289	23	287	**52**	362	**28**	**252**	27	**307**	1219
05:15 PM	21	228	18	267	37	228	18	283	**26**	295	39	360	24	217	27	268	1178
05:30 PM	**22**	**253**	27	**302**	**54**	**236**	22	**312**	25	300	48	373	20	215	**38**	273	**1260**
05:45 PM	17	238	**32**	287	37	220	**25**	282	24	**307**	43	**374**	24	250	16	290	1233
Total Volume	78	938	101	1117	165	915	86	1166	98	1189	182	1469	96	934	108	1138	4890
% App. Total	7	84	9		14.2	78.5	7.4		6.7	80.9	12.4		8.4	82.1	9.5		
PHF	.886	.927	.789	.925	.764	.969	.860	.934	.942	.968	.875	.982	.857	.927	.711	.927	.970

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: La Brea Avenue
E/W: Melrose Avenue
Weather: Clear

File Name : 04_LAC_La Brea_Melrose PM
Site Code : HW1
Start Date : 6/5/2018



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	18	219	24	261	44	219	20	283	23	287	**52**	362	**28**	**252**	27	**307**
+15 mins.	21	228	18	267	37	231	21	289	**26**	295	39	360	24	217	27	268
+30 mins.	**22**	**253**	27	**302**	37	228	18	283	25	300	48	373	20	215	**38**	273
+45 mins.	17	238	**32**	287	**54**	**236**	**22**	**312**	24	**307**	43	**374**	24	250	16	290
Total Volume	78	938	101	1117	172	914	81	1167	98	1189	182	1469	96	934	108	1138
% App. Total	7	84	9		14.7	78.3	6.9		6.7	80.9	12.4		8.4	82.1	9.5	
PHF	.886	.927	.789	.925	.796	.968	.920	.935	.942	.968	.875	.982	.857	.927	.711	.927

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Avenue

East/West Melrose Avenue

Day: Tuesday **Date:** June 5, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 13120

	N/B	S/B	E/B	W/B
DUAL-WHEELED	217	177	107	181
BIKES	36	41	47	48
BUSES	74	67	67	51

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	301	9.15	338	7.45	264	8.00	397	7.15
PM PK 15 MIN	374	5.45	302	5.30	307	5.00	312	5.30
AM PK HOUR	1178	8.45	1273	7.45	1013	7.45	1527	7.00
PM PK HOUR	1469	5.00	1117	5.00	1138	5.00	1167	4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	706	120	920
8-9	77	884	186	1147
9-10	70	958	148	1176
3-4	81	745	132	958
4-5	91	1021	154	1266
5-6	98	1189	182	1469
TOTAL	511	5503	922	6936

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	44	917	168	1129
8-9	55	1045	153	1253
9-10	64	919	97	1080
3-4	83	865	93	1041
4-5	71	897	113	1081
5-6	78	938	101	1117
TOTAL	395	5581	725	6701

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2049	16	0	34	1
2400	38	1	29	0
2256	28	0	24	0
1999	82	0	118	0
2347	53	0	70	0
2586	62	0	77	0
13637	279	1	352	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	565	141	755
8-9	66	800	142	1008
9-10	53	704	100	857
3-4	99	831	107	1037
4-5	98	909	92	1099
5-6	96	934	108	1138
TOTAL	461	4743	690	5894

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	168	1330	29	1527
8-9	174	1282	42	1498
9-10	160	1172	50	1382
3-4	153	803	80	1036
4-5	176	871	90	1137
5-6	165	915	86	1166
TOTAL	996	6373	377	7746

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2282	20	0	31	1
2506	32	0	31	0
2239	26	0	31	0
2073	109	0	60	0
2236	101	0	62	0
2304	58	0	62	0
13640	346	0	277	1

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:
North/South: La Brea Avenue
East/West: Melrose Avenue

Day:	Tuesday	Date:	June 5, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	13120
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	8	0	8
8-9	0	8	0	8
9-10	0	5	0	5
3-4	0	6	0	6
4-5	0	7	0	7
5-6	0	2	0	2
TOTAL	0	36	0	36

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	6	0	6
8-9	0	0	0	0
9-10	0	4	0	4
3-4	0	8	0	8
4-5	0	12	0	12
5-6	0	11	0	11
TOTAL	0	41	0	41

TOTAL

Hours	N-S
7-8	14
8-9	8
9-10	9
3-4	14
4-5	19
5-6	13
TOTAL	77

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	24	0	24
8-9	0	8	0	8
9-10	0	0	0	0
3-4	0	3	0	3
4-5	0	5	0	5
5-6	0	7	0	7
TOTAL	0	47	0	47

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	4	0	4
8-9	0	5	0	5
9-10	0	3	0	3
3-4	0	7	0	7
4-5	0	18	0	18
5-6	0	11	0	11
TOTAL	0	48	0	48

TOTAL

Hours	N-S
7-8	28
8-9	13
9-10	3
3-4	10
4-5	23
5-6	18
TOTAL	95

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	5	1	3	6	15
- No helmet riders	27	25	25	28	105
- Sidewalk Riding	28	33	47	42	150
- Wrong way riding	7	9	17	27	60

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	La Brea Avenue				
East/West:	Melrose Avenue				
Day:	Tuesday	Date:	June 5, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	13120
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	5	3	2	5	15
7:15-7:30	9	6	8	5	28
7:30-7:45	13	3	14	8	38
7:45-8:00	8	4	8	2	22
8:00-8:15	10	11	12	9	42
8:15-8:30	4	18	6	7	35
8:30-8:45	7	4	6	3	20
8:45-9:00	8	6	7	13	34
9:00-9:15	4	7	7	6	24
9:15-9:30	8	5	5	7	25
9:30-9:45	8	10	15	9	42
9:45-10:00	4	6	4	4	18
Hours					
7 - 8	35	16	32	20	103
8 - 9	29	39	31	32	131
9 - 10	24	28	31	26	109
TOTAL	88	83	94	78	343

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	26	38	30	48	142
3:15-3:30	40	48	28	88	204
3:30-3:45	23	42	30	34	129
3:45-4:00	29	36	32	48	145
4:00-4:15	15	20	28	62	125
4:15-4:30	16	24	32	46	118
4:30-4:45	27	46	20	56	149
4:45-5:00	12	16	44	38	110
5:00-5:15	19	24	24	24	91
5:15-5:30	23	26	44	32	125
5:30-5:45	19	32	24	42	117
5:45-6:00	16	42	32	18	108
Hours					
3 - 4	118	164	120	218	620
4 - 5	70	106	124	202	502
5 - 6	77	124	124	116	441
	265	394	368	536	1563

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	1	0	0	0	1
- Skateboard/scooter	8	6	4	6	24

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Day Type

1: Weekday (M-Th)

TURNING MOVEMENT COUNTS

	West Leg Melrose - IN_EH			East Leg Melrose - IN_EH			South Leg Sycamore - IN_EH			North Leg Sycamore - IN_EH			
Day Part	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	Total
00: All Day (12am-12am)	482	20,247	504	745	23,349	559	335	408	876	336	337	746	48,924
01: 12am (12am-1am)	9	463	8	5	264	4	4	5	8	3	-	4	777
02: 1am (1am-2am)	12	315	4	4	153	5	2	4	6	3	-	7	515
03: 2am (2am-3am)	5	245	6	-	109	2	-	-	4	7	-	-	378
04: 3am (3am-4am)	-	93	-	-	81	10	-	-	6	-	2	5	197
05: 4am (4am-5am)	8	64	-	6	133	10	-	4	1	5	-	-	231
06: 5am (5am-6am)	-	110	4	2	294	15	9	-	4	1	-	4	443
07: 6am (6am-7am)	6	244	7	24	900	17	5	-	9	6	-	38	1,256
08: 7am (7am-8am)	6	691	15	56	1,782	24	16	12	23	6	14	41	2,686
09: 8am (8am-9am)	11	840	35	46	1,585	22	25	16	68	5	15	44	2,712
10: 9am (9am-10am)	17	848	33	43	1,570	30	28	25	57	13	16	30	2,710
11: 10am (10am-11am)	24	790	24	45	1,329	33	18	20	39	13	11	38	2,384
12: 11am (11am-12noon)	25	853	20	37	1,308	29	18	16	43	11	15	46	2,421
13: 12pm (12noon-1pm)	29	1,009	37	47	1,290	38	18	18	52	27	12	52	2,629
14: 1pm (1pm-2pm)	34	1,203	39	49	1,245	38	24	22	59	21	21	52	2,807
15: 2pm (2pm-3pm)	27	1,370	31	42	1,283	32	19	33	55	29	26	51	2,998
16: 3pm (3pm-4pm)	41	1,457	32	53	1,359	31	28	46	65	30	32	51	3,225
17: 4pm (4pm-5pm)	0	1,428	36	0	1,474	31	28	30	73	27	33	38	3,264
18: 5pm (5pm-6pm)	0	1,483	35	0	1,514	42	26	30	72	32	38	59	3,405
19: 6pm (6pm-7pm)	0	1,400	36	0	1,591	38	21	41	55	22	35	61	3,391
20: 7pm (7pm-8pm)	42	1,354	37	67	1,256	35	23	34	56	23	21	52	3,000
21: 8pm (8pm-9pm)	33	1,207	26	32	927	26	15	19	39	18	11	28	2,381
22: 9pm (9pm-10pm)	31	1,051	21	31	757	19	11	15	30	20	6	26	2,018
23: 10pm (10pm-11pm)	19	990	18	19	628	12	12	6	28	11	10	13	1,766
24: 11pm (11pm-12am)	7	747	11	13	488	9	7	6	14	7	6	14	1,329

↑ North

Out	In	Total
49	64	113
North Leg Sycamore - IN_EH		

Day Type:

1: Weekday (M-Th)

Start Time

09: 8am (8am-9am)

End Time

09: 8am (8am-9am)

44	15	5
Right	Thru	Left
↙	↓	↘

West Leg Melrose - IN_EH		
Out	1,654	
In	886	
Total	2,540	

11	Left	↖
840	Thru	↑
35	Right	↗

↗	Right	22
←	Thru	1,585
↙	Left	46

East Leg Melrose - IN_EH		
2,566	Total	
1,653	In	
913	Out	

↖	↑	↗
Left	Thru	Right
25	16	68

South Leg Sycamore - IN_EH		
96	109	205
Out	In	Total

↑ North

Out	In	Total
113	129	242
North Leg Sycamore - IN_EH		

Day Type:

1: Weekday (M-Th)

Start Time

18: 5pm (5pm-6pm)

End Time

18: 5pm (5pm-6pm)

West Leg Melrose - IN_EH	
Out	1,599
In	1,559
Total	3,158

59	38	32
Right	Thru	Left
↙	↓	↘

0	Left	↖
1,483	Thru	↑
35	Right	↗

↗	Right	42
←	Thru	1,514
↙	Left	0

East Leg Melrose - IN_EH	
3,176	Total
1,589	In
1,587	Out

↖	↑	↗
Left	Thru	Right
26	30	72

South Leg Sycamore - IN_EH		
106	128	234
Out	In	Total

Overland Traffic Consultants, Inc.

Existing and Existing + Project

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	824	146	179	1321	43	79	911	192	57	1077	158
Future Volume (veh/h)	68	824	146	179	1321	43	79	911	192	57	1077	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	68	824	146	179	1321	43	79	911	192	57	1077	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	830	147	279	1484	48	163	1219	256	182	1300	190
Arrive On Green	0.33	0.33	0.33	0.09	0.50	0.50	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	358	2536	449	1603	2968	96	405	3625	760	458	3866	566
Grp Volume(v), veh/h	68	520	450	179	711	653	79	769	334	57	853	382
Grp Sat Flow(s),veh/h/ln	358	1599	1387	1603	1599	1465	405	1532	1321	458	1532	1368
Q Serve(g_s), s	5.4	17.8	17.8	3.8	22.0	22.1	4.4	12.2	12.3	6.2	14.1	14.1
Cycle Q Clear(g_c), s	18.0	17.8	17.8	3.8	22.0	22.1	18.5	12.2	12.3	18.5	14.1	14.1
Prop In Lane	1.00		0.32	1.00		0.07	1.00		0.58	1.00		0.41
Lane Grp Cap(c), veh/h	166	523	454	279	800	733	163	1030	444	182	1030	460
V/C Ratio(X)	0.41	0.99	0.99	0.64	0.89	0.89	0.48	0.75	0.75	0.31	0.83	0.83
Avail Cap(c_a), veh/h	166	523	454	279	800	733	163	1030	444	182	1030	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	18.4	18.4	12.8	12.4	12.4	26.6	16.2	16.2	24.7	16.8	16.8
Incr Delay (d2), s/veh	1.6	37.3	40.2	5.0	12.0	13.2	9.9	4.9	11.1	4.4	7.7	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.6	14.6	13.3	2.6	11.5	11.0	2.6	6.6	6.8	1.6	7.6	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	55.8	58.7	17.8	24.4	25.6	36.5	21.1	27.3	29.2	24.4	32.6
LnGrp LOS	C	E	E	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1038			1543			1182			1292	
Approach Delay, s/veh		55.2			24.1			23.9			27.1	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.0	9.5	22.5		23.0		32.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5	5.0	18.0		18.5		27.5				
Max Q Clear Time (g_c+I1), s		20.5	5.8	20.0		20.5		24.1				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		2.5				

Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	826	146	182	1325	43	79	911	192	58	1077	158
Future Volume (veh/h)	68	826	146	182	1325	43	79	911	192	58	1077	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	68	826	146	182	1325	43	79	911	192	58	1077	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	830	147	278	1484	48	163	1219	256	182	1300	190
Arrive On Green	0.33	0.33	0.33	0.09	0.50	0.50	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	356	2538	449	1603	2968	96	405	3625	760	458	3866	566
Grp Volume(v), veh/h	68	521	451	182	713	655	79	769	334	58	853	382
Grp Sat Flow(s),veh/h/ln	356	1599	1387	1603	1599	1465	405	1532	1321	458	1532	1368
Q Serve(g_s), s	5.3	17.9	17.9	3.8	22.1	22.2	4.4	12.2	12.3	6.2	14.1	14.1
Cycle Q Clear(g_c), s	18.0	17.9	17.9	3.8	22.1	22.2	18.5	12.2	12.3	18.5	14.1	14.1
Prop In Lane	1.00		0.32	1.00		0.07	1.00		0.58	1.00		0.41
Lane Grp Cap(c), veh/h	165	523	454	278	800	733	163	1030	444	182	1030	460
V/C Ratio(X)	0.41	0.99	0.99	0.65	0.89	0.89	0.48	0.75	0.75	0.32	0.83	0.83
Avail Cap(c_a), veh/h	165	523	454	278	800	733	163	1030	444	182	1030	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	18.5	18.5	12.9	12.4	12.4	26.6	16.2	16.2	24.8	16.8	16.8
Incr Delay (d2), s/veh	1.6	37.9	40.8	5.4	12.3	13.5	9.9	4.9	11.1	4.5	7.7	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.6	14.7	13.4	2.7	11.6	11.0	2.6	6.6	6.8	1.7	7.6	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	56.3	59.2	18.3	24.7	25.9	36.5	21.1	27.3	29.3	24.4	32.6
LnGrp LOS	C	E	E	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1040			1550			1182			1293	
Approach Delay, s/veh		55.7			24.5			23.9			27.1	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.0	9.5	22.5		23.0		32.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5	5.0	18.0		18.5		27.5				
Max Q Clear Time (g_c+I1), s		20.5	5.8	20.0		20.5		24.2				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		2.4				

Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

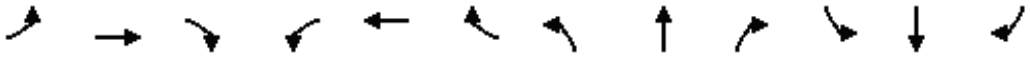
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	962	111	170	943	89	101	1225	188	80	966	104
Future Volume (veh/h)	99	962	111	170	943	89	101	1225	188	80	966	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	99	962	111	170	943	89	101	1225	188	80	966	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	884	102	194	1241	117	211	1728	265	146	1808	194
Arrive On Green	0.33	0.33	0.33	0.07	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	491	2697	311	1603	2764	261	474	3831	588	342	4007	430
Grp Volume(v), veh/h	99	570	503	170	545	487	101	980	433	80	738	332
Grp Sat Flow(s),veh/h/ln	491	1599	1409	1603	1599	1426	474	1532	1355	342	1532	1373
Q Serve(g_s), s	14.7	29.5	29.5	6.2	25.7	25.7	17.7	23.2	23.2	17.4	15.7	15.8
Cycle Q Clear(g_c), s	29.5	29.5	29.5	6.2	25.7	25.7	33.4	23.2	23.2	40.6	15.7	15.8
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.43	1.00		0.31
Lane Grp Cap(c), veh/h	160	524	462	194	718	640	211	1382	611	146	1382	619
V/C Ratio(X)	0.62	1.09	1.09	0.88	0.76	0.76	0.48	0.71	0.71	0.55	0.53	0.54
Avail Cap(c_a), veh/h	160	524	462	194	718	640	211	1382	611	146	1382	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	30.2	30.3	22.4	20.7	20.7	30.0	19.9	19.9	37.8	17.9	17.9
Incr Delay (d2), s/veh	7.0	65.3	68.0	33.2	4.7	5.3	7.6	3.1	6.8	14.0	1.5	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.1	26.4	24.0	6.0	13.0	11.9	4.0	11.4	11.0	3.9	7.9	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	95.6	98.2	55.6	25.5	26.0	37.6	23.0	26.7	51.8	19.3	21.2
LnGrp LOS	D	F	F	E	C	C	D	C	C	D	B	C
Approach Vol, veh/h		1172			1202			1514			1150	
Approach Delay, s/veh		92.5			30.0			25.1			22.1	
Approach LOS		F			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		45.1	10.9	34.0		45.1		44.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		40.6	6.4	29.5		40.6		40.4				
Max Q Clear Time (g_c+I1), s		35.4	8.2	31.5		42.6		27.7				
Green Ext Time (p_c), s		4.0	0.0	0.0		0.0		5.3				

Intersection Summary												
HCM 6th Ctrl Delay			41.3									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	966	111	172	946	89	101	1225	188	83	966	104
Future Volume (veh/h)	99	966	111	172	946	89	101	1225	188	83	966	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	99	966	111	172	946	89	101	1225	188	83	966	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	872	100	190	1223	115	215	1754	269	149	1835	197
Arrive On Green	0.32	0.32	0.32	0.07	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	490	2698	310	1603	2765	260	474	3831	588	342	4008	430
Grp Volume(v), veh/h	99	572	505	172	547	488	101	980	433	83	738	332
Grp Sat Flow(s),veh/h/ln	490	1599	1409	1603	1599	1426	474	1532	1355	342	1532	1374
Q Serve(g_s), s	13.7	29.1	29.1	6.2	26.1	26.1	17.4	22.9	22.9	18.3	15.5	15.6
Cycle Q Clear(g_c), s	29.1	29.1	29.1	6.2	26.1	26.1	33.0	22.9	22.9	41.2	15.5	15.6
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.43	1.00		0.31
Lane Grp Cap(c), veh/h	154	517	456	190	707	631	215	1402	620	149	1402	629
V/C Ratio(X)	0.64	1.11	1.11	0.90	0.77	0.77	0.47	0.70	0.70	0.56	0.53	0.53
Avail Cap(c_a), veh/h	154	517	456	190	707	631	215	1402	620	149	1402	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	30.4	30.5	23.0	21.3	21.3	29.3	19.4	19.4	37.4	17.4	17.5
Incr Delay (d2), s/veh	8.6	72.2	74.8	39.3	5.3	5.9	7.2	2.9	6.4	14.1	1.4	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.2	27.6	25.0	6.4	13.3	12.2	4.0	11.2	10.8	4.0	7.8	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	102.6	105.2	62.4	26.6	27.2	36.5	22.4	25.9	51.4	18.8	20.6
LnGrp LOS	D	F	F	E	C	C	D	C	C	D	B	C
Approach Vol, veh/h		1176			1207			1514			1153	
Approach Delay, s/veh		99.2			32.0			24.3			21.7	
Approach LOS		F			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		45.7	10.7	33.6		45.7		44.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.2	6.2	29.1		41.2		39.8				
Max Q Clear Time (g_c+I1), s		35.0	8.2	31.1		43.2		28.1				
Green Ext Time (p_c), s		4.6	0.0	0.0		0.0		5.1				

Intersection Summary												
HCM 6th Ctrl Delay			43.0									
HCM 6th LOS			D									

Future and Future + Project

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	841	149	183	1347	44	81	929	195	58	1098	161
Future Volume (veh/h)	69	841	149	183	1347	44	81	929	195	58	1098	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	69	841	149	183	1347	44	81	929	195	58	1098	161
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	835	148	277	1489	49	159	1213	253	178	1293	189
Arrive On Green	0.33	0.33	0.33	0.09	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	349	2537	449	1603	2967	97	396	3627	758	449	3866	566
Grp Volume(v), veh/h	69	530	460	183	725	666	81	784	340	58	870	389
Grp Sat Flow(s),veh/h/ln	349	1599	1387	1603	1599	1465	396	1532	1321	449	1532	1368
Q Serve(g_s), s	4.8	18.1	18.1	3.9	22.7	22.8	3.9	12.6	12.7	5.7	14.5	14.5
Cycle Q Clear(g_c), s	18.1	18.1	18.1	3.9	22.7	22.8	18.4	12.6	12.7	18.4	14.5	14.5
Prop In Lane	1.00		0.32	1.00		0.07	1.00		0.57	1.00		0.41
Lane Grp Cap(c), veh/h	161	526	456	277	802	735	159	1025	442	178	1025	458
V/C Ratio(X)	0.43	1.01	1.01	0.66	0.90	0.91	0.51	0.76	0.77	0.33	0.85	0.85
Avail Cap(c_a), veh/h	161	526	456	277	802	735	159	1025	442	178	1025	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	18.5	18.5	12.8	12.5	12.5	26.8	16.4	16.4	25.2	17.0	17.0
Incr Delay (d2), s/veh	1.8	41.1	44.0	5.7	13.6	14.9	11.3	5.4	12.2	4.8	8.7	17.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.7	15.4	14.0	2.7	12.2	11.6	2.7	6.8	7.1	1.7	8.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	59.5	62.5	18.6	26.1	27.4	38.1	21.8	28.6	30.0	25.7	34.7
LnGrp LOS	C	F	F	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1059			1574			1205			1317	
Approach Delay, s/veh		58.8			25.7			24.8			28.6	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.9	9.5	22.6		22.9		32.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.4	5.0	18.1		18.4		27.6				
Max Q Clear Time (g_c+I1), s		20.4	5.9	20.1		20.4		24.8				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	843	149	186	1351	44	81	929	195	59	1098	161
Future Volume (veh/h)	69	843	149	186	1351	44	81	929	195	59	1098	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	69	843	149	186	1351	44	81	929	195	59	1098	161
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	835	148	277	1489	48	159	1213	253	178	1293	189
Arrive On Green	0.33	0.33	0.33	0.09	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	347	2538	449	1603	2968	97	396	3627	758	449	3866	566
Grp Volume(v), veh/h	69	531	461	186	727	668	81	784	340	59	870	389
Grp Sat Flow(s),veh/h/ln	347	1599	1387	1603	1599	1465	396	1532	1321	449	1532	1368
Q Serve(g_s), s	4.6	18.1	18.1	3.9	22.8	23.0	3.9	12.6	12.7	5.7	14.5	14.5
Cycle Q Clear(g_c), s	18.1	18.1	18.1	3.9	22.8	23.0	18.4	12.6	12.7	18.4	14.5	14.5
Prop In Lane	1.00		0.32	1.00		0.07	1.00		0.57	1.00		0.41
Lane Grp Cap(c), veh/h	160	526	456	277	802	735	159	1025	442	178	1025	458
V/C Ratio(X)	0.43	1.01	1.01	0.67	0.91	0.91	0.51	0.76	0.77	0.33	0.85	0.85
Avail Cap(c_a), veh/h	160	526	456	277	802	735	159	1025	442	178	1025	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	18.5	18.5	12.9	12.5	12.5	26.8	16.4	16.4	25.2	17.0	17.0
Incr Delay (d2), s/veh	1.8	41.6	44.5	6.2	13.9	15.2	11.3	5.4	12.2	5.0	8.7	17.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.7	15.5	14.1	2.8	12.3	11.7	2.7	6.8	7.1	1.7	8.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	60.0	63.0	19.1	26.4	27.7	38.1	21.8	28.6	30.2	25.7	34.7
LnGrp LOS	C	F	F	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1061			1581			1205			1318	
Approach Delay, s/veh		59.2			26.1			24.8			28.6	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.9	9.5	22.6		22.9		32.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.4	5.0	18.1		18.4		27.6				
Max Q Clear Time (g_c+I1), s		20.4	5.9	20.1		20.4		25.0				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	982	113	173	962	90	103	1250	191	82	986	106
Future Volume (veh/h)	101	982	113	173	962	90	103	1250	191	82	986	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	101	982	113	173	962	90	103	1250	191	82	986	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	879	101	189	1228	115	207	1787	273	141	1868	200
Arrive On Green	0.33	0.33	0.33	0.07	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	483	2698	310	1603	2767	259	465	3834	586	333	4009	429
Grp Volume(v), veh/h	101	582	513	173	556	496	103	999	442	82	753	339
Grp Sat Flow(s),veh/h/ln	483	1599	1409	1603	1599	1427	465	1532	1356	333	1532	1374
Q Serve(g_s), s	14.8	32.6	32.6	7.0	29.6	29.6	20.2	25.8	25.8	20.8	17.4	17.5
Cycle Q Clear(g_c), s	32.6	32.6	32.6	7.0	29.6	29.6	37.7	25.8	25.8	46.6	17.4	17.5
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.43	1.00		0.31
Lane Grp Cap(c), veh/h	143	521	459	189	710	633	207	1428	632	141	1428	640
V/C Ratio(X)	0.71	1.12	1.12	0.92	0.78	0.78	0.50	0.70	0.70	0.58	0.53	0.53
Avail Cap(c_a), veh/h	143	521	459	189	710	633	207	1428	632	141	1428	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	33.7	33.7	24.9	23.7	23.7	32.3	21.2	21.2	41.2	18.9	18.9
Incr Delay (d2), s/veh	14.6	75.3	78.0	42.3	5.7	6.4	8.3	2.9	6.3	16.3	1.4	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.9	30.2	27.3	7.0	15.2	13.9	4.4	12.6	12.1	4.4	8.7	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	109.0	111.7	67.2	29.4	30.1	40.6	24.0	27.5	57.5	20.3	22.1
LnGrp LOS	E	F	F	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		1196			1225			1544			1174	
Approach Delay, s/veh		106.0			35.0			26.1			23.4	
Approach LOS		F			C			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		51.1	11.8	37.1		51.1		48.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.6	7.3	32.6		46.6		44.4				
Max Q Clear Time (g_c+I1), s		39.7	9.0	34.6		48.6		31.6				
Green Ext Time (p_c), s		5.2	0.0	0.0		0.0		5.5				

Intersection Summary												
HCM 6th Ctrl Delay			46.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
1: La Brea Avenue & Melrose Avenue

08/04/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	986	113	175	965	90	103	1250	191	85	986	106
Future Volume (veh/h)	101	986	113	175	965	90	103	1250	191	85	986	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	101	986	113	175	965	90	103	1250	191	85	986	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	867	99	185	1209	113	213	1776	271	148	1857	199
Arrive On Green	0.32	0.32	0.32	0.07	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	481	2699	309	1603	2768	258	464	3834	586	333	4008	429
Grp Volume(v), veh/h	101	584	515	175	558	497	103	999	442	85	753	339
Grp Sat Flow(s),veh/h/ln	481	1599	1409	1603	1599	1427	464	1532	1356	333	1532	1374
Q Serve(g_s), s	12.2	28.9	28.9	5.9	27.1	27.1	18.3	23.4	23.4	18.3	15.7	15.8
Cycle Q Clear(g_c), s	28.9	28.9	28.9	5.9	27.1	27.1	34.1	23.4	23.4	41.7	15.7	15.8
Prop In Lane	1.00		0.22	1.00		0.18	1.00		0.43	1.00		0.31
Lane Grp Cap(c), veh/h	145	514	452	185	698	623	213	1419	628	148	1419	637
V/C Ratio(X)	0.70	1.14	1.14	0.95	0.80	0.80	0.48	0.70	0.70	0.57	0.53	0.53
Avail Cap(c_a), veh/h	145	514	452	185	698	623	213	1419	628	148	1419	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	30.6	30.6	24.7	21.9	21.9	29.4	19.2	19.2	37.7	17.2	17.2
Incr Delay (d2), s/veh	13.6	83.3	85.9	50.5	6.5	7.3	7.6	2.9	6.5	15.2	1.4	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.5	29.7	26.9	7.2	14.0	12.9	4.0	11.4	11.0	4.1	7.8	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	113.9	116.5	75.1	28.4	29.2	37.0	22.2	25.7	52.9	18.6	20.4
LnGrp LOS	D	F	F	E	C	C	D	C	C	D	B	C
Approach Vol, veh/h		1200			1230			1544			1177	
Approach Delay, s/veh		110.0			35.4			24.2			21.6	
Approach LOS		F			D			C			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		46.2	10.4	33.4		46.2		43.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.7	5.9	28.9		41.7		39.3				
Max Q Clear Time (g_c+I1), s		36.1	7.9	30.9		43.7		29.1				
Green Ext Time (p_c), s		4.3	0.0	0.0		0.0		4.7				

Intersection Summary												
HCM 6th Ctrl Delay			46.3									
HCM 6th LOS			D									

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

7000 W Melrose Ave
DOT Case No. CEN21-51640

Date: September 23, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 7000 WEST MELROSE AVENUE (CPC-2021-7217-DB-VHCA/ADM-2020-3142-TOC/PAR-2021-3247-VHCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, Inc. (Overland), dated August 2021, for the proposed mixed-use project at 7000 West Melrose Avenue within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 1. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a mixed-use development with a total of 63 apartments (57 market rate apartments and six affordable housing units) and 1,685 square feet of neighborhood-serving retail uses on the southwest corner of Melrose Avenue and Sycamore Avenue. The project site is bounded by Melrose Avenue to the north, Sycamore Avenue to the east, an alley to the south, and commercial uses to the west. Parking for the project will be provided onsite with a total of 101 (97 residential and four commercial) parking spaces. Ground floor parking will be accessed via the alley and parking on levels P1 and P2 will be accessed via a driveway on Sycamore Avenue as illustrated in **Attachment A**. The project will also provide 59 (7 short-term and 52 long-term) bicycle parking spaces. The project is expected to be completed by 2024.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report prepared by Overland, the project proposes to incorporate the TDM strategy of including bike parking per Los Angeles Municipal Code (LAMC) as a project design feature. With the application of this TDM strategy, the proposed project is projected to have a Household VMT per capita of 5.5 and no Work VMT. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review

authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Vehicular access to the project will be provided along Sycamore Avenue and the adjacent alley. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements
   The project would provide parking for 101 vehicles and 59 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 1.

2. Highway Dedication and Street Widening Requirements
   Per the new Mobility Element of the General Plan, **Melrose Avenue**, a modified Avenue II, would require a 28-foot half-width roadway within a 40-foot half-width right-of-way and **Sycamore Avenue**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The alley is fully dedicated and improved to a 20-foot width. The applicant should coordinate with the Bureau of Engineering's Land Development Group who will determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
   The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via a driveway on Sycamore Avenue and the adjacent driveway. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of a new driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's vehicular access and design.

4. Worksite Traffic Control Requirements
   LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to

coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2021. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

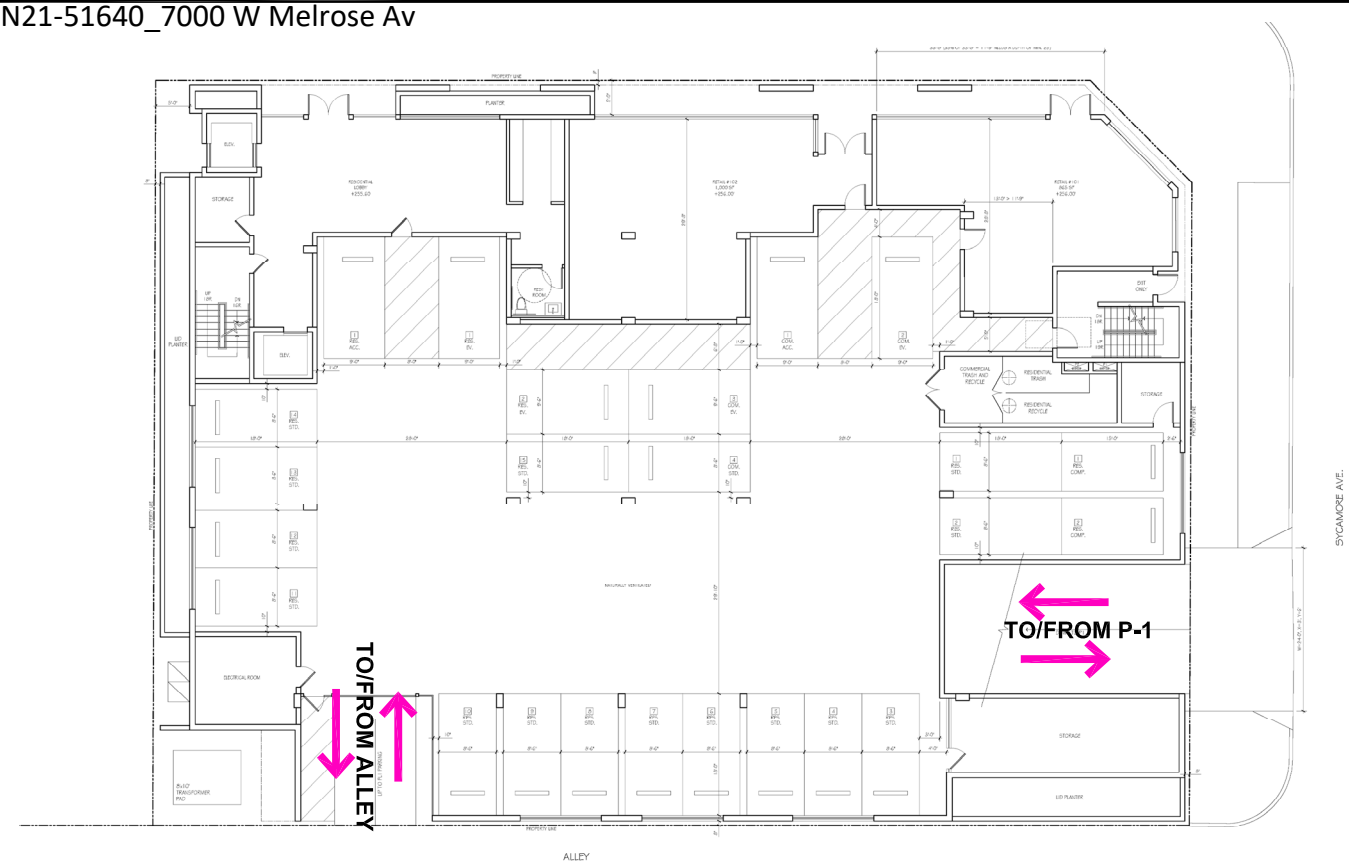
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

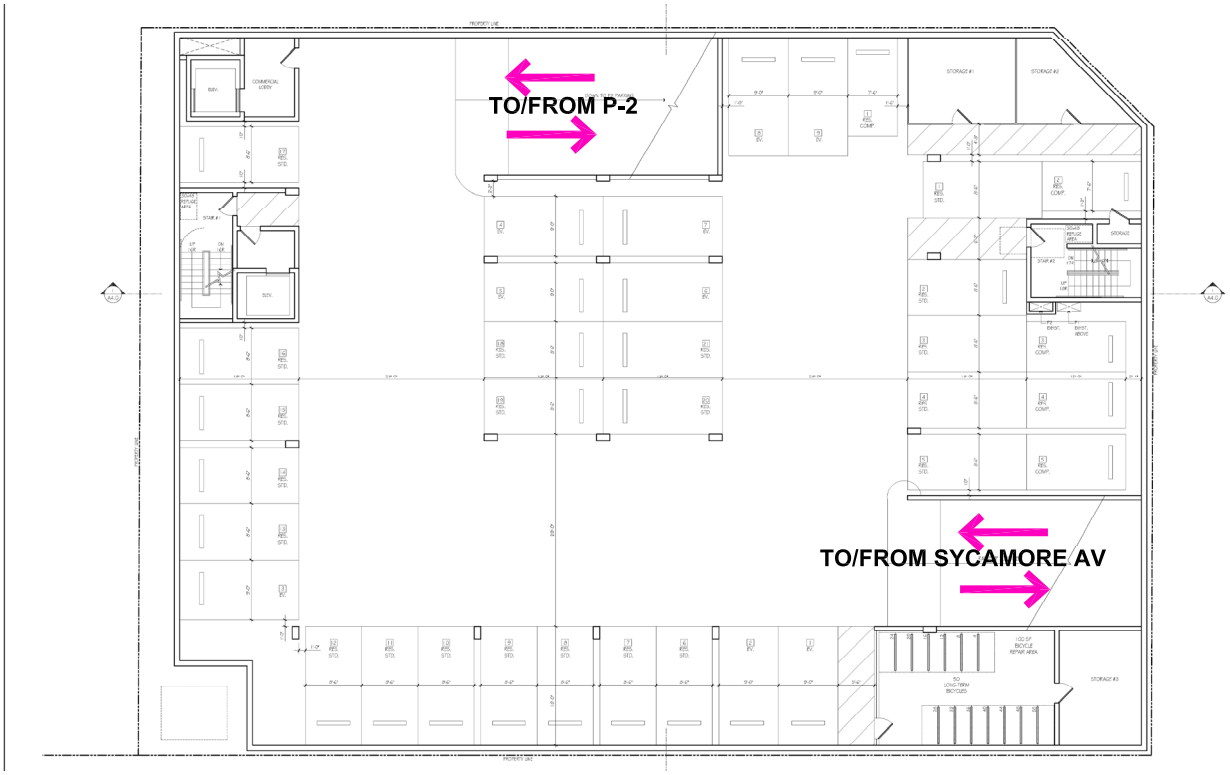
Attachments

K:\Letters\2021\CEN21-51640_7000 Melrose_MU_ltr.docx

c: Daniel Skolnick, Council District 5
Matthew Masuda, Central District, BOE
Rudy Guevara, Western District, DOT
Taimour Tanavoli, Case Management Office, DOT
Jerry Overland, Overland Traffic Consultants, Inc.



GROUND LEVEL



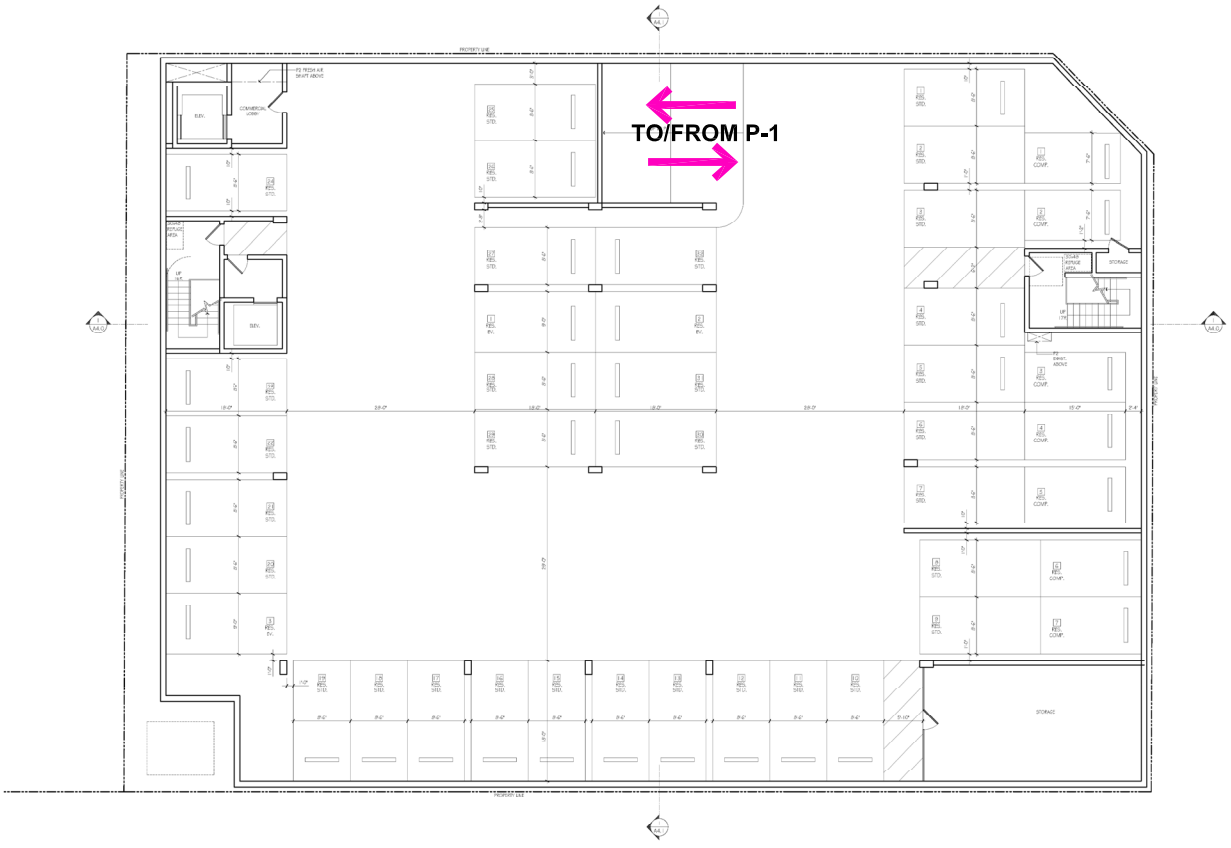
P-1 LEVEL

FIGURE 3A

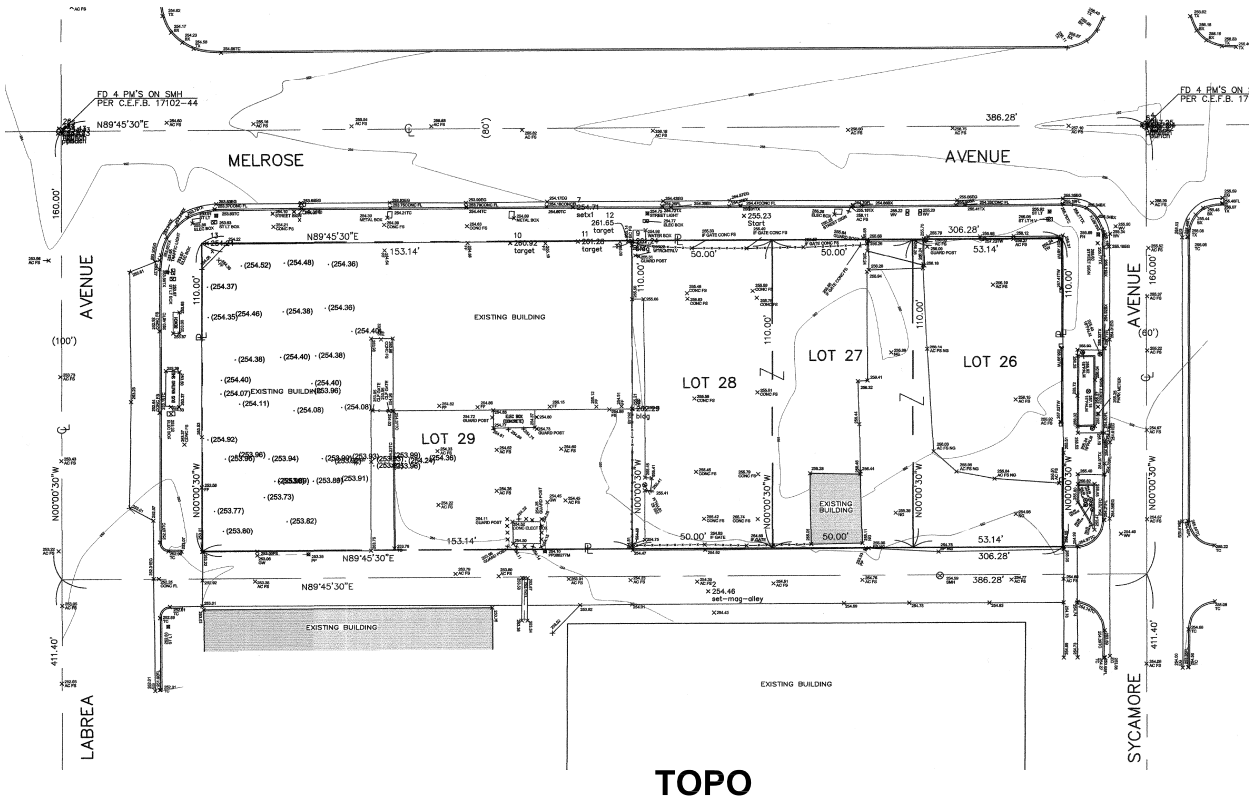
5/2021

SITE PLAN
GROUND FLOOR AND P-1 PARKING

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



P-2 LEVEL



TOPO

FIGURE 3B

5/2021

SITE PLAN
P-2 PARKING AND TOPO

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

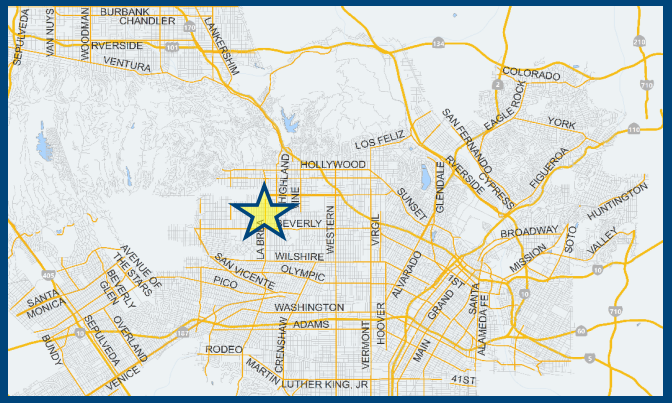
ATTACHMENT B
CEN21-51640_7000 W Melrose Av

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Mixed Use 7000 Melrose Avenue
Scenario: LADOT TA
Address: 7000 W MELROSE AVE, 90038



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.863	ksf
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	349 Daily Vehicle Trips
0 Daily VMT	2,144 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	349 Net Daily Trips
The net increase in daily VMT ≤ 0	2,144 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.865 ksf

The proposed project is required to perform VMT analysis.

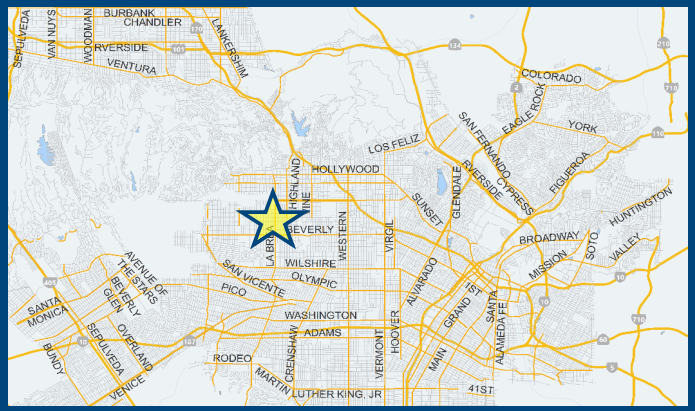
Measuring the Miles

8/3/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Mixed Use 7000 Melrose Avenue
Scenario: LADOT TA
Address: 7000 W MELROSE AVE, 90038



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	57	DU
Housing | Affordable Housing - Family	6	DU
Retail | General Retail	1.865	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC — Select Proposed Prj or Mitigation to include this strategy
☑ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
347 Daily Vehicle Trips	**347** Daily Vehicle Trips
2,131 Daily VMT	**2,131** Daily VMT
5.5 Household VMT per Capita	**5.5** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

8/3/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	57	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	6	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	1.865	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

Analysis Results			
Total Employees: 4 Total Population: 147			
Proposed Project		***With Mitigation***	
347	**Daily Vehicle Trips**	**347**	**Daily Vehicle Trips**
2,131	**Daily VMT**	**2,131**	**Daily VMT**
5.5	**Household VMT per Capita**	**5.5**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 3, 2021
Project Name: Mixed Use 7000 Melrose Avenue
Project Scenario: LADOT TA
Project Address: 7000 W MELROSE AVE, 90038

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	56	-19.6%	45	6.9	386	311
Home Based Other Production	156	-34.6%	102	5.0	780	510
Non-Home Based Other Production	90	-3.3%	87	6.5	585	566
Home-Based Work Attraction	5	-60.0%	2	9.3	47	19
Home-Based Other Attraction	114	-30.7%	79	6.5	741	514
Non-Home Based Other Attraction	35	-2.9%	34	6.6	231	224

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	45	309	-0.6%	45	309
Home Based Other Production	-0.6%	101	507	-0.6%	101	507
Non-Home Based Other Production	-0.6%	86	562	-0.6%	86	562
Home-Based Work Attraction	-0.6%	2	19	-0.6%	2	19
Home-Based Other Attraction	-0.6%	79	511	-0.6%	79	511
Non-Home Based Other Attraction	-0.6%	34	223	-0.6%	34	223

MXD VMT Methodology Per Capita & Per Employee

Total Population: 147
Total Employees: 4
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**816**	**816**
Total Home Based Work Attraction VMT	**19**	**19**
Total Home Based VMT Per Capita	**5.5**	**5.5**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Overland Traffic Consultants, Inc.

Table 4
Signalized Intersection Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Results of the Melrose Avenue and La Brea Avenue analysis are shown in Table 5 below for Existing (2021) and Future (2024) traffic conditions without and with the Project's peak hour traffic volume. As shown below, the existing and future LOS traffic conditions do not change with the addition of Project's peak hour traffic volume. Level of Service standard D or better are considered operating at an acceptable design level.

Table 5
Melrose Avenue and La Brea Avenue
Traffic Conditions
Without and With Project

No.	Intersection	Peak Hour	Existing (2021)		Existing+ Project		Future (2024) Without Project		Future (2024) With Project	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Melrose Avenue &	AM	31.2	C	31.4	C	33.0	C	33.2	C
	La Brea Avenue	PM	41.3	D	43.0	D	46.2	D	46.3	D

From: Eileen Hunt <eileen.hunt@lacity.org>
Sent: Friday, March 11, 2022 9:49 AM
To: Susan Jimenez <susan.jimenez@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>; Jerry Overland <jerry@overlandtraffic.com>; Wes Pringle <wes.pringle@lacity.org>
Subject: Re: Clarification to 7000 Melrose Ave (PAR-2021-CPC-2021-7217-DB-VHCA/ADM-2020-3142-TOC/PAR-2021-3247-VHCA)

Hello Susan,

We have been informed by the traffic consultant Overland Traffic Consultants, Inc. (OTC) that the proposed mixed-use project at 7000 W Melrose Ave will be increasing its commercial floor area from 1,865 sf to 2,110 sf. We agree with OTC that the previous assessment dated September 23, 2021 (attached) would remain unchanged and that the expected impacts of the project would continue to be less than significant. All of the project requirements that are identified in LADOT's September 23, 2021 letter shall remain in effect.

Thank you.

On Fri, Mar 11, 2022 at 10:13 AM <jerry@overlandtraffic.com> wrote:
Eileen

The City of Los Angeles Case Planner has requested a confirmation email from LADOT regarding a minor change in the project's commercial floor area.
The project reviewed by LADOT (Sept 23, 2021) contained 1,865 sf of commercial floor area, there is now 2,110 sf (an increase of 245 sf)
Below is the original trip generation table from our August 2021 Transportation Assessment which shows the trip rates for the project.
Using these rates, an additional 245 sf of retail space would generate 9 additional daily trips, no additional am peak hour trips and 1 additional pm peak hour trip.
This amount of increased traffic would not create any new significant operational / circulation impacts or any new VMT impacts, as retail at or below 50,000 sf are classified neighborhood serving and are exempt, as previously determined the LADOT review.

City Planning would like a confirmation email indicating this changes would not result in any new significant traffic impacts.
If you agree, can an email response to this email be sent with your confirmation ?

Jerry

Original trip generation table in August 21 Transportation Assessment.

Traffic generating characteristics of land uses have been studied by the Institute of Transportation Engineers (ITE) and LADOT. The results of these studies are published in ITE Trip Generation, 10th Edition Handbook and the LADOT TAG (LADOT has adopted traffic rates for affordable apartments). Using these traffic rates, the Project traffic has been estimated at 347 daily trips (LADOT VMT Calculator Tool) with 24 morning and 30 afternoon peak hour trips using the ITE peak hour traffic rates, as shown in Tables 2 and 3.

Table 2
Project Trip Generation Rates

ITE Code	Description	VMT Daily Traffic	ITE 10th Edition Daily Traffic	ITE 10TH Edition AM Peak Hour In	AM Out	AM Total	ITE 10TH Edition PM Peak Hour In	PM Out	PM Total
221	Apartments (mid-rise per unit)		5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	LADOT TAG July 2020	4.16	37%	63%	0.49	56%	44%	0.35
826	Shopping Center (retail)		37.75	62%	38%	0.94	48%	52%	3.81

Table 3
Estimated Project Traffic Generation

ITE Code	Description	Size	VMT Daily Traffic	10th Edition Daily Traffic	AM Peak Hour In	AM Out	AM Total	PM Peak Hour In	PM Out	PM Total
	Proposed Project									
221	Apartments (mid-rise)	57 units		310	5	16	21	15	10	25
	Transit/Walk Adjustment	10%		-31	-1	-1	-2	-2	-1	-3
	Subtotal			279	4	15	19	13	9	22
LADOT	Affordable (inside TPA)	6 units		25	1	2	3	1	1	2
	Subtotal Residential			304	5	17	22	14	10	24
826	retail	1,865 sf		70	1	1	2	3	4	7
	Transit/Walk Adjustment	10%		-7	0	0	0	0	-1	-1
	Subtotal			63	1	1	2	3	3	6
	Total Proposed		347	367	6	18	24	17	13	30

New trip generation table with 2,110 sf of commercial floor area.

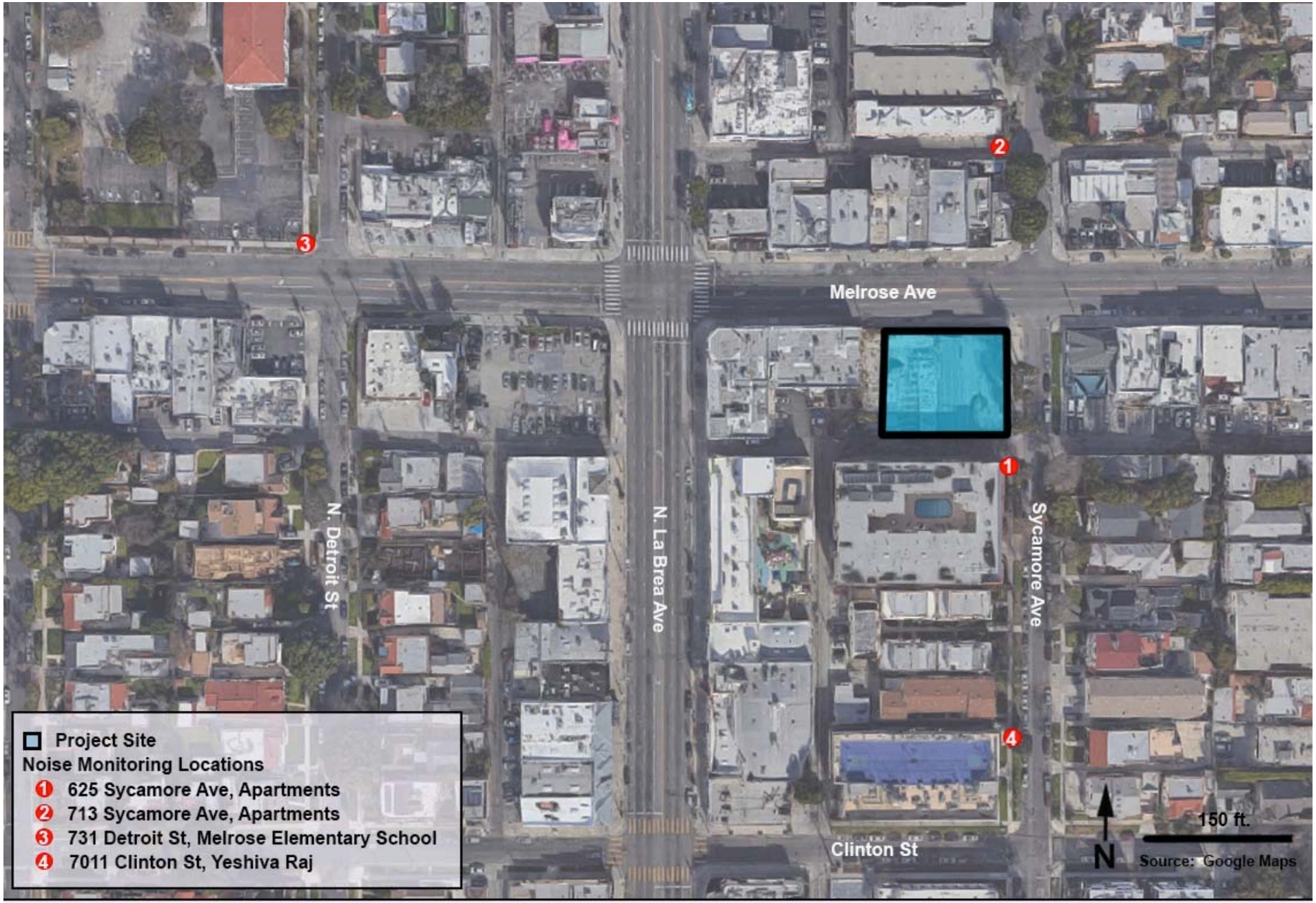
ITE Code	Description	ITE 10th Edition Daily Traffic	ITE 10TH Edition AM Peak Hour In	Out	Total	ITE 10TH Edition PM Peak Hour In	Out	Total
221	Apartments (mid-rise per unit)	5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable (inside TPA per unit)	4.16	37%	63%	0.49	56%	44%	0.35
826	Shopping Center (retail)	37.75	62%	38%	0.94	48%	52%	3.81

ITE Code	Description	Size	9.25 10th Edition Daily Traffic	0.23 AM Peak Hour In	Out	Total	0.93 PM Peak Hour In	Out	Total
	Proposed Project								
221	Apartments (mid-rise)	57 units	310	5	16	21	15	10	25
	Transit/Walk Adjustment	10%	-31	-1	-1	-2	-2	-1	-3
	Subtotal		279	4	15	19	13	9	22
LADOT	Affordable (inside TPA)	6 units	25	1	2	3	1	1	2
	Subtotal Residential		304	5	17	22	14	10	24
826	retail	2,110 sf	80	1	1	2	4	4	8
	Transit/Walk Adjustment	10%	-8	0	0	0	0	-1	-1
	Subtotal		72	1	1	2	4	3	7
	Total Proposed		376	6	18	24	18	13	31

Overland Traffic Consultants, Inc.
24325 Main Street, #202 (north office)
Santa Clarita, CA 91321
(661) 799 - 8423 Office
(310) 930 - 3303 Mobile

DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS



DouglasKim+Associates,LLC

Figure 1
Noise Monitoring Locations

Session Report

4/23/2021

Information Panel

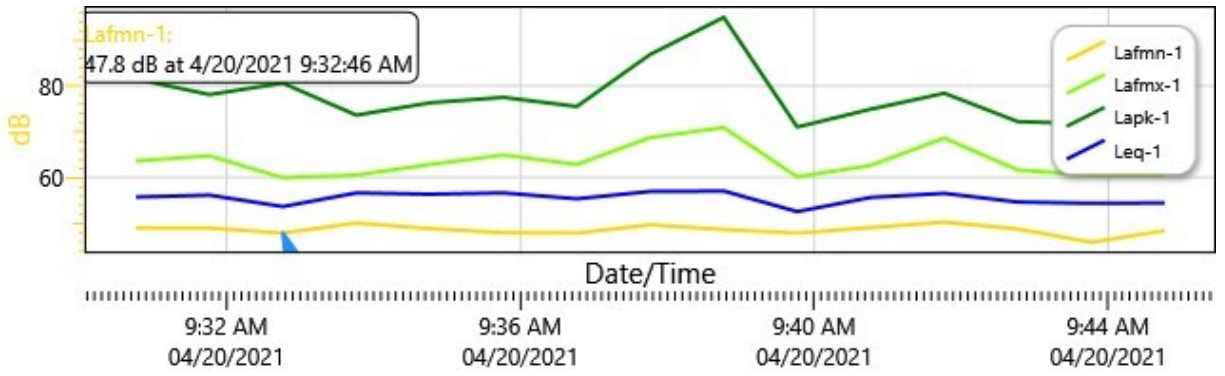
Name	Residences - 625 Sycamore Avenue
Comments	Traffic on Melrose Avenue
Start Time	4/20/2021 9:29:46 AM
Stop Time	4/20/2021 9:44:51 AM
Run Time	00:15:05
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	55.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

Logged Data Chart

Residences - 625 Sycamore Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 9:30:46 AM	81.5	48.9	63.6	55.7
9:31:46 AM	78.1	48.9	64.7	56.1
9:32:46 AM	80.6	47.8	59.9	53.6
9:33:46 AM	73.6	50	60.5	56.6
9:34:46 AM	76.3	48.8	62.8	56.3
9:35:46 AM	77.5	47.9	64.9	56.6
9:36:46 AM	75.5	47.8	62.8	55.3
9:37:46 AM	86.9	49.6	68.7	56.9
9:38:46 AM	95	48.6	70.9	57
9:39:46 AM	71	47.8	60.1	52.5
9:40:46 AM	74.9	49	62.6	55.6
9:41:46 AM	78.4	50.2	68.6	56.5
9:42:46 AM	72.2	48.7	61.6	54.6
9:43:46 AM	71.7	45.8	60.5	54.3
9:44:46 AM	74	48.3	60.5	54.4

Session Report

4/23/2021

Information Panel

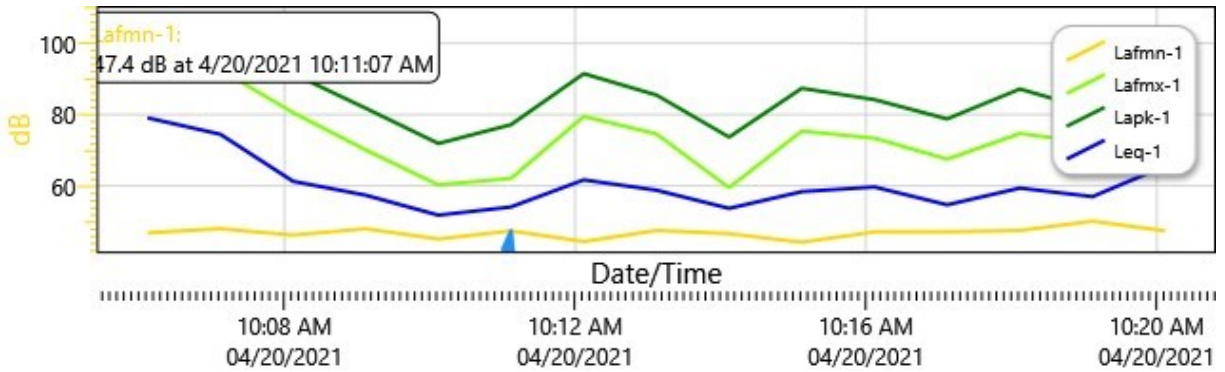
Name	Residences - 713 Sycamore Avenue
Comments	Delivery truck, barking dogs
Start Time	4/20/2021 10:05:07 AM
Stop Time	4/20/2021 10:20:14 AM
Run Time	00:15:07
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	69 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

Logged Data Chart

Residences - 713 Sycamore Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 10:06:07 AM	107.3	46.8	95.7	79.1
10:07:07 AM	102.2	48	92.6	74.5
10:08:07 AM	91.5	46.2	80.6	61.3
10:09:07 AM	81.8	48	70.1	57.4
10:10:07 AM	71.9	45.1	60.3	51.8
10:11:07 AM	77.2	47.4	62.1	54.1
10:12:07 AM	91.5	44.4	79.5	61.7
10:13:07 AM	85.5	47.5	74.6	58.8
10:14:07 AM	73.7	46.6	59.5	53.7
10:15:07 AM	87.4	44.2	75.4	58.4
10:16:07 AM	84.2	47.1	73.4	59.7
10:17:07 AM	78.8	47.1	67.5	54.7
10:18:07 AM	87.2	47.5	74.7	59.4
10:19:07 AM	81.3	50.1	72.1	57
10:20:07 AM	95.1	47.4	82.8	65.6

Session Report

4/23/2021

Information Panel

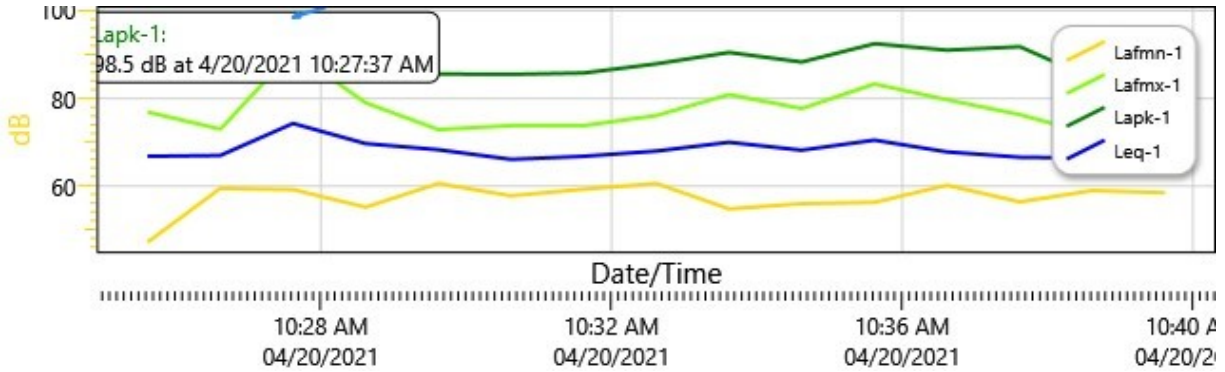
Name	Melrose Elementary School
Comments	Car traffic on Melrose Avenue
Start Time	4/20/2021 10:24:37 AM
Stop Time	4/20/2021 10:39:44 AM
Run Time	00:15:07
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	68.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

Logged Data Chart

Melrose Elementary School: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 10:25:37 AM	85.4	47.2	76.9	66.8
10:26:37 AM	84.2	59.5	73	67
10:27:37 AM	98.5	59.2	90.7	74.3
10:28:37 AM	91.4	55.2	79	69.7
10:29:37 AM	85.6	60.6	72.9	68.3
10:30:37 AM	85.5	57.8	73.8	66.1
10:31:37 AM	85.8	59.3	73.8	66.8
10:32:37 AM	87.9	60.6	76.1	68
10:33:37 AM	90.5	54.8	80.9	70
10:34:37 AM	88.3	56	77.7	68.2
10:35:37 AM	92.5	56.3	83.3	70.5
10:36:37 AM	91	60.2	79.7	67.8
10:37:37 AM	91.8	56.4	76.3	66.6
10:38:37 AM	84.5	59	71.8	66.4
10:39:37 AM	83	58.5	71.4	65.7

Session Report

4/23/2021

Information Panel

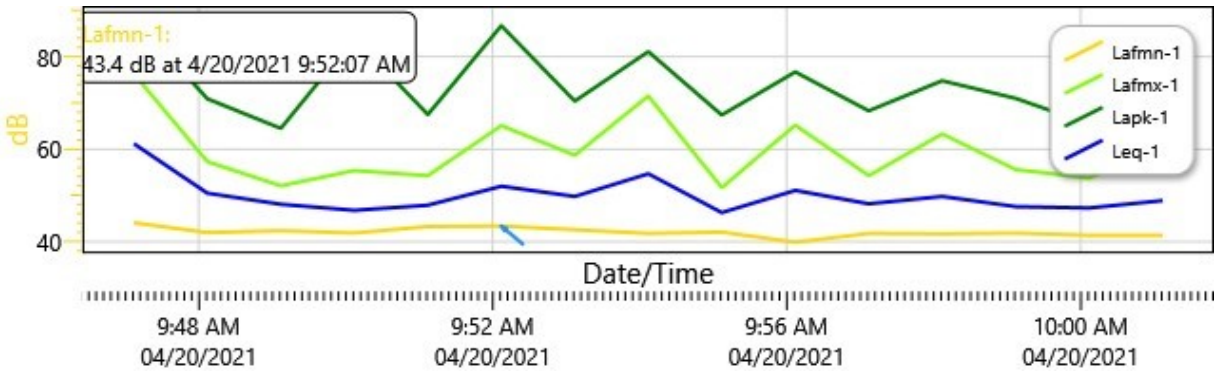
Name	Yeshiva Rav Junior High School
Comments	
Start Time	4/20/2021 9:46:07 AM
Stop Time	4/20/2021 10:01:12 AM
Run Time	00:15:05
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	52.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	FAST	Bandwidth	1	OFF

Logged Data Chart

Yeshiva Rav Junior High School: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1

Date/Time	Lapk-1	Lafmn-1	Lafmx-1	Leq-1
4/20/2021 9:47:07 AM	88.5	44.1	76.3	61.2
9:48:07 AM	70.9	42	57.3	50.5
9:49:07 AM	64.5	42.4	52.1	48.1
9:50:07 AM	84	41.9	55.4	46.8
9:51:07 AM	67.5	43.3	54.3	47.9
9:52:07 AM	86.7	43.4	65.1	52
9:53:07 AM	70.4	42.6	58.7	49.8
9:54:07 AM	81.1	41.8	71.5	54.7
9:55:07 AM	67.4	42.1	51.7	46.3
9:56:07 AM	76.7	39.9	65.2	51.1
9:57:07 AM	68.3	41.8	54.3	48.2
9:58:07 AM	74.8	41.7	63.3	49.8
9:59:07 AM	71	41.9	55.6	47.6
10:00:07 AM	65.4	41.4	53.8	47.3
10:01:07 AM	80	41.4	60.3	48.9

DouglasKim+Associates,LLC

CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level Day dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	1547 m²	Lw/unit	98.7	-	-	-	-

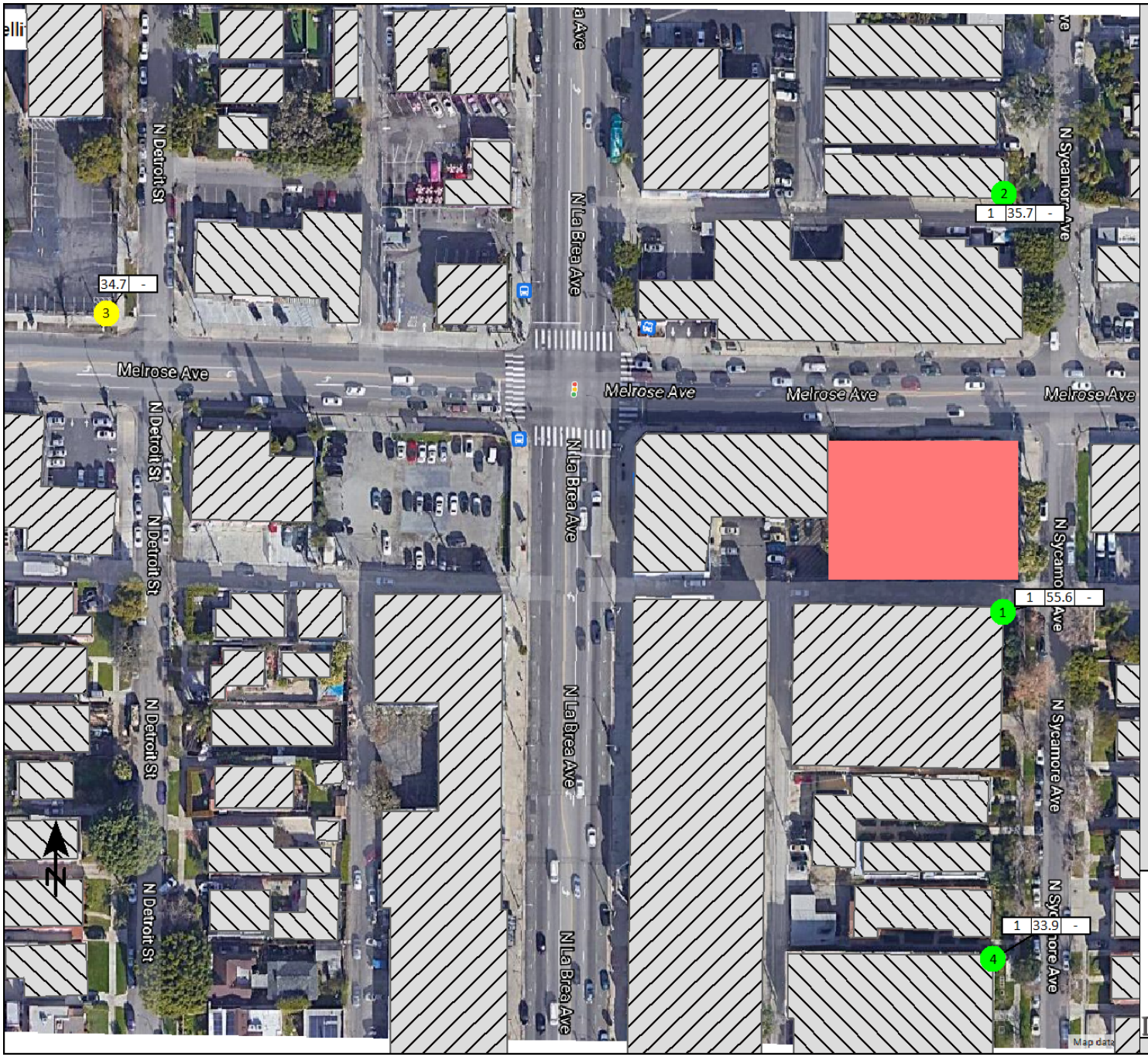
Contribution levels of the receivers

Source name		Traffic lane	Level Day	Night
			dB(A)	
625 North Sycamore Avenue	GF		55.6	0.0
Construction Site		-	55.6	-
713 North Sycamore Avenue	GF		35.7	0.0
Construction Site		-	35.7	-
Melrose Elementary School	GF		34.7	0.0
Construction Site		-	34.7	-
Yeshiva Raj Isacsohn/Toras Emes Academy Junior High SıGF›ol			33.9	0.0
Construction Site		-	33.9	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Limit Night dB(A)	Level Day dB(A)	Level Night dB(A)	Conflict Day dB	Conflict Night dB
1	625 North Sycamore Avenue	11376099.1	3772168.78	East	GF	79.83	-	-	55.6	0.0	-	-
2	713 North Sycamore Avenue	11376099.3	3772270.12	East	GF	80.83	-	-	35.7	0.0	-	-
3	Melrose Elementary School	11375881.7	3772241.17	-	GF	77.19	-	-	34.7	0.0	-	-
4	Yeshiva Raj Isacsohn/Toras E	11376096.6	3772084.72	East	GF	79.08	-	-	33.9	0.0	-	-


7000 Melrose Avenue
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
>= 80
1 : 101
0 25 50 100 150 200
feet
Melrose Ave
N Detroit St
N La Brea Ave
N Sycamore Ave
DouglasKim+Associates,LLC



7000 Melrose Avenue

Signs and symbols

- Building
- Analyzed Sensitive Receptor (Outdoors)
- Analyzed Sensitive Receptor
- Construction Site

1 : 101

0 25 50 100 150 200 feet

DouglasKim+Associates,LLC

Construction Noise Impacts (without Mitigation

DouglasKim+Ass

Reference	15.24	meter
Sound Pressure Level	98.7	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 625 Sycamore Ave.	55.6	55.6	58.6	3.0	**No**
Residences - 713 Sycamore Ave.	69.0	35.7	69.0	0.0	**No**
Melrose Elementary School	68.7	34.7	68.7	0.0	**No**
Yeshiva Raj Jr. High School	52.5	33.9	52.6	0.1	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Grading	10	0	218.0	228	8.9%
Building Construction	61	35.5		96	3.8%
Architectural Coatings	12	0		12	0.5%
Vendor and Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied					

DouglasKim+Associates,LLC

OPERATIONS NOISE CALCULATIONS

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 10th Edition

Land Use Code			221			
Setting			Multifamily Housing (Mid-Rise)			
Time Period	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
Trip Type	Weekday		Weekday		Weekday	
# Data Sites	Vehicle		Vehicle		Vehicle	
	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

			Hourly Trips	Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	3		3
1-2 AM	0.5	0.25	1		1
2-3 AM	0.4	0.2	1		1
3-4 AM	0.7	0.35	2		2
4-5 AM	1.1	0.55	3		3
5-6 AM	3.3	1.65	8		8
6-7 AM	8.0	4	20		20
7-8 AM	14.9	7.45	37	37	
8-9 AM	12.3	6.15	31	31	
9-10 AM	8.6	4.3	22	22	
10-11 AM	7.4	3.7	19	19	
11-12 PM	9.0	4.5	23	23	
12-1 PM	9.4	4.7	24	24	
1-2 PM	8.9	4.45	22	22	
2-3 PM	10.8	5.4	27	27	
3-4 PM	11.6	5.8	29	29	
4-5 PM	16.8	8.4	42	42	
5-6 PM	20.3	10.15	51	51	
6-7 PM	15.9	7.95	40	40	
7-8 PM	12.6	6.3	32		32
8-9 PM	10.3	5.15	26		26
9-10 PM	7.7	3.85	19		19
10-11 PM	5.5	2.75	14		14
11-12 AM	3.1	1.55	8		8
ADT			502		
				31	11

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	7000 Melrose Avenue

Receiver Parameters

Receiver:	600 Block of Sycamore Avenue
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	56 dBA

Noise Source Parameters

Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr	31
Nighttime hrs	Avg. Number of Autos/hr	11
Distance	Distance from Source to Receiver (ft)	85
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Barrier?	No
Joint Track/Crossover?	No
Embedded Track?	No
Aerial Structure?	No

Noise Barrier?	

Noise Barrier?	

Noise Barrier?	

Project Results Summary

Existing Ldn:	56 dBA
Total Project Ldn:	38 dBA
Total Noise Exposure:	56 dBA
Increase:	0 dB
Impact?:	None

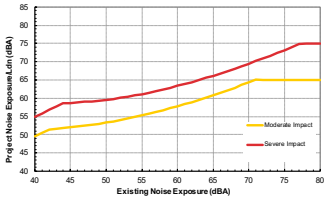
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	18 ft
Dist to Sev. Impact Contour (Source 1):	11 ft

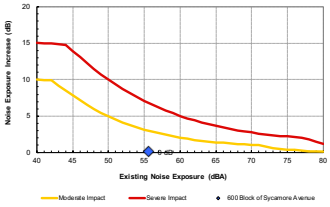
Source 1 Results

Leq(day):	35.6 dBA
Leq(night):	31.1 dBA
Ldn:	38.5 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)

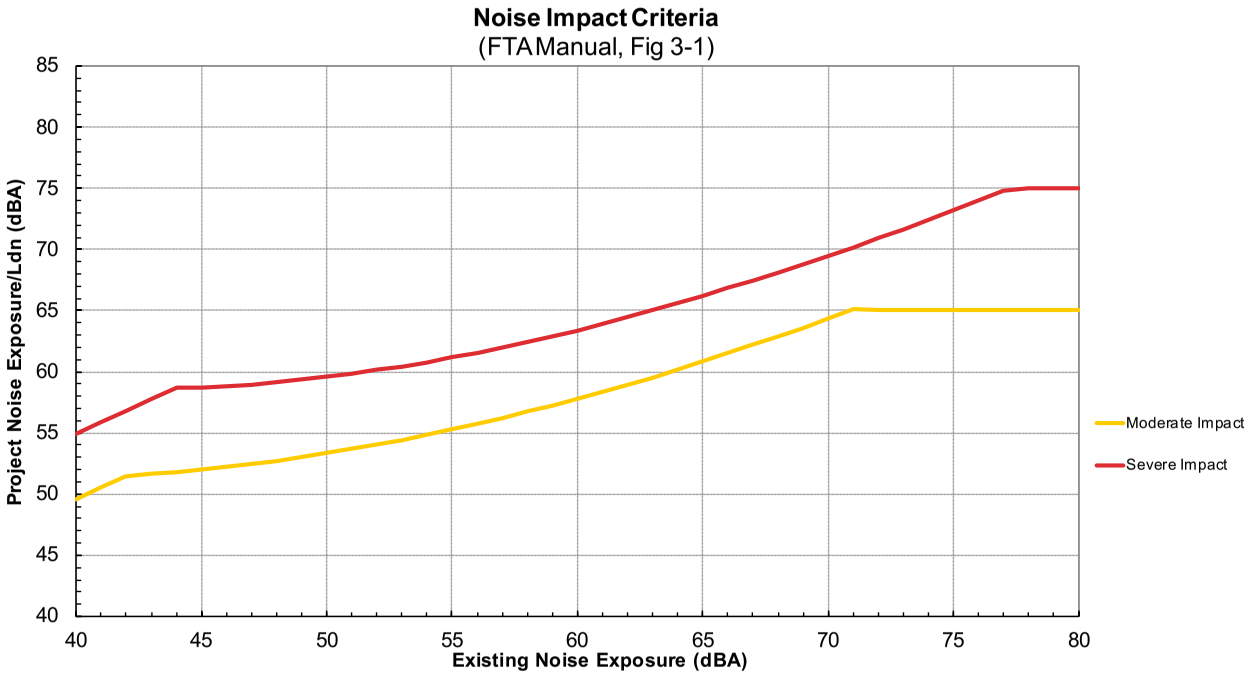


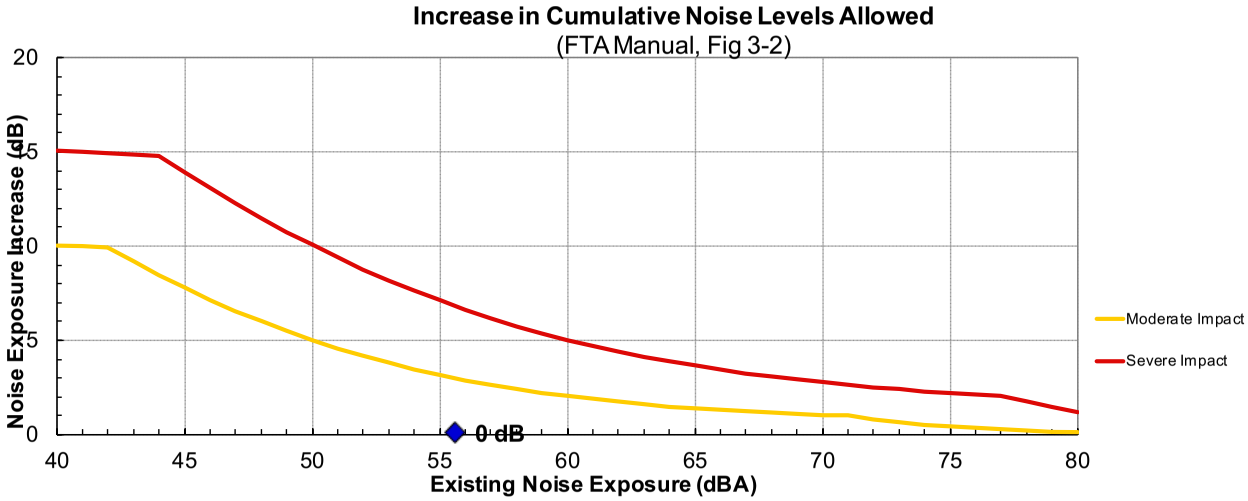
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Project: 7000 Melrose Avenue
Receiver: 600 Block of Sycamore Avenue

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Parking Garage	85 ft	38.5 dBA	56 dBA	55 dBA	61 dBA	None
2	--	50 ft		56 dBA	55 dBA	61 dBA	
3	--	50 ft		56 dBA	55 dBA	61 dBA	
4	--	70 ft		56 dBA	55 dBA	61 dBA	
5	--	ft		56 dBA	55 dBA	61 dBA	
6	--	ft		56 dBA	55 dBA	61 dBA	
	Combined Sources		**38 dBA**	**56 dBA**	**55 dBA**	**61 dBA**	**None**


Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
85
80
75
70
65
60
55
50
45
40
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
Moderate Impact
Severe Impact


Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
20
15
10
5
0
0 dB
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
Moderate Impact
Severe Impact

DouglasKim+Associates,LLC

TRAFFIC NOISE CALCULATIONS

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Ave

East/West Melrose Ave

Day: Tuesday Date: March 7, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	274	213	163	169
BIKES	50	49	29	42
BUSES	45	48	28	32

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	374	8.30	430	8.15	265	8.45	421	7.15
PM PK 15 MIN	422	17.30	357	17.15	293	15.30	320	17.45
AM PK HOUR	1436	8.00	1601	7.30	1046	8.00	1625	7.00
PM PK HOUR	1604	17.00	1313	17.00	1147	15.15	1195	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	86	835	125	1046
8-9	61	1204	171	1436
9-10	79	1131	138	1348
15-16	82	937	144	1163
16-17	93	1230	162	1485
17-18	89	1325	190	1604
TOTAL	490	6662	930	8082

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	55	1070	237	1362
8-9	61	1348	186	1595
9-10	47	1067	150	1264
15-16	85	983	131	1199
16-17	57	1103	87	1247
17-18	72	1127	114	1313
TOTAL	377	6698	905	7980

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2408	26	1	29	0
3031	33	1	29	2
2612	25	0	33	0
2362	70	8	76	4
2732	65	6	70	9
2917	52	4	51	3
16062	271	20	288	18

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	647	149	843
8-9	68	870	108	1046
9-10	79	786	84	949
15-16	113	916	115	1144
16-17	120	902	95	1117
17-18	106	933	94	1133
TOTAL	533	5054	645	6232

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	178	1418	29	1625
8-9	178	1306	43	1527
9-10	146	1142	41	1329
15-16	168	824	99	1091
16-17	189	836	108	1133
17-18	189	921	85	1195
TOTAL	1048	6447	405	7900

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2468	25	0	35	0
2573	24	0	31	2
2278	27	0	46	0
2235	94	5	69	7
2250	85	13	66	9
2328	90	5	47	3
14132	345	23	294	21

TRAFFIC VOLUME ADJUSTMENTS

North/South	La Brea Avenue
East/West	Melrose Avenue
Year	2017
Hour	7-8 AM
Source	https://navigatela.lacity.org/dot/traffic_data/manual_counts/LaBrea.Melrose.170307-NDSMAN.pdf

	NB Approach	SB Approach	EB Approach	WB Approach
LT	86	55	47	178
TH	835	1070	647	1418
RT	125	237	149	29
Total	1046	1362	843	1625

2017	1,046	1,362	843	1,625
2018	1,056	1,376	851	1,641
2019	1,067	1,389	860	1,658
2020	1,078	1,403	869	1,674
2021	**1,088**	**1,417**	**877**	**1,691**

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	907	1,181	731	1,409	6,048,810	82.5%
MDT	141	183	114	219	940,092	12.8%
HDT	4	5	3	6	25,348	0.3%
Buses	1	2	1	2	9,386	0.1%
MCY	25	33	20	39	167,287	2.3%
Aux	21	28	17	33	142,856	1.9%
Total	1,099	1,431	886	1,708	7,333,779	100.0%

DouglasKim+Associates,LLC

To: Kerrie Nicholson, CAJA Environmental
From: Douglas Kim, AICP
Date: March 10, 2022
Re: 7000 Melrose Avenue Air Quality and Noise Analyses

This memo discusses the impact of an updated project description on the air quality and noise impacts prepared by Douglas Kim+Associates, LLC in April 2021. We understand the revised project would add 245 square feet of commercial floor area to the proposed mixed-use development.

Air Quality

The additional floor area would negligibly increase emissions from construction of the proposed project. There would be a de minimis increase in building envelope that would require more architectural coatings that would increase reactive organic gas emissions. However, it would not increase emissions during the grading and construction phases, as the scope of construction equipment and activities during these phases would not change fuel combustion-related emissions. As such, any increase in construction-based emissions would be negligible and would not approach the significance thresholds established by the South Coast Air Quality Management District (SCAQMD).

With regard to project operations, the additional floor area would produce a de minimis increase in air quality emissions. Specifically, while the larger commercial floor area could result in additional traffic from visitors, any increase would be negligible. As such, any increase in operational emissions would be negligible and would not approach the significance thresholds established by the SCAQMD.

Noise

Because the additional floor area would not increase the scope of construction equipment or activities, noise levels from the construction site would not increase. As such, the change would not elevate ambient noise levels at off-site sensitive receptors. During project operations, the increase in commercial floor area would neither elevate operational noise from the development nor elevate traffic noise levels near roadways that serve the project site. As a result, the proposed project revisions would not substantially impact construction- and operations-based noise levels.

In summary, the addition of 245 square feet of commercial floor area to the proposed development would negligibly affect the quantitative analyses we prepared. Moreover, this change would not alter the conclusions about the significance of impacts from construction and operation of the proposed project.

Douglas Kim

DouglasKim+Associates,LLC

FUTURE EMISSIONS

7000 Melrose Avenue Future - Los Angeles-South Coast County, Summer

7000 Melrose Avenue Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	63.00	Dwelling Unit	0.38	45,029.00	153
Strip Mall	1.87	1000sqft	0.00	1,865.00	0
Enclosed Parking with Elevator	101.00	Space	0.00	36,028.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Trips and VMT - Assumes 14 cubic yard capacity haul trucks

Woodstoves - Assumes no natural gas fireplaces or woodstoves

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	500.00
tblConstructionPhase	NumDays	2.00	22.00
tblFireplaces	NumberGas	53.55	0.00
tblFireplaces	NumberNoFireplace	6.30	63.00
tblFireplaces	NumberWood	3.15	0.00
tblGrading	AcresOfGrading	0.00	0.68
tblGrading	MaterialExported	0.00	12,300.00
tblLandUse	LandUseSquareFeet	63,000.00	45,029.00
tblLandUse	LandUseSquareFeet	40,400.00	36,028.00
tblLandUse	LotAcreage	1.66	0.38
tblLandUse	LotAcreage	0.04	4.0000e-003
tblLandUse	LotAcreage	0.91	0.00
tblLandUse	Population	180.00	153.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	1,538.00	1,758.00
tblWoodstoves	NumberCatalytic	3.15	0.00
tblWoodstoves	NumberNoncatalytic	3.15	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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

2021	2.0455	42.7057	17.1072	0.1294	3.7533	0.5370	4.2903	1.2219	0.5126	1.7345	0.0000	13,875.5714	13,875.5714	1.0109	0.0000	13,900.8428
2022	0.9683	8.3884	9.7317	0.0214	0.7651	0.3795	1.1446	0.2048	0.3492	0.5540	0.0000	2,128.3855	2,128.3855	0.3959	0.0000	2,138.2820
2023	5.8817	8.8081	11.6883	0.0253	0.8992	0.3983	1.2975	0.2404	0.3722	0.6125	0.0000	2,501.8284	2,501.8284	0.4121	0.0000	2,512.1300
Maximum	**5.8817**	**42.7057**	**17.1072**	**0.1294**	**3.7533**	**0.5370**	**4.2903**	**1.2219**	**0.5126**	**1.7345**	**0.0000**	**13,875.5714**	**13,875.5714**	**1.0109**	**0.0000**	**13,900.8428**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.0455	42.7057	17.1072	0.1294	2.2024	0.5370	2.7393	0.7037	0.5126	1.2162	0.0000	13,875.5714	13,875.5714	1.0109	0.0000	13,900.8428
2022	0.9683	8.3884	9.7317	0.0214	0.4651	0.3795	0.8446	0.1312	0.3492	0.4804	0.0000	2,128.3855	2,128.3855	0.3959	0.0000	2,138.2820
2023	5.8817	8.8081	11.6883	0.0253	0.5456	0.3983	0.9439	0.1536	0.3722	0.5257	0.0000	2,501.8284	2,501.8284	0.4121	0.0000	2,512.1300
Maximum	**5.8817**	**42.7057**	**17.1072**	**0.1294**	**2.2024**	**0.5370**	**2.7393**	**0.7037**	**0.5126**	**1.2162**	**0.0000**	**13,875.5714**	**13,875.5714**	**1.0109**	**0.0000**	**13,900.8428**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**40.69**	**0.00**	**32.74**	**40.71**	**0.00**	**23.39**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Energy	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
Mobile	0.8000	3.2919	10.7084	0.0403	3.3786	0.0295	3.4081	0.9041	0.0274	0.9316		4,107.5396	4,107.5396	0.1964		4,112.4500
Total	**2.0007**	**3.4994**	**15.9808**	**0.0416**	**3.3786**	**0.0702**	**3.4489**	**0.9041**	**0.0682**	**0.9723**	**0.0000**	**4,305.0678**	**4,305.0678**	**0.2091**	**3.4500e-003**	**4,311.3228**

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	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Energy	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
Mobile	0.8000	3.2919	10.7084	0.0403	3.3786	0.0295	3.4081	0.9041	0.0274	0.9316		4,107.5396	4,107.5396	0.1964		4,112.4500
Total	**2.0007**	**3.4994**	**15.9808**	**0.0416**	**3.3786**	**0.0702**	**3.4489**	**0.9041**	**0.0682**	**0.9723**	**0.0000**	**4,305.0678**	**4,305.0678**	**0.2091**	**3.4500e-003**	**4,311.3228**

	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	N20	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	Grading	Grading	7/1/2021	7/30/2021	5	22	
2	Building Construction	Building Construction	8/2/2021	6/30/2023	5	500	
3	Architectural Coating	Architectural Coating	4/3/2023	6/30/2023	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.68

Acres of Paving: 0

Residential Indoor: 91,184; Residential Outdoor: 30,395; Non-Residential Indoor: 2,798; Non-Residential Outdoor: 933; Striped Parking Area: 2,162

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	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
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	61.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,758.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8488	0.0000	0.8488	0.4269	0.0000	0.4269			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.8488**	**0.4073**	**1.2561**	**0.4269**	**0.3886**	**0.8155**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	1.2061	35.4232	9.1353	0.1162	2.7928	0.1287	2.9215	0.7654	0.1232	0.8886		12,614.2606	12,614.2606	0.7937		12,634.1022
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	0.0429	0.0295	0.4028	1.1400e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		113.8770	113.8770	3.3600e-003		113.9609
Total	**1.2490**	**35.4526**	**9.5381**	**0.1174**	**2.9046**	**0.1296**	**3.0342**	**0.7950**	**0.1240**	**0.9190**		**12,728.1376**	**12,728.1376**	**0.7970**		**12,748.0630**

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					0.3145	0.0000	0.3145	0.1582	0.0000	0.1582			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.3145**	**0.4073**	**0.7218**	**0.1582**	**0.3886**	**0.5468**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	1.2061	35.4232	9.1353	0.1162	1.8208	0.1287	1.9495	0.5268	0.1232	0.6500		12,614.2606	12,614.2606	0.7937		12,634.1022
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	0.0429	0.0295	0.4028	1.1400e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		113.8770	113.8770	3.3600e-003		113.9609
Total	**1.2490**	**35.4526**	**9.5381**	**0.1174**	**1.8879**	**0.1296**	**2.0175**	**0.5455**	**0.1240**	**0.6695**		**12,728.1376**	**12,728.1376**	**0.7970**		**12,748.0630**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0395	1.2622	0.3300	3.3400e-003	0.0832	2.5800e-003	0.0858	0.0240	2.4700e-003	0.0264		357.3448	357.3448	0.0211		357.8711
Worker	0.2615	0.1797	2.4569	6.9700e-003	0.6818	5.5100e-003	0.6874	0.1808	5.0800e-003	0.1859		694.6496	694.6496	0.0205		695.1613
Total	**0.3010**	**1.4419**	**2.7869**	**0.0103**	**0.7651**	**8.0900e-003**	**0.7732**	**0.2048**	**7.5500e-003**	**0.2123**		**1,051.9944**	**1,051.9944**	**0.0415**		**1,053.0324**

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0395	1.2622	0.3300	3.3400e-003	0.0560	2.5800e-003	0.0585	0.0173	2.4700e-003	0.0197		357.3448	357.3448	0.0211		357.8711
Worker	0.2615	0.1797	2.4569	6.9700e-003	0.4092	5.5100e-003	0.4147	0.1139	5.0800e-003	0.1190		694.6496	694.6496	0.0205		695.1613
Total	**0.3010**	**1.4419**	**2.7869**	**0.0103**	**0.4651**	**8.0900e-003**	**0.4732**	**0.1312**	**7.5500e-003**	**0.1387**		**1,051.9944**	**1,051.9944**	**0.0415**		**1,053.0324**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0371	1.2003	0.3122	3.3100e-003	0.0832	2.2600e-003	0.0855	0.0240	2.1600e-003	0.0261		354.2317	354.2317	0.0203		354.7399
Worker	0.2449	0.1624	2.2668	6.7300e-003	0.6818	5.3400e-003	0.6872	0.1808	4.9200e-003	0.1857		670.2145	670.2145	0.0185		670.6770

Total	**0.2820**	**1.3626**	**2.5790**	**0.0100**	**0.7651**	**7.6000e-003**	**0.7727**	**0.2048**	**7.0800e-003**	**0.2119**		**1,024.4462**	**1,024.4462**	**0.0388**		**1,025.4168**

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0371	1.2003	0.3122	3.3100e-003	0.0560	2.2600e-003	0.0582	0.0173	2.1600e-003	0.0194		354.2317	354.2317	0.0203		354.7399
Worker	0.2449	0.1624	2.2668	6.7300e-003	0.4092	5.3400e-003	0.4145	0.1139	4.9200e-003	0.1188		670.2145	670.2145	0.0185		670.6770
Total	**0.2820**	**1.3626**	**2.5790**	**0.0100**	**0.4651**	**7.6000e-003**	**0.4727**	**0.1312**	**7.0800e-003**	**0.1382**		**1,024.4462**	**1,024.4462**	**0.0388**		**1,025.4168**

3.3 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

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	0.0275	0.9107	0.2820	3.2000e-003	0.0832	1.0500e-003	0.0843	0.0240	1.0100e-003	0.0250		343.0797	343.0797	0.0180		343.5300
Worker	0.2300	0.1469	2.0875	6.4800e-003	0.6818	5.1900e-003	0.6870	0.1808	4.7700e-003	0.1856		645.6740	645.6740	0.0167		646.0910
Total	**0.2575**	**1.0576**	**2.3695**	**9.6800e-003**	**0.7651**	**6.2400e-003**	**0.7713**	**0.2048**	**5.7800e-003**	**0.2106**		**988.7537**	**988.7537**	**0.0347**		**989.6210**

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

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	0.0275	0.9107	0.2820	3.2000e-003	0.0560	1.0500e-003	0.0570	0.0173	1.0100e-003	0.0183		343.0797	343.0797	0.0180		343.5300
Worker	0.2300	0.1469	2.0875	6.4800e-003	0.4092	5.1900e-003	0.4144	0.1139	4.7700e-003	0.1187		645.6740	645.6740	0.0167		646.0910
Total	**0.2575**	**1.0576**	**2.3695**	**9.6800e-003**	**0.4651**	**6.2400e-003**	**0.4714**	**0.1312**	**5.7800e-003**	**0.1369**		**988.7537**	**988.7537**	**0.0347**		**989.6210**

3.4 Architectural Coating - 2023

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	4.7550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**4.9466**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0453	0.0289	0.4107	1.2700e-003	0.1341	1.0200e-003	0.1352	0.0356	9.4000e-004	0.0365		127.0178	127.0178	3.2800e-003		127.0999
Total	**0.0453**	**0.0289**	**0.4107**	**1.2700e-003**	**0.1341**	**1.0200e-003**	**0.1352**	**0.0356**	**9.4000e-004**	**0.0365**		**127.0178**	**127.0178**	**3.2800e-003**		**127.0999**

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	4.7550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**4.9466**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0453	0.0289	0.4107	1.2700e-003	0.0805	1.0200e-003	0.0815	0.0224	9.4000e-004	0.0234		127.0178	127.0178	3.2800e-003		127.0999
Total	**0.0453**	**0.0289**	**0.4107**	**1.2700e-003**	**0.0805**	**1.0200e-003**	**0.0815**	**0.0224**	**9.4000e-004**	**0.0234**		**127.0178**	**127.0178**	**3.2800e-003**		**127.0999**

4.0 Operational Detail - Mobile

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	0.8000	3.2919	10.7084	0.0403	3.3786	0.0295	3.4081	0.9041	0.0274	0.9316		4,107.5396	4,107.5396	0.1964		4,112.4500
Unmitigated	0.8000	3.2919	10.7084	0.0403	3.3786	0.0295	3.4081	0.9041	0.0274	0.9316		4,107.5396	4,107.5396	0.1964		4,112.4500

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	418.95	402.57	369.18	1,399,324	1,399,324
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	82.66	78.40	38.10	143,997	143,997
Total	501.61	480.97	407.28	1,543,320	1,543,320

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

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

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	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
NaturalGas Unmitigated	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650

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	1590.87	0.0172	0.1466	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.1611	187.1611	3.5900e-003	3.4300e-003	188.2733
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
Strip Mall	8.37973	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9859	0.9859	2.0000e-005	2.0000e-005	0.9917
Total		**0.0173**	**0.1474**	**0.0631**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**188.1469**	**188.1469**	**3.6100e-003**	**3.4500e-003**	**189.2650**

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	1.59087	0.0172	0.1466	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.1611	187.1611	3.5900e-003	3.4300e-003	188.2733
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
Strip Mall	0.00837973	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9859	0.9859	2.0000e-005	2.0000e-005	0.9917
Total		**0.0173**	**0.1474**	**0.0631**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**188.1469**	**188.1469**	**3.6100e-003**	**3.4500e-003**	**189.2650**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Unmitigated	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078

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	0.0847					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	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
Landscaping	0.1576	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288		9.3813	9.3813	9.0600e-003		9.6078
Total	**1.1835**	**0.0600**	**5.2092**	**2.8000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**9.3813**	**9.3813**	**9.0600e-003**	**0.0000**	**9.6078**

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	0.0847					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	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
Landscaping	0.1576	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288		9.3813	9.3813	9.0600e-003		9.6078
Total	**1.1835**	**0.0600**	**5.2092**	**2.8000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**9.3813**	**9.3813**	**9.0600e-003**	**0.0000**	**9.6078**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

7000 Melrose Avenue Future - Los Angeles-South Coast County, Annual

7000 Melrose Avenue Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	63.00	Dwelling Unit	0.38	45,029.00	153
Strip Mall	1.87	1000sqft	0.00	1,865.00	0
Enclosed Parking with Elevator	101.00	Space	0.00	36,028.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Trips and VMT - Assumes 14 cubic yard capacity haul trucks

Woodstoves - Assumes no natural gas fireplaces or woodstoves

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	500.00
tblConstructionPhase	NumDays	2.00	22.00
tblFireplaces	NumberGas	53.55	0.00
tblFireplaces	NumberNoFireplace	6.30	63.00
tblFireplaces	NumberWood	3.15	0.00
tblGrading	AcresOfGrading	0.00	0.68
tblGrading	MaterialExported	0.00	12,300.00
tblLandUse	LandUseSquareFeet	63,000.00	45,029.00
tblLandUse	LandUseSquareFeet	40,400.00	36,028.00
tblLandUse	LotAcreage	1.66	0.38
tblLandUse	LotAcreage	0.04	4.0000e-003
tblLandUse	LotAcreage	0.91	0.00
tblLandUse	Population	180.00	153.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	1,538.00	1,758.00
tblWoodstoves	NumberCatalytic	3.15	0.00
tblWoodstoves	NumberNoncatalytic	3.15	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

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

2021	0.0819	1.0071	0.7346	2.5900e-003	0.0820	0.0310	0.1130	0.0244	0.0287	0.0531	0.0000	243.7729	243.7729	0.0300	0.0000	244.5233
2022	0.1261	1.0958	1.2489	2.7400e-003	0.0975	0.0493	0.1469	0.0262	0.0454	0.0716	0.0000	247.1485	247.1485	0.0467	0.0000	248.3149
2023	0.2202	0.5313	0.6789	1.4900e-003	0.0531	0.0236	0.0766	0.0142	0.0219	0.0361	0.0000	133.4661	133.4661	0.0237	0.0000	134.0582
Maximum	**0.2202**	**1.0958**	**1.2489**	**2.7400e-003**	**0.0975**	**0.0493**	**0.1469**	**0.0262**	**0.0454**	**0.0716**	**0.0000**	**247.1485**	**247.1485**	**0.0467**	**0.0000**	**248.3149**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0819	1.0071	0.7346	2.5900e-003	0.0491	0.0310	0.0801	0.0148	0.0287	0.0435	0.0000	243.7728	243.7728	0.0300	0.0000	244.5232
2022	0.1261	1.0958	1.2489	2.7400e-003	0.0594	0.0493	0.1088	0.0168	0.0454	0.0622	0.0000	247.1484	247.1484	0.0467	0.0000	248.3148
2023	0.2202	0.5313	0.6789	1.4900e-003	0.0323	0.0236	0.0558	9.1200e-003	0.0219	0.0310	0.0000	133.4660	133.4660	0.0237	0.0000	134.0581
Maximum	**0.2202**	**1.0958**	**1.2489**	**2.7400e-003**	**0.0594**	**0.0493**	**0.1088**	**0.0168**	**0.0454**	**0.0622**	**0.0000**	**247.1484**	**247.1484**	**0.0467**	**0.0000**	**248.3148**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**39.47**	**0.00**	**27.28**	**37.14**	**0.00**	**14.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2021	9-30-2021	0.7045	0.7045
2	10-1-2021	12-31-2021	0.3467	0.3467
3	1-1-2022	3-31-2022	0.3022	0.3022
4	4-1-2022	6-30-2022	0.3041	0.3041
5	7-1-2022	9-30-2022	0.3074	0.3074
6	10-1-2022	12-31-2022	0.3089	0.3089
7	1-1-2023	3-31-2023	0.2702	0.2702

8	**4-1-2023**	**6-30-2023**	0.4729	0.4729
		Highest	0.7045	0.7045

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2069	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Energy	3.1500e-003	0.0269	0.0115	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	301.7143	301.7143	6.9900e-003	1.8900e-003	302.4531
Mobile	0.1334	0.6053	1.8203	6.8800e-003	0.5858	5.2200e-003	0.5910	0.1570	4.8500e-003	0.1619	0.0000	635.7942	635.7942	0.0313	0.0000	636.5757
Waste						0.0000	0.0000		0.0000	0.0000	6.2805	0.0000	6.2805	0.3712	0.0000	15.5598
Water						0.0000	0.0000		0.0000	0.0000	1.3462	47.3106	48.6567	0.1394	3.5000e-003	53.1831
Total	**0.3435**	**0.6397**	**2.4830**	**7.0800e-003**	**0.5858**	**0.0110**	**0.5967**	**0.1570**	**0.0106**	**0.1676**	**7.6267**	**985.8829**	**993.5096**	**0.5498**	**5.3900e-003**	**1,008.8612**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2069	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Energy	3.1500e-003	0.0269	0.0115	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	301.7143	301.7143	6.9900e-003	1.8900e-003	302.4531
Mobile	0.1334	0.6053	1.8203	6.8800e-003	0.5858	5.2200e-003	0.5910	0.1570	4.8500e-003	0.1619	0.0000	635.7942	635.7942	0.0313	0.0000	636.5757
Waste						0.0000	0.0000		0.0000	0.0000	6.2805	0.0000	6.2805	0.3712	0.0000	15.5598

Water						0.0000	0.0000		0.0000	0.0000	1.3462	47.3106	48.6567	0.1394	3.5000e-003	53.1831
Total	**0.3435**	**0.6397**	**2.4830**	**7.0800e-003**	**0.5858**	**0.0110**	**0.5967**	**0.1570**	**0.0106**	**0.1676**	**7.6267**	**985.8829**	**993.5096**	**0.5498**	**5.3900e-003**	**1,008.8612**

	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	N20	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	Grading	Grading	7/1/2021	7/30/2021	5	22	
2	Building Construction	Building Construction	8/2/2021	6/30/2023	5	500	
3	Architectural Coating	Architectural Coating	4/3/2023	6/30/2023	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.68

Acres of Paving: 0

Residential Indoor: 91,184; Residential Outdoor: 30,395; Non-Residential Indoor: 2,798; Non-Residential Outdoor: 933; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	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
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	61.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,758.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.3400e-003	0.0000	9.3400e-003	4.7000e-003	0.0000	4.7000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7600e-003	0.0798	0.0833	1.3000e-004		4.4800e-003	4.4800e-003		4.2700e-003	4.2700e-003	0.0000	11.4503	11.4503	2.1300e-003	0.0000	11.5036
Total	**8.7600e-003**	**0.0798**	**0.0833**	**1.3000e-004**	**9.3400e-003**	**4.4800e-003**	**0.0138**	**4.7000e-003**	**4.2700e-003**	**8.9700e-003**	**0.0000**	**11.4503**	**11.4503**	**2.1300e-003**	**0.0000**	**11.5036**

Unmitigated Construction Off-Site

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

Category	tons/yr										MT/yr					
Hauling	0.0133	0.4060	0.1017	1.2700e-003	0.0302	1.4200e-003	0.0316	8.2900e-003	1.3600e-003	9.6500e-003	0.0000	125.3870	125.3870	7.9900e-003	0.0000	125.5867
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	4.7000e-004	3.7000e-004	4.1600e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0878	1.0878	3.0000e-005	0.0000	1.0886
Total	**0.0138**	**0.4064**	**0.1058**	**1.2800e-003**	**0.0314**	**1.4300e-003**	**0.0328**	**8.6100e-003**	**1.3700e-003**	**9.9800e-003**	**0.0000**	**126.4748**	**126.4748**	**8.0200e-003**	**0.0000**	**126.6754**

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	tons/yr										MT/yr					
Fugitive Dust					3.4600e-003	0.0000	3.4600e-003	1.7400e-003	0.0000	1.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7600e-003	0.0798	0.0833	1.3000e-004		4.4800e-003	4.4800e-003		4.2700e-003	4.2700e-003	0.0000	11.4503	11.4503	2.1300e-003	0.0000	11.5036
Total	**8.7600e-003**	**0.0798**	**0.0833**	**1.3000e-004**	**3.4600e-003**	**4.4800e-003**	**7.9400e-003**	**1.7400e-003**	**4.2700e-003**	**6.0100e-003**	**0.0000**	**11.4503**	**11.4503**	**2.1300e-003**	**0.0000**	**11.5036**

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	tons/yr										MT/yr					
Hauling	0.0133	0.4060	0.1017	1.2700e-003	0.0198	1.4200e-003	0.0212	5.7300e-003	1.3600e-003	7.0800e-003	0.0000	125.3870	125.3870	7.9900e-003	0.0000	125.5867
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	4.7000e-004	3.7000e-004	4.1600e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	1.0878	1.0878	3.0000e-005	0.0000	1.0886

Total	**0.0138**	**0.4064**	**0.1058**	**1.2800e-003**	**0.0205**	**1.4300e-003**	**0.0219**	**5.9300e-003**	**1.3700e-003**	**7.2900e-003**	**0.0000**	**126.4748**	**126.4748**	**8.0200e-003**	**0.0000**	**126.6754**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0426	0.4392	0.3995	6.3000e-004		0.0246	0.0246		0.0227	0.0227	0.0000	55.0451	55.0451	0.0178	0.0000	55.4902
Total	**0.0426**	**0.4392**	**0.3995**	**6.3000e-004**		**0.0246**	**0.0246**		**0.0227**	**0.0227**	**0.0000**	**55.0451**	**55.0451**	**0.0178**	**0.0000**	**55.4902**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	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	2.2200e-003	0.0706	0.0191	1.8000e-004	4.5000e-003	1.4000e-004	4.6500e-003	1.3000e-003	1.4000e-004	1.4400e-003	0.0000	17.6245	17.6245	1.0800e-003	0.0000	17.6515
Worker	0.0144	0.0112	0.1269	3.7000e-004	0.0368	3.0000e-004	0.0371	9.7600e-003	2.8000e-004	0.0100	0.0000	33.1782	33.1782	9.8000e-004	0.0000	33.2026
Total	**0.0167**	**0.0818**	**0.1460**	**5.5000e-004**	**0.0413**	**4.4000e-004**	**0.0417**	**0.0111**	**4.2000e-004**	**0.0115**	**0.0000**	**50.8027**	**50.8027**	**2.0600e-003**	**0.0000**	**50.8541**

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	tons/yr										MT/yr					
Off-Road	0.0426	0.4392	0.3995	6.3000e-004		0.0246	0.0246		0.0227	0.0227	0.0000	55.0451	55.0451	0.0178	0.0000	55.4901
Total	**0.0426**	**0.4392**	**0.3995**	**6.3000e-004**		**0.0246**	**0.0246**		**0.0227**	**0.0227**	**0.0000**	**55.0451**	**55.0451**	**0.0178**	**0.0000**	**55.4901**

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	tons/yr										MT/yr					
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	2.2200e-003	0.0706	0.0191	1.8000e-004	3.0400e-003	1.4000e-004	3.1800e-003	9.4000e-004	1.4000e-004	1.0800e-003	0.0000	17.6245	17.6245	1.0800e-003	0.0000	17.6515
Worker	0.0144	0.0112	0.1269	3.7000e-004	0.0221	3.0000e-004	0.0224	6.1700e-003	2.8000e-004	6.4500e-003	0.0000	33.1782	33.1782	9.8000e-004	0.0000	33.2026
Total	**0.0167**	**0.0818**	**0.1460**	**5.5000e-004**	**0.0252**	**4.4000e-004**	**0.0256**	**7.1100e-003**	**4.2000e-004**	**7.5300e-003**	**0.0000**	**50.8027**	**50.8027**	**2.0600e-003**	**0.0000**	**50.8541**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

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

Off-Road	0.0892	0.9134	0.9299	1.4800e-003		0.0484	0.0484		0.0445	0.0445	0.0000	130.1920	130.1920	0.0421	0.0000	131.2447
Total	**0.0892**	**0.9134**	**0.9299**	**1.4800e-003**		**0.0484**	**0.0484**		**0.0445**	**0.0445**	**0.0000**	**130.1920**	**130.1920**	**0.0421**	**0.0000**	**131.2447**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	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	4.9300e-003	0.1585	0.0428	4.3000e-004	0.0107	3.0000e-004	0.0109	3.0700e-003	2.8000e-004	3.3600e-003	0.0000	41.2920	41.2920	2.4700e-003	0.0000	41.3537
Worker	0.0320	0.0240	0.2763	8.4000e-004	0.0869	6.9000e-004	0.0876	0.0231	6.4000e-004	0.0237	0.0000	75.6645	75.6645	2.0800e-003	0.0000	75.7166
Total	**0.0369**	**0.1825**	**0.3191**	**1.2700e-003**	**0.0976**	**9.9000e-004**	**0.0985**	**0.0262**	**9.2000e-004**	**0.0271**	**0.0000**	**116.9565**	**116.9565**	**4.5500e-003**	**0.0000**	**117.0703**

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	tons/yr										MT/yr					
Off-Road	0.0892	0.9134	0.9299	1.4800e-003		0.0484	0.0484		0.0445	0.0445	0.0000	130.1918	130.1918	0.0421	0.0000	131.2445
Total	**0.0892**	**0.9134**	**0.9299**	**1.4800e-003**		**0.0484**	**0.0484**		**0.0445**	**0.0445**	**0.0000**	**130.1918**	**130.1918**	**0.0421**	**0.0000**	**131.2445**

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	tons/yr										MT/yr					
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	4.9300e-003	0.1585	0.0428	4.3000e-004	7.1800e-003	3.0000e-004	7.4800e-003	2.2200e-003	2.8000e-004	2.5100e-003	0.0000	41.2920	41.2920	2.4700e-003	0.0000	41.3537
Worker	0.0320	0.0240	0.2763	8.4000e-004	0.0523	6.9000e-004	0.0529	0.0146	6.4000e-004	0.0152	0.0000	75.6645	75.6645	2.0800e-003	0.0000	75.7166
Total	**0.0369**	**0.1825**	**0.3191**	**1.2700e-003**	**0.0594**	**9.9000e-004**	**0.0604**	**0.0168**	**9.2000e-004**	**0.0177**	**0.0000**	**116.9565**	**116.9565**	**4.5500e-003**	**0.0000**	**117.0703**

3.3 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0411	0.4172	0.4613	7.4000e-004		0.0208	0.0208		0.0192	0.0192	0.0000	65.1355	65.1355	0.0211	0.0000	65.6621
Total	**0.0411**	**0.4172**	**0.4613**	**7.4000e-004**		**0.0208**	**0.0208**		**0.0192**	**0.0192**	**0.0000**	**65.1355**	**65.1355**	**0.0211**	**0.0000**	**65.6621**

Unmitigated Construction Off-Site

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

Category	tons/yr										MT/yr					
Hauling	0.0000	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	1.8300e-003	0.0599	0.0192	2.1000e-004	5.3200e-003	7.0000e-005	5.3900e-003	1.5400e-003	7.0000e-005	1.6000e-003	0.0000	19.9997	19.9997	1.0900e-003	0.0000	20.0269
Worker	0.0150	0.0109	0.1270	4.0000e-004	0.0435	3.4000e-004	0.0438	0.0115	3.1000e-004	0.0119	0.0000	36.4479	36.4479	9.4000e-004	0.0000	36.4713
Total	**0.0169**	**0.0707**	**0.1462**	**6.1000e-004**	**0.0488**	**4.1000e-004**	**0.0492**	**0.0131**	**3.8000e-004**	**0.0135**	**0.0000**	**56.4475**	**56.4475**	**2.0300e-003**	**0.0000**	**56.4982**

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	tons/yr										MT/yr					
Off-Road	0.0411	0.4172	0.4613	7.4000e-004		0.0208	0.0208		0.0192	0.0192	0.0000	65.1354	65.1354	0.0211	0.0000	65.6621
Total	**0.0411**	**0.4172**	**0.4613**	**7.4000e-004**		**0.0208**	**0.0208**		**0.0192**	**0.0192**	**0.0000**	**65.1354**	**65.1354**	**0.0211**	**0.0000**	**65.6621**

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	tons/yr										MT/yr					
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	1.8300e-003	0.0599	0.0192	2.1000e-004	3.5900e-003	7.0000e-005	3.6600e-003	1.1100e-003	7.0000e-005	1.1800e-003	0.0000	19.9997	19.9997	1.0900e-003	0.0000	20.0269
Worker	0.0150	0.0109	0.1270	4.0000e-004	0.0261	3.4000e-004	0.0265	7.2900e-003	3.1000e-004	7.6000e-003	0.0000	36.4479	36.4479	9.4000e-004	0.0000	36.4713

Total	**0.0169**	**0.0707**	**0.1462**	**6.1000e-004**	**0.0297**	**4.1000e-004**	**0.0301**	**8.4000e-003**	**3.8000e-004**	**8.7800e-003**	**0.0000**	**56.4475**	**56.4475**	**2.0300e-003**	**0.0000**	**56.4982**

3.4 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.2300e-003	0.0424	0.0589	1.0000e-004		2.3000e-003	2.3000e-003		2.3000e-003	2.3000e-003	0.0000	8.2981	8.2981	5.0000e-004	0.0000	8.3105
Total	**0.1608**	**0.0424**	**0.0589**	**1.0000e-004**		**2.3000e-003**	**2.3000e-003**		**2.3000e-003**	**2.3000e-003**	**0.0000**	**8.2981**	**8.2981**	**5.0000e-004**	**0.0000**	**8.3105**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	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	1.4800e-003	1.0700e-003	0.0125	4.0000e-005	4.2700e-003	3.0000e-005	4.3100e-003	1.1400e-003	3.0000e-005	1.1700e-003	0.0000	3.5850	3.5850	9.0000e-005	0.0000	3.5873
Total	**1.4800e-003**	**1.0700e-003**	**0.0125**	**4.0000e-005**	**4.2700e-003**	**3.0000e-005**	**4.3100e-003**	**1.1400e-003**	**3.0000e-005**	**1.1700e-003**	**0.0000**	**3.5850**	**3.5850**	**9.0000e-005**	**0.0000**	**3.5873**

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	tons/yr										MT/yr					
Archit. Coating	0.1545					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.2300e-003	0.0424	0.0589	1.0000e-004		2.3000e-003	2.3000e-003		2.3000e-003	2.3000e-003	0.0000	8.2981	8.2981	5.0000e-004	0.0000	8.3105
Total	**0.1608**	**0.0424**	**0.0589**	**1.0000e-004**		**2.3000e-003**	**2.3000e-003**		**2.3000e-003**	**2.3000e-003**	**0.0000**	**8.2981**	**8.2981**	**5.0000e-004**	**0.0000**	**8.3105**

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	tons/yr										MT/yr					
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	1.4800e-003	1.0700e-003	0.0125	4.0000e-005	2.5700e-003	3.0000e-005	2.6000e-003	7.2000e-004	3.0000e-005	7.5000e-004	0.0000	3.5850	3.5850	9.0000e-005	0.0000	3.5873
Total	**1.4800e-003**	**1.0700e-003**	**0.0125**	**4.0000e-005**	**2.5700e-003**	**3.0000e-005**	**2.6000e-003**	**7.2000e-004**	**3.0000e-005**	**7.5000e-004**	**0.0000**	**3.5850**	**3.5850**	**9.0000e-005**	**0.0000**	**3.5873**

4.0 Operational Detail - Mobile

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	tons/yr										MT/yr					
Mitigated	0.1334	0.6053	1.8203	6.8800e-003	0.5858	5.2200e-003	0.5910	0.1570	4.8500e-003	0.1619	0.0000	635.7942	635.7942	0.0313	0.0000	636.5757
Unmitigated	0.1334	0.6053	1.8203	6.8800e-003	0.5858	5.2200e-003	0.5910	0.1570	4.8500e-003	0.1619	0.0000	635.7942	635.7942	0.0313	0.0000	636.5757

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	418.95	402.57	369.18	1,399,324	1,399,324
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	82.66	78.40	38.10	143,997	143,997
Total	501.61	480.97	407.28	1,543,320	1,543,320

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

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

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	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	270.5645	270.5645	6.3900e-003	1.3200e-003	271.1182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	270.5645	270.5645	6.3900e-003	1.3200e-003	271.1182
NaturalGas Mitigated	3.1500e-003	0.0269	0.0115	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.1498	31.1498	6.0000e-004	5.7000e-004	31.3349
NaturalGas Unmitigated	3.1500e-003	0.0269	0.0115	1.7000e-004		2.1700e-003	2.1700e-003		2.1700e-003	2.1700e-003	0.0000	31.1498	31.1498	6.0000e-004	5.7000e-004	31.3349

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	580667	3.1300e-003	0.0268	0.0114	1.7000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	30.9866	30.9866	5.9000e-004	5.7000e-004	31.1708
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	0.0000
Strip Mall	3058.6	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1632	0.1632	0.0000	0.0000	0.1642
Total		**3.1500e-003**	**0.0269**	**0.0115**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**	**0.0000**	**31.1498**	**31.1498**	**5.9000e-004**	**5.7000e-004**	**31.3349**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	580667	3.1300e-003	0.0268	0.0114	1.7000e-004		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	30.9866	30.9866	5.9000e-004	5.7000e-004	31.1708
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	0.0000
Strip Mall	3058.6	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1632	0.1632	0.0000	0.0000	0.1642
Total		**3.1500e-003**	**0.0269**	**0.0115**	**1.7000e-004**		**2.1700e-003**	**2.1700e-003**		**2.1700e-003**	**2.1700e-003**	**0.0000**	**31.1498**	**31.1498**	**5.9000e-004**	**5.7000e-004**	**31.3349**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	249485	138.9536	3.2800e-003	6.8000e-004	139.2380
Enclosed Parking with Elevator	211124	117.5880	2.7800e-003	5.7000e-004	117.8287
Strip Mall	25177.5	14.0229	3.3000e-004	7.0000e-005	14.0516
Total		**270.5645**	**6.3900e-003**	**1.3200e-003**	**271.1182**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	249485	138.9536	3.2800e-003	6.8000e-004	139.2380
Enclosed Parking with Elevator	211124	117.5880	2.7800e-003	5.7000e-004	117.8287
Strip Mall	25177.5	14.0229	3.3000e-004	7.0000e-005	14.0516
Total		**270.5645**	**6.3900e-003**	**1.3200e-003**	**271.1182**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2069	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Unmitigated	0.2069	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895

6.2 Area by SubCategory

Unmitigated

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

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0155					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1718					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	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
Landscaping	0.0197	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Total	**0.2069**	**7.5000e-003**	**0.6512**	**3.0000e-005**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**	**0.0000**	**1.0638**	**1.0638**	**1.0300e-003**	**0.0000**	**1.0895**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0155					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1718					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	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
Landscaping	0.0197	7.5000e-003	0.6512	3.0000e-005		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	1.0638	1.0638	1.0300e-003	0.0000	1.0895
Total	**0.2069**	**7.5000e-003**	**0.6512**	**3.0000e-005**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**	**0.0000**	**1.0638**	**1.0638**	**1.0300e-003**	**0.0000**	**1.0895**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	48.6567	0.1394	3.5000e-003	53.1831
Unmitigated	48.6567	0.1394	3.5000e-003	53.1831

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.1047 / 2.58775	47.0829	0.1348	3.3800e-003	51.4616
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.138516 / 0.0848967	1.5738	4.5500e-003	1.1000e-004	1.7215
Total		**48.6567**	**0.1394**	**3.4900e-003**	**53.1831**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.1047 / 2.58775	47.0829	0.1348	3.3800e-003	51.4616
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000

Strip Mall	0.138516 / 0.0848967	1.5738	4.5500e-003	1.1000e-004	1.7215
Total		**48.6567**	**0.1394**	**3.4900e-003**	**53.1831**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.2805	0.3712	0.0000	15.5598
Unmitigated	6.2805	0.3712	0.0000	15.5598

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	28.98	5.8827	0.3477	0.0000	14.5741
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.96	0.3979	0.0235	0.0000	0.9857

Total		**6.2805**	**0.3712**	**0.0000**	**15.5598**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	28.98	5.8827	0.3477	0.0000	14.5741
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.96	0.3979	0.0235	0.0000	0.9857
Total		**6.2805**	**0.3712**	**0.0000**	**15.5598**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

7000 Melrose Avenue Future - Los Angeles-South Coast County, Winter

7000 Melrose Avenue Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	63.00	Dwelling Unit	0.38	45,029.00	153
Strip Mall	1.87	1000sqft	0.00	1,865.00	0
Enclosed Parking with Elevator	101.00	Space	0.00	36,028.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Trips and VMT - Assumes 14 cubic yard capacity haul trucks

Woodstoves - Assumes no natural gas fireplaces or woodstoves

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	500.00
tblConstructionPhase	NumDays	2.00	22.00
tblFireplaces	NumberGas	53.55	0.00
tblFireplaces	NumberNoFireplace	6.30	63.00
tblFireplaces	NumberWood	3.15	0.00
tblGrading	AcresOfGrading	0.00	0.68
tblGrading	MaterialExported	0.00	12,300.00
tblLandUse	LandUseSquareFeet	63,000.00	45,029.00
tblLandUse	LandUseSquareFeet	40,400.00	36,028.00
tblLandUse	LotAcreage	1.66	0.38
tblLandUse	LotAcreage	0.04	4.0000e-003
tblLandUse	LotAcreage	0.91	0.00
tblLandUse	Population	180.00	153.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	1,538.00	1,758.00
tblWoodstoves	NumberCatalytic	3.15	0.00
tblWoodstoves	NumberNoncatalytic	3.15	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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

2021	2.0661	43.5185	17.3469	0.1282	3.7533	0.5380	4.2913	1.2219	0.5135	1.7355	0.0000	13,751.7475	13,751.7475	1.0267	0.0000	13,777.4142
2022	0.9984	8.4025	9.5672	0.0210	0.7651	0.3796	1.1447	0.2048	0.3493	0.5541	0.0000	2,079.4881	2,079.4881	0.3961	0.0000	2,089.3896
2023	5.9158	8.8227	11.4911	0.0248	0.8992	0.3984	1.2976	0.2404	0.3722	0.6126	0.0000	2,447.4266	2,447.4266	0.4119	0.0000	2,457.7235
Maximum	**5.9158**	**43.5185**	**17.3469**	**0.1282**	**3.7533**	**0.5380**	**4.2913**	**1.2219**	**0.5135**	**1.7355**	**0.0000**	**13,751.7475**	**13,751.7475**	**1.0267**	**0.0000**	**13,777.4142**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.0661	43.5185	17.3469	0.1282	2.2024	0.5380	2.7403	0.7037	0.5135	1.2172	0.0000	13,751.7474	13,751.7474	1.0267	0.0000	13,777.4142
2022	0.9984	8.4025	9.5672	0.0210	0.4651	0.3796	0.8447	0.1312	0.3493	0.4805	0.0000	2,079.4880	2,079.4880	0.3961	0.0000	2,089.3896
2023	5.9158	8.8227	11.4911	0.0248	0.5456	0.3984	0.9440	0.1536	0.3722	0.5258	0.0000	2,447.4266	2,447.4266	0.4119	0.0000	2,457.7235
Maximum	**5.9158**	**43.5185**	**17.3469**	**0.1282**	**2.2024**	**0.5380**	**2.7403**	**0.7037**	**0.5135**	**1.2172**	**0.0000**	**13,751.7474**	**13,751.7474**	**1.0267**	**0.0000**	**13,777.4142**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**40.69**	**0.00**	**32.74**	**40.71**	**0.00**	**23.39**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Energy	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
Mobile	0.7747	3.3722	10.1534	0.0384	3.3786	0.0296	3.4083	0.9041	0.0276	0.9317		3,910.2317	3,910.2317	0.1957		3,915.1252
Total	**1.9754**	**3.5797**	**15.4257**	**0.0396**	**3.3786**	**0.0704**	**3.4490**	**0.9041**	**0.0683**	**0.9724**	**0.0000**	**4,107.7599**	**4,107.7599**	**0.2084**	**3.4500e-003**	**4,113.9979**

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	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Energy	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
Mobile	0.7747	3.3722	10.1534	0.0384	3.3786	0.0296	3.4083	0.9041	0.0276	0.9317		3,910.2317	3,910.2317	0.1957		3,915.1252
Total	**1.9754**	**3.5797**	**15.4257**	**0.0396**	**3.3786**	**0.0704**	**3.4490**	**0.9041**	**0.0683**	**0.9724**	**0.0000**	**4,107.7599**	**4,107.7599**	**0.2084**	**3.4500e-003**	**4,113.9979**

	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	N20	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	Grading	Grading	7/1/2021	7/30/2021	5	22	
2	Building Construction	Building Construction	8/2/2021	6/30/2023	5	500	
3	Architectural Coating	Architectural Coating	4/3/2023	6/30/2023	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.68

Acres of Paving: 0

Residential Indoor: 91,184; Residential Outdoor: 30,395; Non-Residential Indoor: 2,798; Non-Residential Outdoor: 933; Striped Parking Area: 2,162

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	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
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	61.00	13.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,758.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8488	0.0000	0.8488	0.4269	0.0000	0.4269			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886		1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.8488**	**0.4073**	**1.2561**	**0.4269**	**0.3886**	**0.8155**		**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	1.2219	36.2329	9.4095	0.1152	2.7928	0.1297	2.9225	0.7654	0.1241	0.8895		12,497.0886	12,497.0886	0.8097		12,517.3305
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	0.0477	0.0326	0.3683	1.0800e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2251	107.2251	3.1600e-003		107.3040
Total	**1.2696**	**36.2655**	**9.7778**	**0.1162**	**2.9046**	**0.1306**	**3.0352**	**0.7950**	**0.1249**	**0.9200**		**12,604.3137**	**12,604.3137**	**0.8128**		**12,624.6345**

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					0.3145	0.0000	0.3145	0.1582	0.0000	0.1582			0.0000			0.0000
Off-Road	0.7965	7.2530	7.5691	0.0120		0.4073	0.4073		0.3886	0.3886	0.0000	1,147.4338	1,147.4338	0.2138		1,152.7797
Total	**0.7965**	**7.2530**	**7.5691**	**0.0120**	**0.3145**	**0.4073**	**0.7218**	**0.1582**	**0.3886**	**0.5468**	**0.0000**	**1,147.4338**	**1,147.4338**	**0.2138**		**1,152.7797**

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	1.2219	36.2329	9.4095	0.1152	1.8208	0.1297	1.9505	0.5268	0.1241	0.6509		12,497.0886	12,497.0886	0.8097		12,517.3305
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	0.0477	0.0326	0.3683	1.0800e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		107.2251	107.2251	3.1600e-003		107.3040
Total	**1.2696**	**36.2655**	**9.7778**	**0.1162**	**1.8879**	**0.1306**	**2.0185**	**0.5455**	**0.1249**	**0.6704**		**12,604.3137**	**12,604.3137**	**0.8128**		**12,624.6345**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0415	1.2596	0.3650	3.2500e-003	0.0832	2.6600e-003	0.0859	0.0240	2.5500e-003	0.0265		347.5492	347.5492	0.0224		348.1101
Worker	0.2909	0.1990	2.2464	6.5700e-003	0.6818	5.5100e-003	0.6874	0.1808	5.0800e-003	0.1859		654.0732	654.0732	0.0193		654.5543
Total	**0.3323**	**1.4585**	**2.6114**	**9.8200e-003**	**0.7651**	**8.1700e-003**	**0.7732**	**0.2048**	**7.6300e-003**	**0.2124**		**1,001.6224**	**1,001.6224**	**0.0417**		**1,002.6644**

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0415	1.2596	0.3650	3.2500e-003	0.0560	2.6600e-003	0.0586	0.0173	2.5500e-003	0.0198		347.5492	347.5492	0.0224		348.1101
Worker	0.2909	0.1990	2.2464	6.5700e-003	0.4092	5.5100e-003	0.4147	0.1139	5.0800e-003	0.1190		654.0732	654.0732	0.0193		654.5543
Total	**0.3323**	**1.4585**	**2.6114**	**9.8200e-003**	**0.4651**	**8.1700e-003**	**0.4733**	**0.1312**	**7.6300e-003**	**0.1388**		**1,001.6224**	**1,001.6224**	**0.0417**		**1,002.6644**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0389	1.1970	0.3455	3.2200e-003	0.0832	2.3300e-003	0.0856	0.0240	2.2300e-003	0.0262		344.4614	344.4614	0.0217		345.0026
Worker	0.2732	0.1797	2.0690	6.3300e-003	0.6818	5.3400e-003	0.6872	0.1808	4.9200e-003	0.1857		631.0874	631.0874	0.0174		631.5218

Total	**0.3121**	**1.3767**	**2.4145**	**9.5500e-003**	**0.7651**	**7.6700e-003**	**0.7727**	**0.2048**	**7.1500e-003**	**0.2119**		**975.5487**	**975.5487**	**0.0390**		**976.5244**

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0389	1.1970	0.3455	3.2200e-003	0.0560	2.3300e-003	0.0583	0.0173	2.2300e-003	0.0195		344.4614	344.4614	0.0217		345.0026
Worker	0.2732	0.1797	2.0690	6.3300e-003	0.4092	5.3400e-003	0.4145	0.1139	4.9200e-003	0.1188		631.0874	631.0874	0.0174		631.5218
Total	**0.3121**	**1.3767**	**2.4145**	**9.5500e-003**	**0.4651**	**7.6700e-003**	**0.4728**	**0.1312**	**7.1500e-003**	**0.1383**		**975.5487**	**975.5487**	**0.0390**		**976.5244**

3.3 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

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	0.0289	0.9066	0.3070	3.1200e-003	0.0832	1.1100e-003	0.0843	0.0240	1.0600e-003	0.0250		333.7637	333.7637	0.0191		334.2402
Worker	0.2574	0.1625	1.9018	6.1000e-003	0.6818	5.1900e-003	0.6870	0.1808	4.7700e-003	0.1856		607.9996	607.9996	0.0157		608.3907
Total	**0.2863**	**1.0691**	**2.2088**	**9.2200e-003**	**0.7651**	**6.3000e-003**	**0.7714**	**0.2048**	**5.8300e-003**	**0.2106**		**941.7633**	**941.7633**	**0.0347**		**942.6309**

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

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	0.0289	0.9066	0.3070	3.1200e-003	0.0560	1.1100e-003	0.0571	0.0173	1.0600e-003	0.0183		333.7637	333.7637	0.0191		334.2402
Worker	0.2574	0.1625	1.9018	6.1000e-003	0.4092	5.1900e-003	0.4144	0.1139	4.7700e-003	0.1187		607.9996	607.9996	0.0157		608.3907
Total	**0.2863**	**1.0691**	**2.2088**	**9.2200e-003**	**0.4651**	**6.3000e-003**	**0.4714**	**0.1312**	**5.8300e-003**	**0.1370**		**941.7633**	**941.7633**	**0.0347**		**942.6309**

3.4 Architectural Coating - 2023

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	4.7550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**4.9466**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0506	0.0320	0.3741	1.2000e-003	0.1341	1.0200e-003	0.1352	0.0356	9.4000e-004	0.0365		119.6065	119.6065	3.0800e-003		119.6834
Total	**0.0506**	**0.0320**	**0.3741**	**1.2000e-003**	**0.1341**	**1.0200e-003**	**0.1352**	**0.0356**	**9.4000e-004**	**0.0365**		**119.6065**	**119.6065**	**3.0800e-003**		**119.6834**

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	4.7550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**4.9466**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0506	0.0320	0.3741	1.2000e-003	0.0805	1.0200e-003	0.0815	0.0224	9.4000e-004	0.0234		119.6065	119.6065	3.0800e-003		119.6834
Total	**0.0506**	**0.0320**	**0.3741**	**1.2000e-003**	**0.0805**	**1.0200e-003**	**0.0815**	**0.0224**	**9.4000e-004**	**0.0234**		**119.6065**	**119.6065**	**3.0800e-003**		**119.6834**

4.0 Operational Detail - Mobile

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	0.7747	3.3722	10.1534	0.0384	3.3786	0.0296	3.4083	0.9041	0.0276	0.9317		3,910.2317	3,910.2317	0.1957		3,915.1252
Unmitigated	0.7747	3.3722	10.1534	0.0384	3.3786	0.0296	3.4083	0.9041	0.0276	0.9317		3,910.2317	3,910.2317	0.1957		3,915.1252

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	418.95	402.57	369.18	1,399,324	1,399,324
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	82.66	78.40	38.10	143,997	143,997
Total	501.61	480.97	407.28	1,543,320	1,543,320

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

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

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	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650
NaturalGas Unmitigated	0.0173	0.1474	0.0631	9.4000e-004		0.0119	0.0119		0.0119	0.0119		188.1469	188.1469	3.6100e-003	3.4500e-003	189.2650

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	1590.87	0.0172	0.1466	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.1611	187.1611	3.5900e-003	3.4300e-003	188.2733
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
Strip Mall	8.37973	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9859	0.9859	2.0000e-005	2.0000e-005	0.9917
Total		**0.0173**	**0.1474**	**0.0631**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**188.1469**	**188.1469**	**3.6100e-003**	**3.4500e-003**	**189.2650**

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	1.59087	0.0172	0.1466	0.0624	9.4000e-004		0.0119	0.0119		0.0119	0.0119		187.1611	187.1611	3.5900e-003	3.4300e-003	188.2733
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
Strip Mall	0.00837973	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9859	0.9859	2.0000e-005	2.0000e-005	0.9917
Total		**0.0173**	**0.1474**	**0.0631**	**9.4000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**		**188.1469**	**188.1469**	**3.6100e-003**	**3.4500e-003**	**189.2650**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078
Unmitigated	1.1835	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288	0.0000	9.3813	9.3813	9.0600e-003	0.0000	9.6078

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	0.0847					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	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
Landscaping	0.1576	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288		9.3813	9.3813	9.0600e-003		9.6078
Total	**1.1835**	**0.0600**	**5.2092**	**2.8000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**9.3813**	**9.3813**	**9.0600e-003**	**0.0000**	**9.6078**

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	0.0847					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	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
Landscaping	0.1576	0.0600	5.2092	2.8000e-004		0.0288	0.0288		0.0288	0.0288		9.3813	9.3813	9.0600e-003		9.6078
Total	**1.1835**	**0.0600**	**5.2092**	**2.8000e-004**		**0.0288**	**0.0288**		**0.0288**	**0.0288**	**0.0000**	**9.3813**	**9.3813**	**9.0600e-003**	**0.0000**	**9.6078**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

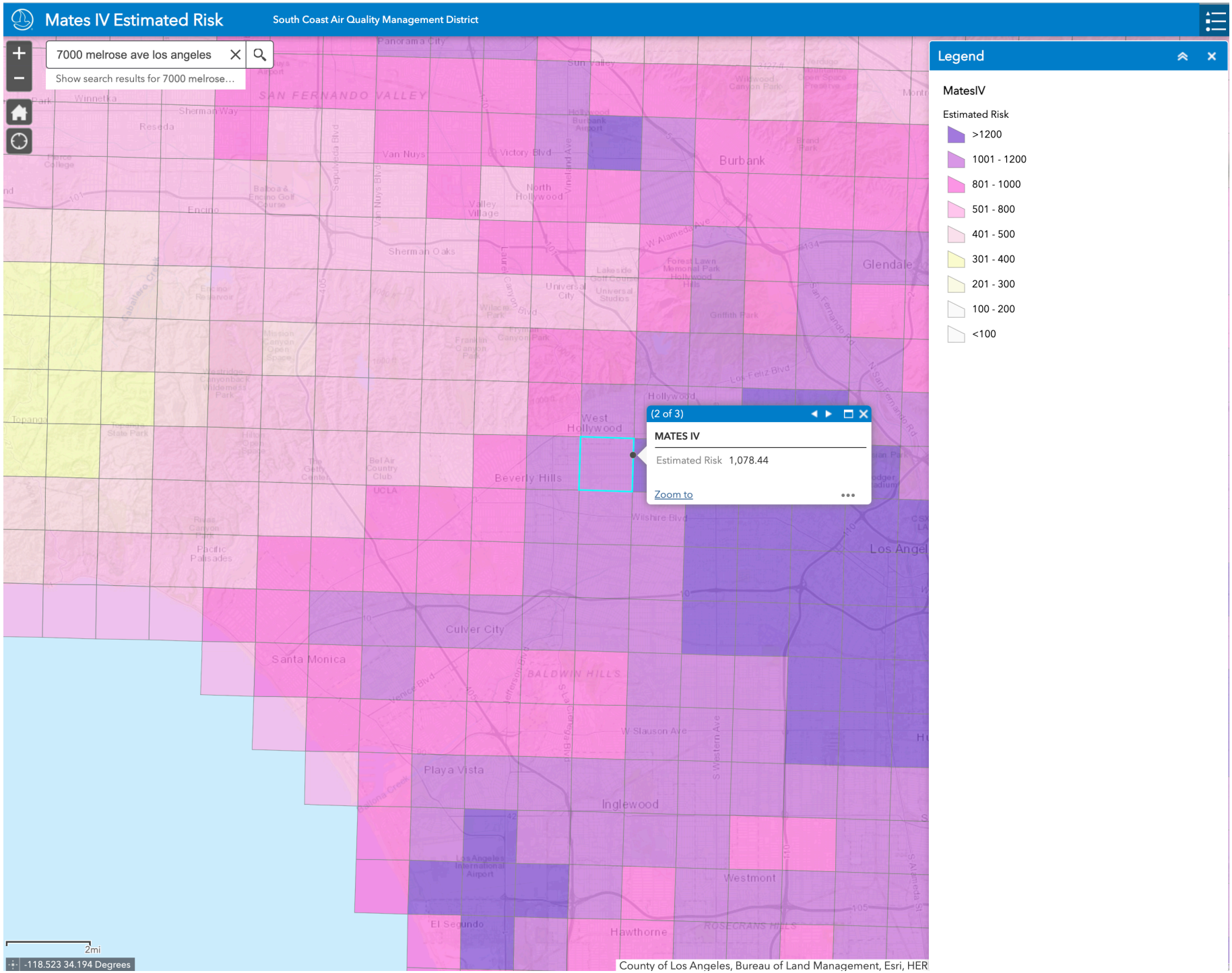
Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

DouglasKim+Associates,LLC

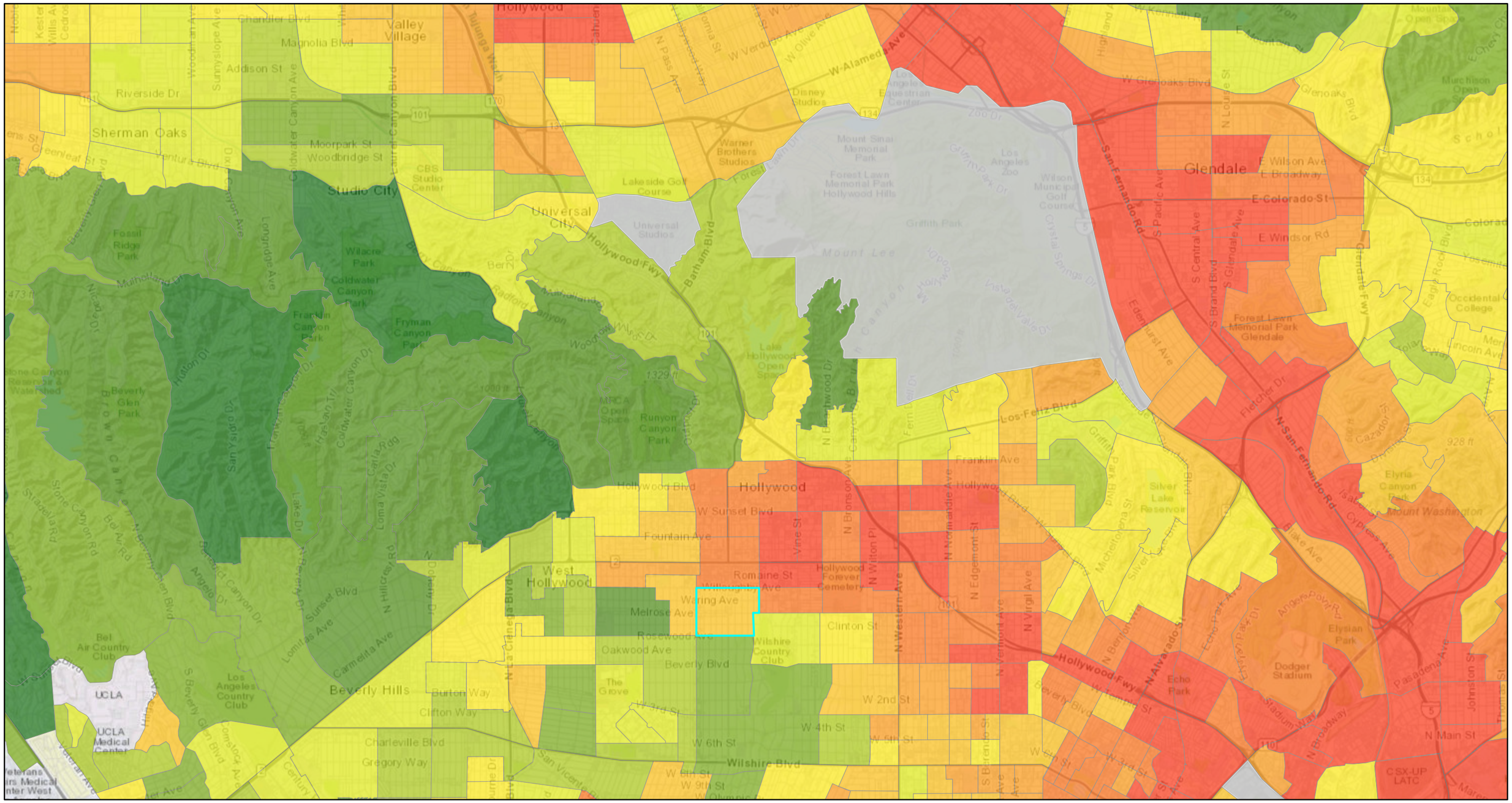
MATES V TOXIC EMISSIONS OVERVIEW


Mates IV Estimated Risk
South Coast Air Quality Management District
7000 melrose ave los angeles
Show search results for 7000 melrose...
Legend
MatesIV
Estimated Risk
>1200
1001 - 1200
801 - 1000
501 - 800
401 - 500
301 - 400
201 - 300
100 - 200
<100
(2 of 3)
MATES IV
Estimated Risk 1,078.44
Zoom to
SAN FERNANDO VALLEY
Panorama City
Sun Valley
Reseda
Van Nuys
Burbank
Encino
North Hollywood
Valley Village
Sherman Oaks
Glendale
Universal City
Griffith Park
Hollywood
West Hollywood
Beverly Hills
UCLA
Wilshire Blvd
Los Angel
Culver City
Santa Monica
BALDWIN HILLS
Playa Vista
Inglewood
Westmont
El Segundo
Hawthorne
ROSECRANS HILLS
2mi
-118.523 34.194 Degrees
County of Los Angeles, Bureau of Land Management, Esri, HER

DouglasKim+Associates,LLC

CALENVIROSCREEN 3.0 OUTPUT

CalEnviroScreen 3.0 Results (June 2018 Update)



4/24/2021, 8:40:38 AM

High Pollution, Low Population

CalEnviroScreen 3.0 Results (June 2018 Update)

1 - 10% (Lowest Scores)

11 - 20%

21 - 30%

31 - 40%

41 - 50%

51 - 60%

61 - 70%

71 - 80%

81 - 90%

91 - 100% (Highest Scores)

1:72,224

0 0.75 1.5 3 mi

0 1 2 4 km

DouglasKim+Associates,LLC

To: Kerrie Nicholson, CAJA Environmental
From: Douglas Kim, AICP
Date: March 10, 2022
Re: 7000 Melrose Avenue Air Quality and Noise Analyses

This memo discusses the impact of an updated project description on the air quality and noise impacts prepared by Douglas Kim+Associates, LLC in April 2021. We understand the revised project would add 245 square feet of commercial floor area to the proposed mixed-use development.

Air Quality

The additional floor area would negligibly increase emissions from construction of the proposed project. There would be a de minimis increase in building envelope that would require more architectural coatings that would increase reactive organic gas emissions. However, it would not increase emissions during the grading and construction phases, as the scope of construction equipment and activities during these phases would not change fuel combustion-related emissions. As such, any increase in construction-based emissions would be negligible and would not approach the significance thresholds established by the South Coast Air Quality Management District (SCAQMD).

With regard to project operations, the additional floor area would produce a de minimis increase in air quality emissions. Specifically, while the larger commercial floor area could result in additional traffic from visitors, any increase would be negligible. As such, any increase in operational emissions would be negligible and would not approach the significance thresholds established by the SCAQMD.

Noise

Because the additional floor area would not increase the scope of construction equipment or activities, noise levels from the construction site would not increase. As such, the change would not elevate ambient noise levels at off-site sensitive receptors. During project operations, the increase in commercial floor area would neither elevate operational noise from the development nor elevate traffic noise levels near roadways that serve the project site. As a result, the proposed project revisions would not substantially impact construction- and operations-based noise levels.

In summary, the addition of 245 square feet of commercial floor area to the proposed development would negligibly affect the quantitative analyses we prepared. Moreover, this change would not alter the conclusions about the significance of impacts from construction and operation of the proposed project.

Douglas Kim

Exhibit C

LAHD AB2222 Determination & Correspondence from LAHD

Los Angeles
HOUSING+COMMUNITY
Investment Department

Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: November 5, 2015

TO: Melrose Crossing, LLC, a California Limited Liability Company, Owner

FROM: Robert Manford, Environmental Affairs Officer
Los Angeles Housing and Community Investment Department

SUBJECT: **AB 2222 Determination for**
7000 W. Melrose Ave., Los Angeles, CA 90038
7024 W. Melrose Ave., Los Angeles, CA 90038

Based on the Affordable Unit Determination Application submitted by Melrose Crossing, LLC, a California Limited Liability Company (Owner), the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no units are subject to replacement under California Government Code §65915, as amended by AB 2222.

Information about the existing property for the five years prior to the date of the application is required in order to make a determination. HCIDLA received the Affordable Unit Determination Application on or about October 6, 2015, so HCIDLA must collect data from October 2010 through October 2015.

Melrose Crossing, LLC acquired the property on January 18, 2012. The property is currently commonly known as 7024 W. Melrose Ave., Parcel 1: Lot 29 of Tract No. 6078 in the City of Los Angeles, County of Los Angeles and 7000 W. Melrose Ave., Parcel 2: Lots 26, 27 and 28 of Tract No. 6078, in the City of Los Angeles, County of Los Angeles. Per the Owner, it intends to utilize incentives under the Density Bonus Ordinance to construct (2) stories of residential housing consisting of 40 units and (3) three levels of subterranean parking on the 7000 W. Melrose Ave. site. Also, the Owner states that the proposed construction will be developed in conjunction with the maintenance of the existing (2) story commercial building on the corner of Melrose and La Brea known as the 7024 W. Melrose Ave. site which will be lot tied. The Owner has not applied for a Building Permit for the new project.

Per the Los Angeles County Assessor Parcel Information database (LUPAMS), Department of City Planning (ZIMAS) and internet real estate search listings indicates use code of "2600 – Auto Service (Body & Fender)" for 7000 W. Melrose Ave. property. A demolition permit was finalized on October 09, 2013 for 7000 W. Melrose Ave. on which is currently a parking lot. Also use code of "1200 – Store & Office Combination "for 7024 W. Melrose Ave. property which is currently commercial use and offices.

HCIDLA has determined that there were no residential units on the property within the last five years. AB 2222 does not apply to commercial structures, so no AB 2222 replacement affordable units are required.

cc: Los Angeles Housing and Community Investment Department File
Melrose Crossing LLC, Owner
Alfredo Perez, Case Management Section, City Planning Department
Kit Awakuni, Case Management Section, City Planning Department

RM:MAC:SW

Connect Create Collaborate

Oliver Netburn <oliver.netburn@lacity.org>

FW: 7000 Melrose Avenue - HCID Processing

Matthew Hayden <matthew@haydenplanning.com> Fri, Mar 11, 2022 at 10:18 AM
To: "Oliver Netburn - City of Los Angeles (oliver.netburn@lacity.org)" <oliver.netburn@lacity.org>

Oliver,

Per our discussion, please see attached for LAHD for the determination letter.

Let me know if you need anything else.

(Note, we should have the other items you need by Monday morning.)

Thanks

Matthew

Matthew Hayden

Hayden Planning

10100 W. Venice Boulevard

Los Angeles, CA 90232

Ph. 310-614-2964

Em. matthew@haydenplanning.com

From: Marites Cunanan <marites.cunanan@lacity.org>
Sent: Thursday, March 11, 2021 10:13 AM
To: Matthew Hayden <matthew@haydenplanning.com>
Cc: Richard Truong <richard.s.truong@lacity.org>; Sharon Williams <sharon.williams@lacity.org>
Subject: Re: 7000 Melrose Avenue - HCID Processing

Sounds good!

Thanks.

Marites Cunanan I Sr Mgmt Analyst II, Land Use Unit
Development and Finance Division
Housing Development Bureau

Housing + Community Investment Department
1200 West 7th Street, 8th Floor, Los Angeles, CA
90017
O: 213.808.8843

On Thu, Mar 11, 2021 at 10:10 AM Matthew Hayden <matthew@haydenplanning.com> wrote:

> **Thanks Tess! Once we get the new approval, we'll file for the amendment (probably 8-10 months at least to go through planning, then we'll do during the new plan check).**
>
> **Matthew**
>
> ---
>
> **From:** Marites Cunanan <marites.cunanan@lacity.org>
> **Sent:** Thursday, March 11, 2021 6:57 AM
> **To:** Matthew Hayden <matthew@haydenplanning.com>
> **Cc:** Richard Truong <richard.s.truong@lacity.org>; Sharon Williams <sharon.williams@lacity.org>
> **Subject:** Re: 7000 Melrose Avenue - HCID Processing

Hi Matthew - If the project remains as Density Bonus, there is no need to re-file the determination. However, an amendment fee of $5770 will be required to process the revised covenant.

Thanks.

Marites Cunanan I Sr Mgmt Analyst II, Land Use Unit
Development and Finance Division
Housing Development Bureau

Housing + Community Investment Department
1200 West 7th Street, 8th Floor, Los Angeles, CA
90017
O: 213.808.8843

On Wed, Mar 10, 2021 at 6:36 PM Matthew Hayden <matthew@haydenplanning.com> wrote:

> Hi Tess, Richard, and Sharon,
>
> My client had a project that wasn't able to fully proceed (economic issues) under DIR-2015-2767-DB. They even recorded the housing Covenant (C-129425). Because the entitlement is now expired they need to file a new Density Bonus case with Planning.
>
> Do they have to re-file the HCID Determination (the site is demolished/vacant)? Could they just revise the Covenant per the new case (once approved - assuming it is)?
>
> Thanks
>
> Matthew
>
> _____
> Matthew Hayden
> Hayden Planning
> 10100 W. Venice Boulevard
> Los Angeles, CA 90232

Ph. 310-614-2964
Em. matthew@haydenplanning.com

Exhibit D

Pubic Correspondence

MARKWOOD

investment — development — management

CORPORATE HEADQUARTERS
8383 Wilshire Blvd., Suite 336
Beverly Hills, CA 90211

BUS. (323) 655-7500
FAX (323) 714-2448

January 10, 2022

Oliver Netburn, City Planner
Planning Department
City of Los Angeles
Oliver.Netburn@lacity.org

Re: 7000-7010 Melrose Avenue/645 N Sycamore Avenue Development
CPC-2021-7217-DB | ENV-2021-7018-CE

To Whom It May Concern:

I am writing to convey support for the proposed project referenced above.

Our company owns the property located nearby at 7100 Melrose Avenue. We believe the project will be beneficial to neighborhood. This is a very dynamic neighborhood that will benefit from further development of both retail and multifamily projects.

Melrose Avenue is an exciting destination for shopping and dining. The area took a hit from Covid and from the summer of social unrest. The willingness of developers to make significant investment in the growth of this area should be encouraged. It will have a positive impact on the immediate area and throughout LA as the recovery takes hold.

Sincerely,

DocuSigned by:
David Wright
04743BFB86AD43B...

David Wright, CEO
Markwood Enterprises LLC
as Manager of 7100 Melrose LLC

January 17, 2022

Mr. Oliver Netburn
Department of City Planning, Expedited Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

Subject: Case No. CPC-2021-7217-DB-VHCA / 7000 W. Melrose Avenue

Dear Mr. Netburn:

This letter is written to convey the Melrose Business Improvement District's Board of Directors (MBID) unanimous support for the referenced project and to urge your timely approval of it. MBID is a property owner voted special District formed to revitalize the Melrose corridor and represents all property and business owners along Melrose between N. Fairfax Avenue and N. Highland Avenue along that street.

MBID considered this project in detail at its Regular Board Meeting on January 14th, 2022. The Board felt that this mixed-use building with new housing, including both market rate and affordable units, will significantly improve the neighborhood. Its design was deemed to be extraordinary. Its location along Melrose Avenue is also excellent given close connections to transit, the commercial district, and many community amenities in the surrounding area. These new units help address the City's much cited pronounced need in this area. Additionally, six (6) of the units will be reserved for very low-income households for 55 years to help meet the housing needs for all segments of the population. The Project's ground floor neighborhood serving commercial space is especially welcomed. It will enliven Melrose Avenue and enhance the pedestrian experience along the street. The subject property has been vacant for many years and this project will significantly improve the site and benefit the community – both businesses and residents.

We are looking forward to this project being built and request that you approve it.

Sincerely,

Donald R. Duckworth
Executive Director

c. MBID Board of Directors
Melrose Crossing, LLC

1934 Wilson Avenue
Arcadia, CA 91006
323.525.0840

www.melroseartsdistrict.com
FB: @melroseartsdistrict
Tw: @melroseartsdist
Inst: @melroseartsdistrict

Connect Create Collaborate

Oliver Netburn <oliver.netburn@lacity.org>

Case number CPC-2021-7217-DB

Catherine Doyle <cdoyle@pawsweb.org> Sun, Jan 23, 2022 at 8:06 PM
To: oliver.netburn@lacity.org

Re: CPC-2021-7217-DB

Dear Mr. Netburn,

Today I received notice by mail of a public hearing for a proposed building project at 7000-7010 Melrose Avenue and 645 N. Sycamore – but the hearing was on January 18 so we were unable to provide public comment.

We are furious about this, as we live very close to the proposed project. I would like to know if we can still submit comments on the project, to which we are OPPOSED as described.

I will be contacting Councilmember Koretz as well to let him know that we were not afforded the opportunity to comment on this project during the hearing, and to advise him of our strong opposition to a building that is more than double the height limit for Melrose Avenue and will bring more traffic and crime to our neighborhood.

I look forward to hearing from you.

Sincerely,
Catherine Doyle
629 N. Orange Drive
Los Angeles, CA. 90036
323-301-5730