DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: July 10, 2025
Time: After 8:30 a.m.
Place: Los Angeles City Hall
200 North Spring Street, Room 340
Los Angeles, CA 90012

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.gov/about/commissions boards-hearings and/or by contacting cpc@lacity.org

Public Hearing: Initial public hearing completed on February 24, 2025

Appeal Status: The Off-Menu Density Bonus/Affordable Housing Incentive Program Review is not appealable. The On-Menu Density Bonus/Affordable Housing Incentive Program Review is appealable to City Council by adjacent and abutting owners and tenants only. The Project Review is appealable to City Council by any party.

Expiration Date: July 10, 2025
Multiple Approval: Yes

Case No.:	CPC-2024-3202-DB-PR-VHCA
CEQA No.:	ENV-2024-3203-CE
Related Cases:	N/A
Council No.:	5 – Yaroslavsky
Plan Area:	Hollywood
Specific Plan:	None
Certified NC:	Mid City West
GPLU:	Neighborhood Office Commercial
Zone:	C4-1XL
Applicant:	David Pourbaba, TOVA LLC & Melrose Harper LLC
Representative:	Jordan Beroukhim, Beroukhim & Company, LLC

PROJECT LOCATION: **8251 West Melrose Avenue (8251-8271 West Melrose Avenue and 705-711 North Harper Avenue), Los Angeles CA 90046**

PROPOSED PROJECT: The project includes the demolition of four (4) existing commercial buildings, and an associated surface parking lot, and the construction, use, and maintenance of a mixed-use building consisting of 90 dwelling units, with 10 units restricted to Very Low Income Households, and 15,271 square feet of commercial uses, resulting in a total floor area of 110,300 square feet, or a floor area ratio (FAR) of 4.52:1. The proposed unit mix consists of 68 one-bedroom units, 17 two-bedroom units, and five (5) three-bedroom units. The proposed project is comprised of a six (6)-story, 69-foot in height mixed-use building, with two (2) subterranean parking levels. The project includes 96 automobile parking spaces on-site within two (2) subterranean levels; and 94 bicycle parking spaces (78 long-term and 16 short-term) on-site within the ground level and one (1) subterranean level. There are three (3) existing Street Trees in the public right-of-way adjacent to the project site. The project will maintain all three (3) existing Street Trees and plant three (3) new Street Trees and 20 new trees on-site. There are no existing Protected Trees on-site. The project is providing a total of 7,840 square feet of open space.

REQUESTED ACTIONS:

1. Pursuant to California Exemption Quality Act (CEQA) Guidelines Section, Article 19, Section 15332, Class 32, an Exemption from CEQA, 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 Chapter 1 of the Los Angeles Municipal Code (LAMC) Section 12.22 A.25(g)(2) and 12.22 A.25(g)(3), a **Density Bonus/Affordable Housing Incentive Program Compliance Review** to permit the construction of a Housing Development Project totaling 90 dwelling units, reserving 10 units for Very Low Income Households for a period of 55 years, with the following **On-Menu Incentive and Off-Menu Incentives**:

    a. An On-Menu Incentive to permit a 20 percent reduction in the required open space to provide 7,840 square feet in lieu of the 9,800 square feet otherwise required in the C4-1XL Zone;

    b. An Off-Menu Incentive to permit a 302 percent increase in FAR to allow a 4.52:1 FAR in lieu of the 1.5:1 FAR permitted in the C4-1XL Zone; and

    c. An Off-Menu Incentive to permit a maximum building height of 69 feet in lieu of the 30 feet maximum permitted in the C4-1XL Zone.

3. Pursuant to Chapter 1 of the LAMC Section 16.05, a **Project Review** for a development project resulting in a net increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:

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

2. **Approve,** pursuant to Chapter 1 of the LAMC Section 12.22 A.25(g), a **Density Bonus/Affordable Housing Incentive Program Determination** to permit the construction of a Housing Development Project totaling 90 dwelling units, reserving 10 units for Very Low Income households for a period of 55 years, with the following **On-Menu Incentive and Off-Menu Incentives:**

    a. An On-Menu Incentive to permit a 20 percent reduction in the required open space to provide 7,840 square feet in lieu of the 9,800 square feet, as otherwise required in the C4-1XL Zone;

    b. An Off-Menu Incentive to permit a 302 percent increase in FAR to allow a 4.52:1 FAR in lieu of the 1.5:1 FAR permitted in the C4-1XL Zone; and

    c. An Off-Menu Incentive to permit a maximum building height of 69 feet in lieu of the 30 feet maximum permitted in the C4-1XL Zone.

3. **Approve**, pursuant to Chapter 1 of the LAMC Section 16.05, a **Project Review** for a development project that resulting in a net increase of 50 or more dwelling units;

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

5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Deborah Kahen for
Jane Choi, AICP, Principal City Planner

Deborah Kahen
Deborah Kahen, AICP, Senior City Planner

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300) or emailed to cpc@lacity.org. 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.

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Exhibits:

A. Architectural Plans, Landscape Plans, and Irrigation Plans

B. Maps –
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Radius Map
ZIMAS Map and Parcel Profile Report
Site Aerial Map
AB 2097 Map

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Class 32 Justifications

D. Environmental Studies –
Historic Resources Assessment Report
Air Quality Technical Report
Noise Technical Report
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PROJECT ANALYSIS

PROJECT SUMMARY

The project includes the demolition of approximately 24,000 square-feet of commercial uses within four (4) buildings and an associated surface parking lot, and the construction, use, and maintenance of a six (6)-story mixed-use building consisting of 90 dwelling units and 15,271 square feet of commercial retail uses on the ground floor, resulting in a total floor area of 110,300 square feet. The project will have a height of 69 feet and a floor area ratio (FAR) of 4.52:1. The project will include 90 dwelling units, including 10 dwelling units set aside for Very Low Income Household occupancy and one (1) Manager's Unit. The proposed unit mix consists of 68 one-bedroom units, 17 two-bedroom units, and five (5) three-bedroom units. The second subterranean level will include 55 parking spaces and a mechanical room, and the first subterranean level will include 41 parking spaces, along with a mechanical room, residential trash and recycling rooms, and 78 bicycle parking spaces. The ground level will consist of the lobby, the leasing office, commercial trash and recycling rooms, three (3) retail spaces, and 16 bicycle parking spaces. The 90 dwelling units will be located within the second through sixth floors of the proposed building



Figure 1: Renderings of the proposed prcject.

Automobile and Bicycle Parking

Pursuant to Assembly Bill (AB) 2097, no minimum parking requirement shall be enforced. As the proposed project includes the construction of a mixed-use building on a site located within half a mile of a major transit stop, the project qualifies for AB 2097. The project voluntarily includes 96 automobile parking spaces comprised of 84 residential parking spaces and 12 commercial parking spaces. A total of 231 spaces would have otherwise been required by the Municipal Code. Vehicular access to the project site will be provided via a driveway along Harper Avenue. This driveway will provide access to both subterranean level parking garages. Pedestrian access to the commercial spaces will be provided via corner entry doors located at the intersection of Melrose Avenue and Harper Avenue, as well as entry doors located along Melrose Avenue;

pedestrian access to the residential lobby will be provided via entry doors located along Harper Avenue, south of the driveway. The project includes 78 long-term bicycle parking spaces located on the first subterranean parking level, eight (8) short-term bicycle parking spaces located adjacent to the commercial entrance along Melrose Avenue, and eight (8) short-term bicycle parking spaces located adjacent to the residential lobby entrance along Harper Avenue.

On-Site Trees and Street Trees

According to the Tree Disclosure Statement signed by the Property Owner, David Pourbaba, on January 19, 2024, there are no existing Protected Trees on-site. There are three (3) existing Street Trees in the public right-of-way adjacent to the project site. The Applicant is proposing to maintain all three (3) existing Street Trees, plant three (3) new Street Trees, and plant 20 new trees on-site.

Open Space and Landscaping

The project is requesting an incentive to reduce the otherwise required 9,800 square-feet of open space to a reduced total of 7,840 square feet of open space, comprised of 6,005 square feet of common open space area and 1,850 square feet of private open space area. A total of 4,045 square feet of common open space is proposed outdoors consisting of landscaped seating areas, located across the second floor and sixth floor. Within the outdoor common open space, 1,147 square feet of landscaped open space will be provided. The project also proposes 1,960 square feet of indoor common open space, consisting of three (3) recreation rooms located on the second, third, and fourth floors. The project will include a total of 1,850 square feet of private open space comprised of 37 residential balconies. All of the proposed outdoor open space areas will be landscaped to meet the minimum 25% required by the Los Angeles Municipal Code (LAMC). The provided open space area is summarized in the table below:

Provided Open Space	
Private	
Balconies Levels 2-6	1,850
Total	**1,850**
Common – Indoor	
Recreation Rooms Levels 2-4	1,960
Total	**1,960**
Common – Outdoor	
Courtyard Level 2	1,280
Deck and Spa Level 6	2,765
Total	**4,045**
Total Required Open Space	**7,840**
Total Required Open Space Provided	**7,855**
Required planting area 25% of Common Open Space	1,501.25
Total Provided Planted Area	**1,540**

Table 1: Proposed Open Space Quantities

BACKGROUND

Site Description

The project site consists of five (5) rectangular lots with a frontage of approximately 220 feet along Melrose Avenue to the south and 105 feet along Harper Avenue to the east; and a total lot area of approximately 24,416.45 square feet prior to any required street dedications. The site is currently improved with a 7,436 square-foot commercial building built in 1957, a 9,782 square-foot commercial building built in 1925, and an associated surface parking lot. According to the Historic Resources Assessment Report prepared by Historic Resources Group and dated April 2024 (Exhibit D), these buildings are not historical resources as defined by CEQA. On October 3, 2024, the Department of City Planning, Office of Historic Resources, accepted and concurred with the findings of the Historic Resources Assessment Report.



Figure 2: Aerial view of the proposed prcject site.

General Plan Land Use Designation and Zoning

The project site is located within the Hollywood Community Plan area. An updated Hollywood Community Plan was adopted by City Council on May 9, 2023, and became operative on February 11, 2025. The project was filed on May 21, 2024, as a Vesting Housing Crisis Act project and is vested to the local planning and zoning rules that were in place at the time the complete application was submitted. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay.

The site is designated for Neighborhood Office Commercial land uses, which correspond to the C1, C1.5, CR, C2, C4, and RAS3 zones. The site is zoned C4-1XL, and therefore is consistent with the General Plan Land Use Designation. The site is limited to a height of 30 feet and two (2) stories and a maximum FAR of 1.5:1.

The site is located within the Local Emergency Temporary Regulations – Time Limits and Parking Relief area (ZI-2498), a Transit Priority Area in the City of Los Angeles (ZI-2452), a Prior Housing Element Site – Ministerial Approval (ZI-2535), a Housing Element Site (ZI-2512), and a Lower Income Rezoning Housing Element Site – Ministerial Approval and Minimum Density (ZI-2534).

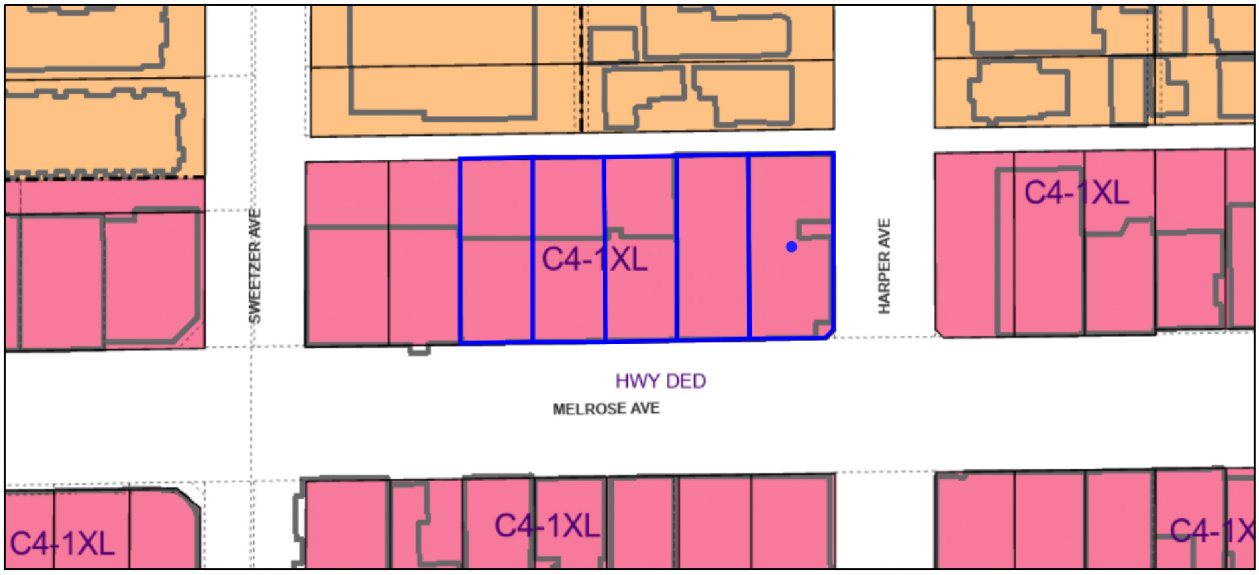


Figure 3: Zone Information and Mapping Access System (ZIMAS) map of prcject site.

Surrounding Uses

The project site is located in an urbanized area surrounded by various uses. The lots directly to the south of the site across Melrose Avenue are zoned C4-1XL and are improved with a hair salon, tattoo shop, and other two (2)-story commercial buildings. The lot to the east of the site across Harper Avenue is zoned C4-1XL and is improved with a surface parking lot and a two (2)-story commercial building. The lots abutting the site to the west are zoned C4-1XL and are improved with a six (6)-story commercial building. The lots to the north of the site across the alley along Harper Avenue are zoned R2-1XL and are zoned with one (1) to two (2)-story single-family dwellings. The lots to the north of the site across the alley along Sweetzer Avenue are zoned [Q]R3-1 and are improved with two (2) to five (5)-story multi-family residences.

Streets and Circulation

Melrose Avenue – Adjoining the site to the south is a Modified Avenue II. Pursuant to the Mobility Plan 2035, this Avenue II has a designated right-of-way width of 80 feet with a designated roadway width of 66 feet. Melrose Avenue is improved with sidewalks, curbs, and gutters, and is currently improved with a half right-of-way of 40 feet, a half roadway width of 33 feet, and a 15-foot sidewalk.

The Bureau of Engineering is not requiring any dedications along Melrose Avenue; however, requires the repair of any damaged sidewalk and driveway fronting lot.

Harper Avenue – Adjoining the site to the east is a Local Street – Standard. Pursuant to the Mobility Plan 2035, this Local Street – Standard has a designated right-of-way width of 60 feet with a designated roadway width of 36 feet. Harper Avenue is improved with sidewalks, curbs, and gutters, and is currently improved with a half right-of-way 30 feet, a half roadway width of 15 feet, and a 15-foot sidewalk.

The Bureau of Engineering is not requiring any dedications along Harper Avenue; however, requires the repair of any damaged sidewalk and driveway fronting lot.

Public Transit

The site fronts Melrose Avenue, which is served by multiple local and regional bus lines. The Metro Bus System provides local service. Metro Bus Route 10/48 is located adjacent to the project

site at the corner of Melrose Avenue and Harper Avenue and travels an east-west direction along Melrose Avenue between West Hollywood and Downtown Los Angeles. The eastbound route begins in West Hollywood at the intersection of San Vicente Boulevard and Melrose Boulevard and ends in Downtown Los Angeles at the intersection of Main Street and Venice Boulevard. Metro Bus Route 10/48 runs approximately every 15 minutes during peak commutes, and approximately every 30-60 minutes during non-peak commute hours on weekdays. On weekends and holidays, Metro Bus Route 10/48 runs approximately every 20 minutes during peak commutes, and approximately every 60 minutes during non-peak commute hours.

The site is located approximately 2,200 feet east of the intersection of Melrose Avenue and La Cienega Boulevard, which is the site of the Metro Bus Stop for Route 105. Metro Bus Route 105 travels a north-south direction along La Cienega Boulevard and an east-west direction along Vernon Avenue between West Hollywood and Vernon. The southeast bound route begins in West Hollywood at the intersection of San Vicente Boulevard and Santa Monica Boulevard and ends in Vernon at the intersection of Pacific Boulevard and Santa Fe Avenue. Metro Bus Route 105 runs approximately every 10 minutes during peak commutes, and approximately every 30 minutes during non-peak commute hours on weekdays. On weekends and holidays, Metro Bus Route 105 runs approximately every 15 minutes during peak commutes, and approximately every 30 minutes during non-peak commute hours.

Relevant Cases

Subject Property:

Certificate of Occupancy No. 150078 – On July 5, 2017, the Department of Building and Safety issued a certificate of occupancy for a change of use from retail to restaurant located at 8251 West Melrose Avenue.

Certificate of Occupancy No. 126507 – On October 2, 2014, the Department of Building and Safety issued a certificate of occupancy for a change of use from retail to beauty salon (1,870 SF) located at 8259 West Melrose Avenue.

Certificate of Occupancy No. 1952LA25240 – On August 14, 1952, the Department of Building and Safety issued a certificate of occupancy for a new one (1)-story, 306 square-foot storage mezzanine located at 8259 Melrose Avenue.

Building Permit No. 1928LA29091 – On October 18, 1928, the Department of Building and Safety issued a building permit for a new private garage located at 8257 Melrose Avenue.

Building Permit No. 1926LA26011 – On September 10, 1926, the Department of Building and Safety issued a building permit for a tin shop with one room located at 8257-8259 Melrose Avenue.

Building Permit No. 1925LA23247 – On July 3, 1925, the Department of Building and Safety issued a building permit for new stores with two rooms located at 8251-8253 Melrose Avenue.

Surrounding Properties (500-foot radius):

There are no relevant cases within 500 feet of the project site.

REQUESTED ACTIONS

Density Bonus / Affordable Housing Incentive Program Compliance

The project proposes to utilize Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to construct a total of 90 dwelling units, including 10 units restricted to Very Low Income Household occupancy for a period 55 years and 79 market-rate units. The Density Bonus Ordinance grants various Incentives to deviate from development standards in order to facilitate the provision of affordable housing at the site. Given that 15 percent of the base dwelling units, or 10 units, will be set aside as affordable units for Very Low Income Household occupancy, the project is eligible for three (3) Incentives. The Applicant is requesting one (1) On-Menu and two (2) Off-Menu Incentives as follows:

a) An On-Menu Incentive to permit a 20 percent reduction in the required open space to provide 7,840 square feet in lieu of the 9,800 square feet otherwise required in the C4-1XL Zone;

b) An Off-Menu Incentive to permit a 302 percent increase in FAR to allow a 4.52:1 FAR in lieu of the 1.5:1 FAR permitted in the C4-1XL Zone; and

c) An Off-Menu Incentive to permit a maximum building height of 69 feet in lieu of the 30 feet maximum permitted in the C4-1XL Zone.

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, reduction in parking, 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

Per the Affordable Housing Referral Form signed and issued by Planning Staff on February 29, 2024, the five (5) lots comprising the project site, which is zoned C4-1XL, is subject to a density ratio of one (1) dwelling unit per 400 square feet of lot area. The lots consist of 26,081.45 square feet of lot area, including the alley up to the centerline, and would permit a base density of 66 dwelling units.

LAMC Section 12.22 A.25 allows a maximum 35-percent increase in the number of permitted residential dwelling units for projects setting aside at least 11 percent of their base density for Very Low Income Households. The project is permitted a base density of 66 units and the 35-percent density bonus would permit a maximum of 90 dwelling units. The project is proposing a total density of 90 dwelling units, with 10 units (15 percent) reserved for Very Low Income Households.

Automobile Parking

Pursuant to Assembly Bill 2097 (AB 2097) (California Government Code Section 65863.2), no minimum parking requirement shall be enforced for the proposed residential and commercial uses on the project site if it is located within one-half mile of a Major Transit Stop. As the project site is located within one-half mile of a Major Transit Stop, the project qualifies for AB 2097. The project proposes to provide parking that is less than the 231 parking spaces that would have otherwise been required under the Los Angeles Municipal Code. The project proposes to provide 96 vehicle parking spaces located in a two (2)-level subterranean garage.

Incentives

Pursuant to LAMC Section 12.22 A.25 and California Government Code Section 65915, a project that reserves a minimum of 15 percent of the base density for Very Low Income Households is entitled to three (3) Incentives. The proposed project will set aside 15 percent of the base number of units, or 66 dwelling units, for Very Low Income Households, which results in 10 restricted affordable units. Accordingly, the project has requested the following three (3) incentives:

1. ***Open Space (On-Menu Incentive)*** **–** The proposed building's residential units will comprise of 68 one-bedrooms, 17 two-bedrooms, and five (5) three-bedrooms, which would require a total of 9,800 square feet of open space per LAMC. Pursuant to LAMC Section 12.21 G., the Applicant is requesting an On-Menu incentive to allow for a 20 percent reduction in the required open space to provide 7,840 square feet, in lieu of the 9,800 square feet required. The project will provide a total of 7,855 square feet of open space that will be comprised of a courtyard, deck, recreation rooms, and private balconies.

2. ***Floor Area Increase (Off-Menu Incentive)*** **–** The project site is zoned C4-1XL, which limits the floor area ratio (FAR) of the property to 1.5 to 1. The project proposes a total of 110,300 square feet of floor area, equating to a total FAR of 4.52 to 1. Accordingly, the Applicant is requesting an Off-Menu Incentive for an increase in FAR to a maximum of 4.52 to 1 in lieu of the 1.5 to 1 FAR otherwise permitted.

3. ***Height Increase (Off-Menu Incentive)*** **–** The project site is zoned C4-1XL, with a Height District 1XL limiting the maximum building height to 30 feet, 2 stories. Pursuant to LAMC Section 12.22 A.25(g)(2), the Applicant is requesting an Off-Menu Incentive to permit a maximum building height of 69 feet and six (6) stories, in lieu of the otherwise permitted 30 feet.

Project Review

The project is subject to Project Review approval as it is a development project which results in a net increase of 50 or more dwelling units. Proposed Project Review Conditions of Approval include requirements for conformance with the submitted Plans.

Housing Replacement

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the project replaces those units. The project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the property within the past five years. Additionally, the project must also replace all existing or demolished "Protected Units." Pursuant to the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated April 15, 2024, the Los Angeles Housing Department determined that no residential units are subject to replacement as affordable "protected units". The provisions of SB 8 do not apply to commercial properties, therefore no SB 8 replacement affordable units are required.

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

Housing Element Law

Senate Bill (SB) 166 was adopted on September 29, 2017, and amended Government Code Section 65863, the No Net Loss Law, to require sufficient adequate sites to be available at all times through the Housing Element Planning period to meet a jurisdiction's remaining unmet Regional Housing Needs Assessment (RHNA) goals for each income category. Pursuant to this section, as jurisdictions make decisions regarding zoning and land use, or development occurs, jurisdictions must assess their ability to accommodate new housing in each income category on the remaining sites in their Housing Element Site Inventories. A jurisdiction must add additional sites to its inventory if land use decisions or development results in a shortfall of sufficient sites to accommodate its remaining housing need for each income category. In particular, a jurisdiction may be required to identify additional sites if a jurisdiction rezones a site or approves a project at a different income level or lower density than shown in the site's inventory.

The project is located on a site comprising of five (5) lots; all five (5) lots are identified in the Inventory of Sites prepared for the 2021-2029 Housing Element. As a whole, the site would require 0.05 units for Lower Income households. The Proposed Project includes 90 units, including 10 units restricted to Very Low Income households. Therefore, the proposed project would not result in any fewer units than those identified in the Housing Element, and the specific findings in Government Code Section 65863(b)(1) are not required.

Density Bonus/Affordable Housing Incentives Program On-Menu Incentive Eligibility Criteria

Pursuant to LAMC Section 12.22 A.25(e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria:

a. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.*

   The proposed project has street frontages along Melrose Avenue and Harper Avenue. The proposed building provides a variety of architectural materials and building planes along all facades, including those facing the street. Each façade features accent building materials, balconies, roof elements, and variations in building mass, all of which enhance the appearance of the building and provide breaks in the façade plane. Therefore, the façade of any portion of the building that abuts a street is articulated such that the façade is not an entirely flat surface.

b. *All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street facing elevation.*

   The proposed project has street frontages along Melrose Avenue and Harper Avenue and pedestrian access is oriented along both street frontages with the retail entrances and with a lobby entrance. The project is served by one (1) driveway along Harper Avenue. The front façade also features accent building materials, doors, windows, balconies, and roof elements which highlight the prominence of the façade and the orientation of the building towards the street. Therefore, the proposed building will be oriented towards the street.

c. *The Housing Development Prcject shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The proposed project is not located within a designated Historic Preservation Overlay Zone, and it does not involve a property that is designated as a City Historic-Cultural Monument.

d. *The Housing Development Prcject shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.*

The project is not located in either a Hillside Area or Very High Fire Hazard Severity Zone.

PUBLIC HEARING

An initial Public Hearing was held telephonically for Case No. CPC-2024-3202-DB-PR-VHCA on February 24, 2025, at 10 A.M. A summary of the public hearing and any additional communications is detailed on Page P-1, Public Hearing and Communications.

Issues raised during the Public Hearing included the following: proposed project density, design, and height, lack of parking spaces, and future traffic and street congestion. There were also comments in support of the project.

- Sarah Tuft – In opposition of the project. Stated concerns over another project in the neighborhood that resulted in algae on the sidewalk, and that the proposed project did not provide enough affordable units for low and middle income people.

- Matt Berger – In opposition of the project. Stated concerns over safety and air pollution, that the project is too large, and that there will be too much traffic, especially turning onto Harper Avenue. He also worries about the precedent the project will set and that it will lead to more six (6)-story buildings in the neighborhood.

- Kelly Duda – Stated concerns about environmental impacts, especially because the project is proposing two levels of subterranean parking.

- Martin Kvitky – In opposition to the project and that no one in the City makes the community aware of the proposed development. Stated concerns over sunlight and City determinations regarding the required number of affordable housing units and tenant qualification requirements for a Very Low Income household unit.

- Mrs. Solomon – Stated concerns over the height of the building, fresh air and sunlight, and that the street is already very congested.

- Keith Nakata – Stated concerns that there are no commercial parking spaces being provided.

- Andrew Sachs – Stated concerns over environmental stability of the ground and believes this was not adequately reviewed. Also stated concerns that there has been no noticing to the residents/community, and concerns over the currently proposed parking access due to how busy the street is.

- Wade Ackerman – Stated concerns that the height/density increase requested is extreme, and that the proposed building is much different from the surrounding character.

- Michelle Martell – Stated concerns over parking, privacy with the proposed balconies looking into backyards, smoking and noise in the proposed balconies, construction noises and dust, and pedestrian safety.

- Shelby Blecker – Stated concerns over increase in rent due to new building, trash in the streets, traffic congestion, and that the City has no way to monitor development and who is living in the units.

- Jasmine Mehdiz – In support of the project. Stated that she loves the design of the building in comparison to the current building that is an eyesore, and supports the project providing trees.

- Eva – Stated concerns over health and air pollution, traffic congestion, and parking.

- Steven Neman – In support of the project. Feels that the neighborhood needs to be upgraded and believes that the project meets the needs of more commercial uses in the area.

- Christopher Ragsdell – Agrees with everyone in opposition of the project. Stated concerns over traffic congestion, pedestrian safety, density, and height.

- Sean Shayan – In support of the project. Claims that the units are needed due to fires and demand to live in the area.

- SDP – In support of the project. Believes the area needs an update, especially the commercial aspect since it makes the area more walkable.

- Myles Rogg – In support of the project. Believes the block hasn't been able to keep up with other positive developments, and that the project will provide more areas for the neighborhood to congregate.

- Mauricio – In support of the project, and supports the project providing more commercial non-office spaces. He also supports the large number of parking being provided.

- Willy Woods – In support of the project and believes the project will help make the area more walkable with the proposed commercial spaces.

- Danielle Moses – In support of the project and believes the density will help fire victims with units that were lost.

A summary of the public hearing and any additional communications is detailed on Page P-1, Public Hearing and Communications.

PROFESSIONAL VOLUNTEER PROGRAM (PVP)

The proposed project was reviewed by the by the Urban Design Studio's Professional Volunteer Program (PVP) on November 12, 2024. The following issues, concerns, and recommendations were discussed:

Pedestrian First:

- The pedestrian lobby entrance has character that is more appropriate for back-of-house functions, and does not indicate that it is a main entry of a building.
- The entire ground floor needs overhangs or other elements to add appeal, in compensation for the loss of the existing storefronts that make Melrose a walkable area.
- The traditional commercial typology on Melrose is shop entrances that are straight-on from the sidewalk. Provide an explanation for the recessed, 90-degree turns to approach doors.

360° Design:

- Question was raised as to why the project is proposing five (5) stories over a single-story of Type IA podium, instead of a five (5) over two (2) stories of Type IA. Additional height would offer flexibility in massing, instead of squishing everything into the interior.
- Provide perspective renderings, especially from sidewalk level.
- Provide design narrative to communicate how this project integrates into and responds to the neighborhood.
- Consider how some of the existing facades provide different colors and materials and make the street more interesting to walk down. Some of the existing variety is just differences in trim, windows, or paint color.
- On Elevation Sheets, the rhythms and placement of the ground floor's storefronts and recesses do not relate to the massing and material changes in the stories above.
- The thinness of the slab expressed above the inset retail entrances do not look resolved.
- The upper portion of the storefronts facing Melrose might make accommodating signage difficult. Future sign placement and lighting should be considered now.
- Difficult to understand how the proposed color palette is integrated with this area.
- As people move around and talk in the corridors, the sound will reverberate and the quality of life in the units with bedrooms and living areas lining the small courtyards will be impacted.
- On Elevation Sheets, adding an outline to show a portion of the adjacent buildings to the west and across the alley would help clarify the scale and context of the project.
- Requesting partial relief from the 18-foot-wide setback at the project's southwest edge would allow for larger units at the Melrose frontage.
- Indicate all windows and doors on plans and correct inconsistencies.

Climate-Adapted:

- The proposed 15-foot-wide dimension of the courtyards should be reconsidered. This will not provide much privacy for the bedrooms facing the open corridors, admit good daylight to the lower units, or provide attractive and usable open space as residents circulate between the planters and units.
- Consider utilizing additional story of units, or perhaps a partial story, to relocate some of the interior units. This would allow to free up area to consolidate the two minimal courtyards into a larger one.
- Bedroom windows along the south elevation would benefit from the addition of some type of shading elements. Consider allowable projections over the public right-of-way.
- Consider adding one (1) street tree along Harper Avenue.
- The *Beaucarnea recurvata* (pony tail palm) should not be included in the required tree count as it is not truly a tree.

In response to the comments by the PVP, the Applicant made changes to the project by adding an awning and expanding the materials to the lobby entrance to create more emphasis, redesigned the entire storefront along Melrose Avenue to provide a more diverse walking experience, reoriented the store entrances along Melrose Avenue to have straight-on access from the sidewalk, revised the material palette to better align with the context of the project and its surroundings, stepped back the overall building massing on the upper floors to align more closely with the scale of the surrounding buildings, aligned the placement of the storefronts with the upper portion of the building so the building appears as a single cohesive building, redesigned the upper portion of the storefronts facing Melrose Avenue to accommodate for future signage, setback the middle unit facing the courtyard to minimize the impact from foot traffic as much as possible, and revised the planting plan.

CONCLUSION

Based on the information submitted, public input, including the public hearing, and mandatory findings for the requested entitlements, City Planning Staff recommends that the City Planning Commission approve the requested entitlements for the project as recommended and conditioned.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25 and 16.05 of Chapter 1 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Density Bonus Conditions

1. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped "Exhibit A", with a date of March 26, 2025 attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project condition.

2. **Use.** Authorized herein is a six (6)-story mixed-use building consisting of 90 dwelling units and 15,271 square-feet of commercial area.

3. **Residential Density.** The project shall be limited to a maximum density of 90 residential dwelling units, including On-Site Restricted Affordable Units.

4. **On-Site Restricted Affordable Units**. 10 units shall be reserved for Very Low Income Households, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

5. **Changes in Restricted Affordable 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 Sections 12.22 A.25 and State Density Bonus Law (Government Code Section 65915).

6. **Housing Requirements.** Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 10 units available to Very Low Income Households or equal to 15 percent of the project's total base residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant shall submit 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. Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.

7. **Housing Replacement.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD), and in compliance with LAHD's April 15, 2024, SB 8 Determination Letter. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The Applicant will 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.

8. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the Applicant will need to either replace all withdrawn RSO units with affordable units on a one-for-one basis or provide at least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided.

9. **Parking Per AB 2097.** The project shall be permitted to provide a minimum of zero parking space pursuant to California Government Code Section 65863.2 (AB 2097). 96 parking spaces are provided.

10. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16 and to the satisfaction of the Department of Building and Safety.

11. **Incentives.**

    a. **Open Space (On-Menu Incentive).** The project shall be permitted to provide a minimum of 7,840 square feet of open space.

    b. **Floor Area Ratio (FAR) (Off-Menu Incentive).** The project shall be permitted a maximum floor area of 4.52:1.

    c. **Building Height (Off-Menu Incentive).** The project shall be limited to a maximum building height of 69 feet, as measured from grade to the highest point of the structure. Architectural rooftop features as identified in LAMC Section 12.21.1 B.3 may be erected up to 10 feet above the height limit.

12. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent to **10 percent more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O". 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.

13. **Required Trees per 12.21 G.2.** As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with “Exhibit A”. There shall be a minimum of 20 24-inch box, or larger, trees onsite pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in “Exhibit A” shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City-determined physical constraints.

14. **Street Trees.** Street Trees shall be provided to the satisfaction of the Urban Forestry Division. Street Trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21 G.3 (Chapter 1, Open Space Requirement for Six or More

Residential Units). Per "Exhibit A" and 12.21.G.3, a total of six (6) Street Trees shall be provided or maintained to the satisfaction of the Urban Forestry Division.

Project Review Conditions

15. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped "Exhibit A", with a date of March 26, 2025 attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project condition.

16. **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.

    a. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.

    b. All pedestrian walkways, storefront entrances, and vehicular accessways shall be illuminated with lighting fixtures.

    c. Light fixtures located on the Project Site (and not in the public right-of-way) shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.

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

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

19. **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 Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

20. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.

21. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

22. **Mechanical Equipment / Utilities.** All mechanical equipment and utilities shall be fully screened from view of any abutting properties and the public right-of-way.

23. **Solar Energy Infrastructure.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

24. **Construction Fencing**. There shall be no off-site commercial signage on construction fencing during construction.

25. **Maintenance.** The subject property, including any trash storage areas, associated parking facilities, sidewalks, driveways, 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.

26. **Construction Generators.** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. The Project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.

27. **Circulation.** The Applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval. Review and approval of the driveways should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024).

28. The following conditions of approval are intended for construction of projects approved by the Planning Department to provide technically feasible noise limitations to comply with LAMC Section 112.05, and to implement the goals, objectives and policies of the Noise Element:

    a. **Noise Shielding and Muffling.** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

    b. **Use of Driven Pile Systems.** Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

    c. **Enclosure or Screening of Outdoor Mechanical Equipment.** All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise-Sensitive Uses.

    d. **Location of Construction Staging Areas.** Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes "as far as possible" shall be upon the Applicant or Owner, in consideration of the above factors.

    e. **Temporary Walls.** Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden

of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.

Environmental Conditions

29. **Implementation.** The Applicant shall be responsible for implementing each Regulatory Compliance Measure (RCM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that the RCM has been implemented. The Applicant shall maintain records demonstrating compliance with each RCM. Such records shall be made available to the City upon request.

30. **RCM-GEO-1: Subsidence Area.** Prior to the issuance of any building or grading permit, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any shallow groundwater conditions and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: dewatering, groundwater handling, hydrostatic design, selection of appropriate foundation type and depths or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

Administrative Conditions

31. **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.

32. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building 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 "Plans Approved". A copy of the Plans Approved, supplied by the Applicant, shall be retained in the subject case file.

33. **Notation 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.

34. **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.

35. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full code compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications 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 City Planning Commission, and which are deemed necessary by the Department of Building and Safety 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.

36. **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.

37. **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.

38. **Expiration**. In the event that this grant is not utilized within three (3) years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposed of this grant.

39. **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.

40. **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.

41. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in Site Plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

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

Applicant shall do all of the following:

(i) 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.

(ii) 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.

(iii) 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 (ii).

(iv) 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 (ii).

(v) 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 includes actions, as defined herein, alleging failure to comply with <u>any</u> 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 Program Findings

The Applicant requests one (1) On-Menu Incentive and (2) Off-Menu Incentives, as listed below:

a. An On-Menu Incentive to permit a 20 percent reduction in the required open space to provide 7,840 square feet in lieu of the 9,800 square feet otherwise required in the C4-1XL Zone;

b. An Off-Menu Incentive to permit a 302 percent increase in FAR to allow a 4.52:1 FAR in lieu of the 1.5:1 FAR permitted in the C4-1XL Zone; and

c. An Off-Menu Incentive to permit a maximum building height of 69 feet in lieu of the 30 feet maximum permitted in the C4-1XL Zone.

Based upon the required set-aside of at least 15 percent, of the 66 base density units for Very Low Income Households, or 10 units, the Applicant is entitled to three (3) Incentives under both Government Code and LAMC. The project is providing 10 units for Very Low Income Households, or 15-percent of the base units. Therefore, the one (1) On-Menu and (2) Off-Menu requests qualify as the proposed development's Incentives.

The following is a delineation of the findings related to the request for one (1) On-Menu Incentive and two (2) Off-Menu Incentives, pursuant to LAMC 12.22. A.25(g) and Government Code Section 65915. By law, the Commission shall approve a Density Bonus and requested Incentives unless the Commission makes a finding based on substantial evidence that:

1. **Pursuant to Government Code Section 65915 and LAMC Section 12.22 A.25(g)(2)(i)(c), the Commission shall approve a density bonus and requested Incentive(s) unless the Commission finds that:**

   a. The Incentives do 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 do not result in actual and identifiable cost reductions to provide for affordable housing costs per State Law. The California Health & 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 dependent on affordability levels.

   The project substantially complies with the applicable regulations, standards, and provisions of the State Density Bonus Program. The project includes 15 percent of the project's total density as Very Low Income restricted affordable units, for a total of 10 residential units. The project represents an urban in-fill development on an existing commercially zoned lots in the C4-1XL Zone. No substantial evidence has been entered into the record indicating that the requested incentives do not result in identifiable and actual cost reductions to provide for the project's affordable housing

costs (as defined in California Health and Safety Code Sections 50052.5 or 50053) and/or accommodate the restricted very low income unit rents.

Additionally, the list of On-Menu Incentives in Section 12.22 A.25 of the LAMC were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Density Bonus On-Menu Incentive does result in identifiable and actual cost reductions to provide for affordable housing costs because the incentives by their nature increase the scale of the project and thus facilitates the provision of affordable housing units.

The Off-Menu Incentives include types of relief that minimize restrictions on the size of the project. As such, the Density Bonus Off-Menu Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The two (2) Off-Menu Incentives provide relief from the limitation on floor area and height.

On-Menu Incentive – Open Space

The proposed building's residential units will comprise of 68 one-bedroom units, 17 two-bedroom units, and five (5) three-bedroom units. Based on the number and typology of residential units proposed, the project would be required to provide of 9,800 square feet of open space. The project proposes to provide approximately 7,840 square feet of open space that can be counted towards zoning requirements. The requested decrease in open space allows for a decrease in construction costs and space for necessary building components to house the affordable housing units on the project site.

Off-Menu Incentive – Floor Area Ratio (FAR)

The project site is zoned C4-1XL, which limits the FAR to 1.5:1. Pursuant to Chapter 1 of the LAMC Section 12.22 A.25, the Applicant is requesting an Off-Menu incentive to allow a FAR increase from 1.5:1 to 4.52:1 for approximately 110,300 square feet of floor area. The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units and retail space at the ground level. 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 unit types. This incentive supports the Applicant's decision to set aside a minimum 10 dwelling units for Very Low Income Households for 55 years.

Off-Menu Incentive – Height and Story Increase

The project site is zoned C4-1XL, which impose height limitation of up to 30 feet and two (2) stories. Pursuant to Chapter 1 of the LAMC Section 12.22 A.25, the Applicant is requesting an Off-Menu Incentive to allow a maximum height of 69 feet and six (6) stories, in lieu of the otherwise required 30 feet and two (2) stories. The requested incentive to allow the increase of height and story requirements will allow for the construction of affordable units and retail space within a zone that allows for such uses. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to be able to utilize the sites full potential so that additional affordable units can be

constructed, and the overall space dedicated to residential uses is increased through the increased height from 30 maximum feet and two (2) stories to 69 feet and six (6) stories in height. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentive supports the Applicant's decision to set aside a minimum 10 dwelling units for Very Low Income Households for 55 years.

b. The Incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).

There is no evidence in the record that the proposed Density Bonus Incentive(s) will have a specific adverse impact on public health and safety or the physical environment, 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. Accordingly, the project will not have a significant impact on any on-site resource or any resource in the surrounding area. The project is not located within any special hazard area; accordingly, the project will not have a specific adverse impact upon public health and safety or the physical environment. The property is not located on a substandard street in a Hillside area or in a Very High Fire Hazard Severity Zone, or any other special hazard area. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentives, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

c. The incentives or waivers are contrary to state or federal law.

There is no evidence in the record that the proposed incentives or waivers are contrary to state or federal law.

Project Review Findings

The Applicant is requesting a Project Review pursuant to Chapter 1 of the LAMC Section 16.05, to permit the construction of a development project that results in a net increase of 50 or more dwelling units. Required Findings 2 through 4 below are analyzed to determine whether the request should be granted.

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

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC). Except for the entitlement described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The proposed project is consistent with the relevant goals, objectives, policies, and programs of the General Plan.

The Framework Element of the General Plan and the Hollywood Community Plan encourage a diversity of uses that support the needs of existing and future residents, businesses, and visitors.

Framework Element

The Framework Element states:

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

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

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

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

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrated commercial, housing, and/or public service uses.

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

Land Use Element – Hollywood Community Plan

The project site is located within the Hollywood Community Plan area. An update of the Hollywood Community Plan was adopted by City Council on May 9, 2023 and became operative on February 11, 2025. The project was filed on May 21, 2024 as a Vesting

Housing Crisis Act project and is vested to the local planning and zoning rules that were in place at the time the complete application was submitted. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay.

The intent of the 1988 Hollywood Community Plan is to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits, land development and other trends; and protect investment to the extent reasonable and feasible. Additionally, the 1988 Hollywood Community Plan states:

> *Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.*
>
> *Objective 4a: To promote economic well-being and public convenience through: Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.*

The approval of the Project Review will facilitate the redevelopment of this site with the proposed project, which will provide a function that is both essential and beneficial to the community. The redevelopment of the site will add needed housing (including restricted affordable units) and commercial retails uses, will provide a public convenience to residents, and will promote economic activity in the area with ground floor commercial retail floor area. Therefore, the project is in substantial conformance with the objectives of the Hollywood Community Plan.

Housing Element

The City's Housing Element for 2021-2029 was adopted by City Council on November 24, 2021. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages units to accommodate all income groups.

> ***GOAL 1*** *A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.*

The proposed project will replace two (2) existing commercial buildings with a six (6)-story mixed-use building with 90 residential units, which reserves 15 percent of total units, that is 10 units, for Very Low Income Households. The project will provide 95,029 square feet of residential floor area and 15,271 square feet of commercial floor area, with a maximum FAR of 4.52:1. The project is proposing to utilize density bonus incentives to the development of additional affordable housing units. The project will provide needed housing in close proximity to job opportunities and an area well-served by public transportation including the Metro Bus Route 10/48 and Metro Bus Route 105. The project conserves the scale and character of the surrounding commercial and residential

neighborhoods. The project is compatible with existing development patterns adjacent to the project site, which are characterized by a variety of commercial and multifamily residential uses. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

Noise Element

The City's Noise Element lays out noise mitigation regulations, strategies, and programs and sets forth noise management goals, objectives, policies, and programs of the City of Los Angeles. The Noise Element prioritizes noise management across the City and highlights the role of land use in ensuring that noise-sensitive uses are protected from the effects of development and changes in land use.

In addition to the Noise Element, Los Angeles Municipal Code Section 112.05 regulates noise as follows:

> *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) 75dB(A) 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) 75dB(A) 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) 65dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors;*
>
> *The noise limits for particular equipment listed above in (a), (b) and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.*
>
> *Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.*

Chapter 3 of the Noise Element outlines the Goals, Objectives, and Policies related to noise management within the City, including the following goal, objective, and policy, related to the proposed project:

> ***GOAL*** *A city where noise does not reduce the quality of urban life*

Objective 2 (Nonairport) *Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.*

Policy 2.2 *Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.*

Objective 3 (Land Use Development) *Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.*

Policy 3.1 *Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.*

The proposed project involves the demolition of four (4) existing buildings and the construction of a new mixed-use residential and commercial building consisting of 90 dwelling units and 15,271 square feet of commercial floor area. Conditions of approval related to noise shielding and muffling, driven pile systems, enclosure of outdoor mechanical equipment, location of construction staging areas, and temporary walls have been recommended as means of ensuring conformance with the Noise Element; furthermore, the proposed project is also required to comply with the City's Noise Ordinance. As such, the project conforms to the purpose of the Noise Element of the General Plan.

Mobility Element

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled (VMT) per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and offering more non-vehicle alternatives, including transit, walking and bicycling.

In the Mobility Plan 2035, Chapter 3 entitled "Access for All Angelinos" includes the discussion topic "A transportation system is only useful insofar as it accessible and convenient."

Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.4 Transit Services: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

In the Mobility Plan 2035, Chapter 5 entitled "Clean Environments & Healthy Communities" includes the discussion topic "Transportation is deeply implicated in the health of both human beings and natural systems. Mobility directly impacts human health and wellness, both physical and mental. Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment."

Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.

Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

The proposed mixed-use building is a pedestrian-oriented development that provides 10 affordable units within one-half mile of the Metro Bus Route 10/48 and Metro Bus Route 105 transit stops. The transit services located adjacent to the project site will provide access to employment centers and jobs, local and regional destinations, and other neighborhood services for project residents. Additionally, neighborhood-serving retail is present in the area surrounding the project site and can be accessed by biking and walking.

The proposed project will also allow for the reduction of vehicle trips by providing a high-density mixed-use development within proximity to public transit. The availability of the transit options within walking distance creates a lesser need for the use of personal vehicles. The project will provide 96 vehicular parking spaces. Additionally, the project will provide a total of 78 long-term and 16 short-term bicycle parking spaces on site. As such, the project conforms to the purpose of the Mobility Element of the General Plan.

Plan for a Healthy Los Angeles and Conservation Elements

The Plan for Healthy LA was adopted in 2015 and includes goals, objectives, policies, and programs that relate to the health of the city. The Conservation Element primarily addresses the conservation of the open spaces.

The Vision contained in this plan calls for "ample green and open space, including a robust tree canopy in all neighborhoods and opportunities for urban agriculture." The Action Plan calls for, among other directives, "energy efficiencies, weatherization, proper positioning of trees to shade buildings, alternative energy and solar generation systems, explore the feasibility of building designs that incorporate facile systems to charge electric vehicles, and use of rainwater, storm water, gray water and recycled water."

The Conservation Element was adopted in 2001 and primarily addresses the conservation aspects of the open spaces:

It is important to conserve natural open space lands and enhance urban open spaces. "Open space" is a broad term that can include virtually anything from a sidewalk or lawn to the mountains and ocean. It is defined by the California general plan law (Government Code Section 65560) as "any parcel or area of land or water that essentially is unimproved and devoted to an open-space use," whether for preservation and protection of natural resources or for human activity.

The proposed mixed use multi-family residential and commercial building is a pedestrian-oriented development that preserves three (3) existing Street Trees adjacent to the project site. The trees located in the public right-of-way will prevent the heat island effect and provide passive cooling opportunities for the enjoyment of the public. As such, the project conforms to the purpose of the Plan for a Healthy Los Angeles and Conservation Elements of the General Plan.

In regard to the Citywide Design Guidelines, the project is required to comply with the guidelines, as they apply to all new developments that seek a discretionary action for

which the Department of City Planning has design authority. The project is consistent with the following Design Guidelines:

Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.

Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Guideline 3: Design prcjects to actively engage with streets and public space and maintain human scale.

Guideline 4: Organize and shape prcjects to recognize and respect surrounding context.

The project complies with all four of these goals. The site features a prominent pedestrian entry adjacent to a Modified Avenue II (Melrose Avenue) and a Local Street (Harper Avenue) and includes only one (1) two-way vehicle driveway along Harper Avenue for the parking garage. The commercial spaces are located along Melrose Avenue and the entry to this space is located at a prominent corner, at the intersection of Melrose Avenue and Harper Avenue, along with two (2) additional entrances along Melrose Avenue. Long-term and short-term bicycle parking is provided for both the residential and commercial uses. The three (3) existing Street Trees adjacent to the site are also proposed for preservation.

The architectural design of the building includes references to a contemporary prominent style associated with Hollywood, including courtyard apartment buildings. The project is located at a prominent intersection and includes a curved corner along Melrose Avenue and Harper Avenue, soft colors and finishes (white stucco, off-white textured stucco, and oak-colored wood slate and wood cladding), bronze fiber cement, and bronze railings; thereby creating a consistent architectural design along all facades. Additionally, a series of projecting and recessed balconies span all facades of the proposed project.

In conclusion, the proposed project is in substantial conformance with the objectives of the General Plan, Hollywood Community Plan, and Citywide Design Guidelines, demonstrating alignment with the purposes, intent, and provisions of applicable community and specific plans.

3. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The project site consists of five (5) rectangular lots with a frontage of approximately 220 feet along Melrose Avenue to the south and 105 feet along Harper Avenue to the east; and a total lot area of approximately 24,416.45 square feet. The site is currently improved with a 7,436-square-foot commercial building built in 1957, a 9,782-square-foot commercial building built in 1925, and an associated surface parking lot. The project site is located within the Hollywood Community Plan area. The current Community Plan designates the five (5) lots zoned C4-1XL for Neighborhood Office Commercial land uses. The site is limited to a height of 30 feet and two (2) stories.

The project site is located within the Hollywood Community Plan area. An update of the Hollywood Community Plan was adopted by City Council on May 9, 2023 and became

operative on February 11, 2025. The project was filed on May 21, 2024 as a Vesting Housing Crisis Act project and is vested to the local planning and zoning rules that were in place at the time the complete application was submitted. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay. The applicable zoning and land use designation for the site is C4-1XL for Neighborhood Office Commercial land uses. The site is limited to a height of 30 feet and two (2) stories and a maximum FAR of 1.5:1.

The site is located within the Local Emergency Temporary Regulations – Time Limits and Parking Relief area (ZI-2498), a Transit Priority Area in the City of Los Angeles (ZI-2452), a Prior Housing Element Site – Ministerial Approval (ZI-2535), a Housing Element Site (ZI-2512), and a Lower Income Rezoning Housing Element Site – Ministerial Approval and Minimum Density (ZI-2534).

The project site is located in an urbanized area surrounded by various uses. The lots directly to the south of the site across Melrose Avenue are zoned C4-1XL and are improved with a hair salon, tattoo shop, and other two (2)-story commercial buildings. The lot to the east of the site across Harper Avenue is zoned C4-1XL and is improved with a surface parking lot and a two (2)-story commercial building. The lots abutting the site to the west are zoned C4-1XL and are improved with a six (6)-story commercial building. The lots to the north of the site across the alley along Harper Avenue are zoned R2-1XL and are zoned with one (1) to two (2)-story single-family dwellings. The lots to the north of the site across the alley along Sweetzer Avenue are zoned [Q]R3-1 and are improved with two (2) to five (5)-story multi-family residences.

The project proposes the demolition of an existing 15,374-square-foot commercial building, an existing 3,270-square-foot commercial building, an existing 2,580-square-foot commercial building, an existing 3,188-square-foot commercial building, and an associated surface parking lot, and the construction of a new six (6)-story mixed-use residential and commercial building consisting of 90 dwelling units and 15,271 square-feet of commercial retail uses, resulting in a total floor area of 110,300 square-feet. The project will have a height of 69 feet and a floor area ratio (FAR) of 4.52:1. The project proposes 96 automobile parking spaces on-site within two (2) subterranean levels; and 94 bicycle parking spaces (78 long-term and 16 short-term) on-site at ground level and one (1) subterranean level. The project will provide reduced vehicular parking in accordance with the provisions of Assembly Bill 2097 (AB 2097) and proposes 96 parking spaces. 231 spaces would have otherwise been required by the Municipal Code.

The project will include 90 dwelling units, including 10 dwelling units set aside for Very Low Income Households and one (1) Manager's Unit. The proposed unit mix consists of 68 one-bedroom units, 17 two-bedroom units, and five (5) two-bedroom with study units. The project also includes 15,271 square feet of commercial retail uses on the ground floor. The second subterranean level will include 55 parking spaces and a mechanical room, and the first subterranean level will include 41 parking spaces, along with a mechanical room, residential trash and recycling rooms, and 78 bicycle parking spaces. The ground level will consist of the lobby, the leasing office, commercial trash and recycling rooms, three (3) retail spaces, and 16 bicycle parking spaces. The 90 dwelling units will be located within the second through sixth floors of the proposed building.

There are three (3) existing Street Trees in the public right-of-way adjacent to the project site. The project will retain all three (3) existing Street Trees and plant an additional three (3) new Street Trees and 20 trees on-site. There are no existing Protected Trees on-site. Development of the Project would require the cut and export of approximately 20,194 cubic yards (cy) of soil. No import or fill is proposed.

The project is required to provide 9,800 square-feet of open space and is providing a total of 7,840 square feet of open space. The project proposes 4,045 square feet of outdoor common open space consisting of landscaping and seating areas, located across the second floor and sixth floor. Within this outdoor common open space, 1,147 square feet of landscaped open space will be provided. The project also proposes 1,960 square feet of indoor common open space, consisting of three (3) recreation rooms located on the second, third, and fourth floors. The project will provide 1,850 square feet of private open space across 37 residential balconies.

Height

The project site is zoned C4-1XL, with a Height District 1XL limiting the maximum building height to 30 feet, 2 stories. Pursuant to Chapter 1 of the LAMC Section 12.22 A.25(g)(2), the Applicant is requesting an Off-Menu Incentive to permit a maximum building height of 69 feet and six (6) stories, in lieu of the otherwise permitted 30 feet.

Bulk/Massing

The project site is zoned C4-1XL. The C4 Zone limits the FAR of the property to 1.5 to 1. Pursuant to Chapter 1 of the LAMC Section 12.22 A.25, the Applicant is requesting an Off-Menu incentive to allow a FAR increase from 1.5:1 to 4.52:1 to allow approximately 110,300 square feet of floor area.

The project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. The project seeks to reflect the commercial and residential context in the area by placing its commercial spaces toward Melrose Avenue, with community spaces located on roof decks and in the interior of the building. Parking within the building (two subterranean levels), commercial spaces, and residential units located within the building have been integrated into the overall architectural theme of the project. Vehicular access is located at the east of the site to limit vehicle activity along Melrose Avenue, enhancing the pedestrian experience along the commercial spaces of the building. The vast majority or parking is located in the subterranean levels, which enables the building to increase the visual interest of the project by placing residences and commercial spaces on much of the ground floor.

The building creates variation through its use of various materials, placement of roof decks and balconies that are located throughout the building. Residential units are located on the second through sixth floors, with the commercial spaces on the ground floor, providing a buffer from the commercial and pedestrian activity on the ground level. Ground floor commercial uses will enhance the pedestrian experience along Melrose Avenue, further activating the street with pedestrian activity. The project as articulated in stamped “Exhibit A” is consistent with the Citywide Design Guidelines.

Setbacks

The C4 Zone does not require yards for commercial portions of buildings on the first floor. The proposed project contains first floor retail uses, and a residential lobby area, but no dwelling units, and is therefore not providing any setbacks at the ground level. However, the C4 Zone does require side yard and rear yard setbacks at the lowest residential story, in alignment with the requirements for the R4 Zone. LAMC 12.22 A.18(c)(3) permits zero yards on mixed-use buildings when abutting a street. As the project is mixed-use and abuts Melrose Avenue to the south and an alley to the north, it is not required to have side

yards at the 2nd floor (the first residential story) in the C4 Zone. The project is providing the required 18-foot westerly rear yard setback in the C4 Zone.

Parking/Loading

Vehicular access to the project site will be provided via one (1) driveway along Harper Avenue. This driveway will provide access to both subterranean level parking garages. The project proposes to provide 96 vehicle parking spaces located in the two (2) subterranean level garages.

Pursuant to Assembly Bill 2097 (AB 2097) (California Government Code Section 65863.2), no minimum parking requirement shall be enforced for the proposed residential and commercial uses on the project site if it is located within one-half mile of a Major Transit Stop. As the project site is located within one-half mile of a Major Transit Stop, the project proposes to provide parking that is less than the 231 parking spaces otherwise required under the Los Angeles Municipal Code. The Applicant has provided a written request for parking reductions and a date stamped ZIMAS AB 2097 Eligibility map pursuant to the requirements of the City's AB 2097 Implementation Memo. As such, the City is not able to require any parking minimums for commercial or residential use for the project.

In accordance with LAMC Section 12.21 A, the project is required to provide a minimum of seven (7) short-term and 68 long-term bicycle parking spaces for residential uses. Additionally, the project is required to provide a minimum of eight (8) short-term and eight (8) long-term commercial bicycle spaces. The project proposes 94 bicycle parking spaces (16 short-term and 78 long-term). 78 bicycle parking spaces will be located at the first subterranean parking level, and 16 bicycle parking spaces will be located at the ground level, adjacent to the commercial and residential lobby entrances. The project will provide the minimum required bicycle parking spaces.

Lighting

The project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping

The project proposes 1,147 square feet of landscaped open space. The project also proposes 1,960 square feet of indoor common open space, consisting of three (3) recreation rooms located on the second, third, and fourth floors. The project will provide 1,850 square feet of private open space across 37 residential balconies

The project proposes a mix of plants and trees that include Pineapple Guava, Queensland Bottle Tree, Eastern Redbud Multi-Trunk, Jacaranda Multi-Trunk, Sweet Bay, Tulip Poplar, Yew Podocarpus, African Sumac Multi-Trunk, River Cascade River Wattle, Deer Grass, and Mundi Coast Rosemary.

There are three (3) existing Street Trees in the public right-of-way adjacent to the project site. The project will retain all three (3) existing Street Trees and plant an additional three (3) new Street Trees and 20 trees on-site. 15 trees are proposed for the second level, and five (5) trees are proposed for the sixth level. There are no existing Protected Trees on-site.

The project is conditioned to include an automatic irrigation system, and for the landscaping to be maintained in accordance with a landscape plan prepared by a licensed landscape architect or architect and submitted for approval to the Department of City Planning, Development Services Center.

Trash Collection

Trash storage and collection are proposed to be enclosed in the parking garage on the interior of the building and are therefore not visible from the drive aisle or public view. Trash collection can only be accessed from the garage and shall not interfere with traffic on any public street, as conditioned. Therefore, service providers will be required to access the trash area from the driveway, to avoid effects to circulation along the drive aisle.

Building Materials

The project is located at a prominent intersection and includes a curved corner along Melrose Avenue and Harper Avenue, soft colors and finishes (white stucco, off-white textured stucco, and oak-colored wood slate and wood cladding), bronze fiber cement, and bronze railings; thereby creating a consistent architectural design along all facades. Additionally, a series of projecting and recessed balconies span all facades of the proposed project. The proposed design provides articulation to create visual interest along the façade. The building has a prominent pedestrian entrance for the commercial portion of the project at the corner of Melrose Avenue and Harper Avenue, and two (2) additional pedestrian entrances along Melrose Avenue. Additionally, the building activates Melrose Avenue with a glazed storefront that will provide visual interest to pedestrians. The pedestrian entrance for the residential portion of the building is located to the east, along Harper Avenue, beyond the vehicle driveway for the commercial and residential parking spaces.

Landscaping is provided across the second floor and sixth floor. The landscaping is proposed in the second-floor courtyard and sixth-floor deck, and provides a buffer for residents in this part of the building. The variety of building materials and articulation as shown on the stamped “Exhibit A” is consistent with the Citywide Design Guidelines, the Urban Design Studio’s Design Review meeting on October 24, 2024, and the Professional Volunteer Program meeting on November 12, 2024.

Electric Vehicle Charging Stations

The project is conditioned to provide electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) per the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

As such, the proposed project will be compatible with the existing and future developments on adjacent and neighboring properties with regards to height, bulk, and setbacks, off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements.

4. **The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project is required to provide 9,800 square-feet of open space and is providing a total of 7,840 square feet of open space. The project proposes 4,045 square feet of outdoor common open space consisting of landscaping and seating areas, located across the second floor and sixth floor. Within this outdoor common open space, 1,147 square feet of landscaped open space will be provided. The project also proposes 1,960 square feet of indoor common open space, consisting of three (3) recreation rooms located on the second, third, and fourth floors. The project will provide 1,850 square feet of private open space across 37 residential balconies. As such, the project will provide recreation and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

ADDITIONAL MANDATORY FINDINGS

5. **Environmental Finding.** It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.

   The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption and its five established qualifiers and if it is not subject to an Exception that would disqualify it. The Categorical Exception document found in Case No. ENV-2024-3203-CE and attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

6. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.

PUBLIC HEARING AND COMMUNICATIONS

The public hearing was held on February 24, 2025, at approximately 10:00am telephonically via Zoom. The hearing was conducted by the Hearing Officer, Nashya Sadono-Jensen, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2024-3202-DB-PR-VHCA. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to hearing. The environmental determination was among the matters considered at the hearing.

The public hearing was attended by the Applicant's representative team and approximately 35 members from the community. 20 members of the public spoke at the hearing.

Applicant Presentation:

The Applicant's representative described the site location, project description, requested entitlements, and project history.

Public Comment:

As mentioned, 20 members of the community provided public testimony at the public hearing. Eight (8) people spoke in support of the project. 12 people spoke in opposition to the project due to concerns related to the proposed height and density, lack of parking spaces, and potential traffic and street congestion.

The Applicant's representative responded to the concerns of the 12 speakers. They indicated that the project had been designed to not have significant impacts in relation to traffic and congestion by providing more parking spaces than is required by AB 2097. The Applicant also indicated that there will be an on-site construction monitoring program which will provide contact information once construction commences to address any concerns during construction.

Communications Received:

Members of the public have sent emails to project planning staff since the February 24, 2025 public hearing to express their concerns, opposition to, and support for the project.

On May 30, 2025, Planning Staff received a letter from Council District 5 requesting the inclusion of a condition of approval to ensure careful evaluation of groundwater-related risks prior to the construction of the project.

On June 10, 2025, Planning Staff received a letter in support of the proposed project from the Mid City West Neighborhood Council.

On June 25, 2025, Planning Staff received a letter from Council District 5 requesting the inclusion of a specific condition of approval to ensure careful evaluation of groundwater-related risks prior to the construction of the project. The proposed condition of approval is included in this staff report under Environmental Conditions to address these concerns.

EXHIBIT A – PLANS

(ARCHITECTURAL PLANS, LANDSCAPE PLANS, AND IRRIGATION PLANS)

PROJECT DESCRIPTION

PROJECT DESCRIPTION	PROPOSED NEW 90 UNITS MIXED-USE BUILDING WITH 5 STORY TYPE " IIIA" RESIDENTIAL STORIES OVER TYPE "IA" ON-GRADE RETAIL , & TWO TYPE "IA" SUBTERRANEAN PARKING
OCCUPANCY	R-2 (DWELLING RESIDENTIAL UNITS) & S-2 (GARAGE PARKING) & M (RETAIL)
FIRE SPRINKLER SYSTEM	SPRINKLERED, IN ACCORDANCE WITH SECTION 903.3.1.1 NFPA 13 (AS A SEPARATE PERMIT)

PROJECT ADDRESS AND LEGAL DESCRIPTION

SITE ADDRESS	8251-8271 MELROSE AVENUE & 705-711 N. HARPER AVENUE, L.A., CA 90046
ZONING DISTRCIT	C4-1XL
LOT/PARCEL AREA	24,416.45 SF (PER SURVEY)
ASSESSOR PARCEL #	5528003199 & 5528003042
TRACT:	TR 5763
MAP REFERENCE:	BOOK 62, PAGES 17
BLOCK:	" E "
LOT(S):	12, 13, 14, 15 & FR 16

DENSITY ANALYSIS - AB 2345

LOT/PARCEL AREA	24,416.45 SF (PER SURVEY)
HALF ALLEY	222 ' (ALLEY FRONTAGE) x (7.5' TO CENTER OF ALLEY) = 1,665 SQFT
MIN. AREA PER UNIT (C4-1XL)	400 SQFT
BASE PER LAMC	26,081.45 (LOT AREA WITH HALF ALLEY) / 400 (SAME AS R4) = 65.20 ~ 65
BASE PER DENSITY BONUS	66 (LAMC BASE ROUNDED UP)
MAX. ALLOWED UNITS	66 (D.B. BASE) x 1.35 (35 % INCREASE) = 89.1 ~ 90 (ROUNDED UP)
PROPOSED NO. OF UNITS	90

SET ASIDE CALCULATION - (15% VLI - AB 2345)

BASE NO. OF UNITS UNITS PER DENSITY BONUS	66
PROPOSED NO. OF UNITS	90
SET ASIDE TO QUALIFY FOR THREE INCENTIVES	66 (BASE NO. OF UNITS) x 15% (V.L.I.) = 9.9 ~10

FLOOR AREA ANALYSIS F.A.R. (OFF- MENU INCENTIVE; SEE A002 & A003)

BUILDABLE AREA	24,416.45 SQFT (C4 LOT; BUILDABLE AREA SAME AS LOT AREA)
F.A.R PER LAMC (C4-1XL)	1.5 : 1 (OR 36,624.67 SQFT)
F.A.R PER DENSITY BONUS	2.025 : 1 (OR 49,443.31 SQFT)
RESIDENTIAL F.A.R.	95,029 SF / 24,416.45 = 3.892 : 1
COMMERCIAL F.A.R. @ 1ST FLOOR	15,271 SF / 24,416.45 = 0.625 : 1
TOTAL COMBINED PROJECT F.A.R. *	110,300 SF / 24,416.45 SF = 4.52 : 1

* NOTE: AN OFF-MENU INCENTIVE SHALL BE REQUIRED TO INCREASE THE F.A.R. RATIO BY 302% FROM 1.5 : 1 TO 4.52 : 1

BUILDING HEIGHT - (OFF MENU INCENTIVE; C4 - 1XL)

BASE ALLOWED HEIGHT	30'; TWO STORY
HEIGHT PER DENSITY BONUS	41'; THREE STORY (11 FEET; ONE STORY INCREASE)
PROPOSED HEIGHT *	69'; SIX STORY

* NOTE: AN OFF-MENU INCENTIVE SHALL BE REQUIRED TO INCREASE THE HEIGHT BY 39' / 4 STORY

SETBACKS

	REQUIRED - MIXED USE	PROVIDED - MIXED USE
FRONT YARD HARPER	COMMERCIAL : NONE RESIDENTIAL: NONE	COMMERCIAL : NONE RESIDENTIAL: NONE
SIDE YARDS MELROSE & ALLEY	NONE NONE - MIXED USE EXCEPTION 12.22.A.18(C)(3).	NONE NONE - PER 12.22.A. 18(C)(3)
REAR YARD WEST	COMMERCIAL : NONE RESIDENTIAL: 18' (SIX STORY)	COMMERCIAL : NONE RESIDENTIAL: 18'

REQUIRED OPEN SPACE - LAMC 12.21 G

UNIT TYPE	COUNT	<3 HABITABLE	=3 HABITABLE	>3HABITABLE	REQ. OPEN SPACE
ONE BEDROOM	68 x	100 SF / UNIT			6,800 SF
TWO BEDROOM	17 x		125 SF / UNIT		2,125 SF
TWO BEDROOM + STUDY	5 x			175 SF / UNIT	875 SF
TOTAL	90				9,800 SF

9,800SF (LAMC REQUIRED OPEN SPACE) - 20%* (ON-MENU INCENTIVE) = 7,840 SF

7,840 SF (REQUIRED OPEN SPACE) x 25% =1,960 SF ** (MAX. ALLOWED OPEN SPACE AS REC. ROOM)

* NOTE:
MENU INCENTIVE IS REQUIRED TO REDUCE THE OPEN SPACE BY 20% FROM 9,800 SF TO 7,840 SF

** NOTE: RECREATION ROOMS AT LEAST 600 SQUARE FEET IN AREA FOR A DEVELOPMENT OF 16 OR MORE DWELLING UNITS, MAY QUALIFY AS COMMON OPEN SPACE, BUT SHALL NOT QUALIFY FOR MORE THAN 25 PERCENT OF THE TOTAL REQUIRED USABLE OPEN SPACE.

PROVIDED OPEN SPACE - SEE A004 & A005

LOCATION	OPEN SPACE TYPE	AREA [S.F.]
2ND FLOOR COURTYARDS	COMMON OPEN SPACE	1,280 SF
2ND ~ 6TH FLOOR	37 QUALIFIED PRIVATE BALCONIES	1,850 SF
2ND ~ 4TH FLOOR	REC. ROOMS 2ND - 4TH FLOORS	1,960 SF (25% OF REQ. OPEN SPACE)
6TH FLOOR DECK & SPA	COMMON OPEN SPACE	2,765 SF
TOTAL PROVIDED OPEN SPACE: 7,855 SF (OR 20% OF LAMC BASE)		

APPLICABLE CODES

LOS ANGELES MUNICIPAL CODE
2022 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.
2022 CALIFORNIA BUILDING CODE VOLUMES 1 & 2, PART 2, TITLE 24 C.C.R.
2022 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.
2022 CALIFORNIA MECHANICAL CODE (CMC), PART 4, TITLE 24 C.C.R.
2022 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.
2022 CALIFORNIA ENERGY CODE, PART 6, TITLE 24 C.C.R.
2022 CALIFORNIA GREEN BUILDING CODE, PART 11, TITLE 24 C.C.R.
2022 CALIFORNIA REFERENCED STANDARDS, PART 12, TITLE 24 C.C.R.
2022 AMERICAN WITH DISABILITIES ACT (ADA) STANDARDS
2022 NFPA 13 -PER CBC 903.3.1.1 NFPA 13.

PARKING REQUIREMENTS - PER LAMC

REQUIRED RESIDENTIAL VEHICULAR PARKING

UNIT TYPE	UNIT COUNT / AREA	RATIO (LAMC)	REQ. (LAMC)
ONE BEDROOM (=3 HABITABLE)	68 UNITS	1.5 SPACES / UNIT	102 SPACES
TWO BEDROOM (>3 HABITABLE)	22 UNITS	2 SPACES / UNIT	44 SPACES
TOTAL	90 UNITS	146 SPACES	

REQUIRED COMMERCIAL VEHICULAR PARKING - PER LAMC

RESTAURANT (3,831 SF)		1 SPACE / 100 SF	38.3 ~ 39 SPACES
RETAIL (11,440 SF)		1 SPACE / 250 SF	45.76 ~ 46 SPACES

TOTAL REQ. COMMERCIAL PARKING: 39 + 46 = 85

REQUIRED VEHICULAR PARKING - PER AB 2097

- RESIDENTIAL REQ. PARKING: NONE - PER AB 2097
- RESTAURANT REQ. PARKING: NONE - PER AB 2097
- RETAIL REQ. PARKING: NONE - PER AB 2097

- THE PROJECT SITE IS APPROXIMATELY 0.4 MILES FROM THE INTERSECTION OF MELROSE AVENUE AND LA CIENEGA BOULEVARD, WHICH CONTAINS STOPS FOR THE METRO 10/48 AND 105 BUS ROUTES. BECAUSE THE METRO 10/48 AND 105 BUS ROUTES HAVE SERVICE INTERVALS OF 15 MINUTES OR LESS DURING MORNING AND AFTERNOON PEAK COMMUTE PERIODS, THE MELROSE/LA CIENEGA INTERSECTION QUALIFIES AS A "MAJOR TRANSIT STOP"

- SINCE THE SITE IS LOCATED WITHIN ½ MILE OF A MAJOR TRANSIT STOP, NO PARKING IS REQUIRED FOR BOTH RESIDENTIAL AND COMMERCIAL COMPONENT - PER AB 2097 (EFF. JANUARY 1, 2023)

PROVIDED VEHICULAR PARKING

LOCATION	COMPACT**	STANDARD	ACCESSIBLE
PARKING -1	14 (13 TANDEM*)	25	2 (VAN ACCESSIBLE)
PARKING -2	21 (17 TANDEM*)	32	2 (VAN ACCESSIBLE)

TOTAL PROVIDED PARKING: 96

* NOTE: TANDEM PARKING SPOTS SHALL BE ASSIGNED TO SAME UNIT

** NOTE: PER AB 2097 NO PARKING IS REQUIRED FOR BOTH RESIDENTIAL AND COMMERCIAL, AND ALL THE PROVIDED PARKING ARE VOLUNTARILY

REQUIRED BICYCLE

LONG TERM - LAMC Section 12.21.A.4	
UNITS 1 - 25 (25 UNITS)	ONE SPACE PER UNIT = 25 ÷ 1 = 25
UNITS 26 - 90 (65 UNITS)	ONE SPACE PER 1.5 UNITS = 65 ÷ 1.5 = 43.3~43
REQUIRED RESIDENTIAL LONG-TERM	25 + 43 = 68
PROVIDED RESI. LONG TERM BICYCLES	70 (35 LOCATED ON P -1)
REQUIRED COMMERCIAL LONG-TERM	ONE SPACE PER 2000 SF = 16,000 ÷ 2,000 = 8
PROVIDED COMMERCIAL LONG TERM BICYCLES	8 (LOCATED ON P -1, NEAR COMMERCIAL ELEVATOR)

SHORT TERM - LAMC 12.21.A.16.d	
UNITS 1 - 25 (25 UNITS)	ONE SPACE PER 10 UNITS = 2.5
UNITS 26 - 90 (65 UNITS)	ONE SPACE PER 15 UNITS = 4.33
REQUIRED RESI. SHORT-TERM	2.5 + 4.33 = 6.83 ~ 7 (ROUNDED UP; FRACTION > 0.5)
PROVIDED RESI. SHORT TERM BICYCLES	8 @ 1ST FLOOR, NEAR THE STREET CURB - SEE A110
REQUIRED COMMERCIAL SHORT-TERM	ONE SPACE PER 2000 SF = 16,000 ÷ 2,000 = 8
PROVIDED COMMERCIAL SHORT-TERM BICYCLES	8 STALLS LOCATED AT COMMERCIAL ENTRANCE LOBBY

REQUIRED ON-SITE TREES - 12.21 G2.a.3. - SEE A004, A005, A203 & A207

REQUIRED NUMBER OF TREES	90 (UNITS) / 4 (1 TREE PER EACH 4 UNITS) = 22.5 ~ 23
PROVIDED NO. OF TREES	23 TREES; REFER TO LANDSCAPE SHEET "L1.10" FOR MORE DTAILS
AT LEAST ONE 24-INCH BOX TREE PER EVERY 4 UNITS SHALL BE PROVIDED ON SITE; AND MAY INCLUDE STREET TREES IN THE PARKWAY	

EARTHWORK & GRADING QUANTITY TABLE - SEE A011 FOR MORE DETAILS

ROUGH GRADE	20,194 C.Y. (CUT)
R & R	0 C.Y.
EXPORT	20,194 C.Y.

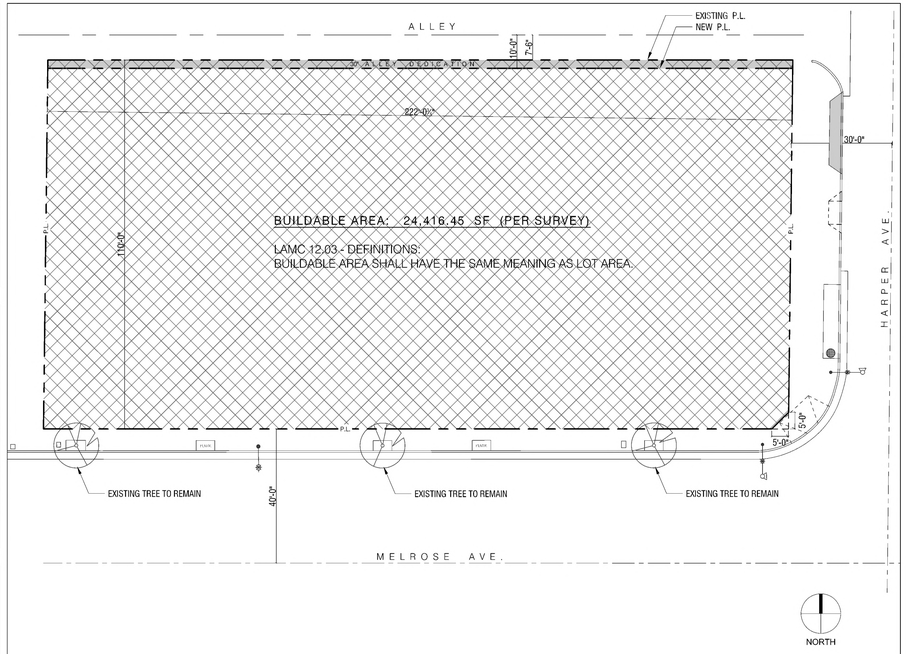
UNIT SCHEDULE

UNIT NO.	NO BED & BATH	UNIT AREA	
UNIT 201	1 BED, 1 BATH	646 SF	TOTAL 2ND FLOOR: 12,978 SF
UNIT 202	1 BED, 1 BATH	646 SF	
UNIT 203	1 BED, 1 BATH	646 SF	
UNIT 204	1 BED, 1 BATH	646 SF	
UNIT 205	1 BED, 1 BATH	646 SF	
UNIT 206	1 BED, 1 BATH	646 SF	
UNIT 207	2 BED, 2 BATH	1,288 SF	
UNIT 208	1 BED, 1 BATH	573 SF	
UNIT 209	1 BED, 1 BATH	646 SF	
UNIT 210	1 BED, 1 BATH	646 SF	
UNIT 211	1 BED, 1 BATH	646 SF	
UNIT 212	2 BED*, 2 BATH	1,482 SF	
UNIT 213	1 BED, 1 BATH	578 SF	
UNIT 214	1 BED, 1 BATH	460 SF	
UNIT 215	1 BED, 1 BATH	460 SF	
UNIT 216	1 BED, 1 BATH	619 SF	
UNIT 217	2 BED, 2 BATH	921 SF	
UNIT 218	1 BED, 1 BATH	411 SF	
UNIT 301	1 BED, 1 BATH	646 SF	TOTAL 3RD FLOOR: 13,693 SF
UNIT 302	1 BED, 1 BATH	646 SF	
UNIT 303	1 BED, 1 BATH	646 SF	
UNIT 304	1 BED, 1 BATH	646 SF	
UNIT 305	1 BED, 1 BATH	646 SF	
UNIT 306	1 BED, 1 BATH	646 SF	
UNIT 307	2 BED, 2 BATH	1,288 SF	
UNIT 308	2 BED, 2 BATH	1,288 SF	
UNIT 309	1 BED, 1 BATH	646 SF	
UNIT 310	1 BED, 1 BATH	646 SF	
UNIT 311	1 BED, 1 BATH	646 SF	
UNIT 312	2 BED*, 2 BATH	1,482 SF	
UNIT 313	1 BED, 1 BATH	578 SF	
UNIT 314	1 BED, 1 BATH	460 SF	
UNIT 315	1 BED, 1 BATH	460 SF	
UNIT 316	1 BED, 1 BATH	619 SF	
UNIT 317	2 BED, 2 BATH	921 SF	
UNIT 318	1 BED, 1 BATH	411 SF	
UNIT 401	2 BED, 2 BATH	1,385 SF	TOTAL 3RD FLOOR: 15,078 SF
UNIT 402	1 BED, 1 BATH	646 SF	
UNIT 403	1 BED, 1 BATH	646 SF	
UNIT 404	1 BED, 1 BATH	646 SF	
UNIT 405	1 BED, 1 BATH	646 SF	
UNIT 406	1 BED, 1 BATH	646 SF	
UNIT 407	1 BED, 1 BATH	646 SF	
UNIT 408	2 BED, 2 BATH	1,288 SF	
UNIT 409	2 BED, 2 BATH	1,288 SF	
UNIT 410	1 BED, 1 BATH	646 SF	
UNIT 411	1 BED, 1 BATH	646 SF	
UNIT 412	1 BED, 1 BATH	646 SF	
UNIT 413	2 BED*, 2 BATH	1,482 SF	
UNIT 414	1 BED, 1 BATH	578 SF	
UNIT 415	1 BED, 1 BATH	460 SF	
UNIT 416	1 BED, 1 BATH	460 SF	
UNIT 417	1 BED, 1 BATH	619 SF	
UNIT 418	2 BED, 2 BATH	921 SF	
UNIT 419	1 BED, 1 BATH	411 SF	
UNIT 501	1 BED, 1 BATH	646 SF	TOTAL 5TH FLOOR: 14,986 SF
UNIT 502	1 BED, 1 BATH	646 SF	
UNIT 503	1 BED, 1 BATH	646 SF	
UNIT 504	1 BED, 1 BATH	646 SF	
UNIT 505	1 BED, 1 BATH	646 SF	
UNIT 506	1 BED, 1 BATH	646 SF	
UNIT 507	2 BED, 2 BATH	1,288 SF	
UNIT 508	2 BED, 2 BATH	1,288 SF	
UNIT 509	1 BED, 1 BATH	646 SF	
UNIT 510	1 BED, 1 BATH	646 SF	
UNIT 511	1 BED, 1 BATH	646 SF	
UNIT 512	2 BED*, 2 BATH	1,482 SF	
UNIT 513	2 BED, 2 BATH	1,293 SF	
UNIT 514	1 BED, 1 BATH	578 SF	
UNIT 515	1 BED, 1 BATH	460 SF	
UNIT 516	1 BED, 1 BATH	460 SF	
UNIT 517	1 BED, 1 BATH	619 SF	
UNIT 518	2 BED, 2 BATH	921 SF	
UNIT 519	1 BED, 1 BATH	411 SF	
UNIT 601	1 BED, 1 BATH	646 SF	TOTAL 6TH FLOOR: 12,744 SF
UNIT 602	1 BED, 1 BATH	646 SF	
UNIT 603	1 BED, 1 BATH	646 SF	
UNIT 604	1 BED, 1 BATH	646 SF	
UNIT 605	2 BED, 2 BATH	1,288 SF	
UNIT 606	2 BED, 2 BATH	1,288 SF	
UNIT 607	1 BED, 1 BATH	646 SF	
UNIT 608	1 BED, 1 BATH	646 SF	
UNIT 609	1 BED, 1 BATH	646 SF	
UNIT 610	2 BED*, 2 BATH	1,482 SF	
UNIT 611	2 BED, 2 BATH	1,293 SF	
UNIT 612	1 BED, 1 BATH	460 SF	
UNIT 613	1 BED, 1 BATH	460 SF	
UNIT 614	1 BED, 1 BATH	619 SF	
UNIT 615	2 BED, 2 BATH	921 SF	
UNIT 616	1 BED, 1 BATH	411 SF	

TOTAL RESI. RENTABLE AREA:	69,479 SF
TOTAL COMMERCIAL RENTABLE AREA:	16,000 SF
GRAND TOTAL RENTABLE AREA	85,479 SF

GROSS AREA SCHEDULE - SEE A006 & A007

LEVEL	GROSS AREA
ROOF	483 SF
6TH FLOOR	16,797 SF
5TH FLOOR	19,560 SF
4TH FLOOR	19,560 SF
3RD FLOOR	19,560 SF
2ND FLOOR	19,560 SF
1ST FLOOR	22,508 SF
PARKING -1	22,255 SF
PARKING - 2	22,255 SF
TOTAL BUILDING AREA / GROSS AREA: 162,538 SF	



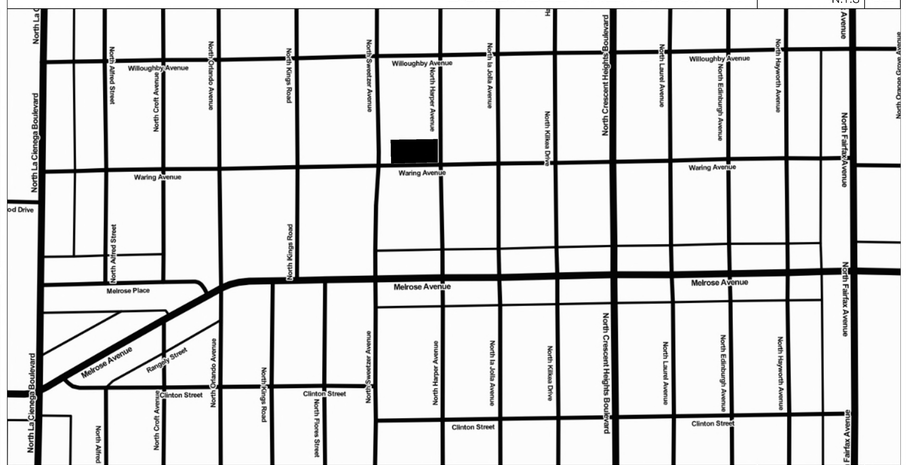
COMMERCIAL CORNER EXEMPTION NOTE & REASONING

THIS PROJECT COMBINES ONE OR MORE COMMERCIAL USES AND MULTIPLE UNITS IN A SINGLE BUILDING, AND PROVIDES THE FOLLOWING:
(1) A SEPARATE , GROUND FLOOR ENTRANCE TO THE RESIDENTIAL COMPONENT OR A LOBBY THAT SERVES BOTH THE RESIDENTIAL AND COMMERCIAL COMPONENTS; AND
(2) A PEDESTRIAN ENTRANCE TO THE COMMERCIAL USES COMPONENT THAT IS DIRECTLY ACCESSIBLE FROM A PUBLIC STREET, AND IS OPEN DURING THE NORMAL BUSINESS HOURS POSTED BY THE BUSINESS

A MINIMUM OF 35 PERCENT OF THE GROUND FLOOR BUILDING FRONTAGE A BUTTING A PUBLIC COMMERCIALLY ZONED STREET, EXCLUDING DRIVEWAYS OR PEDESTRIAN ENTRANCES, MUST BE DESIGNED TO ACCOMMODATE COMMERCIAL USES TO A MINIMUM DEPTH OF 25 FEET

BUILDABLE AREA DIAGRAM

SCALE N.T.S 02



VICINITY MAP

SCALE N.T. S. 01

FUNDING NOTE

THIS IS NOT A PUBLIC HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR OR ON BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT RECEIVED FROM STATE OR FEDERAL. NOT A TCAC FACILITY, AND NOT A SOCIAL SERVICE CENTER. 100% PRIVATELY FUNDED".

SUMMARY OF INCENTIVES

	BASE (LAMC)	DENSITY BONUS / INCENTIVE	PROPOSED
DENSITY	65	66 (BASE, ROUNDED UP) x 1.35 (35% INCREASE) = 89.1~90	90
PARKING	214 (146 RESI. + 68 COMMERCIAL)	NONE (PER AB 2097)	92

- ON-MENU INCENTIVE FOR 20% OPEN SPACE REDUCTION
- OFF-MENU INCENTIVE TO ALLOW FAR OF 4.52:1 IN LIEU OF 1.5:1
- OFF-MENU INCENTIVE TO ALLOW MAX HEIGHT OF 69' AND 6-STORIES

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	03/26/2025	SCHEMATIC DESIGN

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PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM: AM /SJ
DRAWN BY: AM /SJ
JOB NO: CA23-01

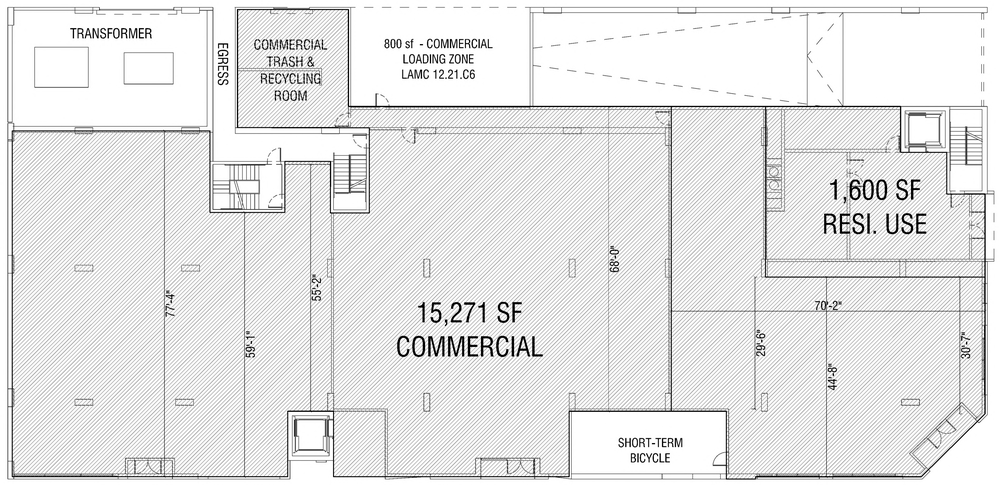
DRAWING TITLE:
ZONING CODE ANALYSIS

A001

AREA (FAR) SCHEDULE	
LEVEL	FAR AREA
6TH FLOOR	16,200 SF
5TH FLOOR	19,016 SF
4TH FLOOR	19,016 SF
3RD FLOOR	19,016 SF
2ND FLOOR	19,016 SF
1ST FLOOR	16,871 SF
PARKING -1	780 SF
PARKING - 2	385 SF
GRAND TOTAL FAR:	110,300 SF

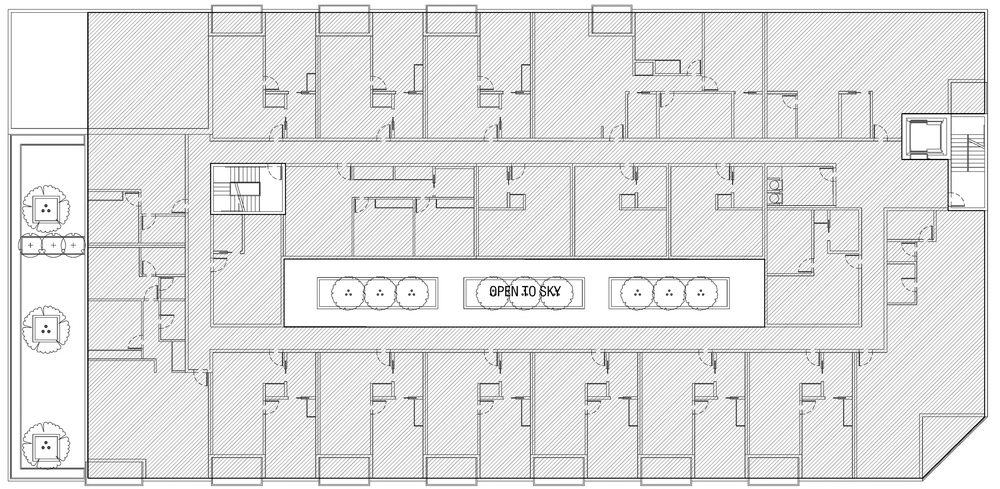
LEGEND

AREA INCLUDED IN F.A.R. COMPUTATION

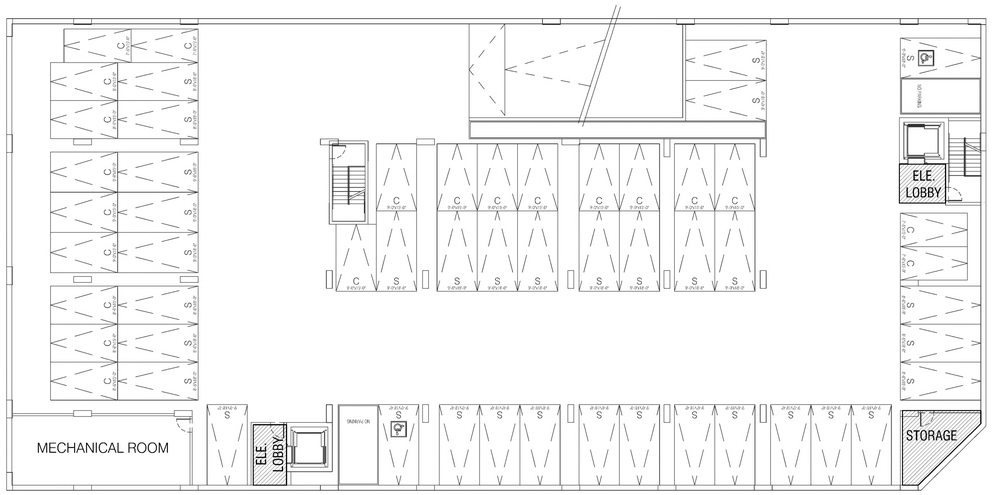


1ST FLOOR FAR: 16,871 SF

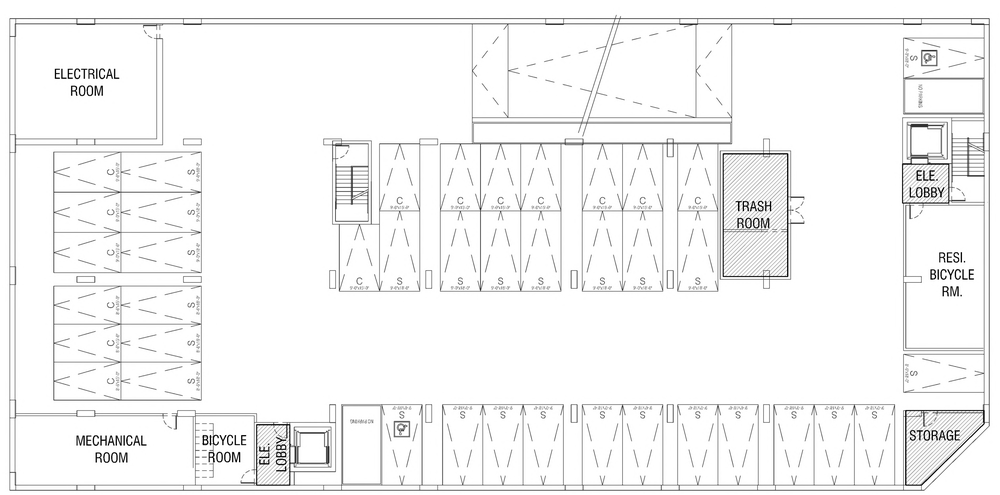
- 15,271 SF COMMERCIAL
- 1,600 SF RESI.



2ND FLOOR FAR: 19,016 SF



PARKING -2 FAR: 385 SF



PARKING -1 FAR: 780 SF

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
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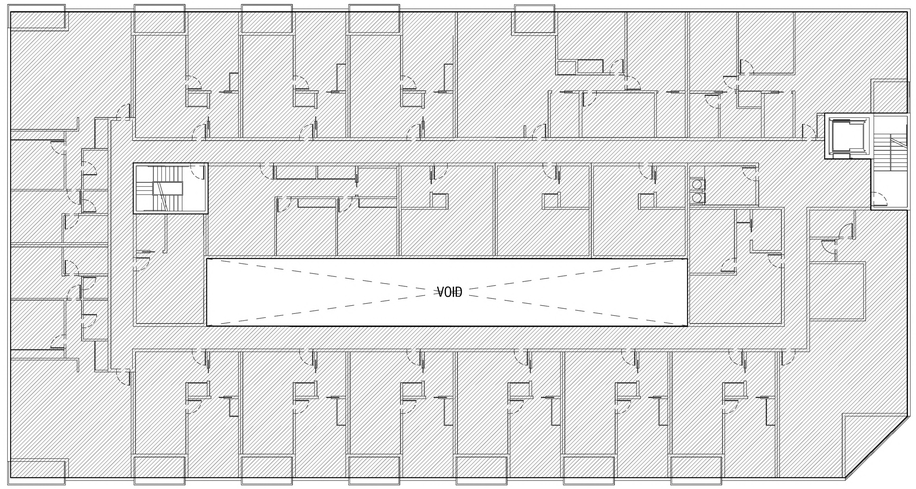
PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
FAR DIAGRAM
& ANALYSIS

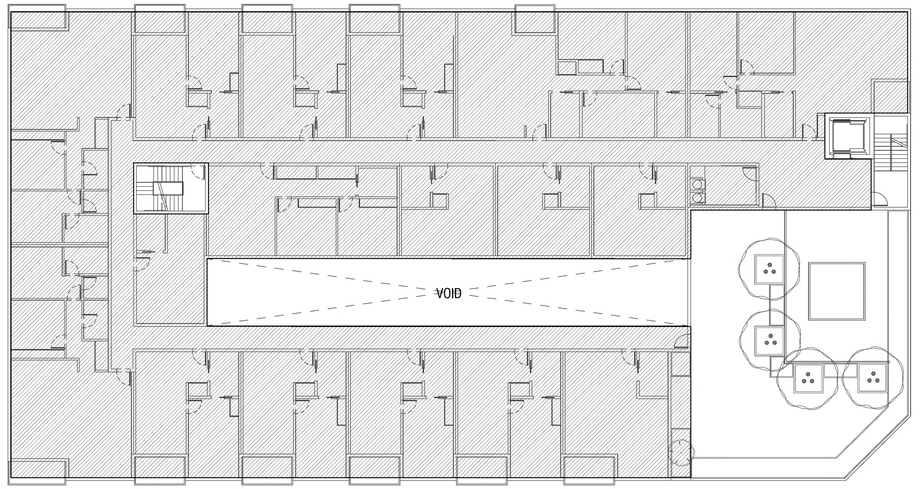
AREA (FAR) SCHEDULE	
LEVEL	FAR AREA
6TH FLOOR	16,200 SF
5TH FLOOR	19,016 SF
4TH FLOOR	19,016 SF
3RD FLOOR	19,016 SF
2ND FLOOR	19,016 SF
1ST FLOOR	16,871 SF
PARKING -1	780 SF
PARKING - 2	385 SF
GRAND TOTAL FAR:	110,300 SF

LEGEND

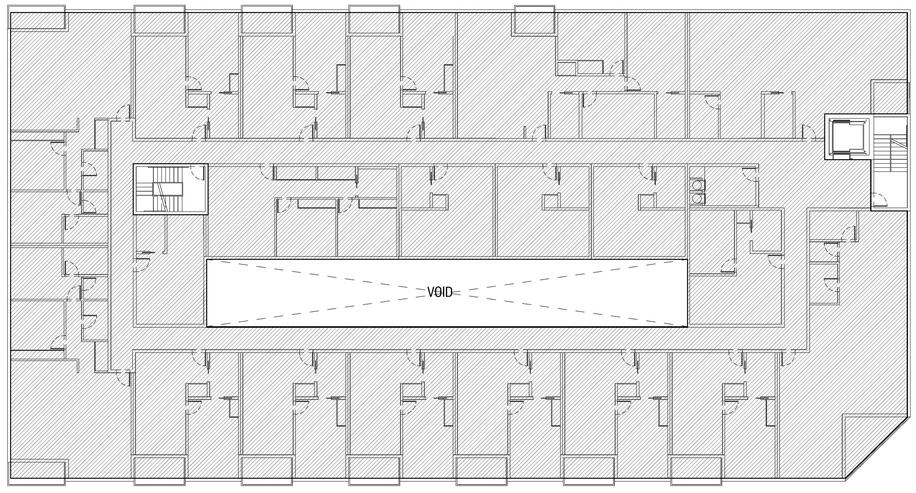
AREA INCLUDED IN F.A.R. COMPUTATION



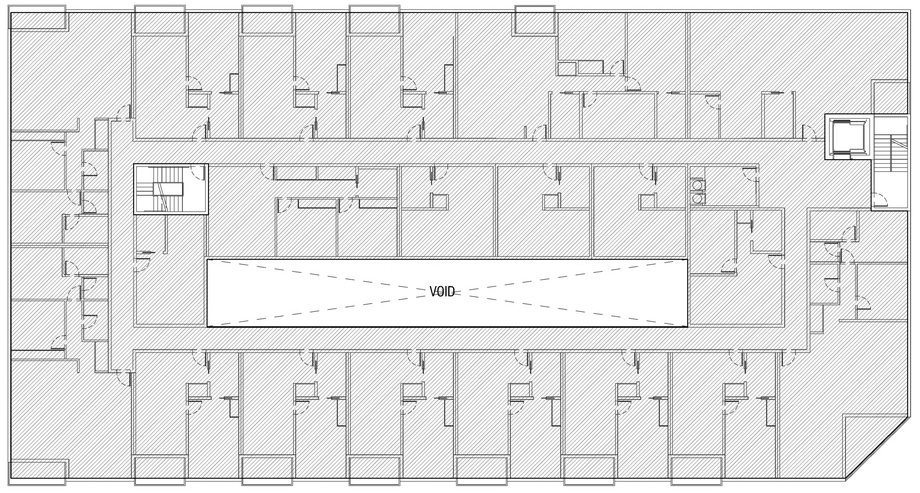
5TH FLOOR FAR: 19,016 SF



6TH FLOOR FAR: 16,200 SF



3RD FLOOR FAR: 19,016 SF



4TH FLOOR FAR: 19,016 SF

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/18/2024	SCHEMATIC DESIGN

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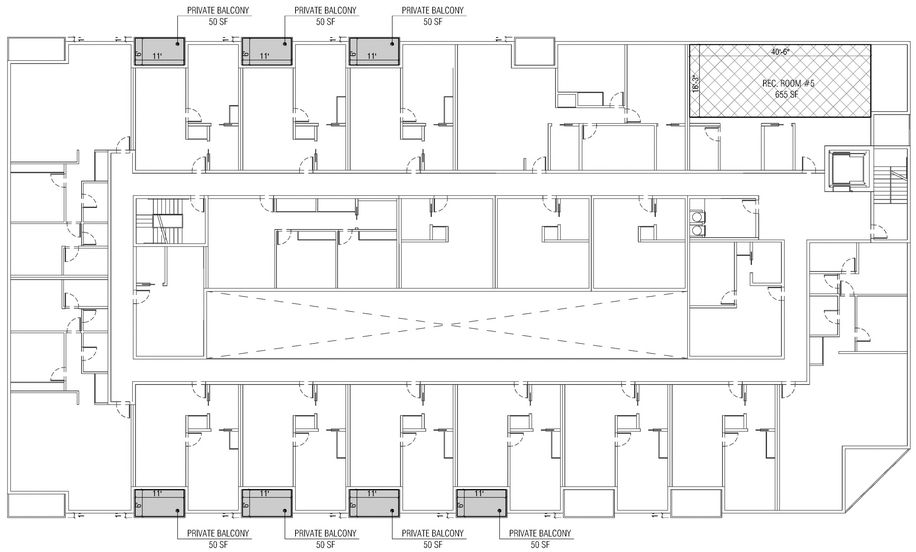
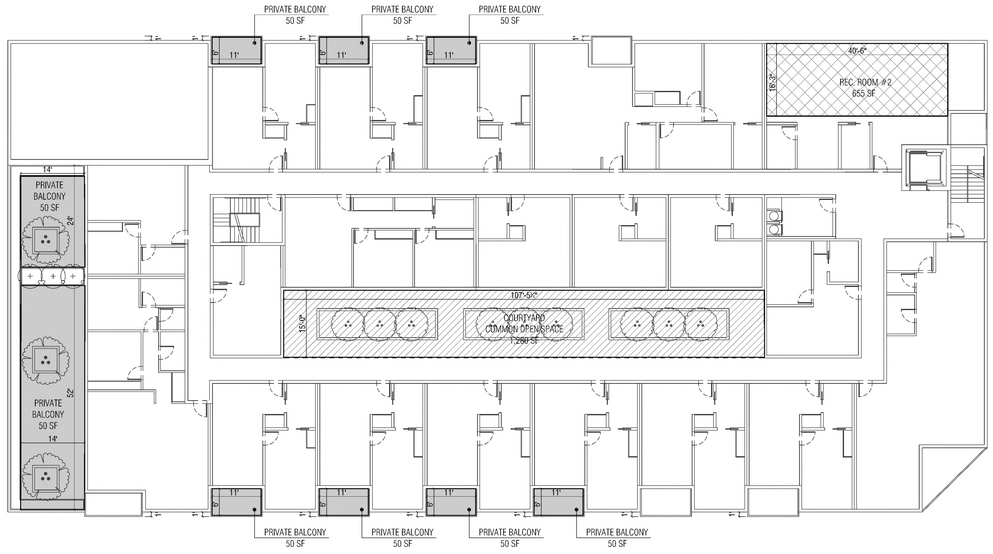
DRAWING TITLE:
FAR DIAGRAM
& ANALYSIS



4TH FLOOR OPEN SPACE:

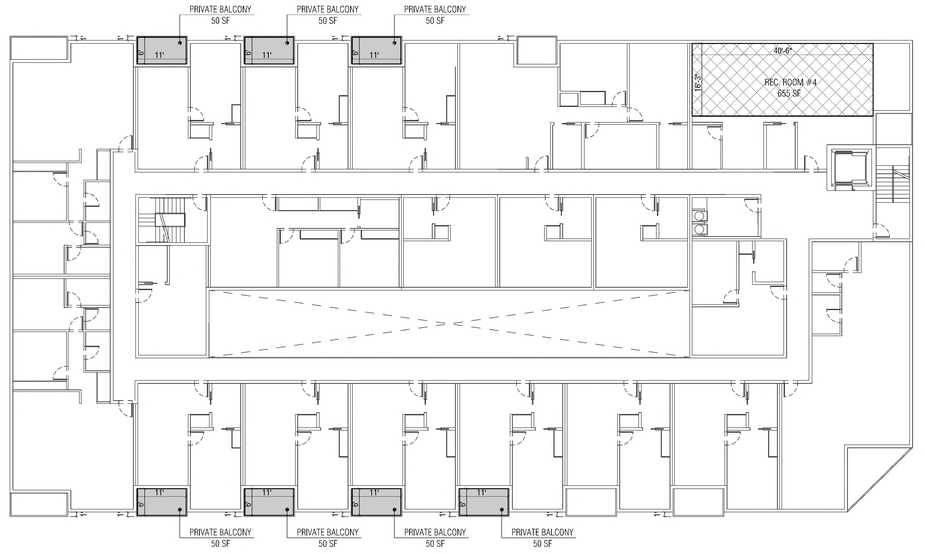
- COMMON OPEN SPACE: NONE
- REC. ROOM #5: 655 SF
- PRIVATE: 350 SF (7 QUALIFIED BALCONIES)



2ND FLOOR OPEN SPACE:

- COMMON OPEN SPACE: 1,280 SF
- REC. ROOM #2: 655 SF
- PRIVATE BALCONIES: 450 SF (9 QUALIFIED BALCONIES)

*NOTE: 23x 24"-BOX SHADED TREES ARE PROVIDED - SEE LANDSCAPE PLANS FOR MORE DETAILS



3RD FLOOR OPEN SPACE:

- COMMON OPEN SPACE: NONE
- REC. ROOM #4: 655 SF
- PRIVATE BALCONIES: 350 SF (7 QUALIFIED BALCONIES)

LEGEND

- REC. ROOM / GYM - PORTIONS WITH MIN. 15' DIMENSION
- COMMON OPEN SPACE
- QUALIFIED PRIVATE BALCONY - WITH MIN. 50 SF; AND MIN. 6' CLEAR DIMENSION

PROVIDED OPEN SPACE - SEE A004 & A005		
LOCATION	OPEN SPACE TYPE	AREA [S.F.]
2ND FLOOR COURTYARDS	COMMON OPEN SPACE	1,280 SF
2ND ~ 6TH FLOOR	37 QUALIFIED PRIVATE BALCONIES	1,850 SF
2ND ~ 4TH FLOOR	REC. ROOMS 2ND - 4TH FLOORS	1,960 SF (25% OF REQ. OPEN SPACE)
6TH FLOOR DECK & SPA	COMMON OPEN SPACE	2,765 SF
TOTAL PROVIDED OPEN SPACE: 7,855 SF (OR 20% OF LAMC BASE)		

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	03/26/2025	SCHEMATIC DESIGN

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PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
OPEN SPACE
DIAGRAM

OPEN SPACE DIAGRAM - 2ND, 3RD & 4TH FLOOR

SCALE 1/16"=1'-0" | 04

A004

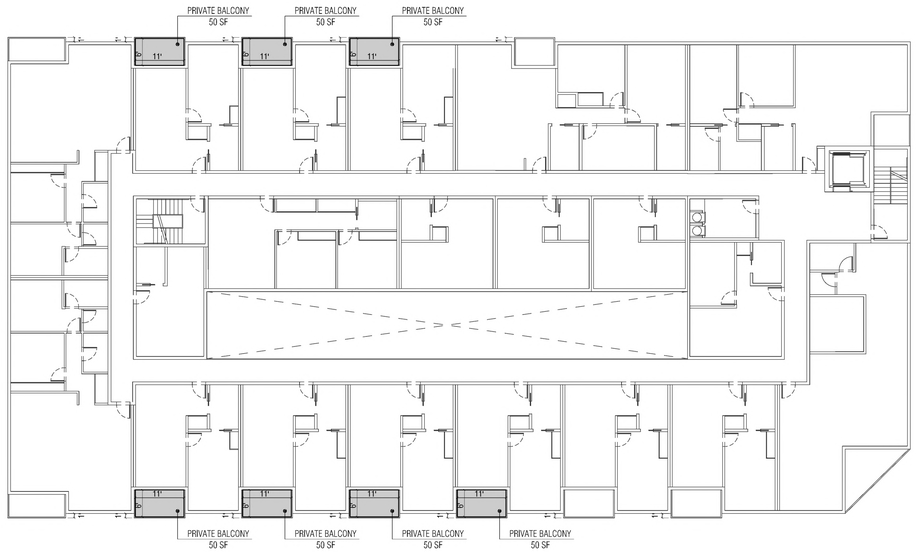
LEGEND

REC. ROOM / GYM - PORTIONS WITH MIN. 15' DIMENSION

COMMON OPEN SPACE

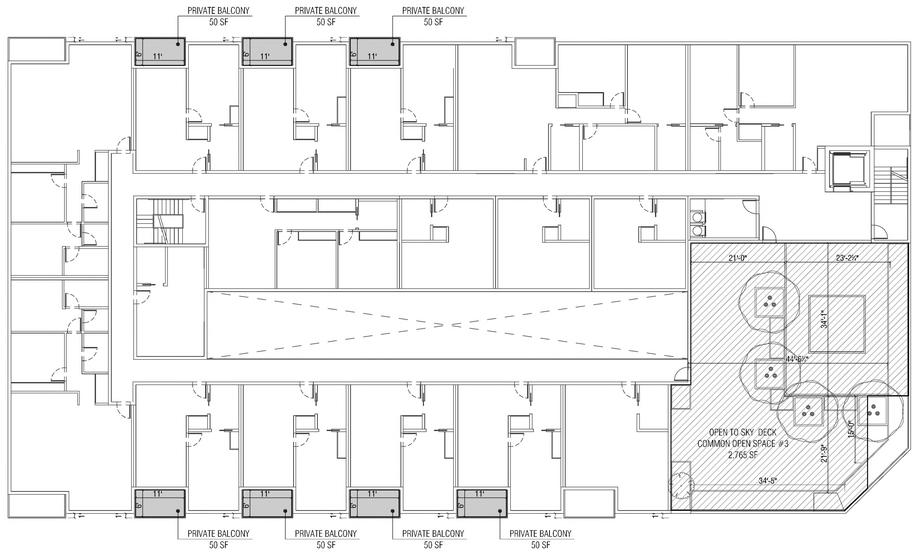
QUALIFIED PRIVATE BALCONY - WITH MIN. 50 SF; AND MIN. 6' CLEAR DIMENSION

PROVIDED OPEN SPACE - SEE A004 & A005		
LOCATION	OPEN SPACE TYPE	AREA [S.F.]
2ND FLOOR COURTYARDS	COMMON OPEN SPACE	1,280 SF
2ND ~ 6TH FLOOR	37 QUALIFIED PRIVATE BALCONIES	1,850 SF
2ND ~ 4TH FLOOR	REC. ROOMS 2ND - 4TH FLOORS	1,960 SF (25% OF REQ. OPEN SPACE)
6TH FLOOR DECK & SPA	COMMON OPEN SPACE	2,765 SF
TOTAL PROVIDED OPEN SPACE: 7,855 SF (OR 20% OF LAMC BASE)		



5TH FLOOR OPEN SPACE:

- COMMON OPEN SPACE: NONE
- REC. ROOM / GYM: NONE
- PRIVATE: 350 SF (7 QUALIFIED BALCONIES)



6TH FLOOR OPEN SPACE:

- COMMON OPEN SPACE: 2,765 SF
- REC. ROOM / GYM: NONE
- PRIVATE: 350 SF (7 QUALIFIED BALCONIES)

*NOTE: 20x SHADED TREES ARE PROVIDED ON 6TH FLOOR DECK

OPEN SPACE DIAGRAM - 5TH & 6TH FLOOR

SCALE 1/16"=1'-0" | 04

A005

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
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LOS ANGELES , CA 90046

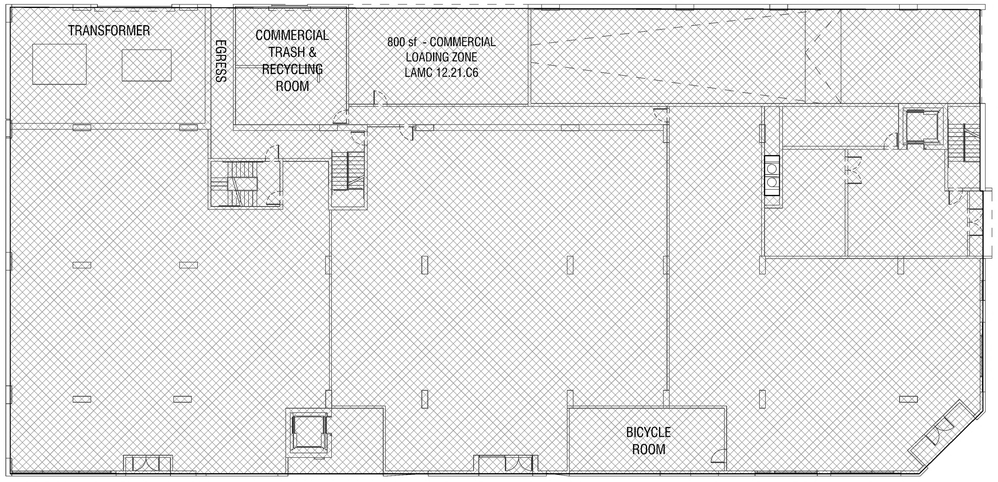
PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
OPEN SPACE
DIAGRAM

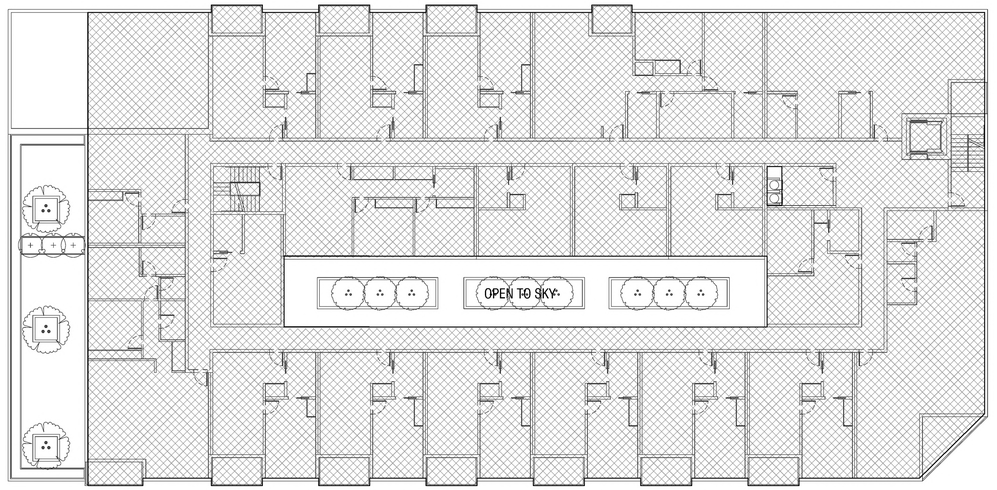
GROSS AREA SCHEDULE - SEE A006 & A007	
LEVEL	GROSS AREA
ROOF	483 SF
6TH FLOOR	16,797 SF
5TH FLOOR	19,560 SF
4TH FLOOR	19,560 SF
3RD FLOOR	19,560 SF
2ND FLOOR	19,560 SF
1ST FLOOR	22,508 SF
PARKING -1	22,255 SF
PARKING - 2	22,255 SF
TOTAL BUILDING AREA / GROSS AREA: 162,538 SF	

LEGEND

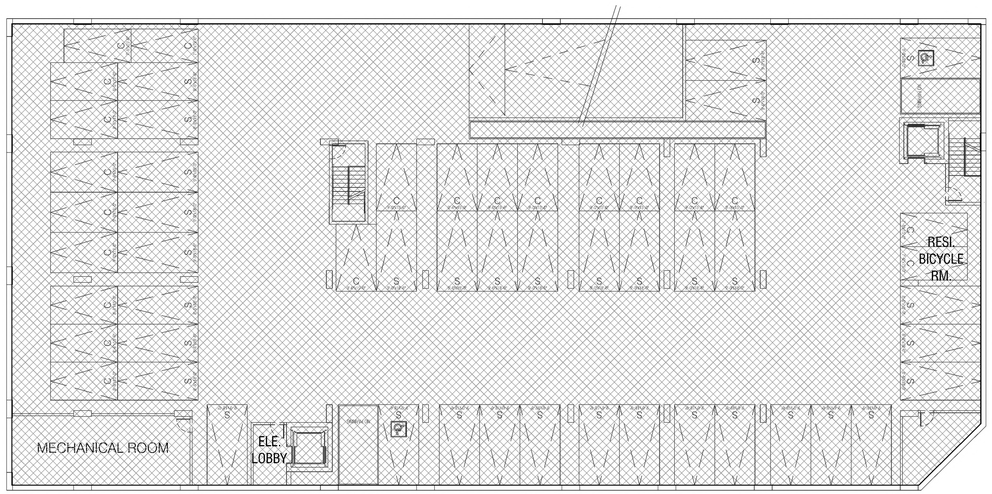
INCLUDED IN GROSS AREA COMPUTATION



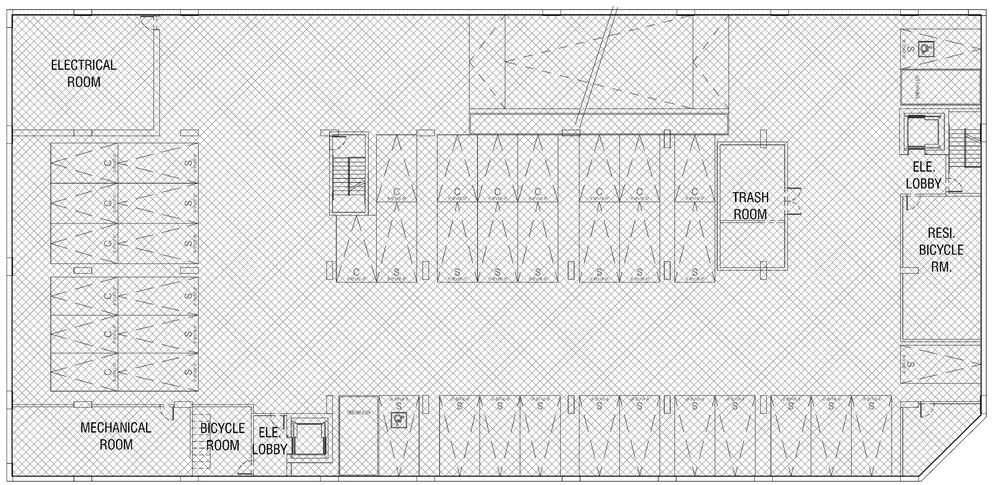
1ST FLOOR GROSS AREA: 22,508 SF



2ND FLOOR GROSS AREA: 19,560 SF



PARKING -2 GROSS AREA: 22,255 SF



PARKING -1 GROSS AREA: 22,255 SF

BUILDING AREA / GROSS AREA DIAGRAM

SCALE 1/16"= 1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
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705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

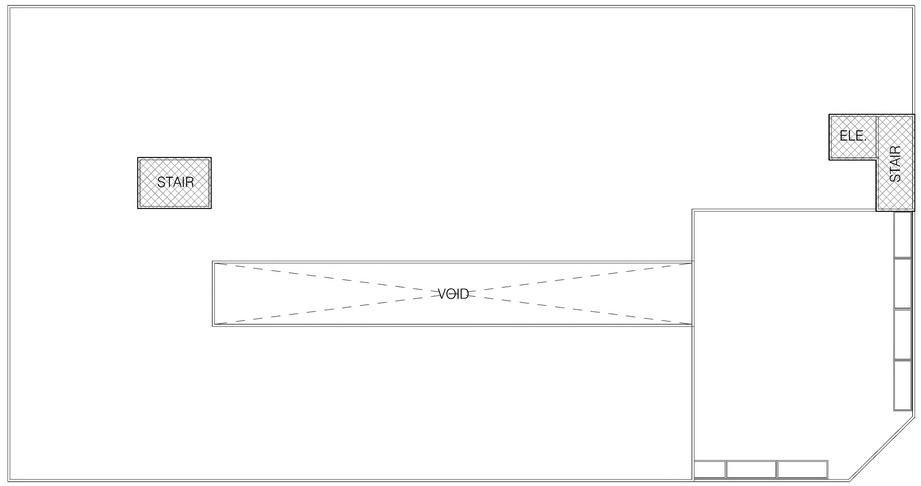
DRAWING TITLE:
GROSS AREA DIAGMRAM

A006

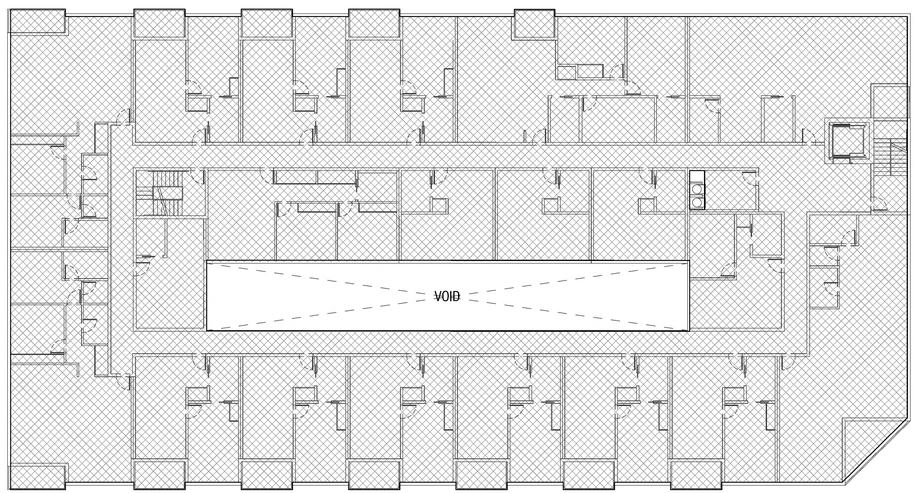
GROSS AREA SCHEDULE - SEE A006 & A007	
LEVEL	GROSS AREA
ROOF	483 SF
6TH FLOOR	16,797 SF
5TH FLOOR	19,560 SF
4TH FLOOR	19,560 SF
3RD FLOOR	19,560 SF
2ND FLOOR	19,560 SF
1ST FLOOR	22,508 SF
PARKING -1	22,255 SF
PARKING - 2	22,255 SF
TOTAL BUILDING AREA / GROSS AREA: 162,538 SF	

LEGEND

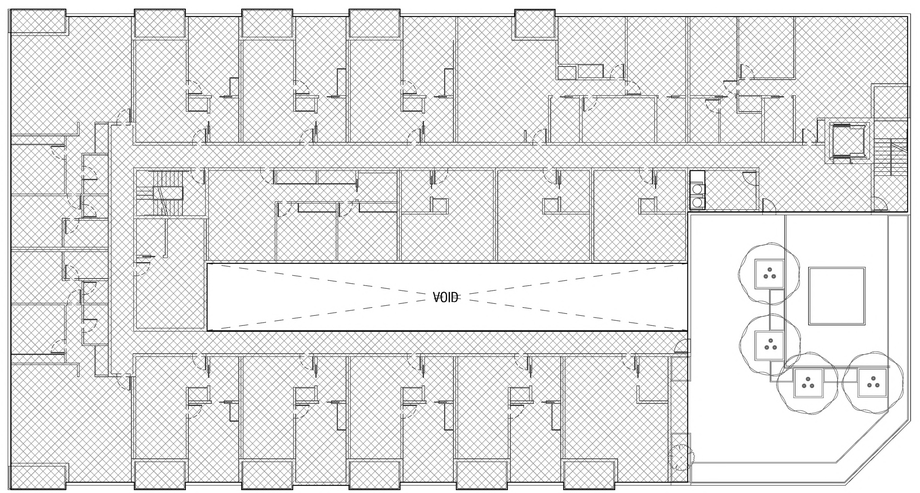
INCLUDED IN GROSS AREA COMPUTATION



ROOF GROSS AREA: 483 SF



3RD - 5TH FLOORS GROSS AREA: 19,560 SF



6TH FLOOR GROSS AREA: 16,797 SF

BUILDING AREA / GROSS AREA DIAGRAM

SCALE 1/16"=1'-0" 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
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LOS ANGELES , CA 90046

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DRAWN BY:	AM /SJ
JOB NO:	CA23-01

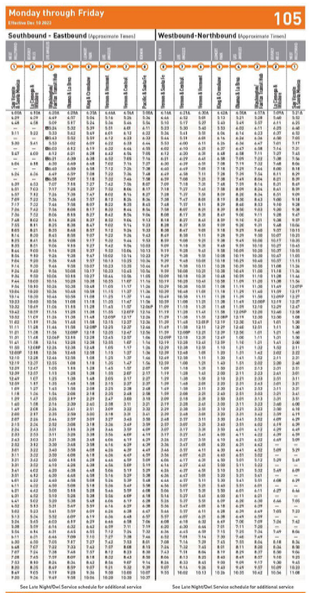
DRAWING TITLE:
GROSS AREA DIAGMRAM

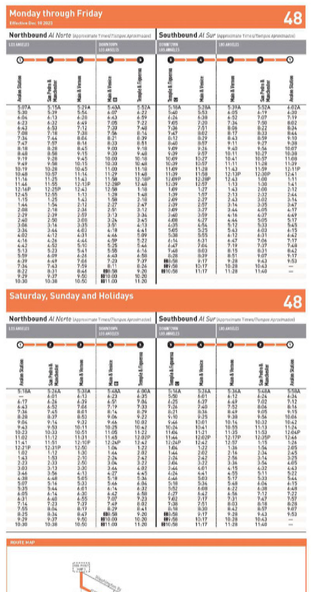
A007

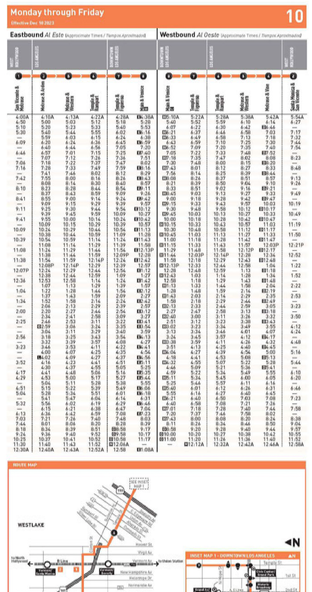










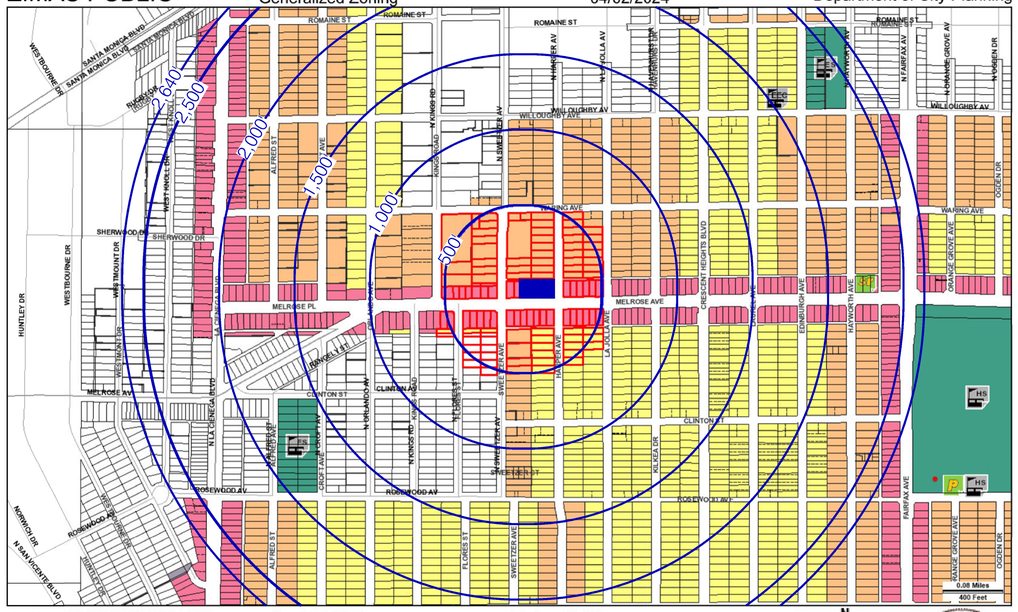


ZIMAS PUBLIC

Generalized Zoning

04/02/2024

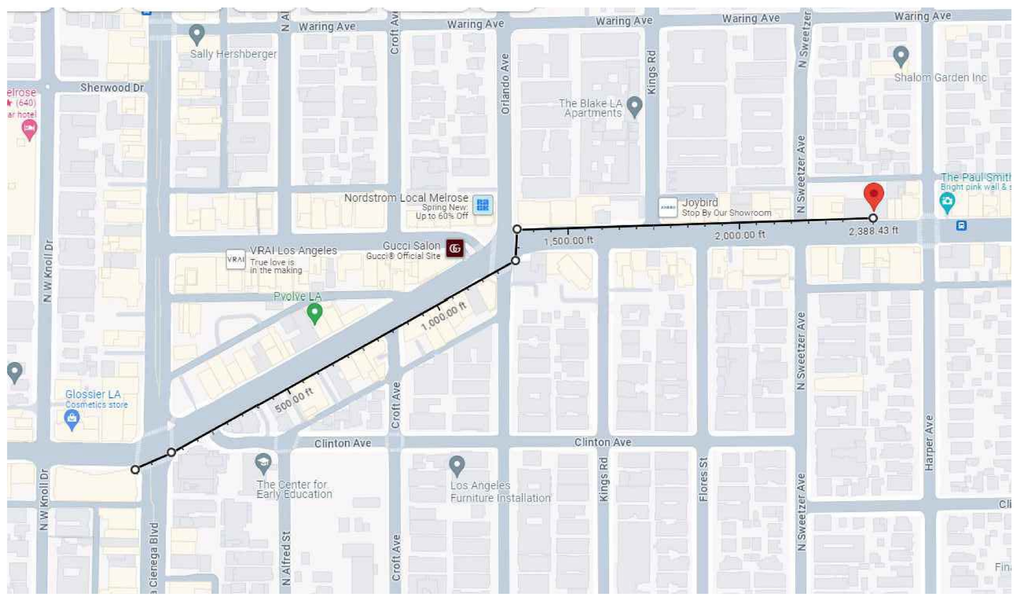
City of Los Angeles
Department of City Planning



Address: 8271 W MELROSE AVE
APN: 5528003042
PIN #: 141B173 408

Tract: TR 5763
Block: E
Lot: 12
Arb: None

Zoning: C4-1XL
General Plan: Neighborhood Office Commercial



CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
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No. C-38086
04-30-25
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705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
AB 2097
RADIUS MAP &
BUS SCHEDULES

GREEN NOTES

1. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACES(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE. LAGBC: 99.04.106.4.2.
2. A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM THE ENERGY CODE SECTIONS 110.10(b) THROUGH 110.10(c) SHALL BE PROVIDED TO THE OCCUPANT. ENERGY CODE: 110.10(d)
3. CONSTRUCTION WASTE SHALL BE REDUCED BY 50%. LAGBC: 99.04.408.1.
4. A PERMANENT MARKING OR A SIGN FOR THE DESIGNATED PARKING ISPACE FOR ANY COMBINATION OF LOW-EMITTING, FUEL-EFFICIENT AND CARPOOL/VANPOOL VEHICLES SHALL BE PROVIDED. SEE DETAIL: LAGBC: 99.05.106.5.2.
5. A SEPARATE ELECTRICAL PLAN CHECK IS REQUIRED TO VERIFY THE RACEWAY METHOD(S), WIRING SCHEMATICS AND ELECTRICAL CALCULATIONS FOR THE ELECTRICAL CHARGING SYSTEM. LAGBC: 99.05.106.5.3.
6. THE SERVICE PANEL OR SUBPANELS(S) SHALL HAVE SUFFICIENT CAPACITY TO ACCOMODATE THE REQUIRED NUMBER OF DEDICATED BRANCH CIRCUIT(S) FOR THE FUTURE INSTALLATION OF THE EVSE. LAGBC: 99.05.106.5.3.
7. THE SERVICE PANEL OR SUBPANEL(S) CIRCUIT DIRECTORY SHALL IDENTIFY THE RESERVED OVER-CURRENT PROTECTIVE DEVICE SPACE(S) FOR THE FUTURE EV CHARGING AS "EV CAPABLE". THE RACEWAY TERMINATION SHALL BE PERMANENTLY AND VISIBLY MARKED AS "EV CAPABLE". LAGBC: 99.05.106.5.3.
8. BUILDINGS ON A SITE WITH 1,000 SQUARE FEET OR MORE OF CUMULATIVE LANDSCAPE AREA SHALL HAVE A SEPARATE METER OR SUBMETERS FOR OUTDOOR WATER USE. LAGBC: 99.05.304.4.
9. AFTER FUNCTIONAL PERFORMANCE TESTS ARE CONDUCTED, FORM GRN 24 SHALL BE COMPLETED AND READILY AVAILABLE TO THE FIELD INSPECTOR PRIOR TO FINAL APPROVAL. LAGBC: 99.05.410.2.4.
10. ALL OPERATIONAL ASPECTS OF THE BUILDING SHALL BE DOCUMENTED WITHIN A SYSTEM MANUAL. THIS SYSTEM MANUAL SHALL BE DELIVERED TO THE OWNER OR REPRESENTATIVE. LAGBC: 99.05.410.2.5.1.
11. THE TRAINING OF THE APPROPRIATE MAINTENANCE STAFF FOR EACH EQUIPMENT TYPE AND/OR SYSTEM SHALL BE DOCUMENTED IN THE COMMISSIONING REPORT. LAGBC: 99.05.410.2.5.2.
12. FORM GRN 25 SHALL BE COMPLETED AND READILY AVAILABLE TO THE FIELD INSPECTOR PRIOR TO FINAL APPROVAL. LAGBC: 99.05.410.2.6.
13. A COMPLETE COMMISSIONING REPORT AND FORM GRN 26 (COMPLETED) SHALL BE PROVIDED TO THE OWNER OR REPRESENTATIVE AND WILL BE READILY AVAILABLE TO THE FIELD INSPECTOR PRIOR TO FINAL APPROVAL. LAGBC: 99.05.410.4.4.
14. LOCKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. LAGBC: 99.04.304.4 & 99.05.304.5
15. THE BUILDING SHALL MEET OR EXCEED THE PROVISIONS FOR MECHANICAL VENTILATION OF SECTION 1203 OF THE LOS ANGELES BUILDING CODE.
16. OUTDOOR LIGHTING SYSTEMS SHALL BE DESIGNED AND INSTALLED TO COMPLY WITH ALL OF THE FOLLOWING:
    A. THE MINIMUM REQUIREMENTS IN CALIFORNIA ENERGY CODE FOR LIGHTING ZONES 1-4.
    B. BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS AS DEFINED IN IESNA TM-15-11
    C. ALLOWABLE BUG RATINGS NOT EXCEEDING THOES SHOWN ON TABLE 5.106.8
17. TESTING AND ADJUSTMENT IS REQUIRED FOR ALL NEW INSTALLATION OF ANY OF THE FOLLOWING SYSTEMS:
    A. HEATING VENTILATING AND AIR CONDITIONING SYSTEM.
        a. DESCRIBE THE HVAC SYSTEM AND CONTROLS.
        b. PLANS SHALL INDICATE THAT THE HVAC SYSTEM AND COMPONENTS WILL BE TESTED, ADJUSTED AND BALANCED IN ACCORDANCE WITH ONE OF THE FOLLOWING STANDARDS:
            • TABB'S CONSTRUCTION SPECIFICATION INSTITUTE MASTERFORMAT (23 05 93 AND 15990)
            • NEBB'S STANDARDS FOR TESTING, ADJUSTMENT AND BALANCING OF ENVIRONMENTAL SYSTEMS (7TH EDITION
            • AABC'S NATIONAL STANDARDS FOR TOTAL SYSTEM BALANCE (6TH EDITION)
    B. INDOOR AND OUTDOOR LIGHTING AND CONTROLS
        a. DESCRIBE THE TYPES OF LIGHTING FIXTURES AND THEIR CORRESPONDING CONTROLS AT VARIOUS SPACES/ROOMS WITHIN THE BUILDING (EG: DIMMING SYSTEMS, OCCUPANCY SENSORS, PROGRAMMABLE TIME SWITCHES, PHOTOCONTROLS, MOTION SENSORS, ETC.)
        b. PROVIDE A NARRATIVE OF THE TESTING AND ADJUSTMENT PROCEDURE FOR THE LIGHTING CONTROL.
    C. WATER HEATING SYSTEMS
        a. DESCRIBE THE TYPE OF WATER HEATING SYSTEMS.
        b. PROVIDE A NARRATIVE OF THE PROCEDURE FOR THE TESTING AND ADJUSTMENT OF THE SYSTEM (EG: TEMPERATURE READING, FLOW RATES, ETC
    D. LANDSCAPE IRRIGATION SYSTEMS
        a. DESCRIBE THE TYPES F IRRIGATORS AND CONTROLLERS
        b. PROVIDE A NARRATIVE OF THE TESTING AND ADJUSTMENT PROCEDURE FOR THE IRRIGATION SYSTEM, INCLUDING BUT NOT LIMITED TO, PRESSURE TESTS, WATER COVERAGE AND PROPER CONTROLLER FUNCTIONS.
18. PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.

19. NEW MECHANICALLY VENTILATED BUILDINGS SHALL PROVIDE REGULARLY OCCUPIED AREAS OF THE BUILDING WITH A MERV 13 FILTER FOR OUTSIDE AND RETURN AIR. FILTERS SHALL BE INSTALLED PRIOR TO OCCUPANCY AND RECOMMENDATIONS FOR MAINTENANCE WITH FILTERS OF THE SAME VALUE SHALL BE INCLUDED IN THE OPERATION AND MAINTENANCE MANUAL.

URBAN RACKS
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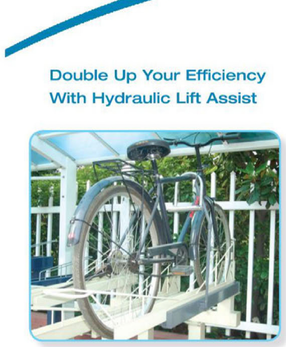
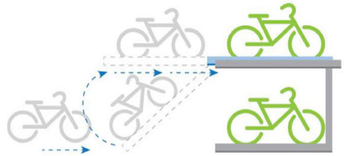
Urban Double Stacker ™

Double Up Your Efficiency
With Hydraulic Lift Assist







INNOVATIVE | BICYCLE PARKING

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URBAN RACKS
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FEATURES AND BENEFITS

EASE OF USE

- Ergonomically designed to simplify loading of your bike
- Top tray is easily lowered and lifted
- The Hydraulic Lift Assist assures that anyone can lift bike and tray into place

FLEXIBLE INSTALLATION

- Double up your parking capacity
- Modular flexibility
- Vertical pairs can be installed in any combination required

ACCESSIBILITY

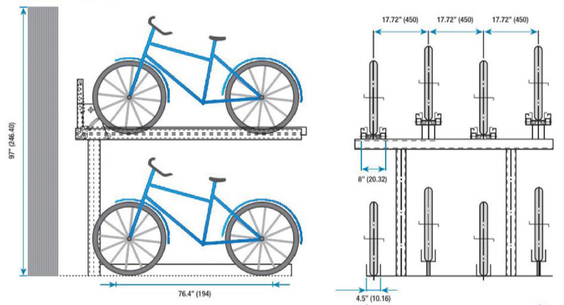
- Available in straight or angled access configurations

SUSTAINABILITY

- LEED compliant
- Lead free powder coating and galvanizing
- Minimum 26% recycled materials used in manufacturing
- 99% recyclable at end of life

STACKER RACK SPECIFICATIONS

SIZE & DIMENSIONS



CLEARANCE DESIRED FOR ADEQUATE MOVEMENT IS > 5'

THE SET SHOWN IS OUR 4 UNIT STACKER WHICH HOLDS 8 BIKES. HOWEVER, THIS "SET" CAN BE BUILT IN ANY CONFIGURATION FROM 1 TO 6 SETS, EVEN OR UNEVEN.

Full Replacement & Installation Warranty Available

INNOVATIVE | BICYCLE PARKING

sales@urbanracks.com www.urbanracks.com 1.888.717.8881

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LONG-TERM BICYCLE RACK SPECS | SCALE N.T.S | 02

Granville Collection Bike Rack

Tournesol SITEWORKS
Successful sites start here™

Modern Steel Bike Rack Design for Compact Parking
Materials: **Mild Steel**
Design by: PWL Partnership Landscape Architects, Inc., in association with Pechet and Robb Art and Architecture.

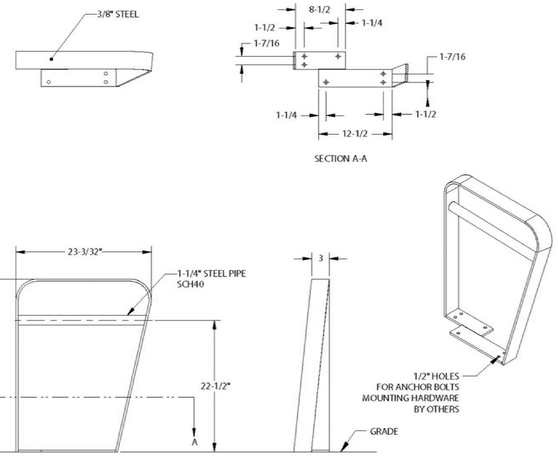
Part of the "Granville Collection," this contemporary bike rack provides locking points for bike frames and wheels for secure bicycle parking. The Granville products were designed for the 2010 Winter Olympics venue of Vancouver. This bick rack dares the user to figure out how the flat steel was manipulated to cross-over to the offset base. Standard finishes are powder-coated over a corrosion resistant undercoat or hot-dip galvanizing.


Granville Collection - LSK-BR




Granville Collection - LSK-0600 Chair and LSK-0100-88 Bench

- Granville is a modern bike rack, formed and fully welded 3/8" steel
- Available in Pitch-Gloss, Pitch Semi-Gloss and Silvadillo powder-coated colors with a clear gloss topcoat
- 2 bicycle capacity rack which works well where space is limited
- Granville collection bike racks assure secure bicycle parking by providing locking points for bike frames and wheels



The Granville products were designed by world renowned PWL Partnership Landscape Architects, Inc., in association with Pechet and Robb Art and Architecture.

REV 10-16-12

SPECIFICATIONS

MATERIAL

The LSK-017, bike rack shall be fabricated with 3/8" flat steel formed to a 3" offset and fully welded to a 1-1/4" sch. 40 pipe (.140 wall) crossbar. Pipe shall conform to ASTM A53. Flat bar shall conform to ASTM A36.

PROTECTIVE COATINGS

Powder Coating: Following fabrication bike racks shall be cleaned and treated with an iron phosphate process prior to the coating application. This process shall include a non-chromated alkaline cleaner, and an iron phosphate treatment followed with an acidic sealer for maximum adhesion. The protective coatings shall be polyester TGIC powder. Following application the parts shall be baked until properly cured. The coating shall be a minimum of 4 mils thick on all surfaces.

Undercoat: After the iron phosphate pretreatment and before the color coat, all steel components for the Granville Collection shall be undercoated with a corrosion resistant zinc rich epoxy powder coat.

Note: The Granville Collection is available only in Gloss and Semi-Gloss Black and Silver with Clear Gloss topcoat powdercoat finishes.

Options
Mountings: surface mount

Granville Collection Bike Rack - LSK-BR (LSK-017)
Bench, Embed leg Mount with Ipe

Tournesol SITEWORKS
TOURNESOL SITEWORKS
2930 Faber Street
Union City, CA 94587
tournesolsiteworks.com

SHORT-TERM BICYCLE RACK SPECS | SCALE N.T.S | 02

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	11/07/2024	SCHEMATIC DESIGN

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PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
BICYCLE RACK
SPEC SHEETS

A009

CLOUD CONTENT DENOTES DEMOLITION OF
ALL EXISTING STRUCTURES WITHIN THE SITE

EXISTING BUILDING SQUAREFOOTAGES - PER ZIMAS

- BUILDING 1: 3,270.0 SQFT (PER ZIMAS)
- BUILDING 2: 2,580.0 SQFT (PER ZIMAS)
- BUILDING 3: 3,188.0 SQFT (PER ZIMAS)

EXISTING BUILDING SQUAREFOOTAGES - PER ZIMAS

- BUILDING: 15,374.0 SQFT (PER ZIMAS)

GRAPHIC SCALE
0 10 20 30 40
1" = 10'

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

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LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
DEMOLITION PLAN

A010

SITE

8251-8271 MELROSE AVE & 705-711 N HARPER AVE,
LOS ANGELES, CA 90046

LOT DESCRIPTION

TRACT TR 5763
LOTS 12, 13. 14, 15 & FR 16

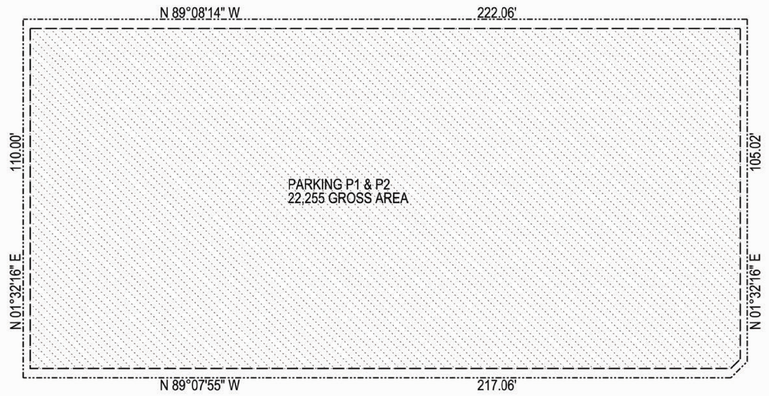
CUT/FILL CALCS.

PARKING P2 ELEVATION = 184.50'
PARKING P1 ELEVATION = 194.50'
PARKING P2 & P1 GROSS AREA = 22,255 SQ. FT.
NATURAL GRADE AVG ELEVATION = 209'

1 PARKING P2 & P1 AVG. CUT= 24.5'
GRADED AREA= 22,255 SQ. FT.
(22,255*24.5)/27= 20,194 C.Y. CUT

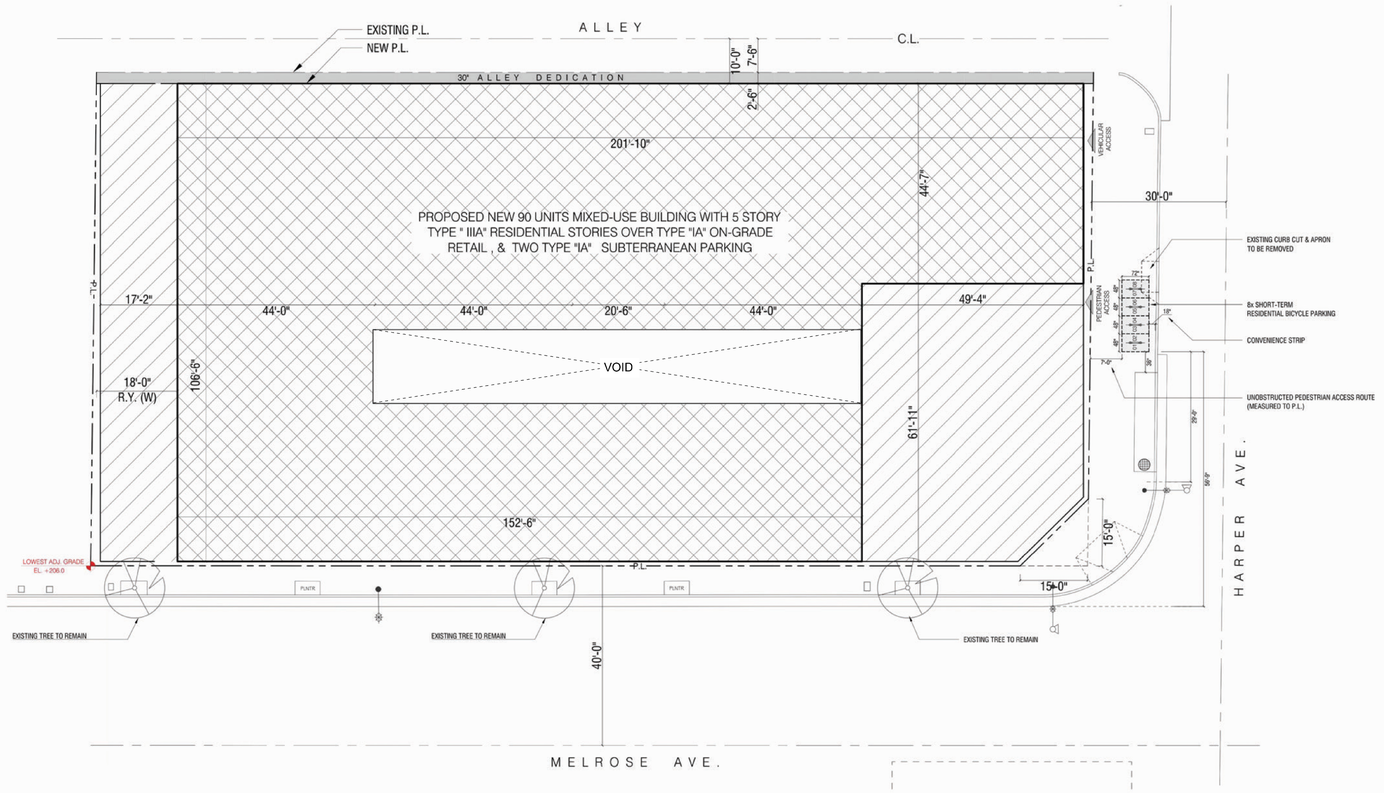
EARTHWORK QUANTITY TABLE	CUT (CY)	FILL (CY)
ROUGH GRADE	20,194	0
R&R	0 C.Y.	
EXPORT	20,194 C.Y.	

*VALUES SUBJECT TO CHANGE

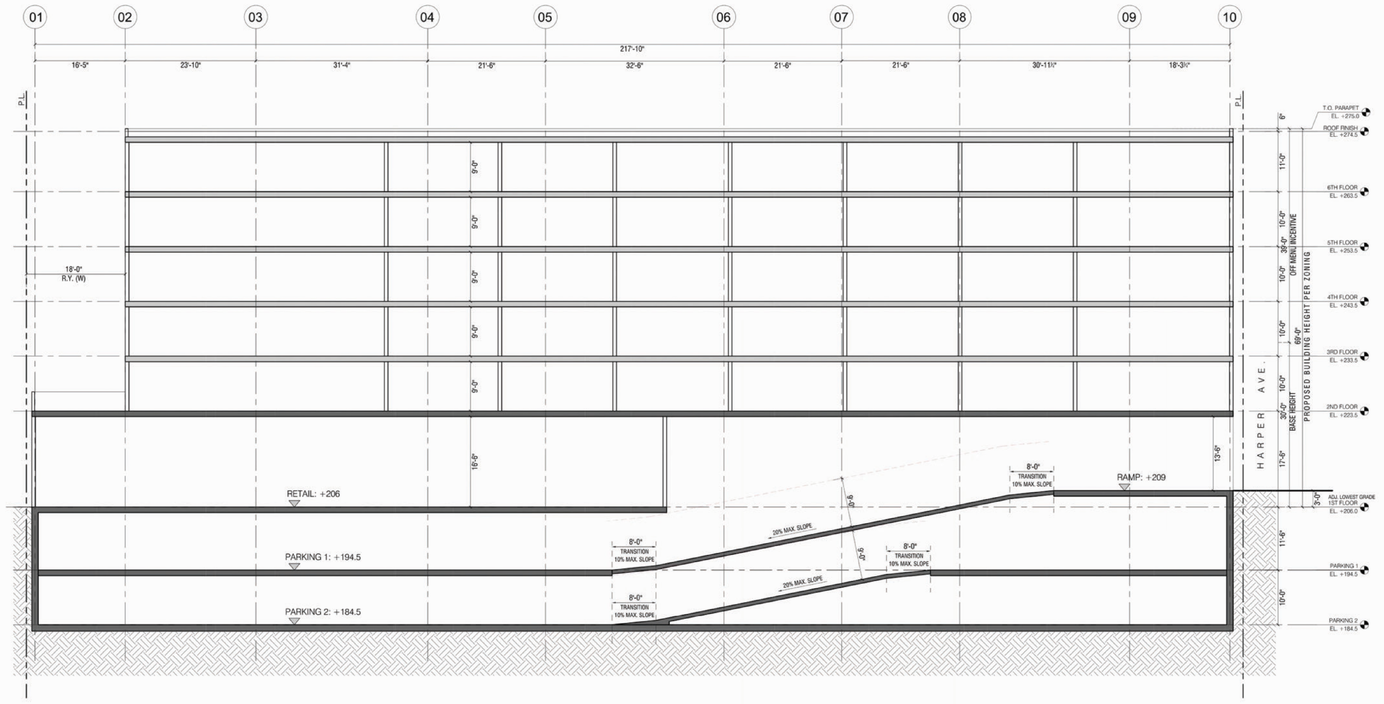


CUT & FILL DIAGRAM

NO SCALE



SITE PLAN



CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
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No. C-38086
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architects stamp

consultant

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DRAFT
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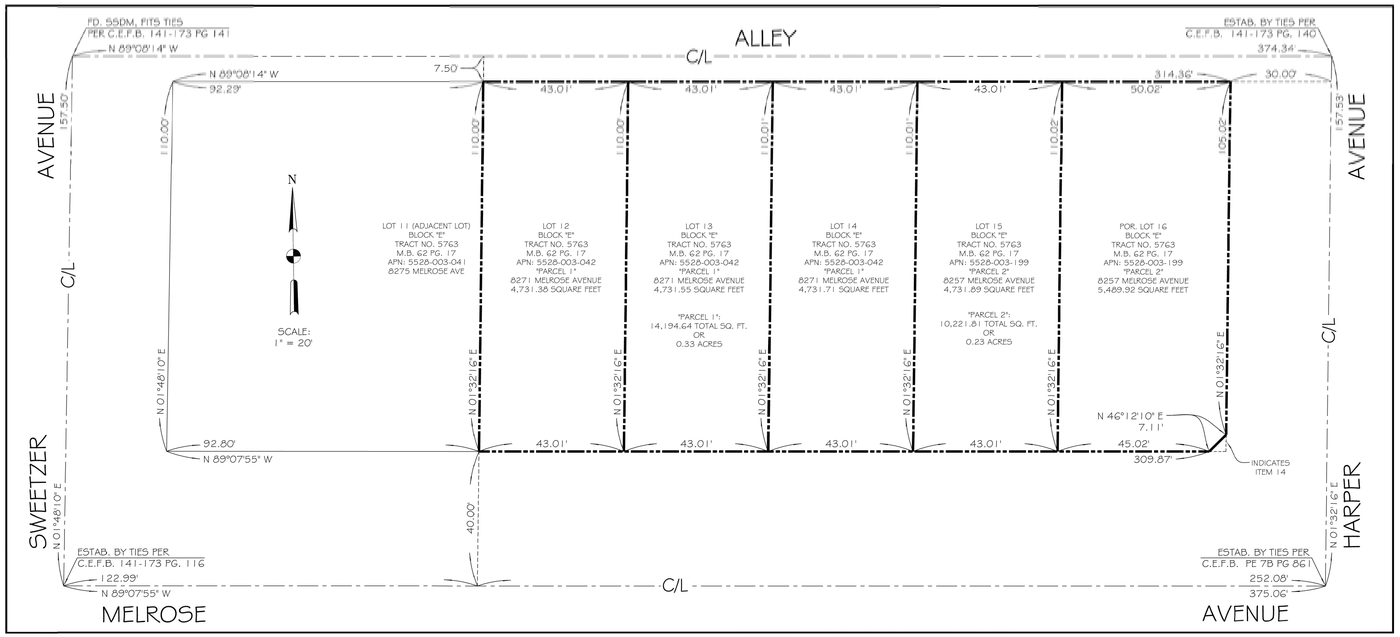
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

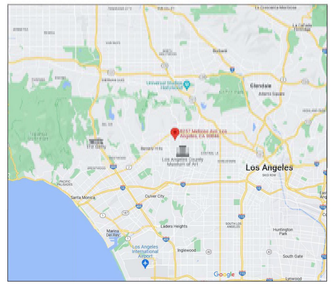
PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
EARTHOK QUANTITY
DIAMGRAM & CALCS

A011



SITE PLAN



VICINITY MAP
NOT TO SCALE

TITLE REPORT DATA:

EXCEPTIONS BASED ON SCHEDULE B, OF PROVIDENT TITLE COMPANY AMENDED PRELIMINARY REPORT NO. 12392654, DATED DECEMBER 16, 2022.

ITEMS A - C, REFER TO TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2022-2023 (NOT A SURVEY MATTER).

ITEM 1, REFERS TO WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS. AFFECTS PARCEL 1 OF THE REPORT

ITEM 2, REFERS TO ANY EASEMENT OR LESSER RIGHT NOT OF PUBLIC RECORD OVER SAID LAND AS DISCLOSED BY A SURVEY.

ITEMS 3-13, ARE NOT A SURVEY MATTERS.

ITEM 14, REFERS TO A EASEMENT TO THE CITY OF LOS ANGELES FOR PUBLIC RIGHT OF WAY. SHOWN HEREON.

ITEM 15-19, ARE NOT A SURVEY MATTERS.

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
LOT 12, 13, AND 14, BLOCK E OF TRACT 5763, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 62, PAGE(S) 17 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASSESSORS PARCEL NUMBER: 5528-003-042

PARCEL 2:
LOTS 15 AND 16, BLOCK E OF TRACT 5763, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 62, PAGE(S) 17 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASSESSORS PARCEL NUMBER: 5528-003-199

BENCHMARK:

BENCHMARK: 13-15208
DATUM: NAVD 1988 (2000)
ELEVATION: 205.407
DESCRIPTION: SPK N CURB MELROSE 15FT E-O BCR E-O SWEETZER AV E END CB

BASIS OF BEARINGS:

THE BEARING OF NORTH 89°07'55" EAST, BEING THE CENTERLINE OF MELROSE AVENUE, AS SHOWN ON TRACT NO. 5763, AS PER MAP RECORDED IN MAP BOOK 62, PAGE 17 ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

STATEMENT OF ENCROACHMENTS:

THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES. STATEMENT OF OWNERSHIP OR POSSESSION IS NOT THE INTENT OF THIS LISTING.

1. NONE TO REPORT

FLOOD ZONE NOTE:

THE PROPERTY IS WITHIN ZONE X (NOT SHADED), AREA DETERMINED TO BE OF MINIMAL FLOODING, AS IDENTIFIED BY FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 06037C / 1605-F, DATED SEPTEMBER 26,2008.

THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THE SURVEYOR ASSUMES NO LIABILITY FOR CORRECTNESS OF THE CITED MAP. IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THE SURVEYORS OPINION OF THE PROBABILITY OF FLOODING.

ZONING NOTE:

THE ZONING FOR THE SUBJECT PROPERTIES IS C4-1XL AND SUBJECT TO THE REQUIREMENTS THEREIN.

LAND AREA:

"PARCEL 1":
14,194.64 SQUARE FEET
OR 0.33 ACRES

"PARCEL 2":
10,221.81 SQUARE FEET
OR 0.23 ACRES

TOTAL:
24,416.45 SQUARE FEET GROSS
0.56 ACRES

SURVEYOR'S NOTES:

1. SURVEYOR HAS RELIED UPON INFORMATION SUPPLIED IN THE AMENDED TITLE REPORT BY PROVIDENT TITTLE COMPANY, ORDER NO. 12392654, DATED DECEMBER 16, 2022, TO DISCLOSE RECORD EASEMENTS THAT BURDEN OR BENEFIT THIS PROPERTY.

2. BY OBSERVATION NO CEMETERIES ARE KNOWN OR FOUND ON SUBJECT PROPERTY.

3. ASSESSORS PARCEL NUMBER FOR PARCEL "1" IS 5528-003-042.
ASSESSORS PARCEL NUMBER FOR PARCEL "2" IS 5528-003-199.

4. NO EVIDENCE OF RECENT GRADING WAS OBSERVED AT THE TIME OF SURVEY.

5. THERE IS NO EVIDENCE OF SOLID WASTE DUMP, SUMP OR SANITARY LAND FILL USE.

6. BASED ON VISUAL OBSERVATION, THE SUBJECT SITE IS SERVICED BY ALL THE NECESSARY UTILITIES REQUIRED TO MAINTAIN NORMAL OPERATION.

7. BASED UPON VISUAL OBSERVATIONS, THERE IS NO EVIDENCE OF WETLAND AREAS WITHIN THE PROPERTY BOUNDARY.

8. THE PROPERTY IS ZONED C4-1XL PER THE CITY OF LOS ANGELES AND SUBJECT TO THE LIMITATIONS STATED THEREIN.

9. PARCEL 1 & 2 PARKING COUNT:
0 HANDICAPPED PARKING SPACES
0 REGULAR PARKING SPACES
48 RESERVED PARKING SPACES

LEGEND:

12"	TYPICAL TREE & TRUNK DIAMETER (DRIP LINE NOT INDICATED)
	INDICATES CENTERLINE
	INDICATES RETAINING WALL / SITE WALL
	INDICATES MANHOLE
	INDICATES OVERHEAD POWERLINES
PS	INDICATES PARKING SPACE (INCLUDED IN PARKING COUNT)
	INDICATES PROPERTY LINE
	INDICATES STREET LIGHT
	INDICATES TRAFFIC SIGNAL & STREET LIGHT
	INDICATES WROUGHT IRON FENCE
	INDICATES A.C.
	INDICATES BRICK
	INDICATES BUILDING FOOTPRINT

	INDICATES CONCRETE
(TYP)	TYPICAL
8"	8" TREE TYPICAL
A.C.	ASPHALT / CONCRETE
BLDG	BUILDING
BSLD	BELL SYSTEMS PULL BOX
BW	BACK OF WALK
C.E.F.B.	CITY ENGINEER FIELD BOOK
CBRW	CONCRETE BLOCK RETAINING WALL
CLR	CLEAR
CO	CLEANOUT
CONC	CONCRETE
COR	CORNER
DI	DRAIN INLET
DL	INDICATES DAYLIGHT
DWP PB	DEPARTMENT OF WATER AND POWER PULL BOX
EG	EDGE OF GUTTER
ESTAB.	ESTABLISHED
FF	FINISHED FLOOR

FH	FIRE HYDRANT
FL	FLOWLINE
GL	GAS LID
GM	GAS METER
GN	GOOSE NECK
GR	GRADE
L&T	LEAD AND TACK
LADWP	L.A. DEPARTMENT OF WATER & POWER
LNDG	LANDING
MH	MANHOLE
N-D	NOT DETAILED
O/S	OFFSET
OH	OVERHEAD WIRES
P/L	PROPERTY LINE
PLNTR	PLANTER
PM	PARKING METER
PO	POOR ORDER
PP	POWER POLE
PROD	PRODUCED
PROP.	PROPERTY
PS	PARKING SPACE

PVR	PAVER
SDMH	STORM DRAIN MANHOLE
SLPB	STREET LIGHT PULL BOX
SS	STREET SIGN
STLT	STREET LIGHT
TBLDG	TOP OF BUILDING
TBRK	TOP OF BRICK
TC	TOP OF CURB
TFSG	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULL BOX
VLT	VAULT
W.I.F.	WROUGHT IRON FENCE
WM	WATER METER
WV	WATER VAULT

SURVEYOR'S CERTIFICATE:

TO: TOVA LLC, MELROSE HARPER LLC, AND PROVIDENT TITLE INSURANCE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7(a), 7(b1), 7(c), 8, 9, 10(a), 11, 14, 16, 19, 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 1/16/23

1/30/23
DATE OF FLAT OR MAP

JACK LITTLE COMPANY, INC.

PRELIMINARY WORK PRODUCT

ERIK GEORGE BOWERS, LS 8571

REVISION	BY

JACK LITTLE COMPANY INC.
LICENSED LAND SURVEYORS
17620 SHERMAN WAY SUITE 218 VAN NUYS, CA 91406
PHONE: (818) 342-3277 FAX. (818) 344-5787

ALTA /NSPS LAND TITLE SURVEY OF
8257 & 8271 MELROSE AVE
FOR 4D DEVELOPMENT & INVESTMENT
8300 MELROSE AVE, PH I - (323) 951-0242
LOS ANGELES CALIFORNIA

DATE:	1/30/23
SCALE:	N/A
PROJ.	53-005-23
DRN.BY	L.H.N.
SHEET NO.	1
OF	2 SHEETS

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	02/26/2024	SCHEMATIC DESIGN

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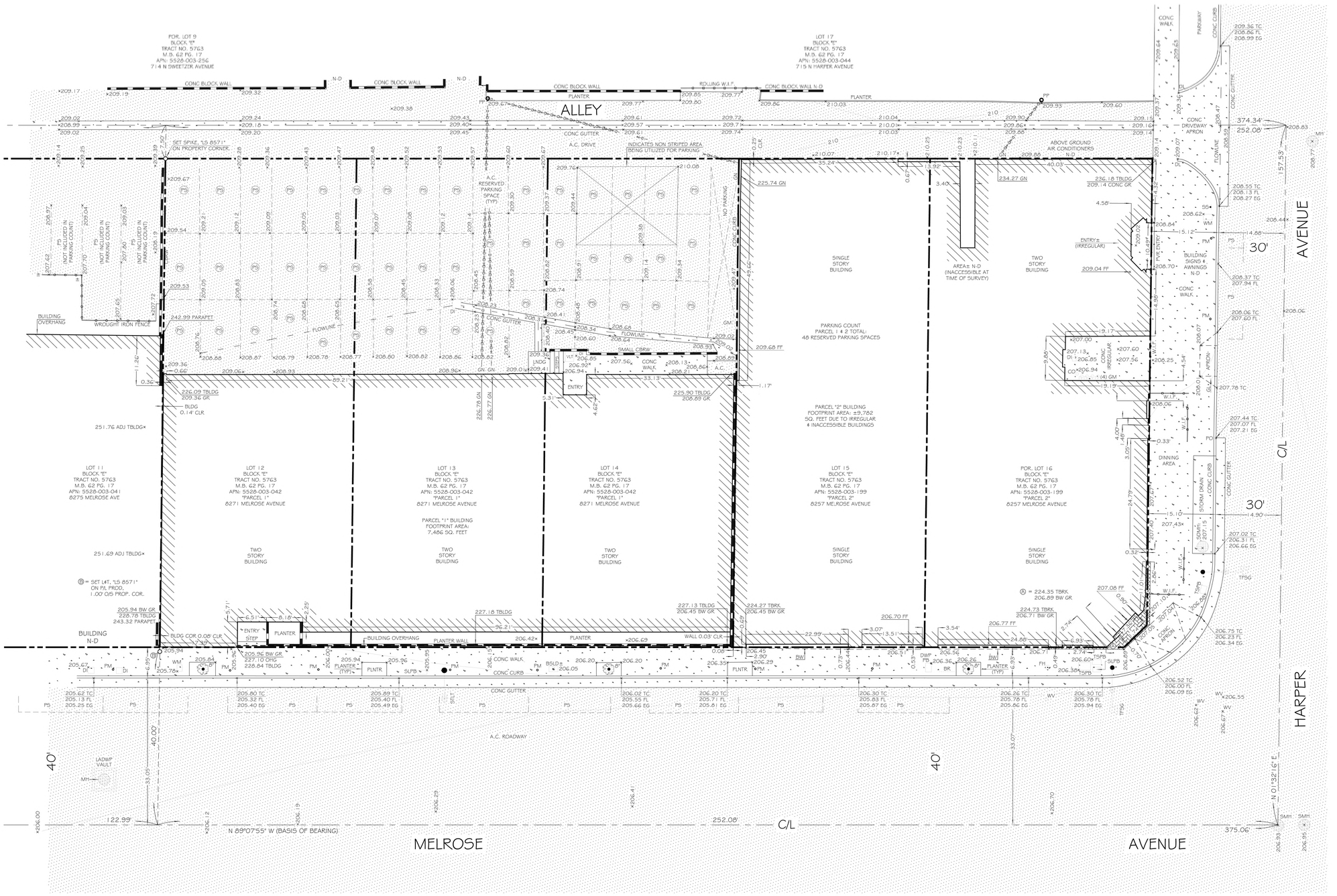
PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

DRAWING TITLE:
SURVEY
PAGE 1

A100



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LICENSED LAND SURVEYORS
17620 SHERMAN WAY SUITE 218 VAN NUYS, CA 91406
PHONE: (818) 342-3277 FAX: (818) 344-5787

ALTA /NSPS LAND TITLE SURVEY OF
8257 & 8271 MELROSE AVE
4D DEVELOPMENT & INVESTMENT
8300 MELROSE AVE, PH I - (323) 951-0242
LOS ANGELES CALIFORNIA

REVISION	BY

DATE:	1/30/23
SCALE:	1" = 10'
PROJ.	53-005-23
DRN.BY	L.H.N.
SHEET NO.	2
OF	2 SHEETS

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	02/26/2024	SCHEMATIC DESIGN

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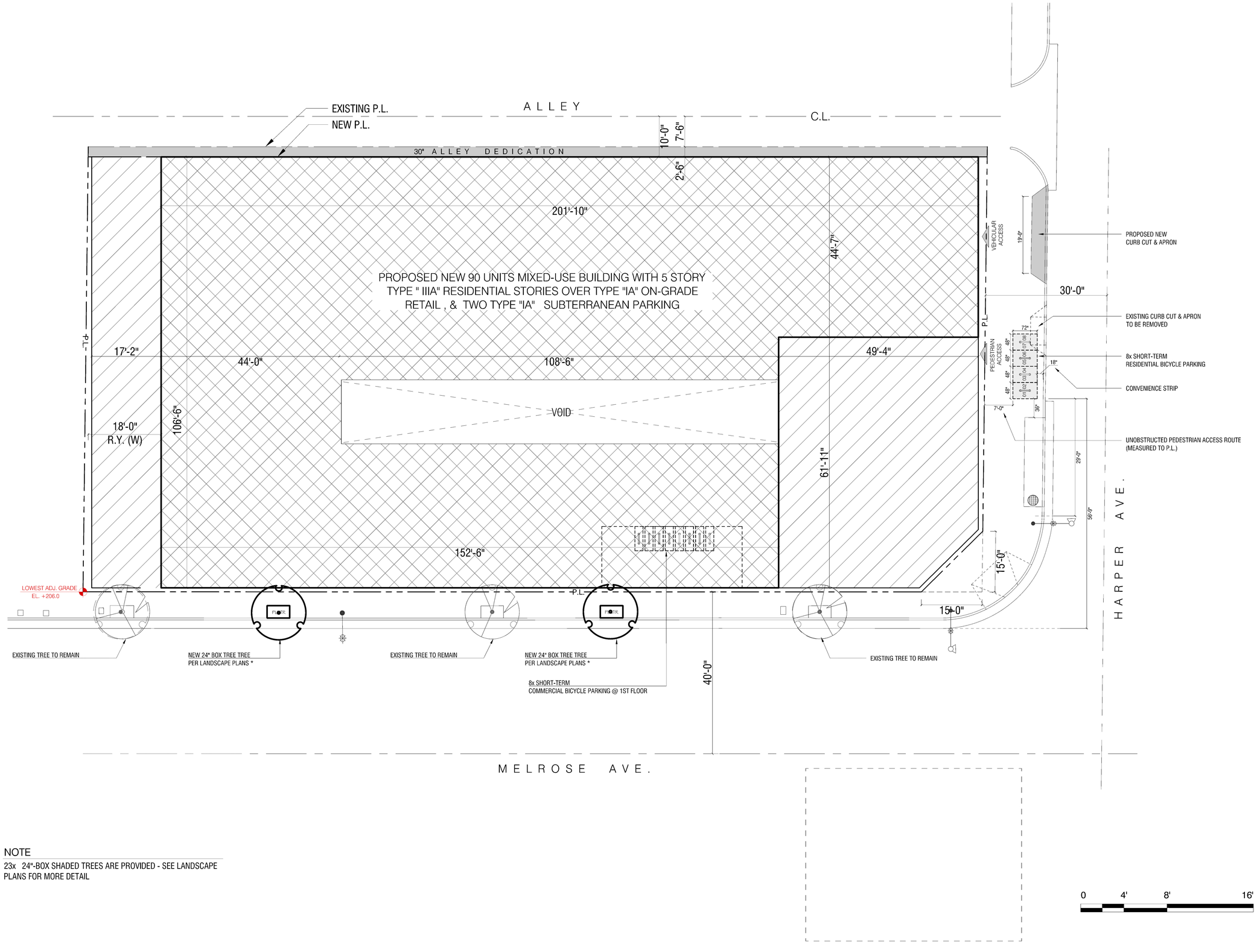
LOS ANGELES , CA 90046

DRAWING TITLE:
SURVEY
PAGE 2

A101



NOTE

23x 24"-BOX SHADED TREES ARE PROVIDED - SEE LANDSCAPE PLANS FOR MORE DETAIL

0 4' 8' 16'

NORTH

SITE PLAN | SCALE 3/32"=1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

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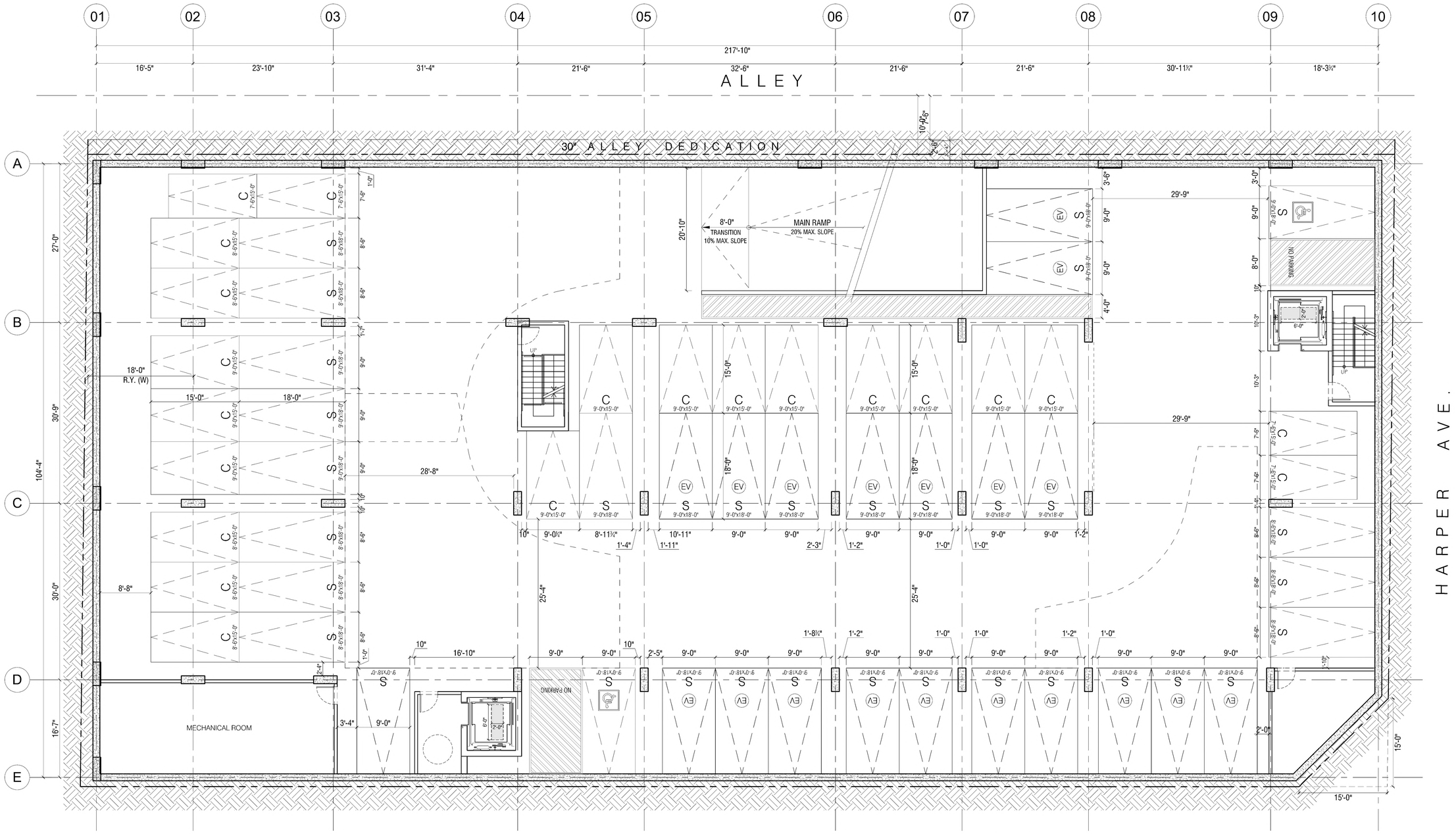
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
SITE PLAN

A110



CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

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LOS ANGELES , CA 90046

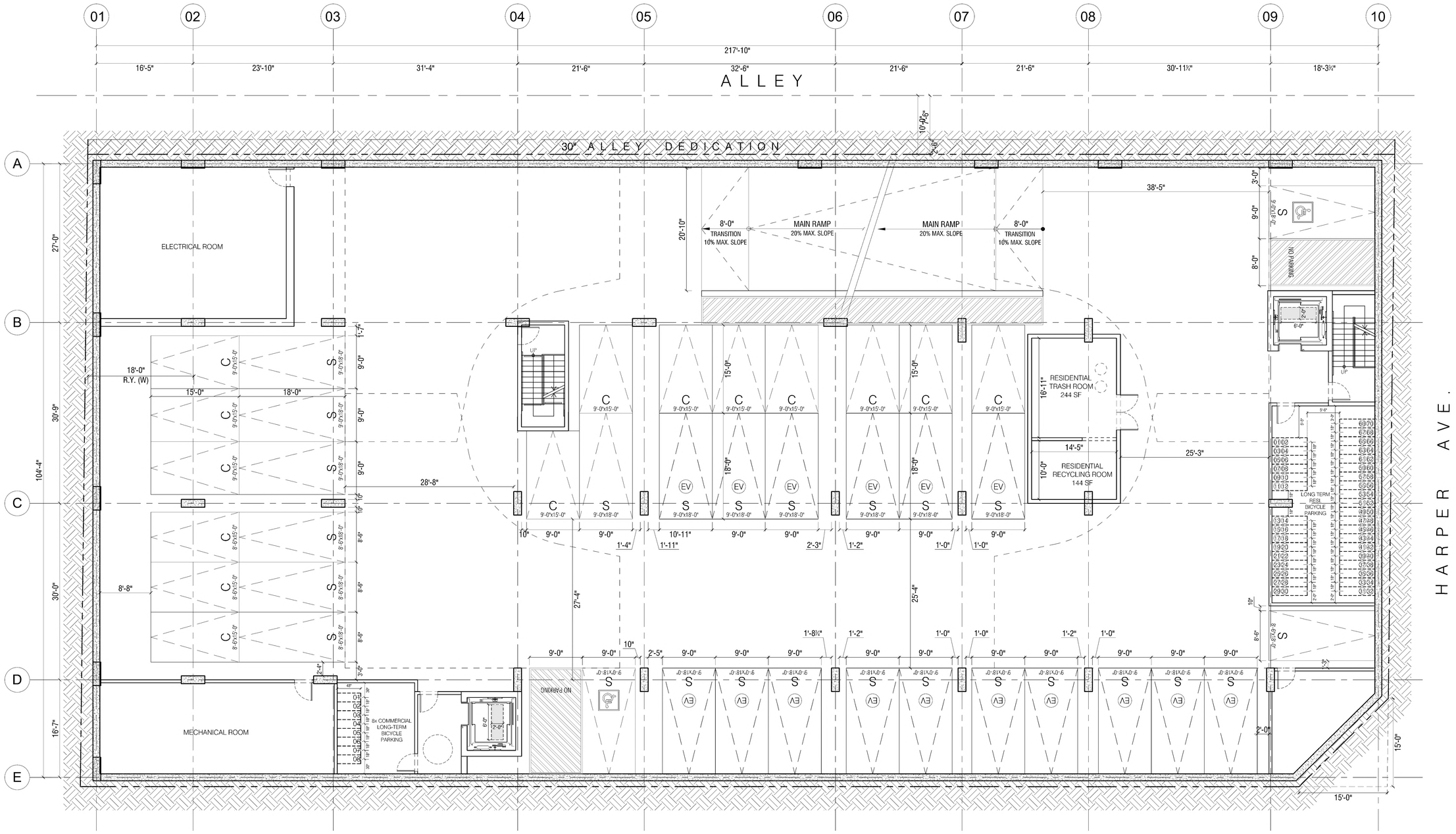
PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
PARKIGN -2
FLOOR PLAN

PARKING LEVEL -2

SCALE 1/8"=1'-0" | 01

A200



MELROSE AVE.

HARPER AVE.

0 4' 8' 16'

NORTH

PARKING LEVEL -1

SCALE 1/8"=1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
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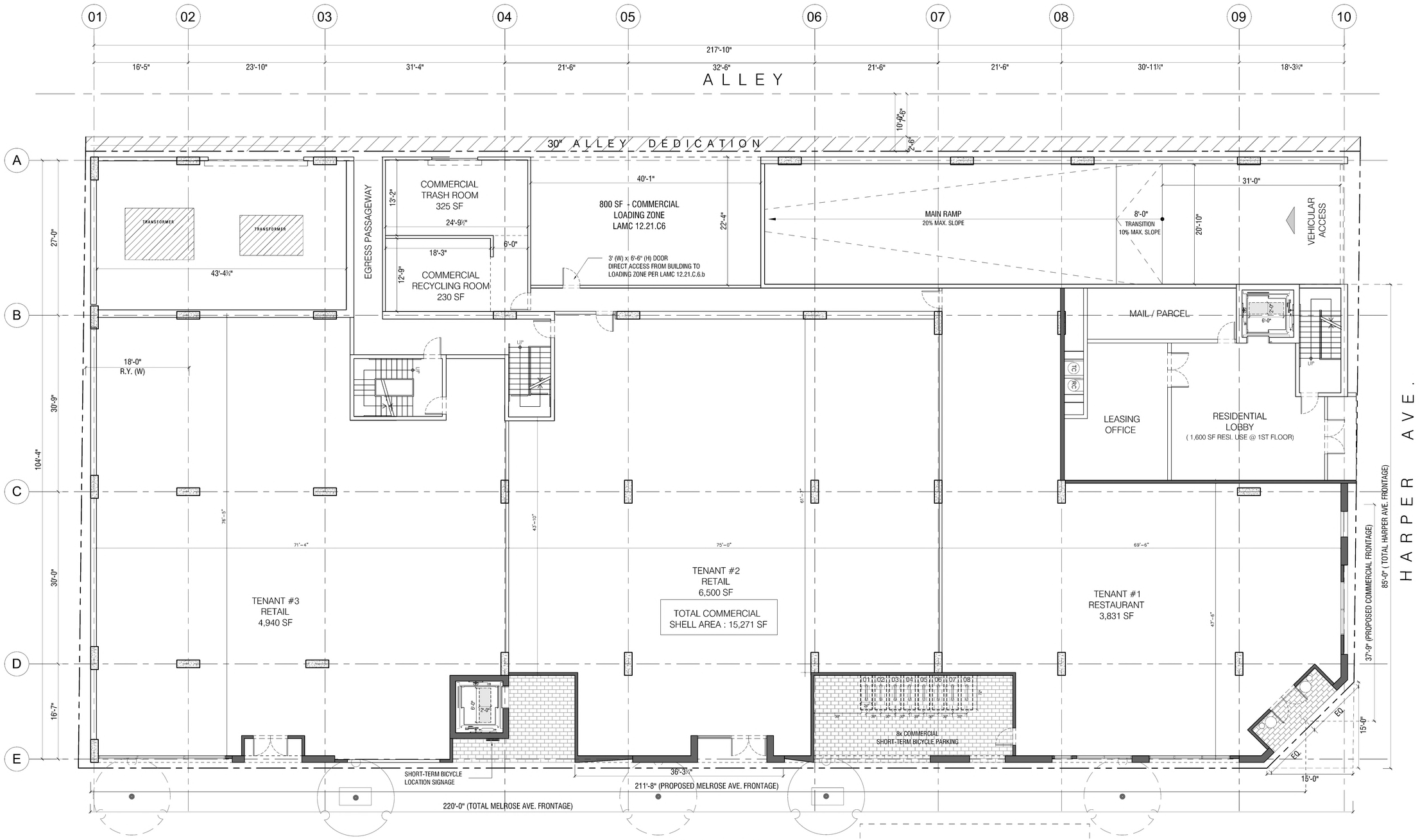
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
PARKING 1
FLOOR PLAN

A201



COMMERCIAL FRONTAGE COMPUTATION

MELROSE AVE.

-	STREET FRONTAGE:	220'
-	REQ. COMMERCIAL FRONTAGE	220' (FRONTAGE) x 35% (REQ.) = 77'
-	PROPOSED. COMMERCIAL FRONTAGE	211'-8" > 77' REQ.

HARPER AVE.

-	STREET FRONTAGE:	85'
-	REQ. COMMERCIAL FRONTAGE	85' (FRONTAGE) x 35% (REQ.) = 29.75 ~ 30'
-	PROPOSED COMMERCIAL FRONTAGE	37'-9" > 30' REQ.

NOTE

- 23x 24"-BOX SHADED TREES ARE PROVIDED - SEE LANDSCAPE PLANS FOR MORE DETAIL
- 8x SHORT-TERM RESIDENTIAL BICYCLE PARKING ARE PROVIDED ALONG THE CURB, AT HARPER AVENUE. SEE SITE PLAN (SHEET A110) FOR MORE DETAILS

0 4' 8' 16'

NORTH

1ST FLOOR - RETAIL & RESIDENTIAL LOBBY | SCALE 1/8" = 1'-0" | 01

A202

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	03/26/2025	SCHEMATIC DESIGN

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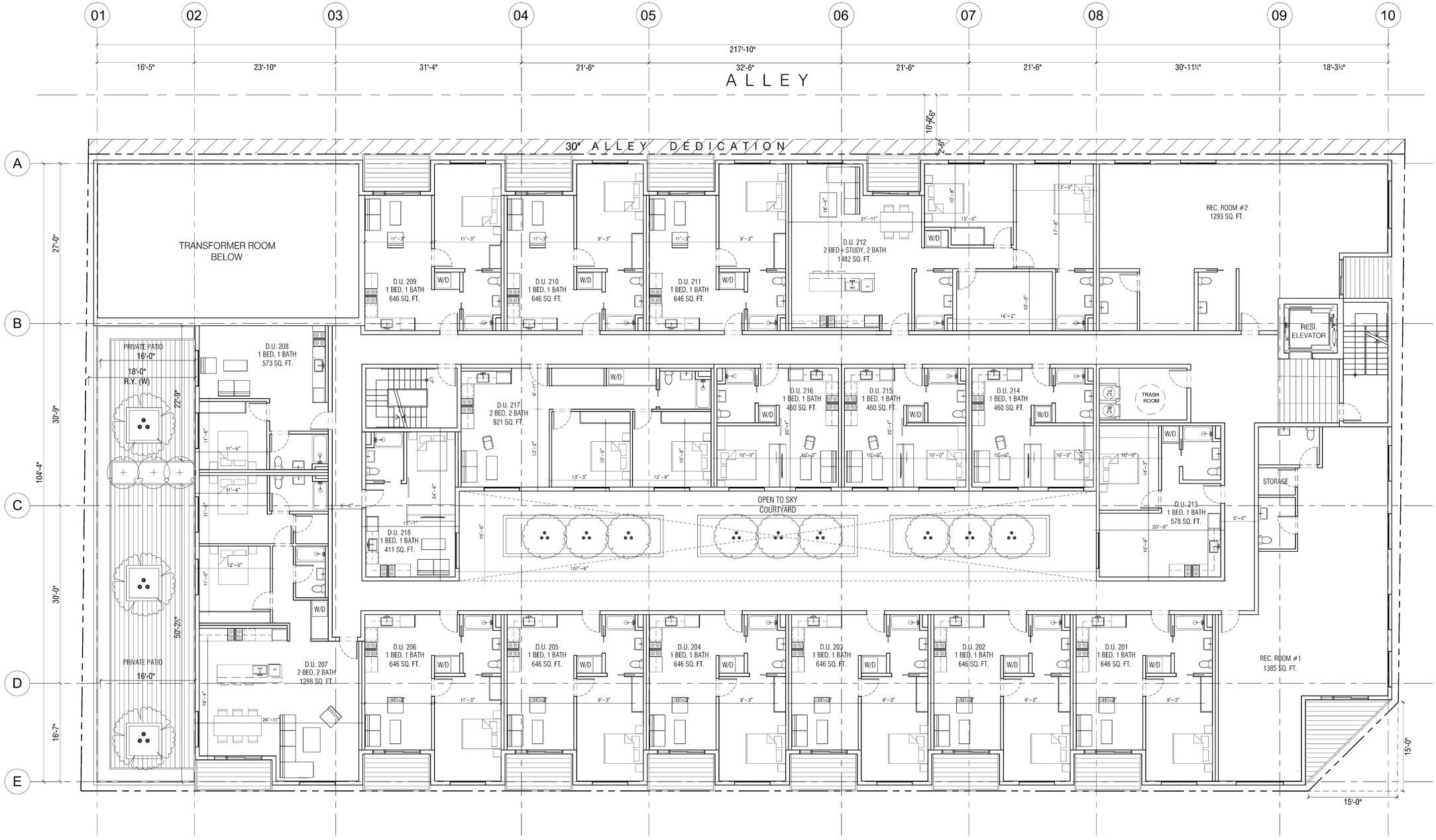
PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
1ST FLOOR PLAN



NOTE

23x 24"-BOX SHADED TREES ARE PROVIDED - SEE LANDSCAPE PLANS FOR MORE DETAIL

0 4' 8' 16'

NORTH

2ND FLOOR - RESIDENTIAL

SCALE 1/8" = 1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/17/2024	SCHEMATIC DESIGN

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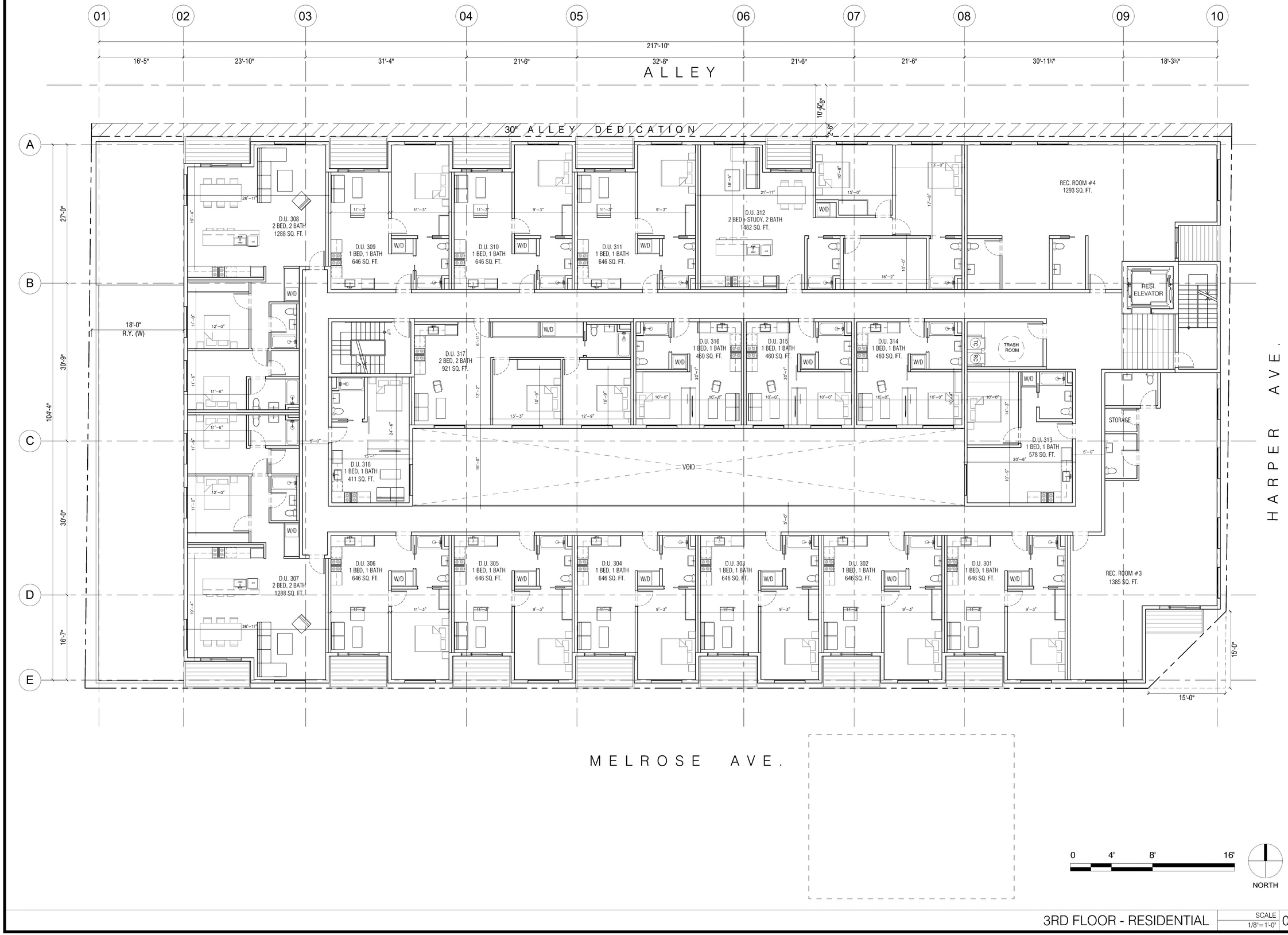
PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
2ND FLOOR PLAN

A203



0 4' 8' 16'

NORTH

3RD FLOOR - RESIDENTIAL

SCALE 1/8" = 1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

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01	12/16/2024	SCHEMATIC DESIGN

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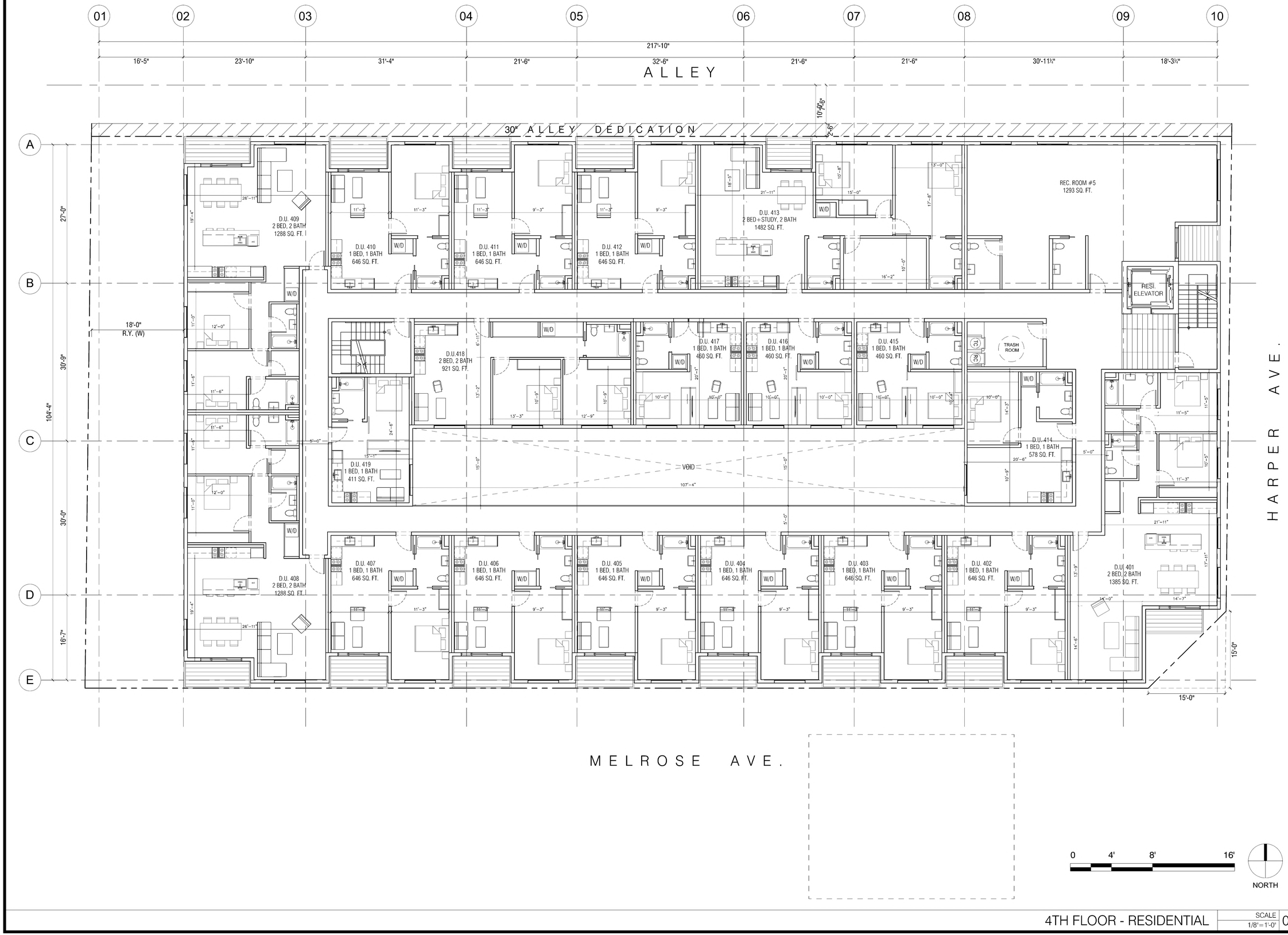
PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
3RD FLOOR PLAN

A204



0 4' 8' 16'

NORTH

4TH FLOOR - RESIDENTIAL

SCALE 1/8" = 1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/16/2024	SCHEMATIC DESIGN

DRAFT
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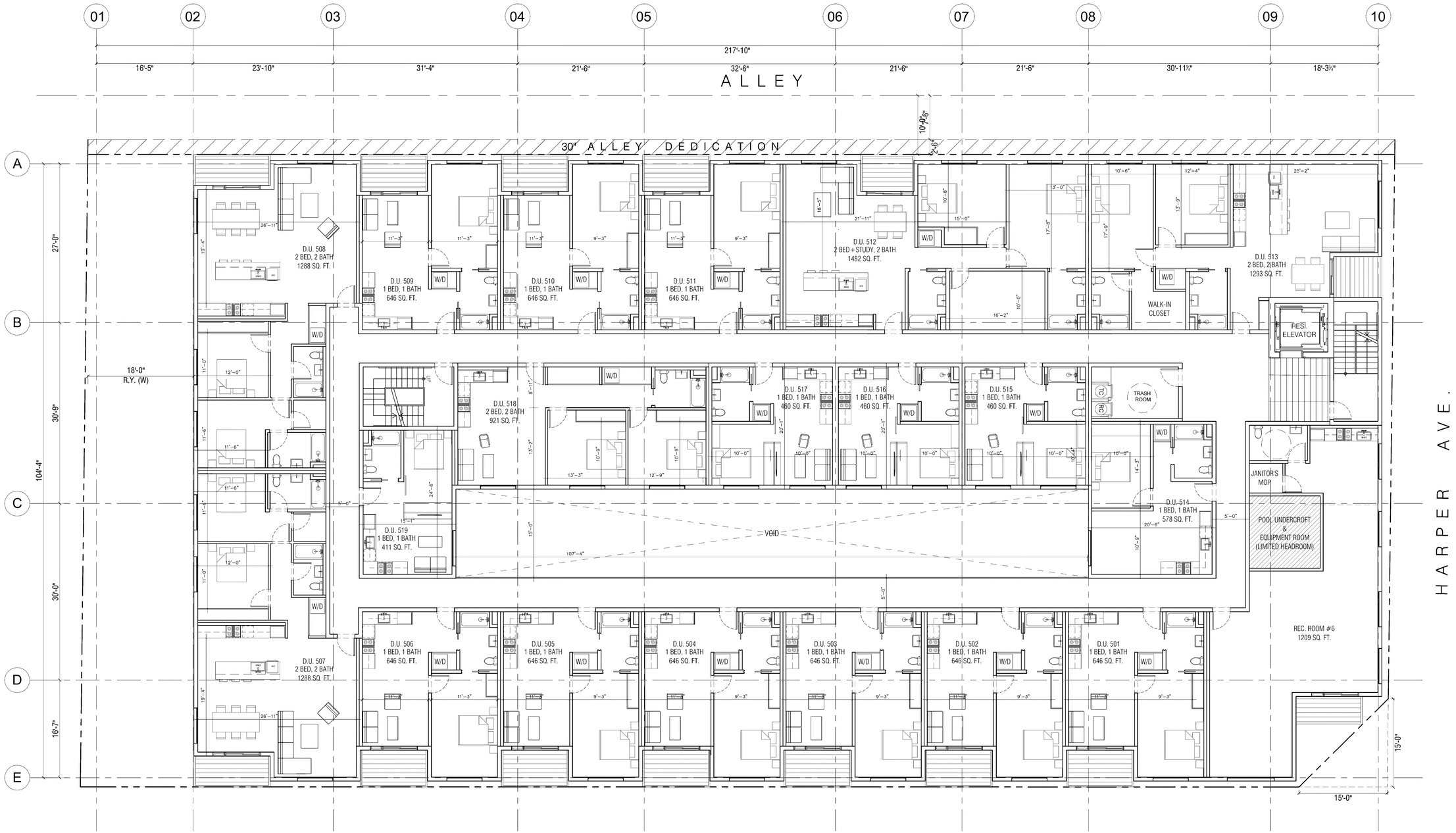
PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
4TH FLOOR PLAN

A205



0 4' 8' 16'

NORTH

5TH FLOOR - RESIDENTIAL

SCALE 1/8"= 1'-0" | 01

A206

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/16/2024	SCHEMATIC DESIGN

D R A F T
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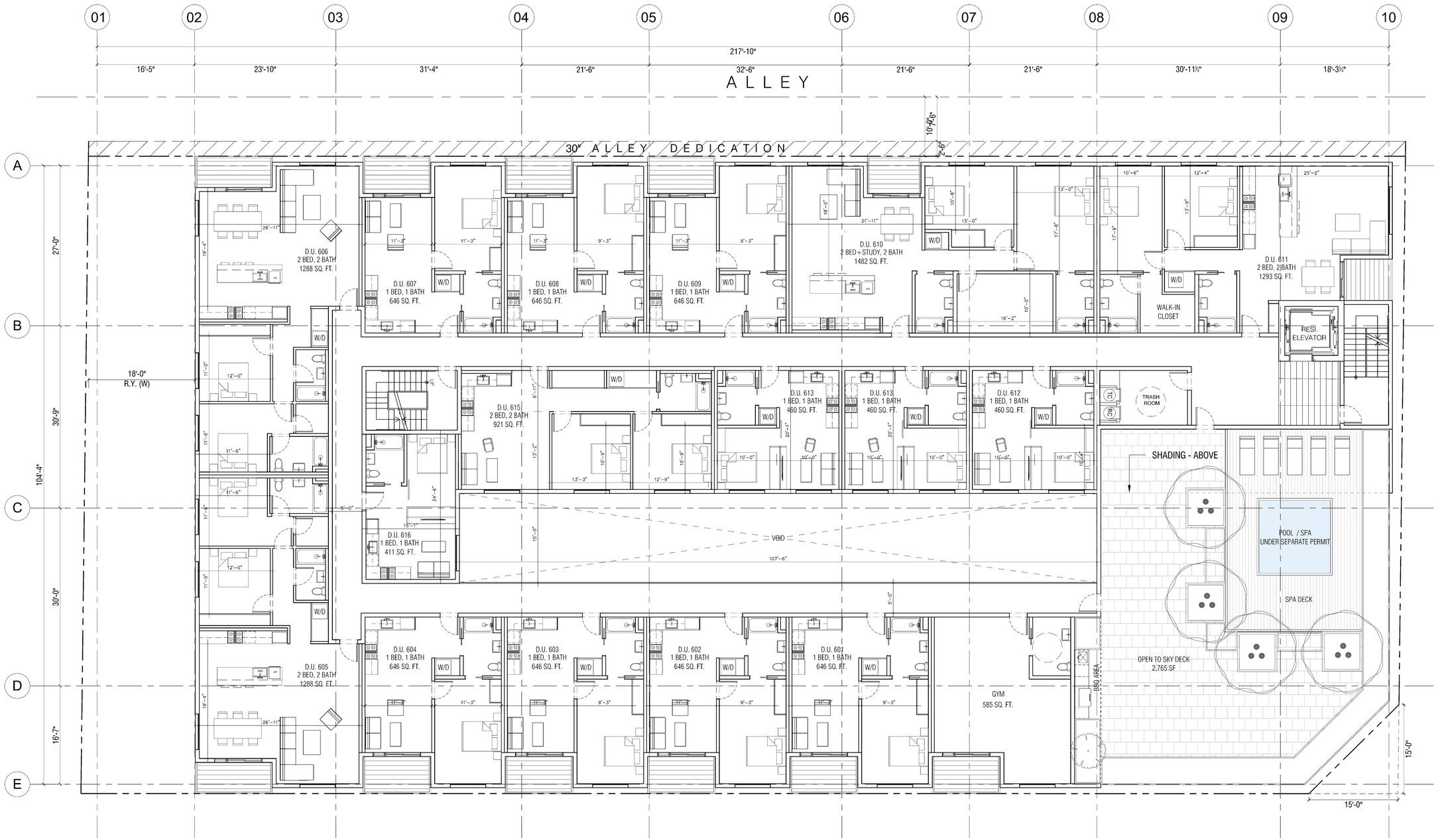
PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
5TH FLOOR PLAN



NOTE

23x 24"-BOX SHADED TREES ARE PROVIDED - SEE LANDSCAPE PLANS FOR MORE DETAIL

0 4' 8' 16'

NORTH

6TH FLOOR - RESIDENTIAL | SCALE 1/8"=1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/17/2024	SCHEMATIC DESIGN

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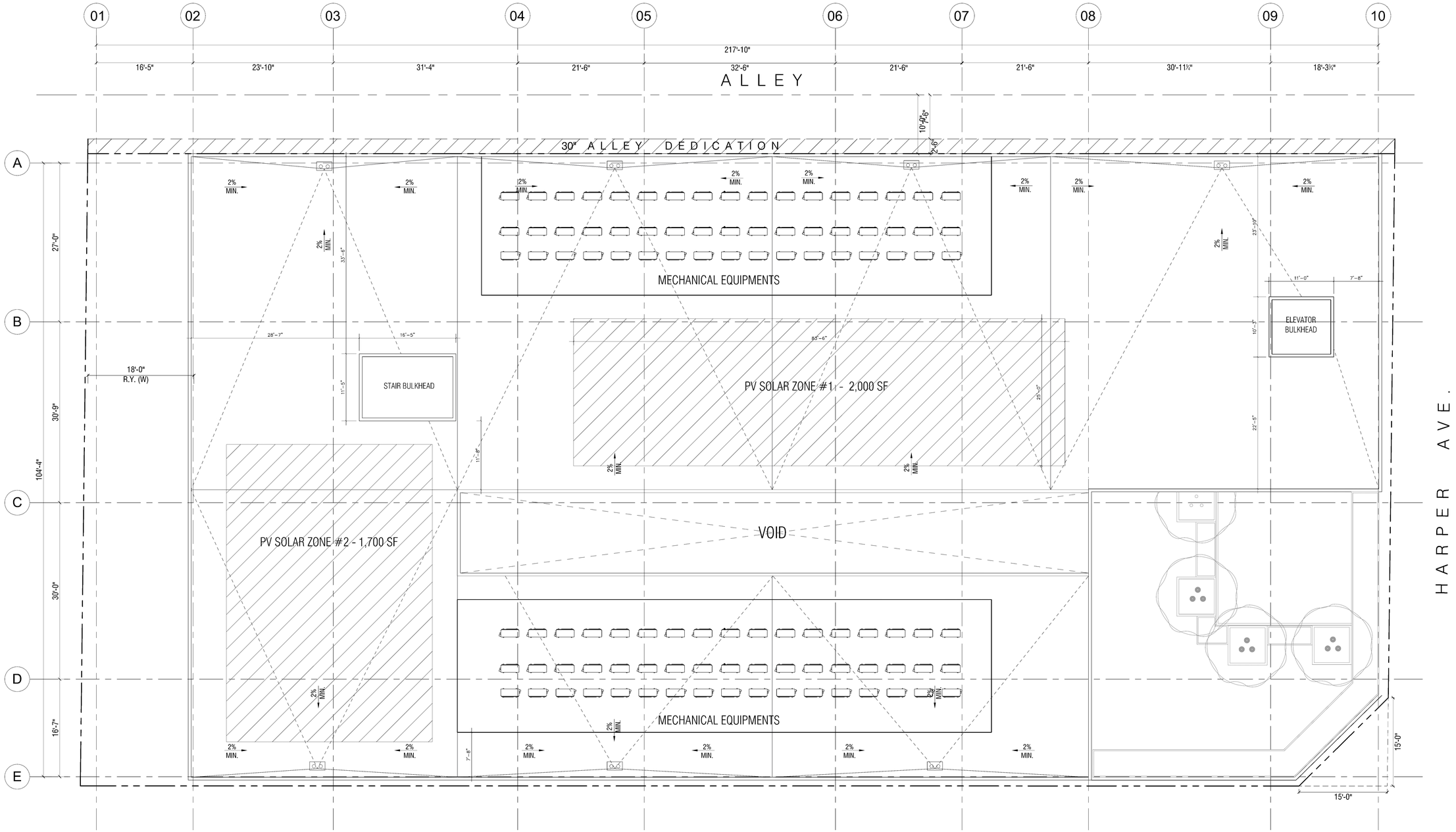
PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
6TH FLOOR PLAN

A207



0 4' 8' 16'

NORTH

ROOF PLAN | SCALE 1/8" = 1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/17/2024	SCHEMATIC DESIGN

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PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
ROOF PLAN

A208



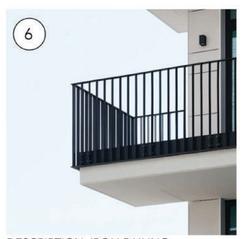
1
DESCRIPTION: STUCCO
COLOR: WHITE
AREA: FACADE

2
DESCRIPTION: EQUITONE FIBER CEMENT
COLOR: BRONZE
AREA: FACADE

3
DESCRIPTION: WOOD SLATE
COLOR: DARK OAK
AREA: ELEVATOR VESTIBULE
(GROUND FLOOR)

4
DESCRIPTION: TEXTURE STUCCO
COLOR: OFF WHITE
AREA: FACADE (GROUND FLOOR)

5
DESCRIPTION: WOOD CLADDING
COLOR: LIGHT OAK
AREA: FACADE (GROUND FLOOR)

6

DESCRIPTION: IRON RAILING
COLOR: DARK ANONDIZED BRONZE
AREA: BALCONIES

SOUTH ELEVATION (MELROSE AVE.)

SCALE 1/8"=1'-0" 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/11/2024	SCHEMATIC DESIGN

D R A F T
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PROJECT TITLE:
MELROSE MIXED-USE

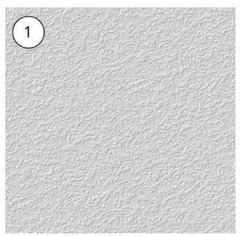
8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
SOUTH ELEVATION
MELROSE AVE.

A300

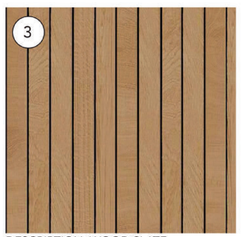




DESCRIPTION: STUCCO
COLOR: WHITE
AREA: FACADE



DESCRIPTION: EQUITONE FIBER CEMENT
COLOR: BRONZE
AREA: FACADE



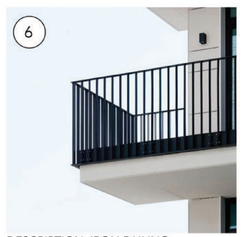
DESCRIPTION: WOOD SLATE
COLOR: DARK OAK
AREA: ELEVATOR VESTIBULE
(GROUND FLOOR)



DESCRIPTION: TEXTURE STUCCO
COLOR: OFF WHITE
AREA: FACADE (GROUND FLOOR)



DESCRIPTION: WOOD CLADDING
COLOR: LIGHT OAK
AREA: FACADE (GROUND FLOOR)



DESCRIPTION: IRON RAILING
COLOR: DARK ANONDIZED BRONZE
AREA: BALCONIES

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/11/2024	SCHEMATIC DESIGN

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PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
EAST ELEVATION
HARPER AVE.

EAST ELEVATION (HARPER AVE.)

SCALE 1/8"=1'-0" 01

A301



1

DESCRIPTION: STUCCO
COLOR: WHITE
AREA: FACADE

2

DESCRIPTION: EQUITONE FIBER CEMENT
COLOR: BRONZE
AREA: FACADE

3

DESCRIPTION: WOOD SLATE
COLOR: DARK OAK
AREA: ELEVATOR VESTIBULE
(GROUND FLOOR)

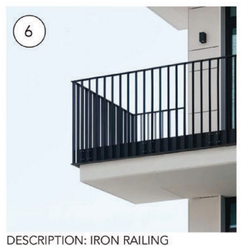
4

DESCRIPTION: TEXTURE STUCCO
COLOR: OFF WHITE
AREA: FACADE (GROUND FLOOR)

5

DESCRIPTION: WOOD CLADDING
COLOR: LIGHT OAK
AREA: FACADE (GROUND FLOOR)

6



DESCRIPTION: IRON RAILING
COLOR: DARK ANONDIZED BRONZE
AREA: BALCONIES

NORTH ELEVATION (ALLEY)

SCALE 1/8" = 1'-0"

01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/11/2024	SCHEMATIC DESIGN

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PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
NORTH ELEVATION
ALLEY

A302



1
DESCRIPTION: STUCCO
COLOR: WHITE
AREA: FACADE

2
DESCRIPTION: EQUITONE FIBER CEMENT
COLOR: BRONZE
AREA: FACADE

3
DESCRIPTION: WOOD SLATE
COLOR: DARK OAK
AREA: ELEVATOR VESTIBULE (GROUND FLOOR)

4
DESCRIPTION: TEXTURE STUCCO
COLOR: OFF WHITE
AREA: FACADE (GROUND FLOOR)

5
DESCRIPTION: WOOD CLADDING
COLOR: LIGHT OAK
AREA: FACADE (GROUND FLOOR)

6
DESCRIPTION: IRON RAILING
COLOR: DARK ANONDIZED BRONZE
AREA: BALCONIES

WEST ELEVATION

SCALE 1/8" = 1'-0" | 01

A303

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/11/2024	SCHEMATIC DESIGN

D R A F T
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PROJECT TITLE:
MELROSE MIXED-USE

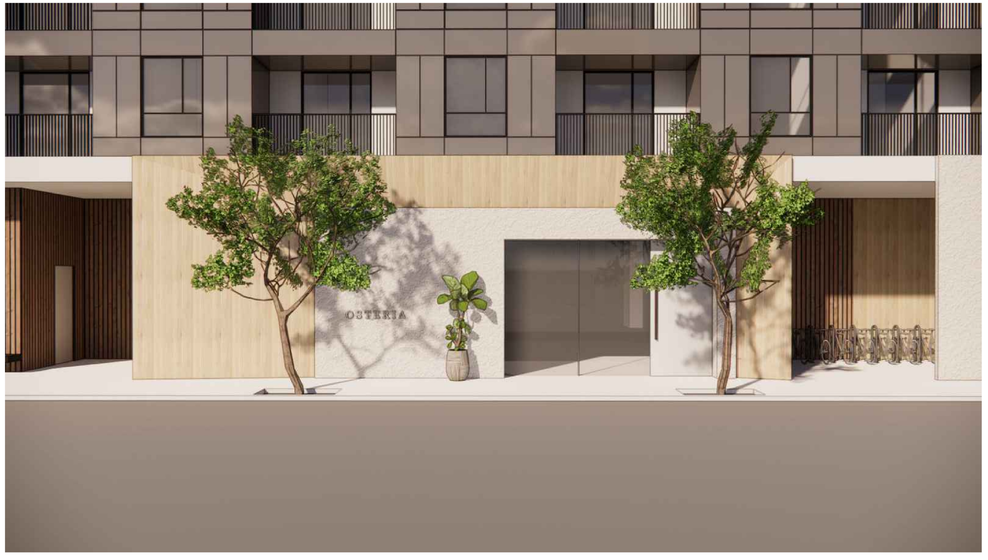
8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
WEST ELEVATION









STOREFRONT RENDERING

SCALE 1/8"=1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

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01	12/18/2024	SCHEMATIC DESIGN

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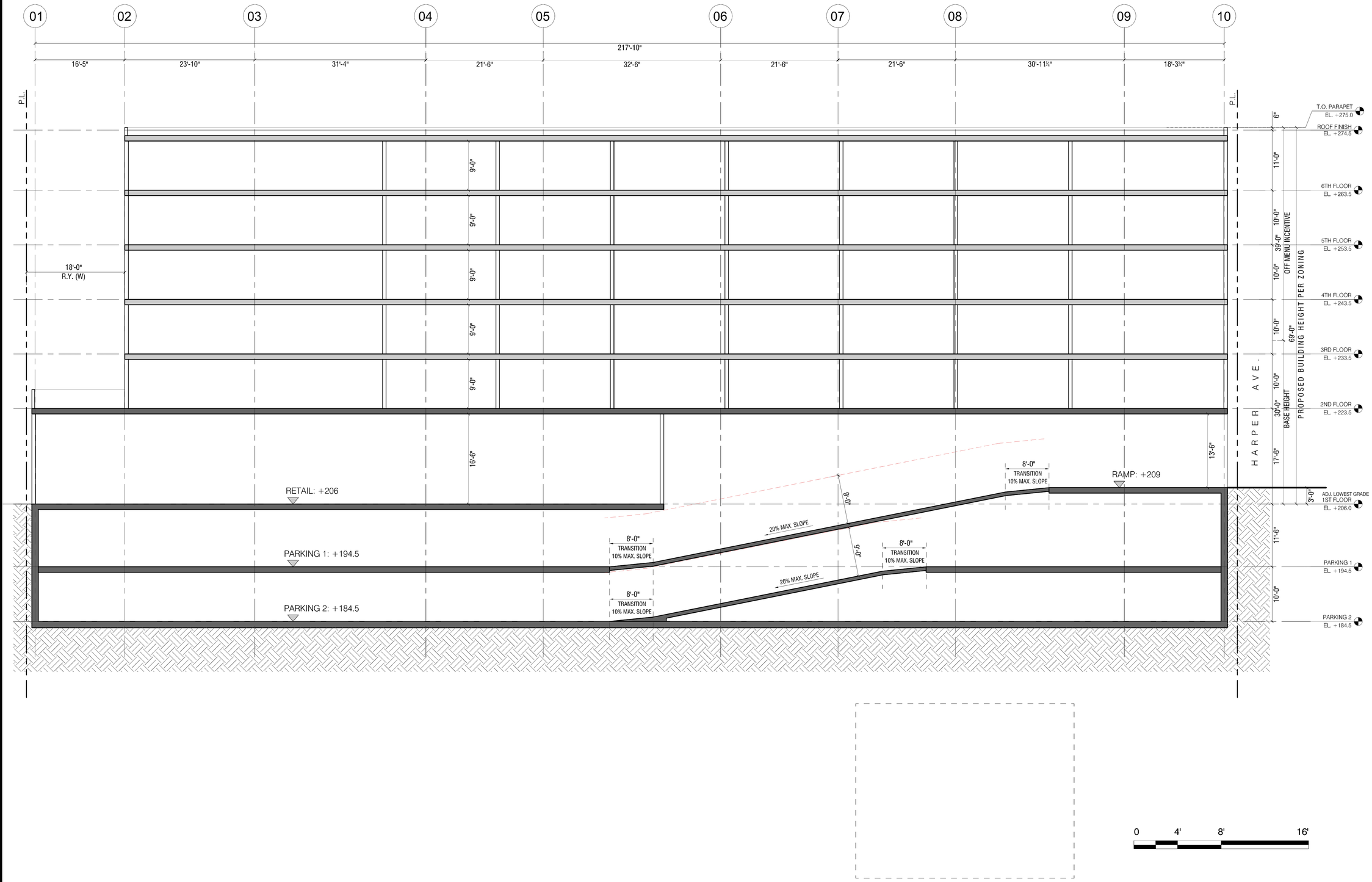
PROJECT TITLE:
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
STOREFRONT RENDERS

A304



SECTION A-A

SCALE 1/8" = 1'-0" | 01

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/16/2024	SCHEMATIC DESIGN

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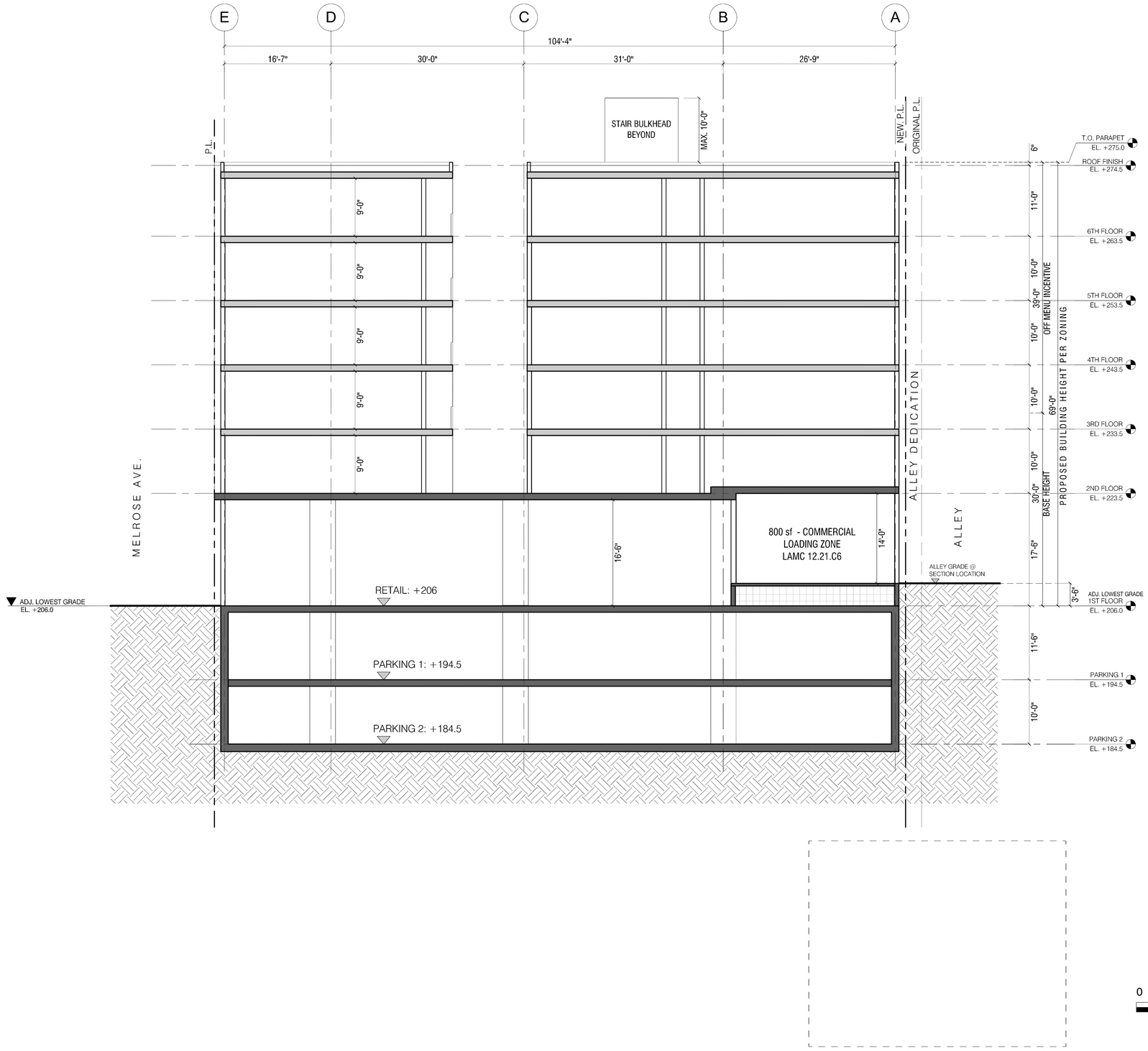
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
SECTION A-A

A400



SECTION B-B | SCALE 1/8" = 1'-0" | 01

A401

CATEGORY
DESIGN GROUP

LICENSED ARCHITECT
ALI MEHDIZADEH
No. C-38086
04-30-25
RENEWAL DATE
STATE OF CALIFORNIA

architects stamp

consultant

#	DATE	ISSUE DESCRIPTION
01	12/16/2024	SCHEMATIC DESIGN

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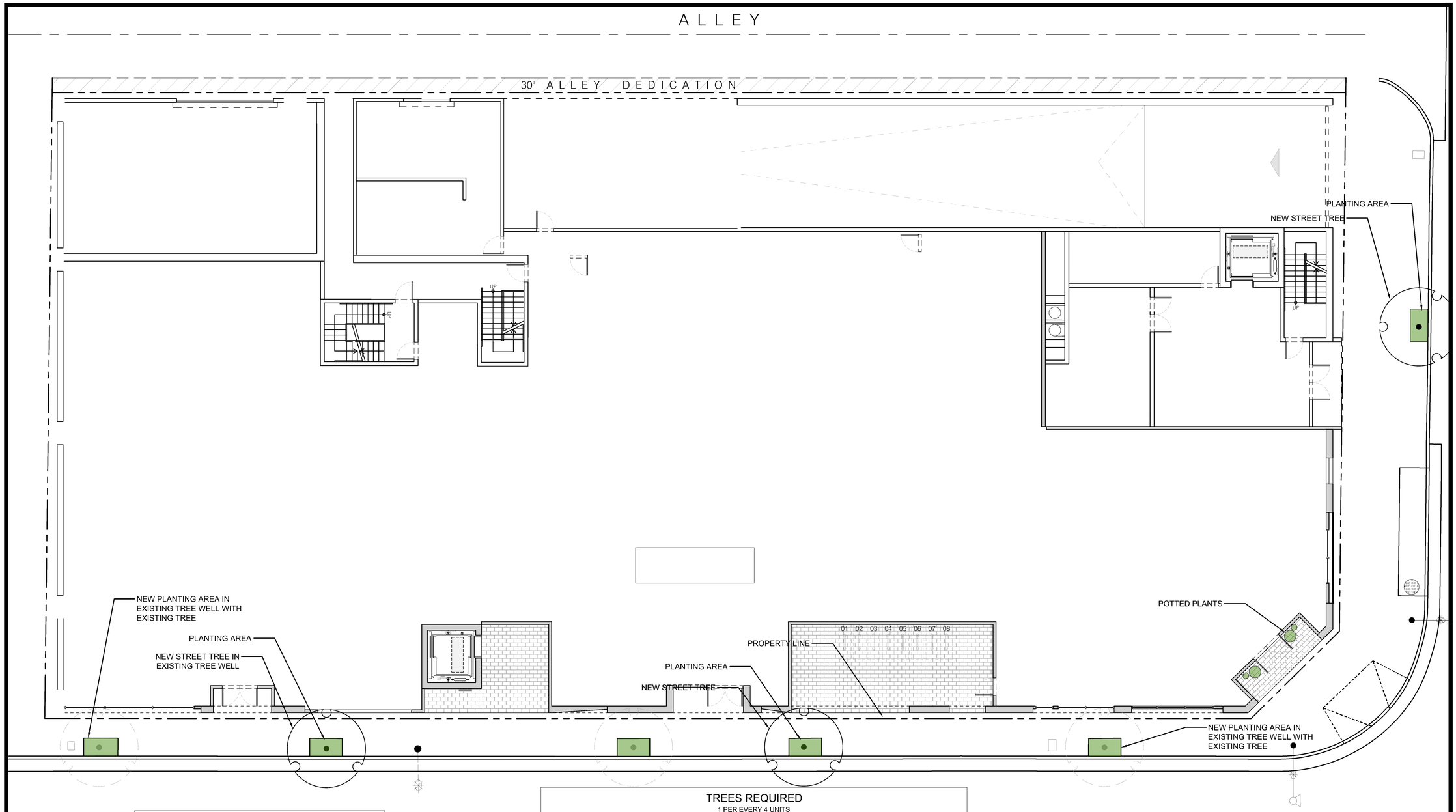
MELROSE MIXED-USE

8251-8271 MELROSE AVE. &
705-711 N. HARPER AVE.
LOS ANGELES , CA 90046

PIC/PM:	AM /SJ
DRAWN BY:	AM /SJ
JOB NO:	CA23-01

DRAWING TITLE:
SECTION B-B



LANDSCAPE ARE REQUIRED

25% OF OPEN SPACE OPEN TO THE SKY

OPEN SPACE LOCATION	QUANTITY OF OPEN SPACE IN SF	LANDSCAPE AREA PROVIDED IN SF
1ST FLOOR POTS	0	8
2ND FLOOR COURTYARDS	1,280	467
2ND FLOOR PRIVATE BALCONY	1,283	385
6TH FLOOR PRIVATE BALCONIES	759	0
6TH FLOOR	2,765	680
TOTAL	6,087	**LANDSCAPE AREA PROVIDED**
LANDSCAPE AREA REQUIRED	**1,522**	**1,540**

TREES REQUIRED

1 PER EVERY 4 UNITS
90 UNITS/4 = 22.5 TREES= **23 TREES**

TREE LOCATION	QUANTITY	SIZE	BOTANICAL NAME	COMMON NAME
MELROSE STREET TREES	2	24" BOX	PODOCARPUS MACROPHYLLUS	YEW PINE
HARPER STREET TREE	1	24" BOX	JACARANDA MIMOSIFOLIA	BLUE JACARANDA
2ND FLOOR PRIVATE BALCONY	3	24" BOX	ACCA SELLOWIANA	PINEAPPLE GUAVA
	3	24" BOX	LAURUS NOBILIS	SWEET BAY LAUREL
2ND FLOOR COURTYARDS	6	24" BOX	CERCIS CANADENSIS	EASTERN REDBUD
	3	24" BOX	LIRIODENDRON TUILIPIFERA	TULIP TREE
6TH FLOOR	1	15 GALLON	BRACHYCHITON RUPESTRIS	QUEENSLAND BOTTLE TREE
	4	24" BOX	RHUS LANCEA	AFRICAN SUMAC
TOTAL	23			

SHEET INDEX

L1.10 LANDSCAPE CONSTRUCTION PLAN 1ST FLR
L1.20 LANDSCAPE CONSTRUCTION PLAN 2ND FLR
L1.60 LANDSCAPE CONSTRUCTION PLAN 6TH FLR
L3.00 IRRIGATION CALCULATIONS
L3.01 IRRIGATION SCHEDULE AND NOTES
L3.10 IRRIGATION PLAN 1ST FLR
L3.20 IRRIGATION PLAN 2ND FLR
L3.60 IRRIGATION PLAN 6TH FLR
L5.00 PLANTING SCHEDULE AND NOTES
L5.10 PLANTING PLAN 1ST FLR
L5.20 PLANTING PLAN 2ND FLR
L5.60 PLANTING PLAN 6TH FLR

0 8 16 24 32 feet

1/8" = 1'-0"

NORTH

ENVIRONMENTALDESIGNSTUDIO
201 WESTMORELAND AVE SUITE 126.
LOS ANGELES, CA 90004
www.EDStudioLA.com

MELROSE DEVELOPMENT
8251-8271 MELROSE AVE
705-711 N. HARPER AVE
LOS ANGELES, CA 90046

LICENSED LANDSCAPE ARCHITECT
CRAIG ROY BIESECKER No. 6559
Signature
05.31.25
Renewal Date
Date
STATE OF CALIFORNIA

SUBMITTAL:
PLANNING SUBMITTAL
JOB NUMBER:
DATE:
12.18.2024
DRAWN BY:
CB
REVISIONS:

SHEET TITLE:
LANDSCAPE CONSTRUCTION PLAN 1ST FLR
SHEET NUMBER:
L1.10



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8251-8271 MELROSE AVE
705-711 N. HARPER AVE
LOS ANGELES, CA 90046

LICENSED LANDSCAPE ARCHITECT
CRAIG ROY BIESECKER NO. 6362
Signature
05.31.25
Renewal Date
07-33-2024
Date
STATE OF CALIFORNIA

SUBMITTAL:
PLANNING SUBMITTAL
JOB NUMBER:
DATE:
12.18.2024
DRAWN BY:
CB

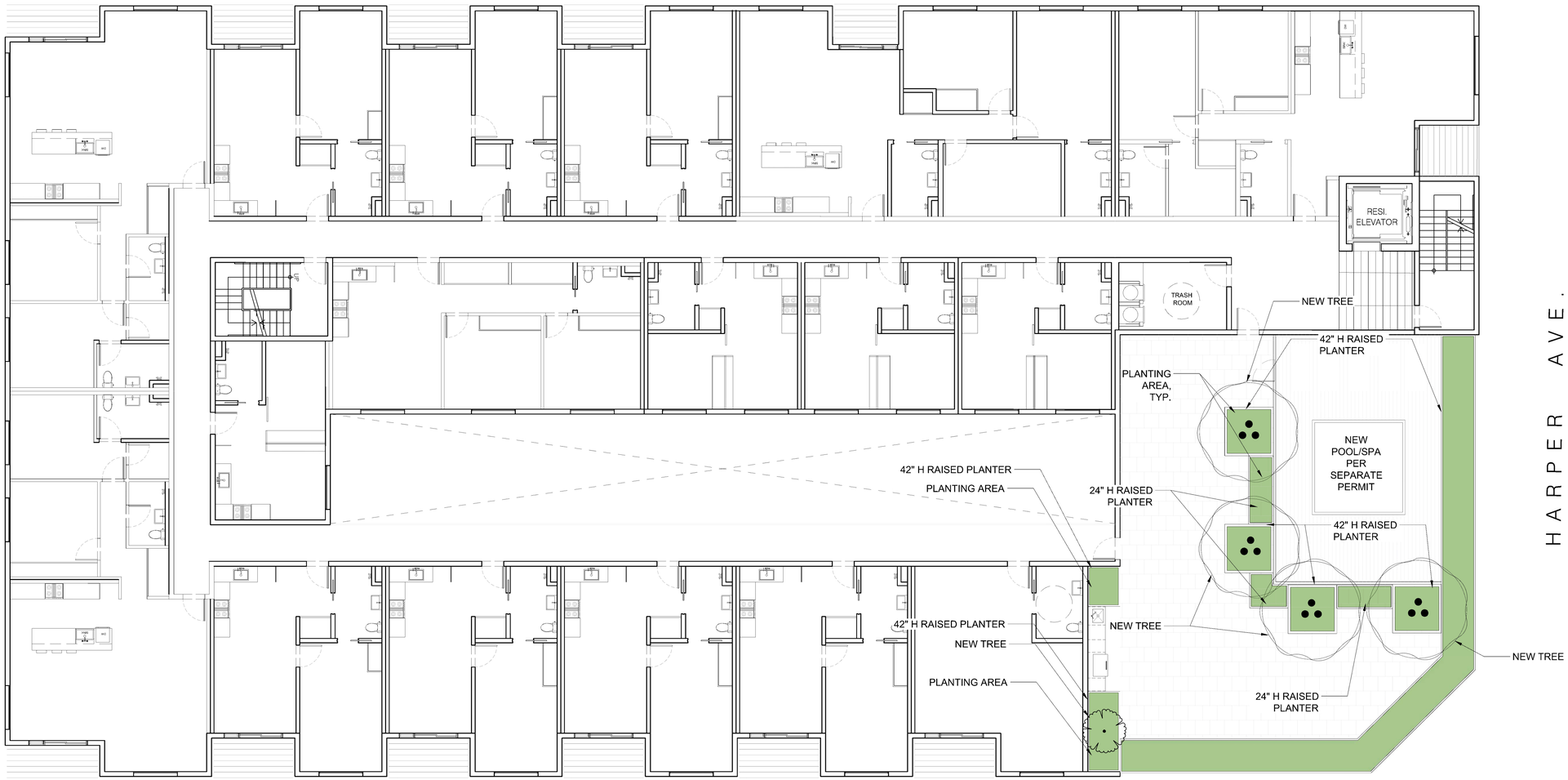
REVISIONS:

SHEET TITLE:
LANDSCAPE CONSTRUCTION PLAN 2ND FLR

SHEET NUMBER:
L1.20

ALLEY

30' ALLEY DEDICATION



HARPER AVE.

MELROSE AVE.

0 8 16 24 32 feet

1/8" = 1'-0"

NORTH

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MELROSE DEVELOPMENT
8251-8271 MELROSE AVE
705-711 N. HARPER AVE
LOS ANGELES, CA 90046

LICENSED LANDSCAPE ARCHITECT
CRAIG ROY BIESECKER NO. 6502
Signature
05.31.25
Renewal Date
07-33-2024
Date
STATE OF CALIFORNIA

SUBMITTAL:
PLANNING SUBMITTAL
JOB NUMBER:
DATE:
12.18.2024
DRAWN BY:
CB

REVISIONS:

SHEET TITLE:
LANDSCAPE CONSTRUCTION PLAN 6TH FLR

SHEET NUMBER:
L1.60

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

*50.1 IS THE EVAPOTRANSPIRATION RATE FOR CITY OF LOS ANGELES, CALIFORNIA. SOURCE: LA COUNTY WATER EFFICIENT LANDSCAPE ORDINANCE APPENDIX A. (SEE PARAGRAPH BELOW FOR EXPLANATION)	ETo	ETo X .62	LA	ETAF	ETAF X LA	SLA	(1-ETAF)SLA	MAWA (GAL/YR)
	50.1	31.06	1785	0.55	982	0	0.00	30,495

ESTIMATED TOTAL WATER USE (ETWU)

VALVE SYMBOL PLAN	VALVE	HYDROZONE	IRRIGATION TYPE	(ETo)	(ETo)(.62)	PF (PLANT FACTOR)	IE (IRRIGATION EFFICIENCY)	ETAF=(PF/IE)	HA (LANDSCAPE AREA SF)	ETAF*HA	NOT APPLICABLE	NOT APPPLICABLE	ETWU (GAL/YR)
	1	MODERATE	DRIP	50.1	31.1	0.4	.81	.49	102	50	0	0	1,565
	2	MODERATE	DRIP	50.1	31.1	0.4	.81	.49	468	231	0	0	7,179
	3	LOW	DRIP	50.1	31.1	0.3	.81	.37	260	96	0	0	2,991
	4	LOW	DRIP	50.1	31.1	0.3	.81	.37	127	47	0	0	1,461
	5	VERY LOW - LOW	DRIP	50.1	31.1	0.2	.81	.25	128	32	0	0	982
	6	LOW	DRIP	50.1	31.1	0.3	.81	.37	144	53	0	0	1,657
	7	LOW	DRIP	50.1	31.1	0.3	.81	.37	408	151	0	0	4,694
POOL	NA	HIGH	NA	50.1	31.1	1.0	.75	1.33	148	197	0	0	6,130
									1,785	858			26,657
									(A)	(B)			
							SITEWIDE ETAF					ETWU TOTAL	26,657
							TOTAL ETAF X AREA	B	858			MAWA	30,495
							TOTAL AREA	A	1785				
							SITEWIDE ETAF		0.48				

WATER BUDGET CALCULATION

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)
MAWA = (ETo) (0.62) {(ETAF X LA) + (1-ETAF X SLA)}
= (50.1)(0.62) (0.55 X1,785) + (.55X 0) **= 30,495 GALLONS PER YEAR**
WHERE:
ETo = REVERENCE EVAPOTRANSPIRATION FOR LOS ANGELES = 50.1 INCHES/YEAR
0.62 = CONVERSION FACTOR (ACRE INCHES TO GALLONS PER SQUARE FOOT)
LA = LANDSCAPED AREA IN SQUARE FEET (SEE TABLE)
SLA = SPECIAL LANDSCAPED AREA = 0
ETAF = .55 FOR RESIDENTIAL AREAS

ESTIMATED TOTAL WATER USE (ETWU)
ETWU = (ETo*0.62)(ETAF*LA) **= 26,657 GALLONS PER YEAR**
WHERE:
ETo = REVERENCE EVAPOTRANSPIRATION FOR CARPINTERIA = 44.9 INCHES/YEAR
0.62 = CONVERSION FACTOR (ACRE INCHES TO GALLONS PER SQUARE FOOT)
LA = LANDSCAPED AREA IN SQUARE FEET (SEE TABLE)
ETAF = PLANT FACTOR/IRRIGATION EFFICIENCY
IE= IRRIGATION EFFICIENCY: SPRAY IRRIGATION = .75
DRIP IRRIGATION = .81

THE ESTIMATED TOTAL WATER USE (ETWU) FOR THE PROJECT IS 26,657 GALLONS PER YEAR IS LESS THAN MAXIMUM APPLIED WATER ALLOWANCE OF 30,495 GALLONS PER YEAR, THEREFORE THE WATER BUDGET IS IN COMPLIANCE.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN

C Biesecker JULY 23, 2024

CITY LA DBS DEPARTMENT OF BUILDING AND SAFETY

LANDSCAPE CERTIFICATION
2023 Los Angeles Green Building Code
(This form is required at final inspection)

FORM GRN 12

LANDSCAPING

Section A: Landscape Designer

- ☐ I certify that I am qualified by the State of California to perform landscape design services; the landscape design and water use calculations for this project were prepared by me or under my supervision; the landscape design and water use calculations comply with the requirements of the Model Water Efficient Landscape Ordinance, and the Landscape Documentation Package is complete; **OR**
- ☐ Interior T.I., no landscape work performed **(do not complete sections B or C below); OR**
- ☐ This project is not subject to the Model Water Efficient Landscape Ordinance **(do not complete sections B or C below)**.

Name: CRAIG BIESECKER Relationship to Project: LANDSCAPE ARCHITECT

Company Name (if applicable): ENVIRONMENTAL DESIGN STUDIO State License # (if applicable): CA6522

Signature: C Biesecker Date: JULY 23, 2024

Section B: Landscape Installer

- ☐ I certify that (a) I am qualified by the State of California to provide landscape design services; the landscape project for this project was installed by me or under my supervision; (b) the landscaping for the identified property has been installed in substantial conformance with the approved Landscape Documentation Package and complies with the requirements of the Model Water Efficient Landscape Ordinance; (c) a diagram of the irrigation plan showing hydrozones is kept with the irrigation controllers; (d) the Certificate of Completion has been completed in compliance with the requirements of the Model Water Efficient Landscape Ordinance and shall be implemented.

Name: _____ Relation to Project: _____

Company Name (if applicable): _____ State License # (if applicable): _____

Signature: _____ Date: _____

Section C: Owner/Representative

- ☐ I certify that I am the property owner or an authorized representative and have received copies of all the documents within the Landscape Documentation Package and the Certificate of Completion and that it is my responsibility to see that the project is maintained in accordance with the Landscape and Irrigation Maintenance Schedule.

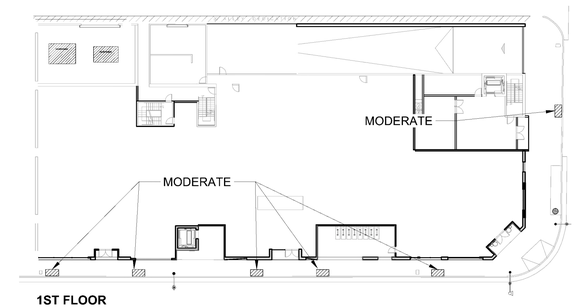
Signature: _____ Date: _____

Qualified irrigation service provider: *The following individuals are authorized to provide services required by the Irrigation Guidelines in the State of California: Landscape Architects, Landscape Contractors, Landscape Designers and Irrigation Consultants. Personal property owners may design and sign plans for work on any property they own. (Sections 5500.1, 5615, 5641, 5641.1, 5641.2, 5641.3, 5641.4, 5641.5, 5641.6, 6701, 7027.5 of the Business and Professions Code, Section 832.27 of Title 16 of the California Code of Regulations, and Section 6721 of the Food and Agricultural Code.)*

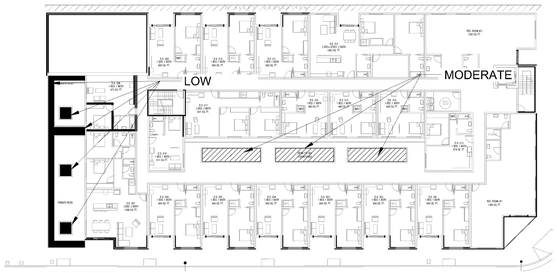
As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

HYDROZONE CHART

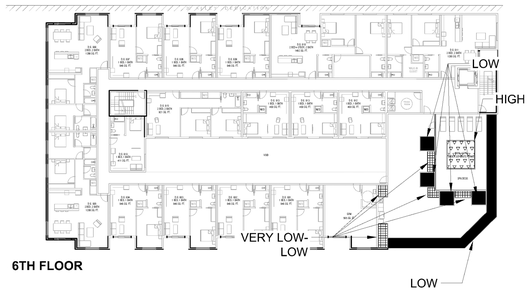
VERY LOW | VERY LOW-LOW | LOW | MODERATE | HIGH



1ST FLOOR



2ND FLOOR



6TH FLOOR

ENVIRONMENTALDESIGNST
201 WESTMORELAND AVE SUITE 126.
LOS ANGELES, CA 90004
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MELROSE DEVELOPMENT
8251-8271 MELROSE AVE
705-711 N. HARPER AVE
LOS ANGELES, CA 90046

LICENSED LANDSCAPE ARCHITECT
CRAIG ROY BIESECKER NO. 6522
C Biesecker
Signature
05.31.25
Renewal Date
07-23-2024
Date
STATE OF CALIFORNIA

SUBMITTAL:
PLANNING SUBMITTAL
JOB NUMBER:
DATE:
12.18.2024
DRAWN BY:
CB

REVISIONS:

SHEET TITLE:
IRRIGATION CALCULATIONS

SHEET NUMBER:
L3.00

IRRIGATION SCHEDULE

SYMBOL	ITEM	MANUFACTURER	DESCRIPTION	SIZE	DETAIL
POC	POINT OF CONNECTION		POINT OF CONNECTION TO CITY MAIN LINE		
M	LANDSCAPE WATER METER		PER CIVIL PLANS		
BFP	BACK FLOW PREVENTER	FEBCO	825 Y REDUCE PRESSURE ZONE BACK FLOW PREVENTER	LINE SIZE	
MV	MASTER VALVE	BUCKNER	3300 NORMALLY OPEN MASTER VALVE.	1 1/2 IN	SEE DETAIL #/L400.
FS	FLOW SENSOR	HUNTER	W-HC WIRELESS FLOWMETER	1 1/2 IN	
⋈	GATE VALVE	NIBCO	T-113 BRASS GATE VALVE	1 IN	SEE DETAIL #/L400.
C	CONTROLLER	HUNTER	PRO HC 12 STATION WATER SENSE IRRIGATOIN CONTROLLER WITH WIFI.		SEE DETAIL #/L400.
◔	DRIP VALVE KIT	HUNTER	PCZ-101-40 DRIP CONTROL ZONE KIT. OPEARATES AT 40PSI. GPM RANGE OF 0.5-15. SEE VALVE CHART ON THIS SHEET.		SEE DETAIL #/L400.
— — —	MAINLINE		SCHEDULE 40 PVC, WITH SCHEDULE 80 FITTINGS. ROUTE 18" DEEP IN PLANTERS WHERE POSSIBLE.	PER PLAN	SEE DETAIL #/L400.
———	LATERAL LINE		SCHEDULE 40 PVC. ROUTE 12" DEEP IN PLANTERS WHERE POSSIBLE.	PER PLAN	SEE DETAIL #/L400.
———	DRIP LINE	RAINBIRD	XFS-CV-09-12-500, O.9 GPH EMITTERS, 12" EMITTER SPACING. (1.5 GPM PER 100 FEET). INSTALL AT 12" O.C. TYPICAL FOR SHRUBS AND GROUND COVER. SEE IRRIGATION NOTES AND MANUFACTURER INSTRUCTIONS.		SEE DETAIL #/L400.
F	FLUSH VALVE	NETAFIM	MANUAL FLUSH VALVE, INSTALLED IN PLANTING AREA IN PLASTIC BOX. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.		SEE DETAIL #/L400.
I	INDICATOR	RAINBIRD	OPERIND - DRIP SYSTEM OPERATION POP-UP VISUAL INDICATOR KIT(OPERIND X17500). INSTALL PER MANUFACTURER'S STANDARDS.		SEE DETAIL #/L400.
●	QUICK COUPLER	HUNTER	LOCKING QUICK COUPLER WITH MATCHING KEY		SEE DETAIL #/L400.
HB	HOSE BIB		HOSE BIB CONNECTED TO DOMESTIC POTABLE WATER PER PLUMBING PLANS		
1 1/4"	PIPE SIZE				
*	SLAB PENETRATION		MAIN OR LATERAL LINES TO GO THROUGH PODIUM. SEE PLUMBING AND STRUCTURAL		

PRESSURE LOSS CALCULATIONS

"HIGHEST DEMAND" VALVE 7 (6.1 GPM)

POTABLE WATER PRESSURE NEEDED 105

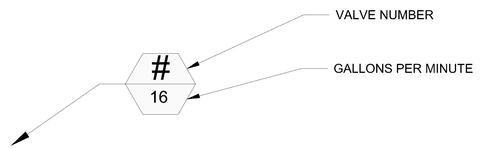
ITEM	QUANTITY		PSI LOSS/100' OF PIPE	PSI LOSS	TOTAL PSI LOSS
LANDSCAPE WATER METER	1			.7	0.7
BACKFLOW PREVENTER	1			12	12.0
MASTER VALVE 1 1/2"	1			0	0.0
1" CONTROL VALVE	1			9.00	9.0
1 1/2" SCHEDULE 40	250	LF	.12		0.3
1 1/2" LATERAL LINE	3	LF	.12		0.0
TOTAL PIPE / EQUIPMENT LOSS					0.3
ADDITIONAL 10% OF PIPE LOSS FOR ALL PIPE LINE FITTINGS					0.0
ELEVATION CHANGE	60	FT		.433/FT.	26.0
TOTAL PRESSURE LOSS					48.3
RESIDUAL PRESSURE CALCULATION					
LOWEST STATIC PRESSURE (LESS 10% =95) - TOTAL PRESSURE LOSS					46.7
DRIP SYSTEM OPERATING PRESSURE	1			40	40.0
TOTAL RESIDUAL PRESSURE FOR VALVE 8					6.7

****MIN WATER PRESSURE NEEDED AT PONIT OF CONNECTION IS 105 PSI. IF LESS THAN THAT A BOOSTER PUMP WILL BE REQUIRED. CONTRACTOR TO TEST WATER PRESSURE AT BEGINING OF PROJECT AND REPOT TO LANDSCAPE ARCHITECT****

IRRIGATION NOTES

1. THIS PLAN CONNECTS TO AN EXISTING OPERABLE IRRIGATION SYSTEM. CONTRACTOR TO FIELD VERIFY THE EXISTING SYSTEM PRIOR TO CONSTRUCTION.
2. FOR THE PURPOSE OF LEGIBILITY, SOME IRRIGATION VALVES AND LINES ARE SHOWN OUTSIDE PLANTED AREAS. ALL VALVES ARE TO BE LOCATED WITHIN PLANTERS AND WHENEVER POSSIBLE, LINES ARE TO BE ROUTED INSIDE (WITHIN 6" OF) THE EDGE OF THE PLANTED AREAS.
3. THIS IRRIGATION DESIGN PLAN IS DIAGRAMMATIC, AND THE LAYOUT MAY NOT BE PRECISE. THE CONTRACTOR IS RESPONSIBLE FOR MINOR CHANGES IN LINE ROUTING.
4. EXISTING STATIC PRESSURE PER CALIFORNIA WATER DISTRICT IS 73 HIGH 62 LOW PSI. THE CONTRACTOR IS TO PROVIDE MEASURED STATIC WATER PRESSURE INFORMATION FROM FIELD TESTING AT THE PROJECT POINT OF CONNECTION TO THE LANDSCAPE ARCHITECT FOR VERIFICATION AND POSSIBLE MODIFICATION OF THE DESIGNED SYSTEM.
5. PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.
6. AS-BUILT DRAWINGS SHALL BE MAINTAINED ON SITE AT ALL TIMES. AS-BUILT DRAWINGS SHALL BE UPDATED ON A DAILY BASIS DURING SYSTEM INSTALLATION. NO SITE REVIEWS ARE TO BE CONDUCTED WITHOUT THESE DRAWINGS.
7. AUTOMATIC LANDSCAPE IRRIGATORS SHALL BE INSTALLED IN SUCH A WAY THAT IT DOESN'T SPRAY ON THE BUILDING.
8. DRIPPER LINE INSTALLATION PROCEDURE: FOLLOWING INSTALLATION AND COMPACTION OF SOIL IN PLANTERS, INSTALL ALL PLANT MATERIAL OF 1 GAL. SIZE AND LARGER PER THE PLANTING PLAN. LAY DRIPPER LINES ON SOIL SURFACE STARTING WITH LINES 2" FROM PLANTER EDGES, AND ON-CENTER ROW SPACING PER THE PLAN AND THE IRRIGATION LEGEND. SECURE THE LINES WITH GALVANIZED STEEL TIE-DOWN STAKES AT 4' INTERVALS AND CHANGES IN DIRECTION. USE BLANK TUBING AROUND OBSTACLES IN PLANTERS. SUPPLY AND EXHAUST HEADERS TO BE 3/4" SCHEDULE 40 PVC. LATERAL LINES CONNECTING SYSTEMS ARE TO BE 6" MIN. DEEP IN PLANTERS. SPREAD PLANTER MULCH TOP DRESSING THROUGHOUT PER THE PLANTING NOTES. GROUND COVERS TO BE INSTALLED FOLLOWING MULCH PLACEMENT. PLANT MATERIAL WILL REQUIRE HAND WATERING UNTIL COMPLETION OF THE ABOVE OPERATIONS AND TESTING AND APPROVAL OF THE DRIPPER LINE SYSTEM.
9. ALL PIPING UNDER PAVEMENT SHALL BE SLEEVED IN PVC SLEEVES 2X LARGER THAN THAT PIPE SIZE.
10. SALVAGED SITE EQUIPMENT IN OPERABLE CONDITION SHALL BE DELIVERED TO OWNER REPRESENTATIVE.
11. REMOTE CONTROL VALVES NOT AFFECTED BY DEMOLITION SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
12. LOCKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS.
13. ALL IRRIGATION EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE IRRIGATION DETAILS AND SPECIFICATIONS.
14. A LAMINATED DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES WHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
15. ALL LANDSCAPING AND IRRIGATION SYSTEMS MUST COMPLY WITH ALL LOCAL, STATE AND FEDERAL LAWS AND REGULATIONS.
16. A CERTIFICATE OF COMPLETION (FORM GRN 12) SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT PRIOR TO FINAL INSPECTION APPROVAL.
17. AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.
18. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

VALVE CALLOUT KEY



VALVE KEY

VALVE SYMBOL PLAN	VALVE #	LANDSCAPE AREA SF	GPM	VALVE SIZE
	1	88	1.5	1"
	2	468	7.0	1"
	3	125	3.9	1"
	4	210	1.9	1"
	5	128	1.9	1"
	6	144	2.1	1"
	7	408	6.1	1"

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CB
REVISIONS:

SHEET TITLE:
IRRIGATION LEGEND AND NOTES
SHEET NUMBER:
L3.01

ALLEY

30' ALLEY DEDICATION

TRANSFORMER

TRANSFORMER

UP

UP

C

IRRIGATION CONTROLLER

F

MAINLIINE TO UPPER FLOORS

POTS TO BE HAND WATERED

01 02 03 04 05 06 07 08

$1\frac{1}{2}$"

$3\frac{3}{4}$"

$3\frac{3}{4}$"

F

I

FS MV BFP M POC

$1\frac{1}{2}$"

1
1.5

LOCATIONS TBC WITH CIVIL AND PLUMBING

0 8 16 24 32 feet

1/8" = 1'-0"

NORTH

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SHEET TITLE:
IRRIGATION PLAN 1ST FLR

SHEET NUMBER:
L3.10

ALLEY

30' ALLEY DEDICATION

TRANSFORMER ROOM BELOW

RESI. ELEVATOR

TRASH ROOM

2
7.0

GATE VALVE AND VALVE IN PLANTER

1"

1 1/2"

1"

3/4"

4
1.9

3
3.9

1"

1"

1"

1"

GATE VALVE IN PLANTER

2 VALVES IN 1 VALVE BOX IN PLANTER

MELROSE AVE.

0 8 16 24 32 feet

1/8" = 1'-0"

NORTH

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IRRIGATION PLAN 2ND FLR

SHEET NUMBER:
L3.20

ALLEY

30" ALLEY DEDICATION



HARPER AVE.

MELROSE AVE.

0 8 16 24 32 feet

1/8" = 1'-0"

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LOS ANGELES, CA 90046

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CRAIG ROY BIESECKER NO. 6602
Signature
05.31.25
Renewal Date
07.31.2024
Date
STATE OF CALIFORNIA

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DATE:
12.18.2024
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CB

REVISIONS:

SHEET TITLE:
IRRIGATION PLAN 6TH FLR

SHEET NUMBER:
L3.60

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE		REMARKS	WATER USE
TREES						
	3	ACCA SELLOWIANA PINEAPPLE GUAVA	24" BOX			Low
	1	BRACHYCHITON RUPESTRIS QUEENSLAND BOTTLE TREE	24" BOX			Low
	6	CERCIS CANADENSIS EASTERN REDBUD MULTI-TRUNK	24" BOX			Medium
	1	JACARANDA MIMOSIFOLIA JACARANDA MULTI-TRUNK	24" BOX			Medium
	3	LAURUS NOBILIS SWEET BAY	24" BOX			Low
	3	LIRIODENDRON TULIPIFERA TULIP POPLAR	24" BOX			Medium
	2	PODOCARPUS MACROPHYLLUS YEW PODOCARPUS	24" BOX			Medium
	4	RHUS LANCEA AFRICAN SUMAC MULTI-TRUNK	24" BOX			Low
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	REMARKS	WATER USE
SHRUBS						
	2	ACACIA COGNATA 'RIVER CASCADE' RIVER CASCADE RIVER WATTLE	---	18" o.c.		Low - Medium
	35	MUHLENBERGIA RIGENS DEER GRASS	5 GAL.	36" o.c.		Low
	73	WESTRINGIA FRUTICOSA 'WES05' MUNDI™ COAST ROSEMARY	15 GAL.	24" o.c.		Low
GROUND COVERS						
	328	CAREX TUMULICOLA FOOTHILL SEDGE	1 GAL.	18" o.c.		Low
	217	PORTULACARIA AFRA 'MINIMA' DWARF ELEPHANT BUSH	5 GAL.	12" o.c.		Very low
	147	ROSMARINUS OFFICINALIS 'PROSTRATUS' DWARF ROSEMARY	5 GAL.	12" o.c.		Low

PLANTING NOTES

1. SEE SHEET L600, FOR PLANTING AND SPACING DETAILS.
2. UNDER NO CIRCUMSTANCES WILL THERE BE ANY MATERIAL SUBSTITUTIONS EXCEPT WITH THE EXPRESS CONSENT OF THE LANDSCAPE ARCHITECT.
3. 21 DAYS PRIOR TO PLANT INSTALLATION, THE CONTRACTOR IS TO SUBMIT A COMPLETE LIST OF PLANT MATERIAL TO BE SUPPLIED. THIS LIST IS TO INCLUDE PLANT SPECIFICATIONS (HEIGHT, SPREAD, AND CALIPER WHERE APPLICABLE), NURSERY SOURCES AND CONTACTS. CONTRACTOR IS TO PROVIDE PHOTOGRAPHS OF EACH TREE AND A REPRESENTATIVE PHOTOGRAPH OF EACH SHRUB AND GROUNDCOVER SPECIES. NO SUBSTITUTIONS WILL BE ALLOWED FOLLOWING SUBMITTAL OF THE LIST.
4. EACH CONTAINER PLANT DELIVERED TO THE SITE MUST BE CLEARLY LABELED AS TO SPECIES, VARIETY, AND NURSERY SOURCE. ANY PLANTS SHIPPED WITHOUT LABELS AND CORRESPONDING PACKING SLIP WILL BE REJECTED AND IMMEDIATELY REMOVED FROM THE SITE. CONTRACTOR TO NOTIFY NURSERY THAT THIS PROVISION WILL BE STRICTLY ENFORCED. DISPUTES REGARDING DETERMINATION OF PLANT SPECIES OR VARIETY WILL BE RESOLVED BY THE LANDSCAPE ARCHITECT, AND HIS/HER DECISION WILL BE FINAL.
5. PRIOR TO PLANTING OF ANY MATERIALS, COMPACTED SOILS SHALL BE TRANSFORMED TO A FRIABLE CONDITION. SOIL COMPACTION SHOULD BE AVOIDED IN ALL AT GRADE PLANTING AREAS.
6. A SOILS MANAGEMENT REPORT CONSISTENT WITH § 492.5 OF THE CALIFORNIA CODE OF REGULATIONS TITLE 23, DIVISION 2, CHAPTER 2.7, SHALL BE PROVIDED TO THE CITY INSPECTOR AT TIME OF FINAL LANDSCAPE INSPECTION. IN THE EVENT THE SOILS MANAGEMENT REPORT RECOMMENDS SOIL MODIFICATIONS, THE PROJECT APPLICANT OR HIS/HER DESIGNEE SHALL SUBMIT ADDITIONAL DOCUMENTATION VERIFYING IMPLEMENTATION OF SOILS MANAGEMENT REPORT RECOMMENDATIONS.
7. THE CONTRACTOR IS RESPONSIBLE FOR THE COSTS ASSOCIATED WITH PROCURING THE SERVICES OF A SOIL TESTING LABORATORY (WALLACE LABS - OR EQUAL) TO PERFORM AN AGRICULTURAL SUITABILITY ANALYSIS. THE LAB'S RECOMMENDATIONS ARE TO BE FOLLOWED FOR SOIL PREPARATION AND BACKFILL AMENDMENT AND PROCEDURES, AND FOR MAINTENANCE FERTILIZER APPLICATIONS. SAMPLES SHALL BE DELIVERED BY THE CONTRACTOR TO THE SOILS TESTING LABORATORY. THE LABORATORY SHOULD BE INFORMED OF THE INTENDED PLANTING FOR EACH SAMPLE. THE LANDSCAPE ARCHITECT AND/OR THE OWNER'S AUTHORIZED REPRESENTATIVE WILL ASSIST WITH SELECTING TESTING LOCATIONS.
8. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.
9. FOR BIDDING PURPOSES ONLY, THE CONTRACTOR IS TO ASSUME THE FOLLOWING AMENDMENT FOR SOIL PREPARATION, AND IS TO ASSUME UTILIZATION OF AMENDED SITE SOIL FOR PLANT PIT BACKFILL: INCORPORATE INTO THE SOIL THE FOLLOWING MATERIALS, PER PROCEDURES DESCRIBED IN THE SPECIFICATIONS. MATERIAL AMOUNTS PER 1000 SQUARE FEET:
   - 3 CU. YD. NITROGEN FORTIFIED WOOD COMPOST
   - 2 CU. YD. ORGANIC FERTILIZER
   - 100 LBS. GYPSUM
   - 30 LBS. COMMERCIAL FERTILIZER
10. SEE SPECIFICATIONS FOR OVER STRUCTURE IMPORT SOIL.
11. PLACE A 3" DEEP SHREDDED CEDAR BARK MULCH COVER IN PLANTING AREAS. SOIL SHALL NOT BE VISIBLE THROUGH MULCH.
12. KEEP MULCH 3" CLEAR OF BASE OF SHRUBS AND GROUND COVER AND 6" CLEAR OF TREE TRUNKS.
13. PRIOR TO ORDERING MULCH, CONTRACTOR IS TO SUBMIT SAMPLE TO LANDSCAPE ARCHITECT AND THE OWNER'S AUTHORIZED REPRESENTATIVE FOR APPROVAL.
14. FINISHED GRADE OF TURF IS TO BE 1" BELOW FINISHED SURFACE OF ADJACENT PAVING OR MOW STRIP.
15. ALL ON-STRUCTURE PLANTERS TO BE FILLED WITH IMPORT SOIL PER SPECIFICATIONS.
16. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS, CREEPING OR ROOTING GROUND COVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED. SOIL SHALL NOT BE VISIBLE THROUGH MULCH.
17. ORGANIC MULCH SHALL TAKE PRECEDENCE OVER INORGANIC MATERIALS OR VIRGIN FOREST PRODUCTS UNLESS THE RECYCLED POST-CONSUMER PRODUCTS ARE NOT LOCALLY AVAILABLE.
18. TO PROVIDE HABITAT FOR BENEFICIAL INSECTS AND OTHER WILDLIFE UP TO 5% OF THE LANDSCAPE AREA MAY BE LEFT WITHOUT MULCH.
19. STABILIZING MULCHING PRODUCTS SHALL BE USED ON SLOPES THAT MEET CURRENT ENGINEERING STANDARDS
17. PLANT COUNTS ARE PROVIDED FOR CONVENIENCE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES.
18. RE-CIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

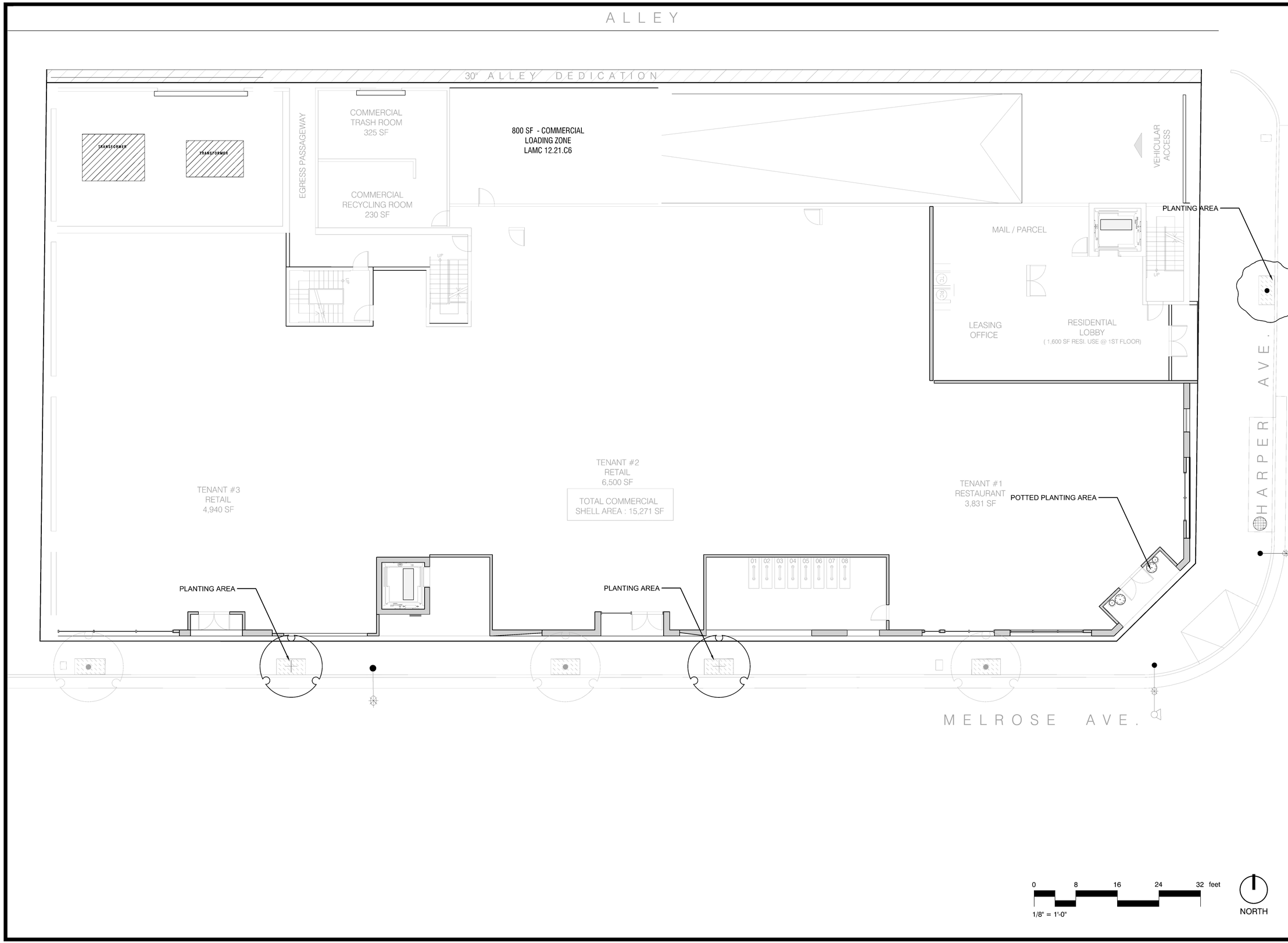
ENVIRONMENTALDESIGNSTU
201 WESTMORELAND AVE SUITE 126,
LOS ANGELES, CA 90004
www.EDStudioLA.com

MELROSE DEVELOPMENT
8251-8271 MELROSE AVE
705-711 N. HARPER AVE
LOS ANGELES, CA 90046

LICENSED LANDSCAPE ARCHITECT
CHRISTOPHER BIESECKER NO. 6062
05.31.25
Renewal Date
12.18.2024
Date
STATE OF CALIFORNIA

SUBMITTAL:
PLANNING SUBMITTAL
JOB NUMBER:
DATE:
12.18.2024
DRAWN BY:
CB
REVISIONS:

SHEET TITLE:
PLANTING SCHEDULE AND NOTES
SHEET NUMBER:
L5.00



ENVIRONMENTALDESIGNSTUDIO
201 WESTMORELAND AVE SUITE 126,
LOS ANGELES, CA 90004
www.EDStudioLA.com

MELROSE DEVELOPMENT
8251-8271 MELROSE AVE
705-711 N. HARPER AVE
LOS ANGELES, CA 90046

LICENSED LANDSCAPE ARCHITECT
CHRISTOPHER ROY BIESECKER NO. 6622
Signature
05.31.25
Renewal Date
07-23-2024
Date
STATE OF CALIFORNIA

SUBMITTAL:
PLANNING SUBMITTAL

JOB NUMBER:

DATE:
12.18.2024

DRAWN BY:
CB

REVISIONS:

SHEET TITLE:
PLANTING PLAN 1ST FLR

SHEET NUMBER:
L5.10

ALLEY

30' ALLEY DEDICATION

TRANSFORMER ROOM
BELOW

RESI.
ELEVATOR

TRASH
ROOM

MELROSE AVE.

0 8 16 24 32 feet

1/8" = 1'-0"

NORTH

ENVIRONMENTALDESIGNSTUDIO
201 WESTMORELAND AVE SUITE 126.
LOS ANGELES, CA 90004
www.EDStudioLA.com

MELROSE DEVELOPMENT
8251-8271 MELROSE AVE
705-711 N. HARPER AVE
LOS ANGELES, CA 90046

LICENSED LANDSCAPE ARCHITECT
CRAIG ROY BIESECKER NO. 6522
Signature
05.31.25
Renewal Date
Date
STATE OF CALIFORNIA

SUBMITTAL:
PLANNING SUBMITTAL
JOB NUMBER:
DATE:
12.18.2024
DRAWN BY:
CB

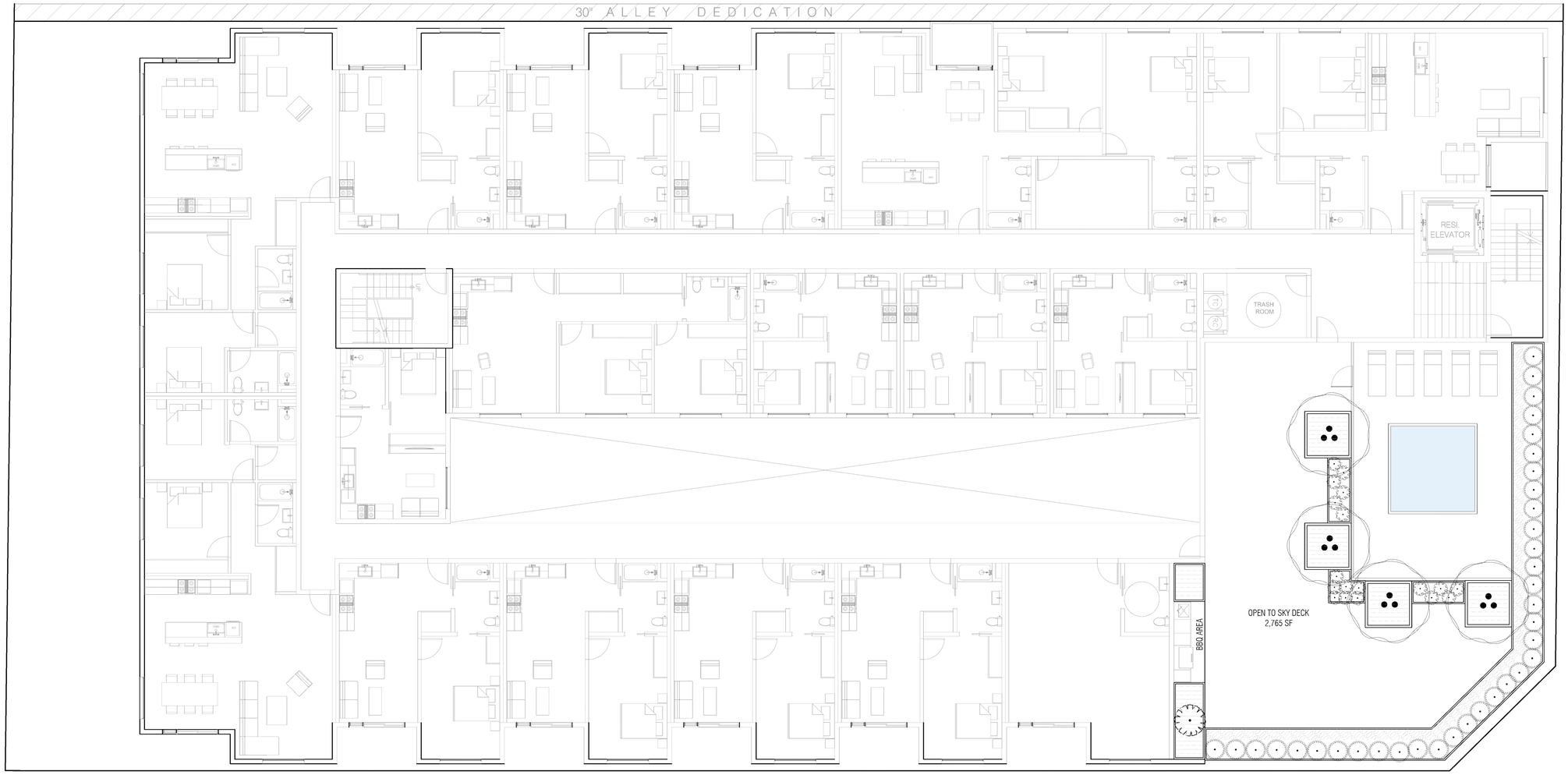
REVISIONS:

SHEET TITLE:
PLANTING PLAN 2ND FLR

SHEET NUMBER:
L5.20

ALLEY

30' ALLEY DEDICATION



HARPER AVE.

MELROSE AVE.

0 8 16 24 32 feet

1/8" = 1'-0"

NORTH

ENVIRONMENTALDESIGNSTUDIO
201 WESTMORELAND AVE SUITE 126.
LOS ANGELES, CA 90004
www.EDStudioLA.com

MELROSE DEVELOPMENT
8251-8271 MELROSE AVE
705-711 N. HARPER AVE
LOS ANGELES, CA 90046

LICENSED LANDSCAPE ARCHITECT
EDWARD ROY BIESECKER NO. 6520
Signature
05.31.25
Renewal Date
12.18.2024
Date
STATE OF CALIFORNIA

SUBMITTAL:
PLANNING SUBMITTAL
JOB NUMBER:
DATE:
12.18.2024
DRAWN BY:
CB
REVISIONS:

SHEET TITLE:
PLANTING PLAN 6TH FLR

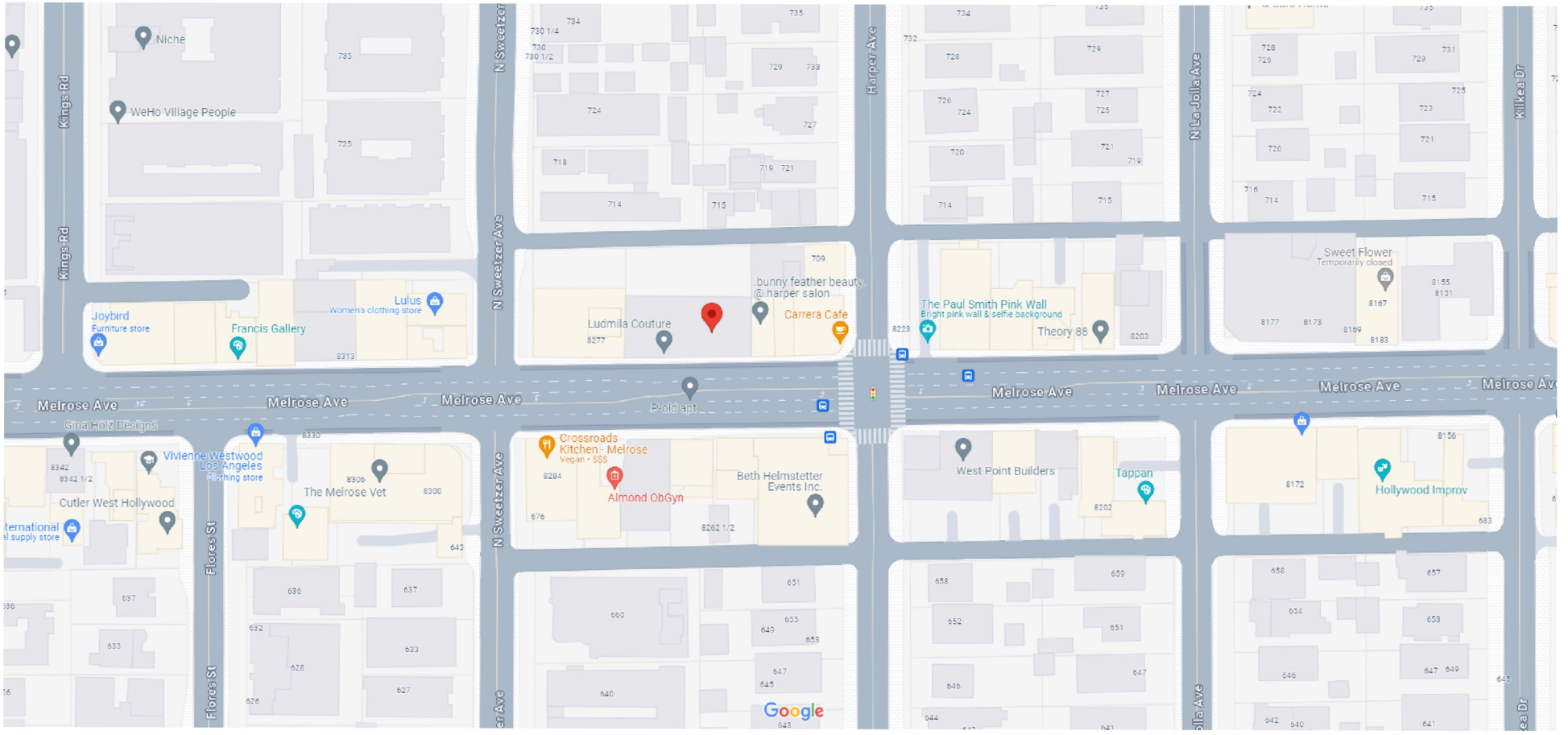
SHEET NUMBER:
L5.60

EXHIBIT B – MAPS

VICINITY MAP
RADIUS MAP
ZIMAS MAP
SITE AERIAL MAP
AB 2097 MAP

Google Maps 8271 Melrose Ave

VICINITY



Map data ©2024 Google 50 ft



Map Prepared by:

Leon Mapping & GIS Services
15031 Chatsworth St, Ste 17
Mission Hills, CA 91345

818-235-7649
leonmapping@hotmail.com
www.laradiusmaps.com

LEGAL DESC;LOTS 12,13,14,15,FR 16, BLOCK E, TR 5763, MB 62-17
(APN) 5528003199 & 5528003042

DENSITY BONUS 300'

Thomas Brothers Grid
PAGE 593 - GRID A6
PAGE 593 - GRID A7

Community Plan Area Hollywood
Area Planning Commission Central
Neighborhood Council Mid City West
Council District CD 5 - Katy Young Yaroslavsky
Census Tract # 1944.02

Map Sheet 141B173

CASE #
USES: FIELD
SCALE; 1":100'

ACREAGE: ± 0.562

DATE: 3/9/2024
UPDATE:_____

CONTACT: JORDAN BEROUKHIM
PHONE : (310) 435-4594

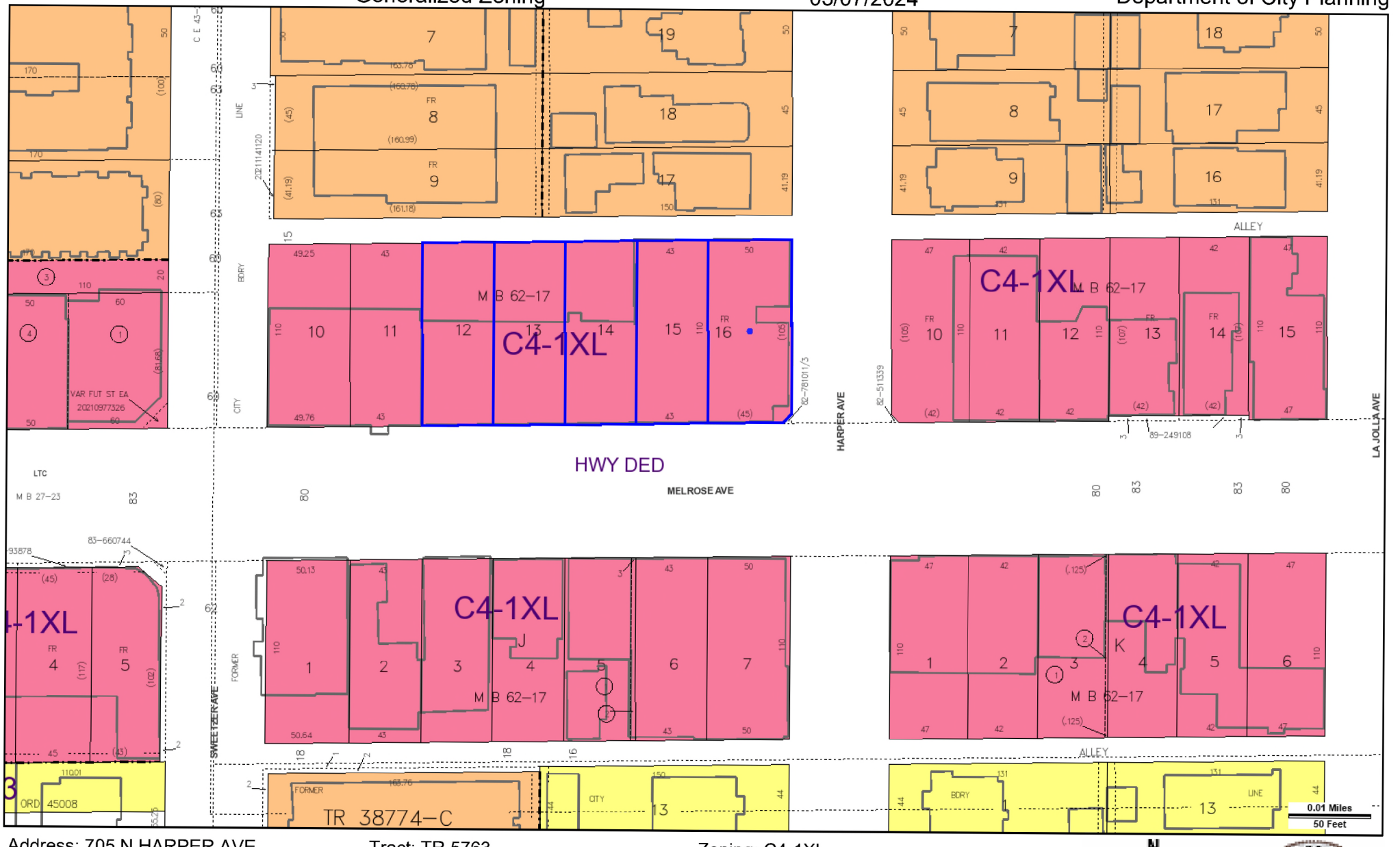
N

ZIMAS PUBLIC

Generalized Zoning

03/07/2024

City of Los Angeles
Department of City Planning



Address: 705 N HARPER AVE
APN: 5528003199
PIN #: 141B173 404

Tract: TR 5763
Block: E
Lot: FR 16
Arb: None

Zoning: C4-1XL
General Plan: Neighborhood Office Commercial

N
W
E
S

City of Los Angeles
Department of City Planning

3/7/2024
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
711 N HARPER AVE
8251 W MELROSE AVE
705 N HARPER AVE
707 N HARPER AVE
709 N HARPER AVE

ZIP CODES
90046

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2016-1450-CPU
CPC-2014-669-CPU
CPC-2005-6082
CPC-2004-2092-ICO
CPC-1997-43-CPU
CPC-18473-B
ORD-183497
ORD-176073
ORD-161687
ZA-2014-2150-ZV
ENV-2016-1451-EIR
ENV-2014-670-SE
ENV-2014-2151-MND
ENV-2004-2093-CE
ND-83-149-HD
AFF-17957
ROW-32157

Address/Legal Information	
PIN Number	141B173 404
Lot/Parcel Area (Calculated)	5,552.5 (sq ft)
Thomas Brothers Grid	PAGE 593 - GRID A6
	PAGE 593 - GRID A7
Assessor Parcel No. (APN)	5528003199
Tract	TR 5763
Map Reference	M B 62-17
Block	E
Lot	FR 16
Arb (Lot Cut Reference)	None
Map Sheet	141B173
Jurisdictional Information	
Community Plan Area	Hollywood
Area Planning Commission	Central
Neighborhood Council	Mid City West
Council District	CD 5 - Katy Young Yaroslavsky
Census Tract #	1944.02
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	C4-1XL
Zoning Information (ZI)	ZI-2512 Housing Element Inventory of Sites
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-2452 Transit Priority Area in the City of Los Angeles
General Plan Land Use	Neighborhood Office Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	General (RBPA)
RFA: Residential Floor Area District	None

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	Yes
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium-High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 1
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5528003199
APN Area (Co. Public Works)*	0.109 (ac)
Use Code	1010 - Commercial - Commercial - Miscellaneous Commercial - One Story
Assessed Land Val.	$7,806,809
Assessed Improvement Val.	$1,287,757
Last Owner Change	04/15/2008
Last Sale Amount	$0
Tax Rate Area	67
Deed Ref No. (City Clerk)	980271
	977
	964285
	648182
	4942
	340270
	340269
	312132
	312131
	220398
	2139950
	208414-15
	173958
Building 1	
Year Built	1925
Building Class	C55
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	3,270.0 (sq ft)
Building 2	
Year Built	1926
Building Class	C55
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	2,580.0 (sq ft)
Building 3	

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Year Built	1930
Building Class	D6A
Number of Units	2
Number of Bedrooms	2
Number of Bathrooms	2
Building Square Footage	3,188.0 (sq ft)
Building 4	
Year Built	1926
Building Class	SX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5528003199]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.57499304
Nearest Fault (Name)	Hollywood Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (km)	14.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	70.00000000
Maximum Magnitude	6.40000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Not Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No

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Promise Zone	None
State Enterprise Zone	None
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5528003199]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.05 Units, Lower
Housing Use within Prior 5 Years	No
Public Safety	
Police Information	
Bureau	West
Division / Station	Wilshire
Reporting District	701
Fire Information	
Bureau	West
Battallion	5
District / Fire Station	41
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2016-1450-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	UPDATE TO THE HOLLYWOOD COMMUNITY PLAN
Case Number:	CPC-2014-669-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	COMMUNITY PLAN UPDATE/GENERAL PLAN AMENDMENT
Case Number:	CPC-2005-6082
Required Action(s):	Data Not Available
Project Descriptions(s):	HOLLYWOOD COMMUNITY PLAN UPDATE
Case Number:	CPC-2004-2092-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	AN INTERIM CONTROL ORDINANCE TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL BUILDING PERMITS ON ALL MULTI-FAMILY ZONED LOTS (ALLOWING MORE THAN ONE DWELLING UNIT PER LOT) IN THE AREA BETWEEN SANTA MONICA BOULEVARD AND MELROSE AVENUE, AND BETWEEN CRESCENT HEIGHTS AND ALFREDO STREET.
Case Number:	CPC-1997-43-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	COMMUNITY PLAN UPDATE FOR HOLLYWOOD WHICH IDENTIFIES AND REDEFINES OUTDATED LAND USE ISSUES AND INCONSISTENT ZONING, REVIEWS POLICIES AND PROGRAMS, AS WELL AS REVISING AND UPDATING THE PLAN MAP AND TEXT
Case Number:	CPC-18473-B
Required Action(s):	B-PRIVATE STREET MODIFICATIONS (2ND REQUEST)
Project Descriptions(s):	CONTINUATION OF CPC-18473-A. SEE GENERAL COMMENTS FOR CONTINUATION.
Case Number:	ZA-2014-2150-ZV
Required Action(s):	ZV-ZONE VARIANCE
Project Descriptions(s):	ZONE VARIANCE TO PERMIT OVERNIGHT DOG BOARDING IN CONJUNCTION WITH AN EXISTING 2,795 SQUARE-FEET DOG GROOMING AND DAYCARE BUSINESS.
Case Number:	ENV-2016-1451-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	UPDATE TO THE HOLLYWOOD COMMUNITY PLAN
Case Number:	ENV-2014-670-SE
Required Action(s):	SE-STATUTORY EXEMPTIONS
Project Descriptions(s):	COMMUNITY PLAN UPDATE/GENERAL PLAN AMENDMENT
Case Number:	ENV-2014-2151-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	ZONE VARIANCE TO PERMIT OVERNIGHT DOG BOARDING IN CONJUNCTION WITH AN EXISTING 2,795 SQUARE-FEET DOG GROOMING AND DAYCARE BUSINESS.
Case Number:	ENV-2004-2093-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	AN INTERIM CONTROL ORDINANCE TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL BUILDING PERMITS ON ALL MULTI-FAMILY ZONED LOTS (ALLOWING MORE THAN ONE DWELLING UNIT PER LOT) IN THE AREA BETWEEN SANTA MONICA BOULEVARD AND MELROSE AVENUE, AND BETWEEN CRESCENT HEIGHTS AND ALFREDO STREET.
Case Number:	ND-83-149-HD
Required Action(s):	HD-HEIGHT DISTRICT
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-183497

ORD-176073

ORD-161687

AFF-17957

ROW-32157

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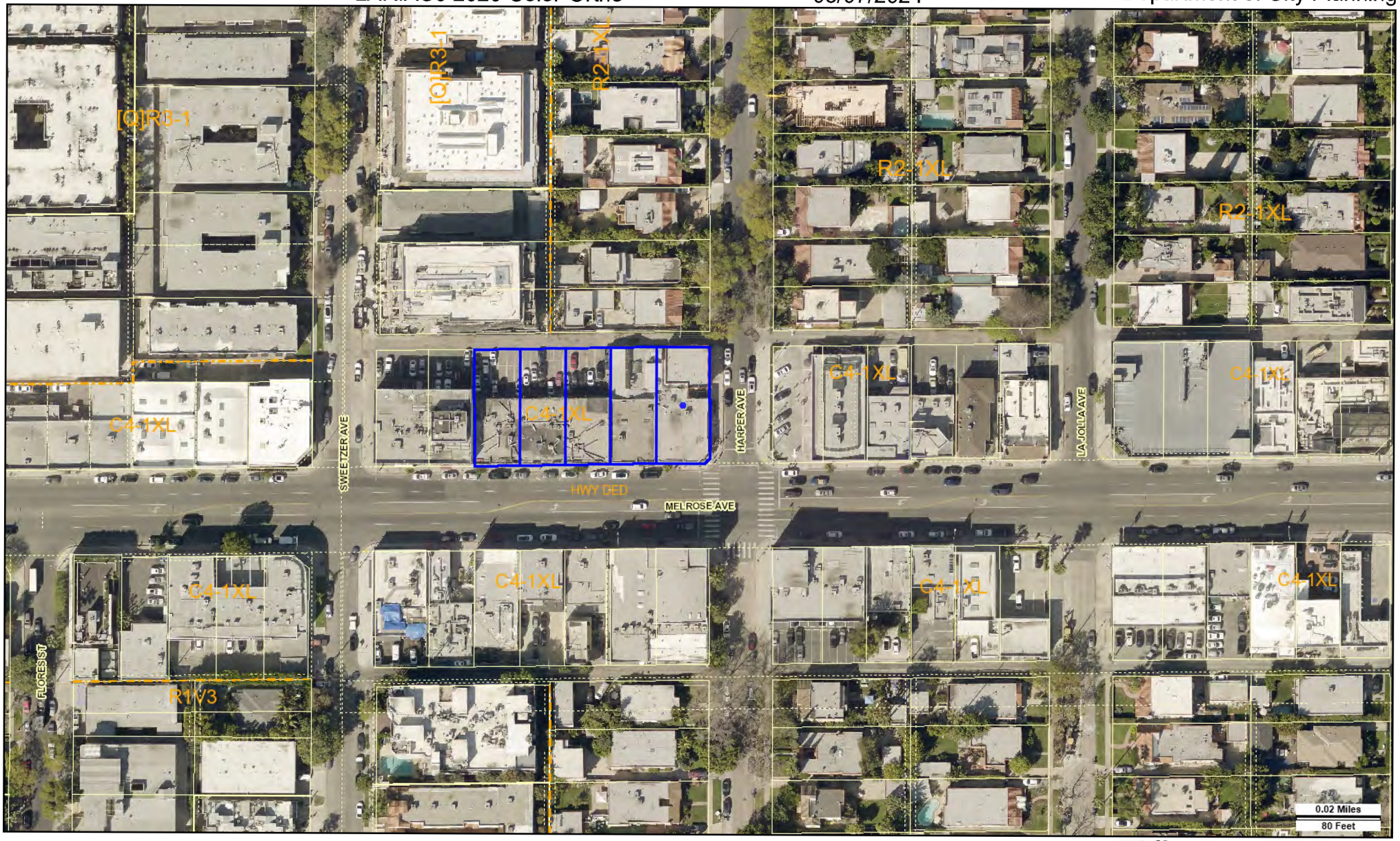
ZIMAS PUBLIC

LARIAC6 2020 Color-Ortho

03/07/2024

City of Los Angeles
Department of City Planning



Address: 705 N HARPER AVE
APN: 5528003199
PIN #: 141B173 404

Tract: TR 5763
Block: E
Lot: FR 16
Arb: None

Zoning: C4-1XL
General Plan: Neighborhood Office Commercial

N
W
E
S

ZIMAS INTRANET

AB 2097 Entitlement Areas

03/20/2025

City of Los Angeles
Department of City Planning



Address: 8251 W MELROSE AVE
APN: 5528003199
PIN #: 141B173 404

Tract: TR 5763
Block: E
Lot: FR 16
Arb: None

Zoning: C4-1XL
General Plan: Neighborhood Office Commercial

N
W
E
S

EXHIBIT C – ENVIRONMENTAL CLEARANCE (ENV-2024-3203-CE)

NOTICE OF EXEMPTION
CLASS 32 JUSTIFICATIONS

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)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 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	SCH NUMBER
CPC-2024-3202-DB-PR-VHCA / Density Bonus, Project Review	
LEAD CITY AGENCY	**CASE NUMBER**
City of Los Angeles (Department of City Planning)	ENV-2024-3203-CE
PROJECT TITLE	**COUNCIL DISTRICT**
8251 West Melrose Avenue	5 - Yaroslavsky

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
8251-8271 West Melrose Avenue and 705-711 North Harper Avenue

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
The proposed project includes the demolition of four (4) existing commercial buildings and an accessory surface parking lot, and the construction, use, and maintenance of a new six (6)-story mixed-use building consisting of 90 dwelling units and 15,271 square feet of commercial uses, resulting in a total floor area of 110,300 square feet. The project includes the maintenance of three (3) existing Street Trees and planting of three (3) new Street Trees and 20 on-site trees. There are no existing Protected Trees on-site. The development of the project will require the cut and export of approximately 20,194 cubic yards (cy) of soil. No import or fill is proposed.

NAME OF APPLICANT / OWNER:
David Pourbaba, Tova LLC & Melrose Harper LLC

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Jordan Beroukhim, Beroukhim & Company, LLC	310-435-4594

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) **Section 15332 / 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

Project qualifies for a Class 32 Urban Infill Exemption. The project meets of the of requirements to qualify for a Class 32 Exemptions and none of the exceptions to a Categorical Exemptions apply to the project. See attached CE Justification for further elaboration.

☒ 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
Nashya Sadono-Jensen *Nashya Sadono-Jensen*	City Planning Associate
ENTITLEMENTS APPROVED	
Density Bonus, Project Review	

DISTRIBUTION: County Clerk, Agency Record
Rev. 1-30-2025

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CITY PLANNING

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JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2024-3203-CE

The Department of City Planning determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15332, Class 32, Case No. ENV-2024-3203-CE, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Project Description

The project is located at 8251-8271 West Melrose Avenue and 705-711 North Harper Avenue. The proposed project includes the demolition of an existing 15,374 square-foot commercial building, an existing 3,270 square-foot commercial building, an existing 2,580 square-foot commercial building, an existing 3,188 square-foot commercial building, and an associated surface parking lot, and the construction, use, and maintenance of a six (6)-story mixed-use building consisting of 90 dwelling units and 15,271 square feet of commercial retail uses, resulting in a total floor area of 110,300 square-feet. The project will have a height of 69 feet and a floor area ratio (FAR) of 4.52:1. The project proposes 96 automobile parking spaces on-site within two (2) subterranean levels; and 94 bicycle parking spaces (78 long-term and 16 short-term) on-site at ground level and one (1) subterranean level. The proposed unit mix consists of 68 one-bedroom units, 17 two-bedroom units, and five (5) three-bedroom units.

There are three (3) existing Street Trees in the public right-of-way adjacent to the project site. The Applicant will maintain three (3) existing Street Trees and plant three (3) new Street Trees and 20 trees on-site. There are no existing Protected Trees on-site. The development of the Project would require the cut and export of approximately 20,194 cubic yards (cy) of soil. The Applicant does not propose import or fill amounts. The project is required to provide 9,800 square feet of open space and is providing a total of 7,840 square feet of open space.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

The City has considered whether the Proposed Project is subject any of the five (5) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. There are five (5) Exceptions which must be considered in order to find a project exempt under CEQA: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

(a) Cumulative Impacts. *All exemptions for these classes are inapplicable when the cumulative impact of successive prcjects of the same type in the same place, over time is significant.*

The project is located at 8251 West Melrose Avenue (8251-8271 West Melrose Avenue and

705-711 North Harper Avenue) within the Hollywood Community Plan. There is currently one (1) project (Case No. DIR-2022-8428-TOC-HCA) within 1,320 feet of the same type and in the same place as the proposed project.

According to the data pulled from both Navigate LA and the Haul Route Table on the LADBS Website on April 3, 2025, there are no other properties with active haul routes within 500 feet of the subject property.

In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required.

In addition, the haul route approval will be subject to recommended conditions prepared by Los Angeles Department of Transportation (LADOT) and Bureau of Street Services (BSS) to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction-related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion.

According to SCAQMD, individual construction projects that do not exceed the SCAQMD's recommended daily thresholds for project-specific impacts would not cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Construction-related daily emissions at the project site would not exceed SCAQMD's regional or localized significance thresholds. Furthermore, an Air Quality Study prepared by Caja Environmental Services, LLC in July 2024, concluded that any cumulative impacts would be less than significant. Therefore, the project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the project also would have a less-than-significant impact with regard to localized emissions.

As noise is a localized phenomenon and decreases in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed project to result in cumulatively considerable noise impacts. These above noted projects will begin construction and end construction at different timelines, with minor overlap between projects. Furthermore, a Noise Study prepared by Caja Environmental Services, LLC in July 2024, concluded that any cumulative impacts would be less than significant.

As there are currently no projects within 1,320 feet of the same type, the proposed project will not have the potential to cumulatively contribute to air quality, construction traffic, and noise levels.

(b) 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.*

As mentioned, the applicant proposes a 90-unit mixed-use building in an area zoned and designated for such development. LAMC Section 12.22 A.25 allows a maximum 35-percent

increase in the number of permitted residential dwelling units for projects setting aside at least 11 percent of their base density for Very Low Income Households. All surrounding lots are developed with commercial and single- and multi-family dwelling units. The project proposes a FAR of 4.52:1. The proposed building will be six (6)-stories, with two (2) subterranean parking levels in an area that is currently developed with buildings that range in height from one- to five-stories. In conjunction with the Density Bonus/Affordable Housing Incentive Program, the proposed building will not be unusual for the vicinity of the subject site and will be similar in scope to future residential buildings in the area that use the Density Bonus/Affordable Housing Incentive Program in exchange for affordable housing. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

(c) 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.*

As it relates to development along a Scenic Highway, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 12.83 miles to the west of the subject property. Therefore, the subject site will not create any impacts within a designated state scenic highway.

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

In regards to Hazardous Waste sites, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. As such, the project would not be developed on a site identified as a hazardous site pursuant to Section 65962.5 of the Government Code.

(e) Historic 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.*

A Historic Resources Assessment Report was prepared by Historic Resources Group in April 2024, and concluded that the project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. The Department of City Planning, Office of Historic Resources confirmed that the existing commercial buildings are not considered historic for the purposes of CEQA per an email dated October 3, 2024. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the conditions as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the 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; and (e) The site can be adequately served by all required utilities and public services.

(a) The project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations.

The subject site is located within the Hollywood Community Plan area. An updated Hollywood Community Plan was adopted by City Council on May 9, 2023, and became operative on February 11, 2025. The project was filed on May 21, 2024, as a Vesting Housing Crisis Act project and is vested to the local planning and zoning rules that were in place at the time the complete application was submitted. Therefore, the project is not subject to the new Hollywood Community Plan and its Community Plan Implementation Overlay. The applicable zoning and land use designation for the site is C4-1XL for Neighborhood Office Commercial land uses. As shown in the case file, the project is consistent with the applicable Hollywood Community Plan designation and policies and all applicable zoning designations and regulations in conjunction with the Density Bonus/Affordable Housing Incentive Program.

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

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.56 acres. The surrounding area is characterized by level topography, improved streets and residential and commercial development. The lots directly to the south of the site across Melrose Avenue are zoned C4-1XL and are improved with two (2)-story commercial buildings. The lot to the east of the site across Harper Avenue is zoned C4-1XL and is improved with a surface parking lot and a two (2)-story commercial building. The lots abutting the site to the west are zoned C4-1XL and are improved with a six (6)-story commercial building. The lots to the north of the site across the alley along Harper Avenue are zoned R2-1XL and are zoned with one (1) to two (2)-story single-family dwellings. The lots to the north of the site across the alley along Sweetzer Avenue are zoned [Q]R3-1 and are improved with two (2) to five (5)-story multi-family residences.

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

The site previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The applicant submitted a Tree Disclosure Statement, signed by the property owner, David Pourbaba, confirming that there are no protected trees on-site.

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

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations, and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water.

Furthermore, the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator resulted in the proposed project having a net increase of 230 daily vehicle trips and a net increase of 1,220 daily VMT. Based on the VMT Calculator, the project is not required to perform VMT analysis under the VMT standards.

Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Therefore, the project would not result in any significant effects related to traffic, noise, air quality, or water quality.

(e) The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services.

The project site will be adequately served by all public utilities and services given that the construction of a residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32. As the project has been found to be categorically exempt from CEQA, the project is not anticipated to have a negative effect on the environment and no mitigation measures are required.

EXHIBIT D – ENVIRONMENTAL STUDIES

HISTORIC RESOURCES ASSESSMENT REPORT
AIR QUALITY TECHNICAL REPORT
NOISE TECHNICAL REPORT
VMT CALCULATOR ANALYSIS RESULTS

HISTORIC
RESOURCES
GROUP

HISTORIC RESOURCES ASSESSMENT REPORT
8271 MELROSE AVENUE, LOS ANGELES

APRIL 2024



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Appendix A: Tract Map
Appendix B: Resumes

1.0 EXECUTIVE SUMMARY

This report evaluates the commercial office building at 8271 Melrose Avenue in the City of Los Angeles, California (APN 552-8003-042) for potential historic significance. It is located in the Hollywood Community Plan Area (CPA). The purpose of this report is to determine if historical resources as defined by the California Environmental Quality Act (CEQA)[1] are present on the Project Site. This report is intended to inform environmental review of the Project.

8271 Melrose Avenue was designed by architect Daniel L. Dworsky in the Mid-century Modern architectural style; construction was completed in 1958.[2] The Hollywood CPA was surveyed by SurveyLA, the City of Los Angeles' citywide survey of historic resources, in 2010-2011 and updated in 2015.[3] 8271 Melrose Avenue was not identified as potentially significant as part of the survey of Hollywood. However, it was flagged as potentially significant during the development of the SurveyLA "Women's Rights in Los Angeles" historic context statement completed in 2018.[4] As a result of that study, the property was assigned the California Historical Resource Status Code (Status Code) of QQQ, which is defined as "May be eligible; additional research needed." The 2018 evaluation states:

> Identified through development of the "Women's Rights in Los Angeles" historic context. Location of the Los Angeles Chapter of one of the most important feminist organizations of second wave feminism. During the mid-to-late 1970s, the property served as the location of consciousness-raising sessions, and lectures on topics such as childcare, legal rights, insurance laws, and family law (divorce, custody, etc.). Gloria Allred was president of the LA Chapter of [National Organization for Women] NOW in 1977 and 1978. May also be significant for architecture, built 1957-1958 by architect Daniel L. Dworsky.[5]

The property is therefore evaluated herein for potential eligibility for its association with women's history in Los Angeles, and for its architectural merit as an example of Mid-century Modern commercial architecture. This evaluation is based on an observation of existing conditions; additional primary and secondary source research related to the history of the property and the history of the National Organization for Women (NOW) in Southern California, including archives that were not available during the development of the historic context statement; review of the relevant historic contexts, including its association with women's rights; and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. As a result of this study, 8271 Melrose Avenue does not appear eligible for designation at the federal, state, or local levels.

---

[1] California PRC, Section 21084.1.
[2] City of Los Angeles, Certificate of Occupancy, 8271 Melrose Avenue, May 21, 1958.
[3] City of Los Angeles, Office of Historic Resources, *Historic Resources Survey Report: Hollywood Community Plan Area*, prepared by Historic Resources Group, November 2015.
[4] City of Los Angeles, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Women's Rights in Los Angeles*, prepared by Historic Resources Group, October 2018.
[5] City of Los Angeles, Historic Places LA, 8271 W Melrose Ave, https://historicplacesla.lacity.org/report/2b5524c7-3e27-44ec-a26c-831a8269dc08 (accessed April 1, 2024).

NOW is the most significant national organization associated with second wave feminism, and the organization is historically significant within the context of women-serving institutions and meeting places related to the women's liberation movement in the 1960s and 1970s. The potential period of significance for the building at 8271 Melrose Avenue would be 1975-1978, reflecting the period that the Los Angeles chapter of NOW leased Suite 109. However, the Los Angeles chapter of NOW was one of many tenants at 8271 Melrose Avenue, and the organization only rented office space at this location for a short period. 8271 Melrose Avenue was not associated with the national NOW organization, it was one of hundreds of chapter locations across the country during this period; it was not the original or long-term home of the Los Angeles chapter; the property does not have a wider association with women's history, and based on contemporary news accounts it does not appear that any of the lectures held at 8271 Melrose were influential to the greater women's rights movement; and there were multiple buildings associated with the organization in the area during the 1970s.

Most significantly, 8271 Melrose Avenue has been substantially altered on the exterior and interior after the period of significance such that it no longer retains the physical characteristics required to convey any potential significance for its association with NOW. In 1989-1990, a post-modern parapet and pediment were added to the roof at the primary façade; the exterior was re-plastered, covering the original spandrel panels and other original exterior materials; and the metal-framed window wall and frameless glass doors at the primary entrance appear to have been replaced. On the interior, the original terrazzo floors in the lobby were replaced with granite tiles, the original hardwood paneling on the corridor walls was removed, and the first floor was completely reconfigured. Following the reconfiguration of the first floor, several office spaces, including Suite 109, were consolidated into larger suites. As a result, Suite 109 is no longer extant and is not readable as interior space.[6] Therefore, the building no longer retains sufficient integrity to convey any potential association with the Los Angeles chapter of NOW, and it does not meet the integrity consideration developed by SurveyLA that in eligible examples the primary interior spaces should remain as readable spaces.

Further, the building does not represent an excellent example of Mid-century Modern commercial architecture; it is not significant within the context of the work of architect Daniel L. Dworsky; and it has been significantly altered since its original construction.

Therefore, 8271 Melrose Avenue does not appear eligible for historic designation at the federal, state, or local levels for its association within the context of women's history or for its architectural merit, and it would not be considered a historical resource as defined by the California Environmental Quality Act (CEQA).

[6] There is no longer a Suite 109 listed on tenant rolls or on the current floorplan.

2.0 PROJECT SUMMARY

Project Location

8271 Melrose Avenue (APN 552-8003-042) is composed of one lot that is approximately .326 acres in size. It is located on the north side of Melrose Avenue, between N. Sweetzer Avenue on the west and Harper Avenue on the east in the Hollywood CPA. A location map is included in Figure 1.

Project Description

This report is a Phase I historical resources evaluation of the commercial office building at 8271 Melrose Avenue to determine whether there is evidence of potential historical significance.

FIGURE 1: LOCATION MAP



8271 Melrose Avenue outlined in red.

3.0 METHODOLOGY

Additional research was conducted to determine whether the building at 8271 Melrose Avenue meets eligibility criteria for its association with NOW in the 1970s, and for its potential architectural merit. The building is evaluated using integrity thresholds and eligibility criteria for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. The field methods and analysis are based on guidance from the National Park Service, the California Office of Historic Preservation, and the City of Los Angeles Office of Historic Resources for evaluating potential historic resources; and an identification of physical features and historic integrity ascertained during the site visit and through building records.

Sources related to the history and development of 8271 Melrose Avenue were consulted, including:

- Building permits
- Historic newspaper articles
- Other primary and secondary sources relevant to the history of the site, including archives and newsletters that documented locations associated with NOW
- SurveyLA Survey Report for the Hollywood Community Plan Area
- SurveyLA "Women's Rights" Historic Context Statement

In addition, extensive research was conducted to identify any available photographs of 8271 Melrose Avenue, exterior or interior. Sources consulted included historical newspaper articles, including the *Los Angeles Times* and *LA Weekly;* building permits; and photographic archives, including *Calisphere* and the *Getty Digital Collections.* Additionally, archives available through the GALE Archives of Sexuality and Identity, LGBTQ History and Culture were consulted. Within the GALE Archives, research was completed using specific keyword searches, as well as an extensive review of all available issues of *NOW News* and *Sister* from 1975 to 1978. Additional sources consulted included the *Lesbian News, National Now Times,* and *Out the Gay Newspaper,* among others. Manuscripts consulted included Los Angeles Chapter Newsletters and NOW Records from the Phyllis Lyon and Del Martin Collection, Subject Files from the National Gay and Lesbian Taskforce Records, and Subject Files from the Lesbian Herstory Archives, among others.

Research, field inspection, and analysis were performed by Christine Lazzaretto, Managing Principal; Alexandra Perlman, Senior Architectural Historian; Kari Fowler, Senior Architectural Historian; John LoCascio, AIA, Principal Architect; and Emily Varley, Associate Architectural Historian, all of whom meet the Secretary of the Interior's Professional Qualifications Standards in their respective fields. Resumes are included in Appendix B.

4.0 REGULATORY FRAMEWORK

Historical Resources Under CEQA

The California Environmental Quality Act ("CEQA") is the principal statute governing environmental review of projects occurring in the state and is codified in Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

CEQA Guidelines Section 15064.5 recognizes that historical resources include: (1) resources listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) resources included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any objects, buildings, structures, sites, areas, places, records, or manuscripts which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

Historic Designations

Historical and cultural resources fall within the jurisdiction of several levels of government. The framework for the identification and, in certain instances, protection of cultural resources is established at the federal level, while the identification, documentation, and protection of such resources are often undertaken by state and local governments. As described below, the principal federal, State, and local laws governing and influencing the preservation of historical resources of national, State, regional, and local significance include:

- The National Historic Preservation Act of 1966, as amended;
- The Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards);
- The California Environmental Quality Act (CEQA);
- The California Register of Historical Resources (California Register);
- The California Public Resources Code;
- The City of Los Angeles General Plan;
- The City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.171);
- The City of Los Angeles Historic Preservation Overlay Zone Ordinance (Los Angeles Municipal Code [LAMC], Section 12.20.3); and
- The City of Los Angeles Historic Resources Survey (SurveyLA).

NATIONAL REGISTER OF HISTORIC PLACES

The National Historic Preservation Act of 1966 established the National Register of Historic Places (National Register) as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment."[7] The National Register recognizes a broad range of historical and cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes.[8] Within the National Register, approximately 2,500 (3 percent) of the more than 90,000 districts, buildings, structures, objects, and sites are recognized as National Historic Landmarks or National Historic Landmark Districts as possessing exceptional national significance in American history and culture.[9]

Whereas individual historic properties derive their significance from one or more of the criteria discussed in the subsequent section, a historic district derives its importance from being a unified entity, even though it is often composed of a variety of resources. With a historic district, the historic resource is the district itself. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties.[10] A district is defined as a geographic area of land containing a significant concentration of buildings, sites, structures, or objects united by historic events, architecture, aesthetic, character, and/or physical development. A district's significance and historic integrity determine its boundaries.

A resource that is listed in or eligible for listing in the National Register is considered "historic property" under Section 106 of the National Historic Preservation Act.

Criteria

To be eligible for listing in the National Register, a resource must be at least 50 years of age, unless it is of exceptional importance as defined in Title 36 CFR, Part 60, Section 60.4(g). In addition, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

- **A.** Are associated with events that have made a significant contribution to the broad patterns of our history;
- **B.** Are associated with the lives of persons significant in our past;
- **C.** Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

---

[7] 36 Code of Federal Regulations (CFR) 60. https://www.ecfr.gov/cgi-bin/text-idx?SID=b36f494ab8c19284178b4c593eda2a8f&tpl=/ecfrbrowse/Title36/36cfr60_main_02.tpl (accessed September 2021).

[8] The identification of archaeological sites and traditional cultural properties is outside the scope of this report.

[9] United States Department of the Interior, National Park Service, "National Historic Landmarks: Frequently Asked Questions," https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm. (accessed September 2021).

[10] United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, 5.

D. Have yielded, or may be likely to yield, information important in prehistory or history.[11]

Criteria Considerations
Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

Criteria Consideration G: A property achieving significance within the past 50 years if it is of exceptional importance.[12]

Context
To be eligible for listing in the National Register, a property must be significant within a historic context. National Register Bulletin #15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning... is made clear."[13] A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

Integrity
In addition to meeting one or more of the criteria of significance, a property must have integrity, which is defined as "the ability of a property to convey its significance."[14] The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance. In general, the National Register has a higher integrity threshold than State or local registers.

The National Register recognizes seven aspects or qualities that comprise integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.

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[11] United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, 8. Criterion D typically applies to potential archaeological resources, which is outside the scope of this report.
[12] United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, 2.
[13] United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, 7-8.
[14] United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, 44.

- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[15]

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[16] The California Register was enacted in 1992, and its regulations became official on January 1, 1998. The California Register is administered by the California Office of Historic Preservation (OHP). The criteria for eligibility for the California Register are based upon National Register criteria.[17] Certain resources are determined to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register. To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, State, and/or federal level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California or national history; or
3. It embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.[18]

A resource eligible for the California Register must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

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[15] U.S. Department of the Interior, National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (Washington D.C.: National Park Service, 1995), 44-45.

[16] California Public Resources Code, Section 5024.1[a]. http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5024.1 (accessed September 2021).

[17] California Public Resources Code, Section 5024.1[b] http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5024.1 (accessed September 2021).

[18] Criterion 4 addresses potential archaeological resources, which is outside the scope of this assessment.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as a historic preservation overlay zone.

CITY OF LOS ANGELES HISTORIC-CULTURAL MONUMENTS (HCMS)

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and most recently amended it in 2018 (Sections 22.171 et seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission (CHC) and criteria for designating a Historic-Cultural Monument (HCM). The CHC is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The City of Los Angeles Cultural Heritage Ordinance states that an HCM designation is reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature and meet one of the following criteria:

1. The proposed HCM is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. The proposed HCM is associated with the lives of historic personages important to national, state, city, or local history; or
3. The proposed HCM embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.[19]

Unlike the National and California Registers, the Cultural Heritage Ordinance makes no mention of concepts such as physical integrity or period of significance. However, in practice, the seven aspects of integrity from the National Register and California Register are applied similarly and the threshold of integrity for individual eligibility is similar. It is common for the CHC to consider

[19] City of Los Angeles, Los Angeles Administrative Code, Section 22.171.7.

alterations to nominated properties in making its recommendations on designations. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs. In addition, the LAMC Section 91.106.4.5 states that the Los Angeles Department of Building and Safety "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of HCMs, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the CEQA Initial Study and Check List, as specified in Section 19.05 of the LAMC. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure."[20]

[20] City of Los Angeles, Los Angeles Municipal Code, Section 91.106.4.5.1.

5.0 SUMMARY OF PREVIOUS EVALUATIONS

SurveyLA

SurveyLA is a Citywide survey that identifies and documents potentially significant historical resources that represent important themes in the City's history. The survey and resource evaluations were completed by consultant teams under contract to the City and under the supervision of the Department of City Planning's Office of Historic Resources (OHR). The program was managed by OHR, which maintains a website for SurveyLA. The field surveys cumulatively covered broad periods of significance, from approximately 1850 to 1980 depending on the location, and included individual resources such as buildings, structures, objects, natural features and cultural landscapes as well as areas and districts (archaeological resources are planned to be included in future survey phases). The survey identified a wide variety of potentially significant resources that reflect important themes in the City's growth and development in various areas including architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, entertainment, and others. Field surveys, conducted from 2010-2017, were completed in three phases by Community Plan area. However, SurveyLA did not survey areas already designated as HPOZs or areas already surveyed by Community Redevelopment Agencies. All tools, methods, and criteria developed for SurveyLA were created to meet state and federal professional standards for survey work.

HOLLYWOOD CPA

8271 Melrose Avenue is located in the Hollywood CPA, which was surveyed as part of SurveyLA between 2010-2011 and updated in 2015. During this study, 8271 Melrose Avenue was not identified as potentially significant for its architectural merit, or under any commercial development or entertainment industry related theme.[21]

WOMEN'S RIGHTS IN LOS ANGELES

In 2018, the Women's Rights in Los Angeles Historic Context Statement was completed. 8271 Melrose Avenue was identified in the context statement as the headquarters of the Los Angeles Chapter of NOW in the 1970s. As a result, the property was flagged as a potential historical resource by the City and assigned the Status Code QQQ, which is defined as "May be eligible; additional research needed." The evaluation states:

> Identified through development of the "Women's Rights in Los Angeles" historic context. Location of the Los Angeles Chapter of one of the most important feminist organizations of second wave feminism. During the mid-to-late 1970s, the property served as the location of consciousness-raising sessions, and lectures on topics such as childcare, legal rights, insurance laws, and family law (divorce, custody, etc.). Gloria Allred was president of the LA Chapter of NOW in 1977 and 1978. May also be significant for architecture, built 1957-1958 by architect Daniel L. Dworsky.[22]

[21] City of Los Angeles, Office of Historic Resources, *Historic Resources Survey Report: Hollywood Community Plan Area*, prepared by Historic Resources Group, November 2015.

[22] City of Los Angeles, Historic Places LA, 8271 W Melrose Ave, https://historicplacesla.lacity.org/report/2b5524c7-3e27-44ec-a26c-831a8269dc08 (accessed April 1, 2024).

Built Environment Resources Directory (BERD)

The California Office of Historic Preservation (OHP) maintains the Built Environment Resource Directory (BERD), a database of previously evaluated resources throughout the state. The BERD contains information only for cultural resources that have been processed through OHP. This includes resources reviewed for eligibility for the National Register of Historic Places and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs. 8271 Melrose Avenue is not listed in the BERD.[23]

[23] California Office of Historic Preservation, "Built Environment Resource Directory: Los Angeles County," 2024.

6.0 HISTORY OF THE SURROUNDING AREA & RELATED CONTEXTS

8271 Melrose Avenue is located in the Hollywood CPA. The Hollywood CPA is located approximately five miles northwest of downtown Los Angeles. It has an irregular boundary that can be generally defined as Mulholland Drive and the 134 (Ventura) Freeway on the north; Rosewood and Melrose Avenues on the south; Beverly Hills and West Hollywood city boundaries on the west; and Hoover Street, Hyperion Avenue, and Glendale Boulevard on the east. 8271 Melrose Avenue was identified as potentially significant within the context of Women's Rights in Los Angeles, as the location of the Los Angeles Chapter of NOW in the late 1970s; and for its potential architectural merit as a work of Mid-century Modern commercial architecture by Daniel Dworsky. Therefore, this section contains contextual information about the development of Hollywood; the Women's Rights Movement in Los Angeles during this period; and Mid-century Modern architecture, in order to inform the analysis of potential eligibility of the property.

Hollywood Historical Overview[24]

LATE 19TH AND EARLY 20TH CENTURY DEVELOPMENT

The area that became Hollywood was originally part of two former Spanish land grants: Rancho La Brea and Rancho Los Feliz. These two ranchos were strategically oriented along the Cahuenga Pass, a major transportation corridor to the north, and the growing city of Los Angeles to the south. The Cahuenga Pass encompassed part of the Camino Real del Rey, which was the principal coastal passageway and used continuously as a trail facilitating commerce, livestock transport, and travel since the earliest Spanish exploration. Hollywood began as a small agricultural community in the 19th century. Farmers, many of whom were European immigrants, experimented in cultivating a wide variety of exotic fruits, vegetables, and flowers. A freight rail line was first constructed in 1887-1888, linking Hollywood and the neighboring community of Colegrove to downtown Los Angeles. The fields and orchards of the 19th century increasingly gave way to speculative real estate development by the turn of the 20th century.

In 1900, the Cahuenga Valley Improvement Association was established to guide real estate development in the area, just as the first electric track down the length of Prospect Avenue (present day Hollywood Boulevard) was completed.[25] Other streetcar lines soon followed, including along Melrose Avenue, La Brea Avenue, Santa Monica Boulevard, Highland Avenue, Vine Street, Western Avenue, Vermont Avenue, Virgil/Hillhurst Avenues, Kenmore Avenue, Fountain Avenue, Talmadge Street, Hyperion Avenue, Los Feliz Boulevard, and Beachwood Drive.

In 1903, the City of Hollywood was incorporated with a population of 700. In 1904, gas lines were laid, the streets were numbered, and a single track of the Los Angeles Pacific Railroad was placed perpendicular to the electric track already on Prospect Avenue.[26] As the area became increasingly developed, churches, clubs, and schools were built in proximity to the grand single-family residences that lined Hollywood Boulevard and other nearby streets. By 1909, like many of its

[24] History of Hollywood excerpted and adapted from City of Los Angeles, Office of Historic Resources, *Historic Resources Survey Report: Hollywood Community Plan Area*, prepared by Historic Resources Group, August 2015.

[25] Gregory Paul Williams, *The Story of Hollywood: An Illustrated History* (BL Press LLC, 2011), 29.

[26] Williams, 43.

neighboring communities, Hollywood had experienced immense growth. While its population in 1903 was only 700, by 1909 it had reached 4,000.[27] Hollywood quickly began to experience water shortages, drainage issues, and sewage problems, and less than ten years after its incorporation, Hollywood began to reconsider its status as an independent city.[28] In February of 1910, Hollywood was consolidated with the City of Los Angeles to take advantage of the established sewer system and the anticipated new water supply created by the Los Angeles Aqueduct, which was then under construction.

Although now formally part of Los Angeles, Hollywood continued to maintain its own identity, which was tied in large part to the growth of the motion picture industry. By this time Hollywood was no longer a small independent city struggling to deal with infrastructural problems, but a thriving suburb with a rapidly growing population and the home of a significant national industry. As the popularity of motion pictures grew, more physical facilities related to film production were constructed in Hollywood, and the industry contributed significantly to the area's overall industrial growth. From the 1910s through the boom of the 1920s and into the 1930s, Hollywood experienced tremendous population growth. Hollywood reached its heyday in the 1920s, when a large number of movie studios, theaters, and shopping centers filled Hollywood and Sunset Boulevards between Vine Street and Highland Avenue. To accommodate the increased demand for housing as well as services and amenities, residential and commercial development in Hollywood increased dramatically. The large parcels of land which were once occupied by a bucolic landscape of citrus groves and single-family residences were disappearing, replaced more and more frequently by dense urban development.

As Hollywood began to grow more commercial in nature beginning in the late teens, it also began to lose its status as a prestigious address. Many of the mansions that lined Hollywood Boulevard were abandoned by 1925, as developments such as Hancock Park and Beverly Hills drew elite residents out of the area.[29] In the mid-to-late 1930s, the glamorous image of Hollywood as a national fashion and entertainment destination began to fade. This was due in part to the effects of the Great Depression. During this era, Hollywood experienced little in the way of growth but much in the way of increased commercial activity in a manner that reinforced Hollywood's role as a hub between Los Angeles and adjacent communities.

WORLD WAR II AND POST-WORLD WAR II DEVELOPMENT

The United States' entry into World War II commenced following the bombing of Pearl Harbor in December 1941. Wartime austerity had a dramatic impact on the landscape of Los Angeles, and Hollywood was no exception. Residential construction was halted for the duration of the war, and existing businesses and manufacturing operations were converted for the production and distribution of materials essential to the war effort.

Since Los Angeles served as a major point of departure for combat in the Pacific, Hollywood became a hub of entertainment and tourism for GIs passing through town before leaving for the battlefront.[30] Area hotels were booked solid, and the United Servicemen's Organization (USO) opened three Hollywood outposts in 1941. The famed Hollywood Canteen opened in 1942,

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[27] Bruce T. Torrence, *Hollywood: The First 100 Years* (Hollywood, CA: Hollywood Chamber of Commerce & Fiske Enterprises, 1979), 9.

[28] Williams, 52-53.

[29] Williams, 132.

[30] Williams, 269.

offering visiting servicemen an opportunity to be served by their favorite film stars. With travel during wartime restricted to essential business only, visits from servicemen saved many Hollywood nightspots from going under during the war.[31]

Density in Hollywood increased substantially following the conclusion of World War II. In the hillsides, residences were built on previously undeveloped lots. In the flatlands, inexpensive stucco-clad apartment buildings were erected as infill in previously established residential neighborhoods. Along the major commercial corridors, earlier buildings were updated or replaced with new construction. During this period, some of the nation's most important Modernist architects were working in Los Angeles, building sleek commercial buildings in the flatlands and highly innovative residential projects in the hillsides, and a number of Hollywood residential and commercial properties developed during this period were designed by important Modernist architects, including Richard Neutra, Rudolph Schindler, Lloyd Wright, John Lautner, Craig Ellwood, Raphael Soriano, Gregory Ain, and Pierre Koenig.

By the 1950s, motion picture operations began to relocate to other areas, and the major industry in Hollywood shifted to tourism. During the early 1950s, the Hollywood Freeway cut through the northeast corner of Hollywood, and widespread automobile ownership coupled with the development of the freeway system pulled new development to previously outlying areas on the West Side and in the San Fernando Valley. Later in the decade, the famous Capitol Records Building was constructed on Vine Street and the Hollywood Walk of Fame was created on Hollywood Boulevard as a tribute to actors, directors, and other contributors to the entertainment industry.

LATE 20TH CENTURY DEVELOPMENT

In the 1960s and 1970s, Hollywood's population became more ethnically diverse, as new immigrant groups began settling in the area. In addition to a significant Latino population, Armenian and Thai immigrants began living and working in the East Hollywood area and opened shops and other businesses. Community and residential density continued to increase, as original single-family houses, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes.

By the 1980s, Hollywood was in a state of economic decline as commercial development became focused more intensely to the west at Century City, along the Wilshire corridor in Westwood, and in Downtown Los Angeles. The Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area. Among the goals of the agency were to revitalize the historic core and preserve historically significant buildings.

[31] Williams, 270.

Women's Rights in Los Angeles

REAWAKENING AND ACTIVISM: SECOND WAVE FEMINISM IN LOS ANGELES, 1960-1980[32]

Various scholars trace the beginnings of second wave feminism or the Women's Liberation Movement to a confluence of events in the 1960s. These include the 1960 approval of the first oral contraceptive, Enovid, by the U.S. Food and Drug Administration (FDA) that gave women more control over their childbearing destiny; the rise of women in the labor force; President Kennedy's Commission on the Status of Women pointing to the significant inequality between men and women in the American workplace; the establishment of a national citizen's advisory council; and the arrival of Betty Friedan's (1921-2006) book, *The Feminine Mystique* in 1963. Friedan's book disrupted the consensus that a woman's place was in the home. Education was also on the rise among women during this period. After the passage of the Higher Education Act of 1965, more than two million women pursued degrees across the United States during the ensuing five years. Historians Rosalynn Baxandall and Linda Gordon identify that "Women's Liberation was the largest social movement in the history of the U.S...the women's liberation movement, as it was called in the 1960s and 1970s, or feminism, as it is known today, reached into every home, school and business...it permanently altered the landscape."[33]

Baxandall and Gordon also posit that the late 1960s women's movement emerged "...in two separate streams with two distinct sets of roots."[34] The first stream, equal rights/NOW, was an outgrowth of the women's networks of WWII and the growth of labor unions in the early 1960s. Labor and women's activist Esther Peterson (1906-1997) was an advisor to President Kennedy and influenced the equal pay bill from Washington in 1963. Equal pay was underscored by the passage of Title VII of the Civil Rights Act of 1964, which codified that employers could not discriminate based on sex.[35] Subsequently, the Equal Employment Opportunity Commission (EEOC) was established to investigate discrimination complaints; however, the EEOC largely failed to enforce sex discrimination laws. This inspired Friedan and her colleagues to establish the National Organization for Women (NOW). Members of this stream of the movement were largely older, educated white women of middle-class or upper middle-class backgrounds. Many were professionals.

The second stream identified by Baxandall and Gordon was the more radical women's liberation movement. Many of the women involved in this branch came from civil rights backgrounds and the New Left. These women were younger, and more radical than their equal rights/NOW counterparts. Many were college students and women of color. Included here are also lesbian feminists, whose activism not only advanced women but LGBTQ rights as well.

Like suffrage activists before them, 1960s feminists revived the battle for legal equality but expanded that to include sexuality, gender power dynamics, financial independence, reproductive rights, and violence against women. There were also tensions between the two movements regarding inclusivity and controversial issues such as women's reproductive rights, and health and

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[32] Excerpted from City of Los Angeles, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Women's Rights in Los Angeles*, prepared by Historic Resources Group, October 2018, 57-59.

[33] Rosalyn Baxandall and Linda Gordon, "Second-Wave Feminism," in *A Companion to American Women's History*, ed. Nancy A. Hewitt (Malden, MA: Blackwell, 2002), 414.

[34] Baxandall and Gordon, 414.

[35] As well as race, color, national origin, and religion.

wellness. Lesbian oppression was also a significant issue over which the two factions separated. NOW initially did not embrace the issue for fear of alienating public support for the broader women's equality issue. As a result, the radical feminists of the women's liberation movement were responsible for the founding of many local women's groups and women-controlled institutions for Euro-American, African American, Asian American, and LGBTQ women.

In addition to tensions between the two feminist factions, not all women were united behind the idea of second wave feminism and the greater women's liberation movement. Second wave feminism experienced opposition from a small, determined group of women who felt the need to protect their choice to remain non-working housewives and rallied against the ERA. Debate over the ERA intensified the anti-feminist opposition. The most famous national spokespeople in this regard were Phyllis Schlafly (1924-2016) and Anita Bryant (b. 1940). In Los Angeles, Maureen Startup, Chairman of California Stop ERA, was a visible opponent.

RISE OF SECOND WAVE FEMINIST ORGANIZATIONS[36]

National Organization for Women

In 1966, Betty Friedan formed the National Organization for Women (NOW), the leading organization of the legal rights branch of the movement. The group's mission was to bring women into the mainstream of American society in equal partnership with men with full legal equity.[37] New York, Boston, and Chicago initially emerged as hotbeds of feminism and Los Angeles quickly established itself with its own national reputation. In 1967, NOW ratified its Women's Bill of Rights, which focused on addressing many of the issues facing American women — opportunity for equal employment, adequate childcare facilities, equal opportunity to pursue higher education, the right of women in poverty to obtain job training, and reproductive rights.[38]

Although the board had met previously at members' homes, the first official meeting of the Southern California Chapter of NOW was held April 1, 1967 at Clifton's restaurant in Century City (10250 West Santa Monica Boulevard, not extant).[39] Subsequent general membership meetings were regularly held at restaurants, including the Century House Restaurant (10250 West Santa Monica Boulevard (not extant),[40] and in 1969, at the Original Barbecue restaurant at 801 South Vermont Avenue (not extant). Soon membership growth outpaced the occupancy levels of these venues; the general membership of NOW met in 1970 and 1971 at the California Federal Bank Building, 5670 Wilshire Boulevard, in the third-floor Auditorium/Cafeteria.[41] Chapter board meetings appear to have been held at board members' homes.

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[36] Information in this section excerpted from City of Los Angeles, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Women's Rights in Los Angeles*, prepared by Historic Resources Group, October 2018, 59-64.

[37] "Group Forms to Push Equality for Women," *Los Angeles Times*, October 31, 1966, 11.

[38] Architectural Resources Group, "Standard Oil Company Department Building/Woman's Building," City of Los Angeles Historic-Cultural Monument Nomination Continuation Sheet, 11.

[39] Daphne Spain, Constructive Feminism: Women's Space and Women's Rights in the American City (Ithaca, NY: Cornell University Press, 2016), 37. The restaurant was located in the Westfield Century City Mall from 1966-1986. The business is no longer extant, and the shopping center has since been substantially altered.

[40] The restaurant was located in the Westfield Century City Mall. The business is no longer extant, and the shopping center has since been substantially altered.

[41] LA Women's Liberation Movement Collection, NOW News 1970-1971, Southern California Library for Social Studies and Research, Los Angeles, CA.

By 1971 there were approximately 20 NOW chapters in Southern California with membership of about 2,000 women.[42] Over time, several community-based NOW chapters were established including the Hollywood, Beach Cities, and San Fernando Valley chapters.

Virginia A. "Toni" Carabillo (1926-1997) was a significant figure in the feminist movement in Los Angeles and nationally. Carabillo served as founder and first president of the Los Angeles Chapter of NOW (1968-1970, 1980-1982);[43] was a member of NOW's national Board of Directors (1968-1977) and served as Vice President (1971-1974); and chaired NOW's National Advisory Committee (1975-1977).[44] Carabillo's partner Judith K. Meuli (1938-2007) was the designer of the "Brassy," the women's movement's signature symbol of an equal sign within the gender symbol for woman. Meuli and Carabillo's Los Angeles home at 1126 South Hi Point Street (Contributor, Carthay Square HPOZ) was an important early gathering place for women's rights advocates and the site of their business, Graphic Communications (a.k.a., Women's Heritage Series, Inc.), which published the *Woman's Almanac* in 1970 and other feminist literature.[45] As described in Carabillo's own writing in her scrapbook, "1126 HiPoint has a reputation as NOW's party house and [for] rabble rousing."[46]

Protests and demonstrations were an important and visible part of activism. In particular, the years 1968 to 1970 were significant for a number of protests by women that captured media attention.[47] Nationally, this included the protest of the Miss America Pageant for both sexism and racism and the display of a banner during the show's broadcast on live TV reading "Women's Liberation." In 1969, Los Angeles NOW members staged a sit-in at the Polo Lounge in the Beverly Hills Hotel against the bar's policy prohibiting women from entering the bar unless accompanied by men.[48] In June of the same year, the chapter demonstrated at the *Los Angeles Times* building, protesting segregated classified ads.[49] At the time, the newspaper listed separate sections on "Jobs of Interest to Women" and "Jobs of Interest to Men." The Los Angeles event was patterned after a similar protest at the *New York Times*.

Newsweek reported that "1970 was the year in which the American women became intellectually aware of the modern feminist movement."[50] Los Angeles feminists were on the cutting edge of that movement. Jeanne Cordova (1948-2016), an early lesbian feminist who founded the *Lesbian Tide* newsletter described Los Angeles' special place in the feminist movement:

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[42] "A New Target For NOW," *Los Angeles Times,* August 21, 1970, E1.

[43] Other presidents of the Los Angeles Chapter of NOW during the 1970s included Virginia Carter, Shelly Mandell, and Gloria Allred (b. 1941).

[44] Harvard University, "History Note: Papers of Toni Carabillo and Judith Meuli," https://hollis.harvard.edu/primo-explore/fulldisplay?docid=01HVD_ALMA21208494635000394 1&context=L&vid=HVD2&lang=en_US&search_scope=everyth ing&adaptor=Local%20Search%20Engine&tab=everything&qu ery=lsr01,contains,990097611140203941&mode=basic&offset =0. According to this source, Carabillo also served as director (c. 1980) of the NOW Equal Rights Amendment Countdown Office in Los Angeles during the final ratification drive.

[45] Carabillo and Meuli's archive is located at Harvard University. Materials include images of early Los Angeles feminists gathered at their home.

[46] Toni Carabillo and Judith Meuli Papers, ca.1890-2008. MC 725, folder #. Schlesinger Library, Radcliffe Institute, Harvard University, Cambridge, MA.

[47] Historians generally agree that feminism became an organized political movement in 1968; 1970 was the year that it became a mainstream, publicly acknowledged movement.

[48] Mary Reinholz, "Storming the All Electric Doll House," *Los Angeles Times,* Jun 7, 1970, N54.

[49] Factions within the organization were already emerging. Dorothy Gilden penned an opposition op-ed to this demonstration in the *Los Angeles Times* that accused the organization of phony problem solving.

[50] "Feminist Yearbook," *Newsweek,* November 16, 1970, 113.

> Theory came out of the East Coast where feminists read and wrote more; fleshing out of institutions occurred in LA due to more space and greater financial backing. There were strong connections to gay men, married lesbians and the movie industry...a large counter-culture Jewish community...these factors built whole maps worth of institutions not possible elsewhere.[51]

On August 26, 1970, Los Angeles women participated in Betty Friedan's "National Woman's Strike Day" to mark the 50th anniversary of winning the vote and "signal the start of a major political effort for the liberation of the women of the United States of America."[52] In Los Angeles, 2,500 women marched from the new Federal Building at 11000 Wilshire Boulevard to the Janss Steps on the UCLA campus. The NOW national convention was held in Los Angeles in 1971. Public protests continued throughout the 1970s, and at each one, women were visible in the streets of Los Angeles with signs promoting equality, equal employment, abortion, and childcare. Local protests included women picketing the State Department of Human Resources at 1525 South Broadway and the Federal Building at 300 North Los Angeles Street. Guerilla theater performances were frequently part of these protests. In August 1975, women marched at the City Hall Mall (201 North Los Angeles Street) to mark the 55th anniversary of women's suffrage.

Over time, the Los Angeles Chapter of NOW operated a Center/Offices in several locations: 5670 Wilshire Boulevard from 1970-1975; the Now Center for Women's Studies from 1971-1974 at 8864 West Pico Boulevard (not extant), after severing ties with the Crenshaw Women's Center; and the Woman's Building (1727 North Spring Street, City of Los Angeles Historic-Cultural Monument No. 1160).[53] In May 1975, NOW announced its move to the new NOW Center at 8271 West Melrose Avenue.[54] During the mid-to-late 1970s, the Center served as the location of consciousness-raising sessions, and lectures on topics commonly facing women such as childcare, legal rights, insurance laws, family law (divorce, custody, etc.), self-defense, and the burdens of sexism. Contemporary news accounts also list lectures in other locations in Los Angeles during this period, and there were local chapters in Hollywood and the San Fernando Valley that also met in multiple locations in the city. Shortly after moving to the Melrose location, Gloria Allred became President of the LA Chapter of NOW for 1977 and 1978.

NOW remained in Hollywood at 8271 Melrose, Suite 109, until August 1978. That month, the group relocated to 6363 Wilshire Boulevard, Suite 310, where they stayed until 1981. In addition to these headquarters, NOW also held lectures, fundraisers, and events at other spaces throughout the city, as advertised in the *Los Angeles Times* and other news outlets. During this period, NOW continued to hold talks on women's issues, including reproductive rights. The fight for the Equal Rights Amendment (discussed further below) continued during the late 1970s and early 1980s. In the 1990s, the president of the Los Angeles Chapter drew what was described in contemporary press accounts as an unprecedented public condemnation from NOW for comments made during the trial of O.J. Simpson. Tammy Bruce, who had served as

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[51] Notes of Jeanne Cordova Interview March 17, 2010, provided by Lynn H. Ballen in email to the author, April 11, 2018.

[52] David M. Dinsmore, "When Women Went on Strike: Remembering Equality Day, 1970," Ms. Magazine (blog), August 26, 2010, http://msmagazine.com/blog/2010/08/26/when-women-went-on-strike-remembering-equality-day-1970/.

[53] The Woman's Building is one of the few resources noted in this context that was designated for its association with women's history.

[54] The building was designed by architect Daniel L. Dworsky in 1957.

president of the Los Angeles Chapter for more than seven years, in the wake of the verdict was quoted as saying "what we need to teach our children is . . . not about racism, but is about violence against women."[55] It was further reported that Bruce refused a television news interview because she "did not want to argue with a bunch of black women."[56] The national chapter received hundreds of complaints from the community, NOW members, and other civil rights organizations demanding that NOW take action.[57] The NOW national president stated that Bruce's comments "caused grave concerns among many black women in the organization and raised the false impression that NOW does not regard racism as a problem."[58] As a result, Bruce was formally censured by the organization.[59] Five months after the formal censure, Bruce resigned as president of the Los Angeles Chapter and was replaced by Janice Rocco, president of the Santa Barbara Chapter of NOW.[60] Rocco served a two-year term as president of the Los Angeles Chapter of NOW.[61] In 1998, founding Los Angeles Chapter member Judith Meuli took over as president and served until 2000.[62] A 2001 article published in the *Los Angeles Times* names Shelly Mandell as president of the Los Angeles Chapter of NOW.[63] As late as 2012, Mandell was cited as president of the LA Chapter of NOW.[64]

Women's Center/Women's Liberation Center

As a counterpoint to NOW, the more radical women's liberation branch of the movement founded less formal and structured groups. Ann ForFreedom (née Herschfang, b. 1947) was an early activist who established a women's liberation group that met at UCLA in 1968.[65] In the fall of 1969, Joan Ellen Hoffman Robins (b. 1947), along with Dorothy Bricker and Marianne Yatrovsky, established one of the first consciousness-raising groups in Los Angeles.[66] Initially, they convened at the Haymarket Center, a well-known headquarters for a Silver Lake leftist group, at 507 North Hoover Street (not extant).[67] As the group grew, they moved meetings to a church in South Los Angeles.[68]

An important new organizing principle of the women's liberation movement was the idea that "the personal is political." The phrase became a rallying cry emphasizing the connections between personal experience and larger social and political structures. Unlike early 20th century meetings that mostly involved hearing from experts, the new feminism used consciousness raising techniques and "rap sessions" to help women open up about their own experiences with discrimination and empower them as a group. The collected experiences were analyzed to chart the social conditions common to women as an oppressed group. As a result, the importance of gendered spaces increased as safe spaces where women could discuss, explore, and learn

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[55] Marc Lacey, "NOW Condemns Leader of Its LA Chapter," December 7, 1995.
[56] Deborah Hastings, "Rift in NOW Likely to Get Bigger," *The Press Democrat*, December 11, 1995.
[57] Deborah Hastings, "Rift in NOW Likely to Get Bigger," *The Press Democrat*, December 11, 1995.
[58] Marc Lacey, "NOW Condemns Leader of Its LA Chapter," December 7, 1995.
[59] "Racism Issue Leads NOW To Censure," *The New York Times*, December 11, 1995.
[60] Shawn Hubler, "Tammy Bruce, Outspoken President of NOW's L.A. Chapter, Resigns," *The Los Angeles Times*, May 7, 1996.
[61] "26-year-old is L.A.'s youngest NOW chief," *The San Bernardino County Sun*, February 18, 1997.
[62] "Judith Meuli," Veteran Feminists of America, December 14, 2007. https://www.veteranfeministsofamerica.org/legacy/Judith%20Meuli.htm.; Toni Carabillo and Judith Meuli Papers, ca.1890-2008; item description, dates. MC 725, folder #. Schlesinger Library, Radcliffe Institute, Harvard University, Cambridge, Mass.
[63] Patrick McGreevy, "Hayden Chided for Rally at Hustler Site," *Los Angeles Times*, May 12, 2001.
[64] Ed Leibowitz, "Hello, I'm Attorney Gloria Allred," *Los Angeles Magazine*, January 1, 2012. https://lamag.com/crimeinla/hello-im-attorney-gloria-allred1.
[65] Spain, *Constructive Feminism*, 54-55.
[66] Finding Aid to the Joan Robins papers, 1972-1991, UCLA Library Special Collections.
[67] "Anti-Castro Raiders Blamed for Arson at Leftist Headquarters," *Los Angeles Times*, April 15, 1970, A1.
[68] The location of the church is unknown.

together. Robins, Bricker, and Yatrovsky's next move was to establish a permanent women's center location.[69] The building itself was to have symbolic value as "visible evidence that 'something is being done' about women's problems and needs, drawing women from the shadow and adding legitimacy to the movement."[70] The Center was to be "...a place of central communication...a kind of nerve center to inform all persons in the Los Angeles area who are involved a woman's struggle to become full, human and free."[71] Feminist organizations seldom had the resources to buy property or construct new buildings, so they typically rented existing buildings and converted them to their needs.

A duplex at 1027 South Crenshaw Boulevard[72] was selected by Robins, Bricker, and Yatrovsky for the Women's Center (a.k.a., Women's Liberation Center) and it opened on January 11, 1970.[73] Evidence of the tensions between the legal rights/NOW branch of the movement and the women's liberation branch occurred locally when the Southern California NOW chapter withdrew its support for the Women's Center on Crenshaw because it was seen as too leftist. As a result, NOW opened its own center on Pico Boulevard in 1971.

By August of 1970, more than 1,500 women were affiliated through feminist groups or the Women's Center newsletter.[74] By 1972, that newsletter had the largest circulation and national readership of any feminist publication, with 2,700 subscribers. A year later it became the *Sister* newspaper.[75] The Women's Center offered a speakers' bureau, bookstand, open rap sessions, and a Women's Liberation School "to help women function autonomously and understand the nature of their oppression."[76]

The Women's Center was the weekly meeting place for "Gay Women's Liberation" (a.k.a., Gay Liberation Front) an early lesbian feminist group led by Rita Goldberger that "...educated the public about homosexuality as a valid lifestyle."[77] The group became the first feminist lesbian group in Los Angeles, "The Lesbian Feminists."[78] The Center was also the location of the Women's Liberation Inter-Group Council, an intermediary group of feminist organization leaders such as Margaret Wright.[79] In addition to the workshops held at the Center, a speaker's bureau was organized to reply to external requests for workshops. Many of the workshops were held at St. Paul's Methodist Church at 1200 South Manhattan Place (Contributor, Country Club Park HPOZ).

The Women's Center on Crenshaw became home to the beginning of the women's self-help movement and the site of Women's Self-Help One. Women's Self-Help One became a model for

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[69] Robins was also the author of the *Handbook of Women's Liberation* in 1968, available only through the Women's Center.

[70] *LA Women's Liberation Center News*, Second Anniversary Insert, c. 1972. LA Women's Liberation Movement Collection, 1970-1976, Southern California Library of Social Studies and Research, Los Angeles, CA.

[71] *LA Women's Liberation Center News*, Second Anniversary Insert, c. 1972.

[72] The original Women's Center sign was discovered and presented to the June Mazer Archive in November of 2009. The site of the Women's Center was designated City of Los Angeles HCM #1251 in 2022.

[73] *LA Women's Liberation Center News*, Second Anniversary Insert, c. 1972. Building permits show the address as a duplex with a residence and office.

[74] Spain, *Constructive Feminism*, 58.

[75] Spain, *Constructive Feminism*, 58.

[76] *LA Women's Liberation Center News*, Second Anniversary Insert, c. 1972.

[77] *Women's Liberation Center Newsletter*, vol. 1, no. 8, December 1970, 2. The newsletter is housed at the Southern California Library, 6120 Vermont Avenue. At the time of this study, issues were located in an unmarked, uncatalogued box.

[78] Notes of Jeanne Cordova Interview March 17, 2010, provided by Lynn H. Ballen in email to the author, April 11, 2018.

[79] *Women's Liberation Center Newsletter*, vol. 1, no. 10, February 1971, 4.

the national Self-Help movement; by 1975, there were more than 40 clinics nationwide.[80] Founded in 1971 by six women, including Carol Aurilla Downer (b. 1933) and Evelyn Lorraine Rothman (1937-2007), the clinic was initially part event and part place, calling on women to take control of their own bodies. Combining techniques of consciousness raising and education and self-examination, women were taught about contraception, their bodies, and reproductive systems. Established in a former back bedroom of the Women's Center at Crenshaw, the clinic was purposefully designed to be a non-medical setting, with homey furniture and a playground for children. It was meant to be an alternative to the male-dominated medical profession. Women who worked at the Women's Center lived communally, sharing housing and stretching their small wages and the food provided at the center.

The self-help clinic concept received broad exposure in the feminist movement during the summer of 1971, when the NOW convention was held in Los Angeles. Afterwards, women made pilgrimages to Los Angeles to learn the techniques first-hand. Later, a decentralized coalition known as the Federation of Feminist Women's Health Clinics (FWHC) shared materials and best practices and met annually in Los Angeles each summer for political education.[81]

From the beginning, the clinic at the Women's Center was under police surveillance, culminating with the arrest of Downer on live television and charges by the California Board of Medical Quality Assurance for practicing medicine without a license. The Clinic moved to its second location at 746 South Crenshaw Boulevard (not extant) in 1973. In 1974, it moved to its third and final location at 1112 South Crenshaw Boulevard (not extant). An arsonist burned the building in 1985 and the Clinic never reopened.

FEMINIST ART AND CULTURE[82]

Woman's Building

In 1973, Chicago, graphic designer Sheila Levrant de Bretteville (b. 1940), and art historian Arlene Raven (b. 1944) founded the Feminist Studio Workshop — the first independent school for women artists. The group leased the former Chouinard Art School building from Cal Arts (743 South Grand View Street; City of Los Angeles HCM #154) and established the site of the first Los Angeles Woman's Building — the first independent feminist cultural institution in the world.[83] In addition to developing art-making skills (visual arts, writing, performance art, video, graphic design, and the printing arts), the school also focused on the development of women's identity and sensibility.

By late 1973, the Woman's Building was the hub of the feminist art movement in Los Angeles with the school, six galleries, a feminist bookstore, a women's improvisation workshop, a theater group, offices for five women's publications, and an auditorium housed within. Occupants included the Los Angeles Feminist Theater,[84] The Associated Women's Press (*Momma*,

[80] Spain, *Constructive Feminism*, 111-112.
[81] Michelle Murphy, "Immodest Witnessing: The Epistemology of Vaginal Self-Examination in the U.S. Feminist Self-Help Movement," *Feminist Studies*, vol. 30. no. 1 (Spring 2004): 123.
[82] Information in this section excerpted from City of Los Angeles, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Women's Rights in Los Angeles*, prepared by Historic Resources Group, October 2018, 70-72.
[83] Architectural Resources Group, "Standard Oil Company Sales Department Building/Woman's Building, City of Los Angeles Historic-Cultural Monument Nomination," July 2017, 16.
[84] The Feminist Theater established a small but strong subculture in Los Angeles during the 1970s. Group performances, dances and one-woman shows were all

Womanspace Journal, *Women & Film*, *Sister,* and *The Lesbian Tide*), Grandview I Gallery, Grandview II Gallery, Gallery 707, and Synergy Trust. It would later house the Woman Tours travel agency and the Women's Graphic Center. The building also housed the Center for Feminist Art Historical Studies. In April of 1974, the Los Angeles chapter of NOW moved its headquarters to the Women's Building, where it remained until the end of that year.

When Cal Arts leased the building to a Korean Church in 1975, the women moved into a new building at 1727 North Spring Street (1914, City of Los Angeles HCM #1160). Students provided sweat equity for the renovation of the building, which was the former Standard Oil Company Sales Department Building. In 1978, Kate Millet's sculpture, "Great Ladies," was placed on the top of the building to commemorate the Fifth Anniversary of the Feminist Studio Workshop. For the next 20 years, the Woman's Building housed a number of groups mostly dedicated to women's causes including Women Against Violence Against Women (WAVAW). The Feminist Studio Workshop also created an extension program that offered workshops in dance, journal writing, self-defense, and financial literacy.

HARNESSING WOMEN'S POLITICAL CLOUT[85]

In addition to the feminist and women's liberation groups throughout Los Angeles, groups of women voters also rallied to promote the women's agenda and the ERA, stimulate voter turnout, and support women candidates for public office. Two of the most visible groups were stark contrasts: the older, established League of Women's Voters and the newer, brasher Women's Political Caucus.

The National Women's Political Caucus (NWPC) formed first as a national organization to "reflect the new political militancy of the Women's Liberation Movement,"[86] and then began creating local chapters around the country. The Women's Political Caucus, Southern California Region held its first meeting in October 1972 at the First AME church at 2270 South Harvard Boulevard.[87] There was considerable cross-membership between NOW and the Caucus. A former national board member of NOW, Ruth Ehrlich, became state chairman of the Women's Caucus. Other early leaders included Myhrlie Evers (b. 1933),[88] Toni Kimmel, and Mary Clarke of Women Strike for Peace. Yvonne Brathwaite Burke was also an outspoken member. Over the years, Caucus meetings and informational gatherings were held in various locations from school auditoriums to the community rooms of savings and loans. By 1973, there were some 20 chapters of the Women's Political Caucus in Southern California.[89] In 1977, activist lawyer Gloria Allred was legislative coordinator for the NWPC of Los Angeles.

In contrast, the Los Angeles League of Women Voters was less formally aligned with the women's liberation movement; however, it continued to advocate for expanding the role of women in government through both voting participation and candidacy. Its primary focus was on voter

popular. Noted troupes included Bread and Roses Theater, Thank You Theater, In the Works, R. Toad Road and Trucking Company.

[85] Excerpted from City of Los Angeles, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Women's Rights in Los Angeles*, prepared by Historic Resources Group, October 2018, 79-82.

[86] Women's Caucus, League of Voters in Financial Crisis," *Los Angeles Times,* December 10, 1972, D22.

[87] *NOW News*, October 1971.

[88] Myrlie Evers, the widow of Medgar Evers, was a civil rights activist who moved to Claremont, California in 1967. She became an ardent activist for educational equality and in 1975 she moved to Los Angeles where she became community affairs officer for the Atlantic Richfield Company (ARCO).

[89] "Women's Caucus Sets First State Convention," *Los Angeles Times,* September 10, 1973, D6.

education. Common issues for the period included poverty, race relations, educational inequality, pollution, parks and recreation, and affordable housing. Issue-based meetings were often held at the homes of League members or community rooms of grocery stores, financial institutions, and golf clubs.

The Rise of Legal Activism

During the mid-1970s, the women's movement transitioned from consciousness-raising to legal activism. Perhaps the most visible voice for the latter was feminist lawyer Gloria Allred. The former Los Angeles NOW president began defending women's rights in the legal system and became president of the Women's Equal Rights Legal Defense and Education Fund (WERLDEF). WERLDEF's goal was to educate women about equal opportunity laws and obtain assistance in prosecution of rape and battery cases. Allred leveraged her representation of women's cases as a platform for equal rights — often engaging with media to enhance visibility. Allred has successfully represented many cases involving injustice to women. Her firm, Allred, Maroko and Goldberg, has now handled more cases involving women's rights than any other private law firm in the nation.

A Final Push for the ERA

In 1978, Congress extended the ERA ratification deadline to June 30, 1982. NOW immediately changed its strategy from localized pre-ratification lobbying efforts in individual states to a national educational strategy. Los Angeles' feminists worked tirelessly to support ratification through fundraisers and awareness building. In the late 1970s or early 1980s, NOW established a thrift store at 1238 South La Cienega Boulevard to help raise funds.

A milestone event occurred on August 22, 1981, when the "Last Walk for the ERA" combined a parade of 12,000 down the Avenue of the Stars in Century City led by Betty Ford, Maureen Regan, and Toni Carabillo with a Walkathon of 5,000 people that raised $300,000. Despite these efforts, no additional states ratified the amendment during the extension period. The ERA had again been defeated, largely due to lack of support by southern states.[90]

Second wave feminism was one of the most influential socio-cultural movements of the 20th century. It irreversibly changed society's perception of women, sexuality, and contributed to more equitable gender roles between women and men. It was a significant milestone in the empowerment of women, and it made strides in reproductive rights, legal rights, pay equity, the reduction of violence against women, and established women's studies as a legitimate academic discipline. While it may not have achieved all of its goals, it forever changed how modern women live their lives. Los Angeles feminists not only impacted the success of the national movement, they made significant contributions in the areas of feminist art, music, and literature and in civil rights for Chicanas, African American women, and lesbians.

Summary of NOW Headquarters in Los Angeles

Based on information provided in the Women's Rights historic context statement, and additional archival research conducted for this study, NOW met in Los Angeles in numerous locations throughout its history.[91] These range from early meetings in board members' homes and general membership meetings in local restaurants, to headquarters in buildings with specific associations

[90] Even though the Equal Rights Amendment was technically "defeated" in 1982, at the time of this study, the fight continues. In 1992, when the 27th Amendment – first been proposed in 1791 – was finally adopted, proponents of the ERA started a new effort to encourage more states to ratify – rejecting the idea that there could be a deadline for an amendment to the United States Constitution. In 2018, Illinois became the 37th state to ratify the ERA, putting the legislation one state away from adoption.

[91] Following an internal rift, the Los Angeles Chapter of NOW was dissolved circa 1995.

with the women's movement, to rental space in various office buildings alongside other tenants. Although lectures and consciousness-raising sessions were sometimes held at 8271 Melrose Avenue, in addition to the locations listed in Table 1, below, contemporary news accounts show that the organization held individual lectures, meetings, events, fundraisers, and protests in numerous locations throughout the city.

TABLE 1. LOS ANGELES NOW MEETING LOCATIONS

YEAR	LOCATION	STATUS
April 1, 1967	First official meeting of Southern California Chapter held at Clifton's Restaurant, 10250 W. Santa Monica Boulevard	Not extant
1967-1969	General membership meetings regularly held in restaurants including Century House Restaurant, 10250 West Santa Monica Boulevard;[92] and in 1969 at the Original Barbecue restaurant, 801 South Vermont Avenue	Not extant
1970-1971	Chapter Board Meetings held in members' homes	
January 1971-March 1974	NOW Center for Women's Studies, 8864 W. Pico Boulevard	Not extant
July 1970-December 1973	California Federal Bank, 5670 Wilshire Boulevard, 3rd and 4th Floors[93]	Extant
April–December 1974	Former Woman's Building, 743 S. Grandview	City of Los Angeles HCM #154
September 1975	California Federal Bank, 5670 Wilshire Boulevard, 3rd and 4th Floors	Extant
June 1975-August 1978	8271 Melrose Avenue, Suite 109	Exterior altered; first floor reconfigured and Suite 109 not extant
August 1978-June 1981	6363 Wilshire Boulevard, Suite 310	Extant
January 1981	California Federal Bank, 5670 Wilshire Boulevard, 3rd and 4th Floors	Extant

In addition to the Los Angeles chapter, in the 1970s there were multiple NOW chapters in Los Angeles and throughout Southern California.[94] Those located in the City of Los Angeles are summarized in Table 2.

[92] The restaurant was located in the Westfield Century City Mall. The business is no longer extant, and the shopping center has since been substantially altered.
[93] This location appears to have been used for general membership meetings.
[94] Other NOW chapters in Southern California that were active during this period were located in Manhattan Beach (Beach Cities Chapter), Long Beach, Palos Verdes, Pomona, Pasadena (San Gabriel Valley Chapter), Santa Monica, and La Verne (Southeast Los Angeles Chapter).

TABLE 2. OTHER LOS-ANGELES BASED NOW CHAPTERS

CHAPTER	YEAR[95]	LOCATION
Hollywood NOW	1974; 1980	1126 Hi Point Street
	1975	6520 Sunset Boulevard
	1975	1100 Stearns Drive
Hollywood/Santa Monica	1976	1115 5th Street, #201
	1977	1915 Mayview Drive
San Fernando Valley NOW	1970	Southern California Gas Company, 6640 Van Nuys Boulevard
	1972-1979	United Way Building, 6851 Lennox
	1974-1986	Central Savings and Loan, 4464 Van Nuys Boulevard

[95] Based on newsletters in the GALE archive; dates noted here do not indicate the full tenure of the organization at a particular location.

Architectural Style & Architect

MODERN MID-CENTURY ARCHITECTURE

8271 Wilshire Boulevard was designed in the Mid-century Modern architectural style by Daniel L. Dworsky and completed in 1958. Mid-century Modern is a term used to describe the post-World War II iteration of the International Style in both residential and commercial design. The International Style was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. Mid-century Modern represents the adaptation of these elements to the local climate and topography, as well as to the postwar need for efficiently built, moderately priced homes. In Southern California, this often meant the use of wood post-and-beam construction. Mid-century Modernism is often characterized by a clear expression of structure and materials, large expanses of glass, and open interior plans.

The roots of the style can be traced to early Modernists like Richard Neutra and Rudolph Schindler, whose local work inspired "second generation" Modern architects like Gregory Ain, Craig Ellwood, Harwell Hamilton Harris, Pierre Koenig, Raphael Soriano, and many more. These postwar architects developed an indigenous Modernism that was born from the International Style but matured into a fundamentally regional style, fostered in part by *Art and Architecture* magazine's pivotal Case Study Program (1945-1966). The style gained popularity because its use of standardized, prefabricated materials permitted quick and economical construction. It became the predominant architectural style in the postwar years and is represented in almost every property type, from single-family residences to commercial buildings to gas stations.

With respect to commercial architecture, the Mid-century Modern style was most often applied to lower-scale commercial property types like office complexes, shopping centers, and restaurants.[96] Many of these commercial properties were vernacular interpretations of the style, taking elements like post-and-beam construction and applying them to otherwise simple buildings to add some visual interest. However, on occasion these commercial buildings were designed with exceptional articulation. Many of the architecturally significant commercial examples of the Mid-century Modern style are expressed in the context of low-scale office buildings. Known examples include the Kenngott-Brossmer Design Studio at 2840 W Rowena Avenue (1968) and the Carl Maston Architectural Office at 2801 Cahuenga Boulevard (1967), both designed by Carl Maston; the Garrott Architectural Offices at 2301 N. Hyperion Avenue (1949, 1963), both designed by James O. Garrott; and an office building at 11836 San Vicente Boulevard (1954) designed by John A. Lindsey. Another notable example of a Mid-century Modern style commercial property is the Neutra Office Building at 2379 N Glendale Boulevard (Los Angeles HCM #676 and listed in the National Register), a low-slung, wood-and-glass edifice that notably served as Richard Neutra's office from 1950 until his death in 1970.

[96] The following discussion of Mid-century Modern commercial architecture is excerpted from City of Los Angeles, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: L.A. Modernism, 1919-1980,* prepared by Architectural Resources Group, August 2021, 143-144.

DANIEL L. DWORSKY, FAIA

Daniel Leonard Dworsky (1927-2022) was born in Minneapolis, Minnesota in 1927. He attended the University of Michigan where he studied architecture and starred as the football team's linebacker, receiving his B.Arch in 1950. Following graduation, Dworsky came to Los Angeles where he played one season for the Los Angeles Dons professional football team before focusing solely on architecture.

Prior to starting his own firm, Dworsky worked for prominent local architects Raphael Soriano (1950-1951) and Pereira & Luckman (1951-1952).[97] In 1953, he established Dworsky & Associates. Dworsky later recalled that he was inspired to pursue architecture after seeing Ludwig Mies Van der Rohe's work in Chicago and at ITT.[98] He believed his work reflected a combination of the Van der Rohe tradition of simple structural modularity and the freedom and plasticity of the Corbusier tradition.[99] Dworsky was interested in the structure of materials and the use of light. During a 1976 interview he recounted:

> Materials have always been of special interest to me. Materials which are part of the structure of the building and, also, become the finished envelope, or the finished exterior and interior surface of a structure. These materials have a human tactile structural quality, a human scale that is very visually apparent in the final accomplishment... Dealing with concrete, you can see the way that forms are put together, the carpentry of forms. We like to use, especially, poured form concrete because it does demonstrate that scale and texture which is quite tactile and pleasant to view, and demonstrates the process through which the structure was achieved.[100]

Dworsky identified the Crisler Arena at the University of Michigan (1967); CBSMW Administration/Executive Office Building (1969); Drake Stadium at University of California, Los Angeles (1969); and Theater Arts Building at California State University of Dominguez Hills (1973) as some of his notable works.[101] Other principal projects include the Stephen S. Wise Temple (1968); Equitable Savings & Loan Building (1968); Angelus Plaza (1981); Tom Bradley International Terminal at LAX (1984); and the U.S. Port of Entry at Calexico (1996).[102] The firm of Dworsky & Associates was an influential and prominent architectural firm in Southern California. Dworsky & Associates received the American Institute of Architects (AIA) Tri-Annual Awards in 1966 and 1969, and a design award from *Progressive Architecture* magazine in 1967.[103] Dworsky & Associates won the Firm of the Year award from the AIA in 1984.

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[97] AIA American Architects Directory, Daniel L. Dworsky, 1956, https://aiahistoricaldirectory.atlassian.net/wiki/spaces/AHDAA/pages/20644319/1956+American+Architects+Directory (accessed February 2024).
[98] "Craig Ellwood, Jerrold Lomax & Dan Dworsky," 1976, SciArc Channel, https://channel.sciarc.edu/browse/craig-ellwood-jerrold-lomax-dan-dworsky-1976 (accessed February 2024).
[99] SciArc Channel, https://channel.sciarc.edu/browse/craig-ellwood-jerrold-lomax-dan-dworsky-1976.
[100] "SciArc Channel, https://channel.sciarc.edu/browse/craig-ellwood-jerrold-lomax-dan-dworsky-1976.
[101] "Minoru Takeyama/ Daniel Dworsky," January 30, 1976," SciArc Channel, https://channel.sciarc.edu/browse/minoru-takeyama-daniel-dworsky-january-30-1976 (accessed February 2024).
[102] "Dworsky, Daniel L., AIA," Pacific Coast Architecture Database (PCAD), https://pcad.lib.washington.edu/firm/108/ (accessed February 2024).
[103] AIA American Architects Directory, "Daniel Leonard Dworsky," 1970, 243, https://content.aia.org/sites/default/files/2018-09/Bowker_1970_D.pdf (accessed February 2024).

Dworsky was elected to the AIA College of Fellows in 1968. In 1976, he was included as one of the "Los Angeles 12" when Cal Poly Pomona identified him and eleven other architects for "consistently producing some of the better architecture in Los Angeles."[104] In all, Dworsky received over 30 design awards. In 2004, he received a Lifetime Achievement Award from the California AIA. Daniel Dworsky died in January 2022.[105]

[104] "Architect Daniel Dworsky Savors Success," *Los Angeles Times,* December 6, 1981.

[105] "Obituary: Daniel L. Dworsky," *Los Angeles Times,* January 19, 2022.

7.0 PHYSICAL DESCRIPTION

Architectural Description



8271 Melrose Avenue, primary (south) façade, looking east. Historic Resources Group, April 2024.

8271 Melrose Avenue is located on the north side of Melrose Avenue between N. Sweetzer and Harper Avenues in the Hollywood CPA of the City of Los Angeles. The property is bounded to the east and west by adjacent commercial properties, and to the north by a service alley; a single- and multi-family residential neighborhood is located north of the alley. The south portion of the parcel, fronting Melrose Avenue, is occupied by a commercial office building that extends the full width of the parcel with zero setback on the west, south, and east; the north portion of the parcel is occupied by a surface parking lot paved in asphaltic concrete and accessed from the service alley.

The two-story, Mid-century Modern style commercial office building has a rectangular plan, simple, rectilinear massing, and a flat roof with a decorative metal parapet/balustrade (added in 1989). The exterior walls are veneered in cement plaster, obscuring original spandrel panels and other original exterior materials. The primary (south) façade is asymmetrically composed around a two-story recessed entrance topped by a metal pediment (added in 1989). The entrance consists of a pair of frameless glass doors in a metal-framed window wall, which appear to be replacements. The façade is articulated into bays by expressed steel posts supporting the overhanging second floor. Fenestration on the south and north façades consists of metal-framed horizontal strip windows.

The interior is divided into multiple office suites. The lobby and office spaces have been altered over time and period features and finishes have been removed, including the original terrazzo

floor and wood wall paneling.[106] The first floor was completely reconfigured in 1990, including new partitions and the consolidation of existing office spaces. As a result, Suite 109, which was occupied by the Los Angeles chapter of NOW, is no longer extant.

[106] As noted in the methodology section, extensive research was conducted to identify contemporary photographs of the interior of 8271 Wilshire Boulevard and none were found. However, a 1957 *Los Angeles Times* article noted the original interior finishes. It is documented through permit history that the first floor was completely reconfigured in 1990; and visual observation of the current condition of the interior confirms that the first floor interiors do not retain any features or finishes that are consistent with its original construction in 1957-1958.

CURRENT CONDITION PHOTOGRAPHS, 8271 MELROSE AVENUE

Historic Resources Group, April 2024



Primary (south) façade, looking east.



Primary (south) façade, looking west.



Primary (south) façade, looking northwest.



Detail of primary (south) façade, looking north.



Rear (north) façade, looking southwest.



Lobby interior.



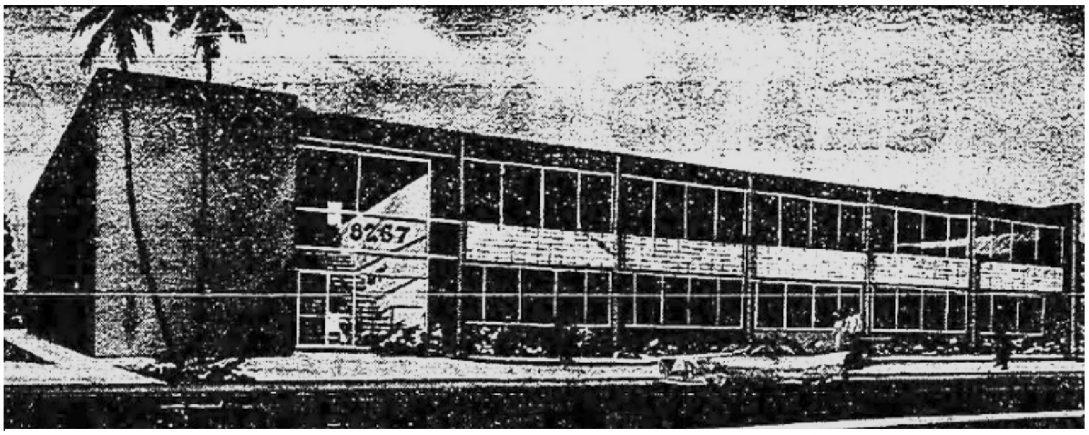
Interior, first floor hallway.



Interior, first floor signage listing existing office spaces. Interior partitions were reconfigured in 1990, and Suite 109 is not extant.

8.0 DEVELOPMENT HISTORY

Site Development History & Alterations



Sketch of the office building planned for 8267 (now 8271) Melrose Avenue. Source: Los Angeles Times, *June 30, 1957.*

8271 Melrose Avenue in Los Angeles consists of Lots 12, 13, and 14 of Tract 5763, originally recorded in 1923.[107] In 1929, a 14' by 14', one-story building was constructed by Guernsey Dairy Products.[108] In 1957-1958, a new building was constructed, replacing the original one-story commercial building. The new commercial office building was designed by Daniel L. Dworsky and constructed by Dunas, Greene & Swidler,[109] builder/owners, as a speculative venture.[110] The total cost was estimated at $300,000 for the two-story, 17,000-square-foot building.[111] In the *Los Angeles Times*, the new facility was described as concrete block and steel construction. Noted interior features included terrazzo in the entry floor, corridor walls with hardwood paneling, and a decorative steel stairway in the entry.[112] The building permit for the original construction noted that exterior materials included wood, stucco, brick, and concrete block.[113]



8271 Melrose Avenue with 1989 parapet and pediment, no date. Source: Yellow Pages.

[107] The tract map is included in Appendix A.
[108] City of Los Angeles Building Permit no. LA20566, June 5, 1929.
[109] City of Los Angeles Building Permit no. LA79933, August 15, 1957.
[110] "Office Building to Cost $300,000," *Los Angeles Times*, June 30, 1957.
[111] "Office Building to Cost $300,000," *Los Angeles Times*, June 30, 1957.
[112] "Office Building to Cost $300,000," *Los Angeles Times*, June 30, 1957.
[113] City of Los Angeles Building Permit no. LA79933, August 15, 1957.

In 1965, a non-illuminated galvanized sign was added.[114] In 1969, hallway and office suites were repaired due to a fire on property.[115] In 1989, significant alterations to the exterior and interior were undertaken. This includes the addition of the post-modern parapet and pediment designed by architect Mehrdad Fariver to the roof at the primary façade (shown in the photograph above), the re-plastering of the exterior, which covered the original spandrel panels and other original exterior materials, and the addition of an accessible entrance at the rear. It also appears that the metal-framed window wall and frameless glass doors at the primary entrance may have been replaced around this time. The muntins of the window wall at the entrance do not line up with the window muntins; as shown in the drawing in the *Los Angeles Times*, the fenestration originally lined up across the entire primary façade. In addition, the shiny chrome frame of the existing window wall does not appear to date from the period and does not match the window material, and the frameless glass doors appear to be replacements. On the interior, accessible restrooms were added, the lobby was rehabilitated, and some office spaces were remodeled.[116] In 1990, there were additional alterations to the interior and the office spaces on the first floor were reconfigured.[117] Changes to the interior include the replacement of the original terrazzo floors in the lobby with granite tiles, and the removal of the original hardwood paneling on the corridor walls. The handrail on the lobby stairs also appears to be an alteration or replacement. The first floor offices were reconfigured, new partitions were added, and several office spaces, including Suite 109, were consolidated into larger suites. As a result, Suite 109 was eliminated, and the office that was leased by NOW from 1975-1978 is not readable as interior space.[118] At an unknown date, the parapet and pediment on the roof were altered.

A summary of select building permits illustrating significant alterations is included in Table 3, below. The current plan of the first floor office spaces is shown in Figure 2, below.

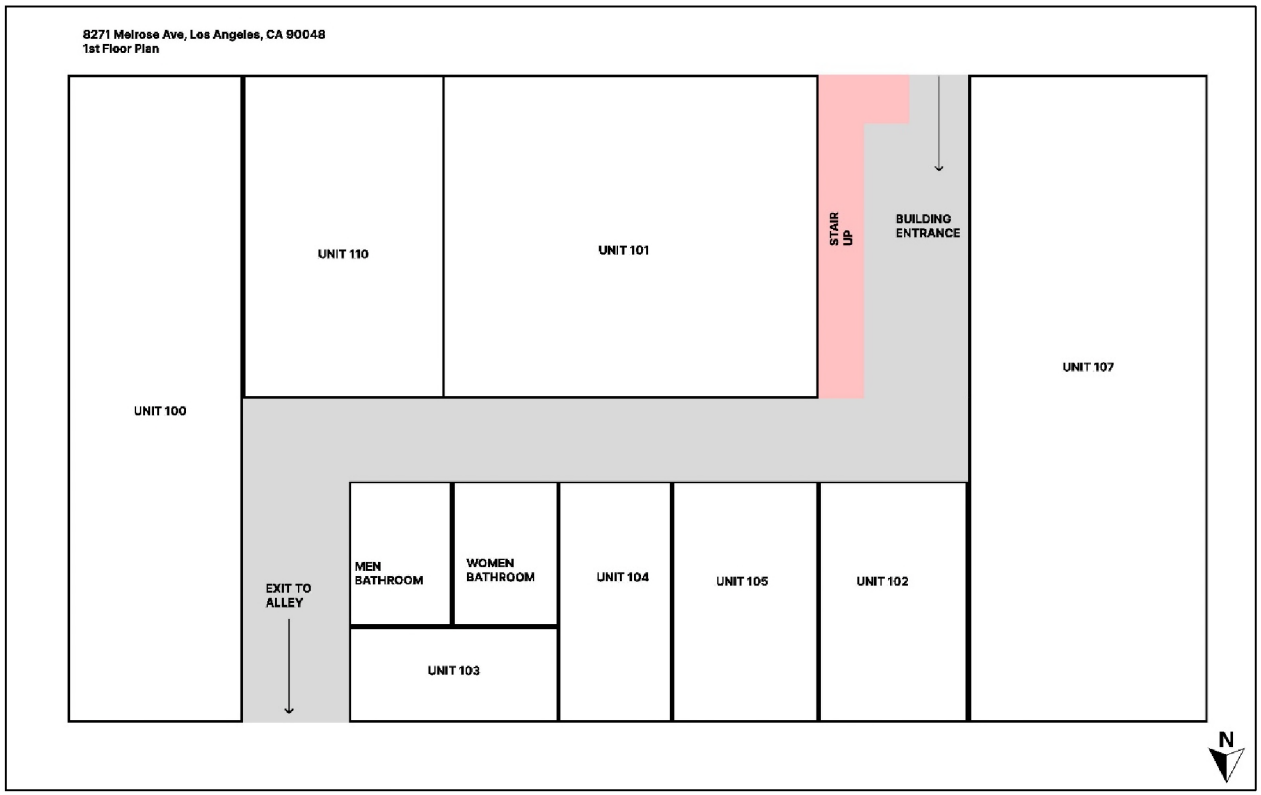
TABLE 3. SELECTED BUILDING PERMITS

DATE	PERMIT NO.	DESCRIPTION	OWNER	ARCHITECT/ CONTRACTOR	USE
6/5/1929	LA15041	New Building. 14 x 14, one story. Steel building with concrete foundation.	R.H. Beeleman	Architect: Guernsey Dairy Products Stores. Contractor: Same.	Store
8/15/1957	LA79933	New Building. Certificate of Occupancy granted 5/21/1958 for 2 story, type V. 128'10" x 61'6" office building	Dunas, Greene & Swidler	Architect: Daniel L. Dworsky Engineer: Farrel Miles Contractor: Dunas, Greene & Swidler	Office Bldg

[114] City of Los Angeles Building Permit no. LA99644, July 10, 1965.
[115] City of Los Angeles Building Permit no. LA90107, June 10, 1969.
[116] City of Los Angeles Building Permit no. LA28886, April 10, 1989.
[117] City of Los Angeles Building Permit no. LA56914, May 25, 1990.
[118] There is no longer a Suite 109 listed on tenant rolls or on the current floorplan.

DATE	PERMIT NO.	DESCRIPTION	OWNER	ARCHITECT/ CONTRACTOR	USE
7/10/1965	LA99644	Alteration. 30"x36" galvanized sign. Non-illuminated.	F.R.N.W & Nathan Wolfe	Contractor: Owner	Offices
6/10/1969	LA90107	Alteration. Fire damage repair in hallway & office suite.	Wolfe	Contractor: Dobkin Construction Co.	Office
4/10/1989	LA28886	Alteration. Add Metal Parapet. Plaster Exterior. Handicap ramp in rear. Handicap restroom on the 1st floor. Rehab restroom on the 2nd floor. Rehab lobby.	Westmore Corp.	Architect: Mehrdad Farivar. Contractor: HBA Const. Co.	Office/ Retail
11/29/1989	WL86341	Alteration. Remodel 25'x40' Office Space	Westmore Properties	Architect: Diane Johnson	Commercial Office
5/25/1990	LA56914	Alteration. Interior office space renovation. New partitions 1st floor.	Westmore Corp	Contractor: HBA Const. Co.	Office
9/11/1990	WL92129	Alteration. Tenant improvement.	G. Khamenaipour	Architect: Farwar Assoc. Contractor: Torkian Const.	Office

FIGURE 2. CURRENT FLOOR PLAN, 1ST FLOOR OFFICES



Source: 4D Development & Investments.

Ownership/Occupant and Use Summary

The existing building on the property was constructed in 1957-1958 as a commercial office building with multiple office suites. City directories, newspaper articles, and building permits were consulted to compile a summary of former owners and occupants of the building at 8271 Melrose Avenue to provide an overall understanding of the variety of tenants in the building over time. There has been a wide range of tenants throughout its history, and the building does not appear to have a particular association with a specific type of business or use. Besides the Los Angeles chapter of NOW, which rented Suite 109 from 1975-1978, none of the other owners or tenants appear to have made significant contributions to history.

FIGURE 2: SUMMARY OF OWNERS/OCCUPANTS

DATE	OWNER/OCCUPANT	RELATIONSHIP; SUITE
1957	Dunas, Greene & Swidler	Owner
1958-1963	Norm's Restaurant[119]	Tenant; Unknown
1958	Western Merchandising	Tenant; Unknown
1958-1960	Creditors Business Bureau (Lou Kane and Joseph Levy)	Tenant; Unknown
1961	G.W. Bartow Associates, Inc. Orthopedic Equipment	Tenant; Unknown
1961	Knox-Manning-Patterson-Gebers-Kadin (public relations)	Tenant; Unknown
1961	Swafford & Co. Advertising	Tenant; Unknown
1961	Professional Associates Foundation	Tenant; Unknown
1963	Progress Research	Tenant; Unknown
1964	Continental Theater	Tenant; Suite 208
1965-1969	Nathan Wolfe	Owner
1966	Len Pritkin (advertising and sales)	Tenant; Unknown
1966	William Domash (real estate loans)	Tenant; Unknown
1967	Benno Fisher, Architect	Tenant; Unknown
1968	Interior Designers Guild	Tenant; Suite 208
1970	Avanti Films	Tenant; Unknown
1972	ADL Supply Company	Tenant; Unknown
1976	Miss World Beauty Pageant Office	Tenant; Unknown

[119] Norm's Restaurant listed at this address the *Los Angeles Evening Citizen News* in 1958, and the *South Gate Press* in 1963.

DATE	OWNER/OCCUPANT	RELATIONSHIP; SUITE
1975-1978	Los Angeles NOW	Tenant; Suite 109
1989-1990	Westmore Corp.	Owner
1998	8271 Melrose Avenue, Ltd.	Owner
1999-present	Tova, LLC	Owner

9.0 HISTORIC CONTEXT: SURVEYLA THEMES

Los Angeles' Citywide Historic Context Statement (HCS) was designed for use by SurveyLA field surveyors and by all agencies, organizations, and professionals completing historical resources surveys in the City of Los Angeles. The context statement was organized using the Multiple Property Documentation (MPD) format developed by the National Park Service for use in nominating properties to the National Register. This format provided a consistent framework for evaluating historical resources. It was adapted for local use to evaluate the eligibility of properties for city, state, and federal designation programs. The HCS used Eligibility Standards to identify the character defining, associative features and integrity aspects a property must retain to be a significant example of a type within a defined theme. Eligibility Standards also indicated the general geographic location, area of significance, applicable criteria, and period of significance associated with that type. These Eligibility Standards are guidelines based on knowledge of known significant examples of property types; properties do not need to meet all of the Eligibility Standards in order to be eligible. Moreover, there are many variables to consider in assessing integrity depending on why a resource is significant under the National Register, California Register, or City of Los Angeles HCM eligibility criteria.

8271 Melrose Avenue was flagged as potentially significant during the development of the SurveyLA "Women's Rights in Los Angeles" historic context statement completed in 2018.[120] As a result of that study, the property was assigned the Status Code of QQQ, which is defined as "May be eligible; additional research needed." The 2018 evaluation states:

> Identified through development of the "Women's Rights in Los Angeles" historic context. Location of the Los Angeles Chapter of one of the most important feminist organizations of second wave feminism. During the mid-to-late 1970s, the property served as the location of consciousness-raising sessions, and lectures on topics such as childcare, legal rights, insurance laws, and family law (divorce, custody, etc.). Gloria Allred was president of the LA Chapter of NOW in 1977 and 1978. May also be significant for architecture, built 1957-1958 by architect Daniel L. Dworsky.[121]

The property is therefore evaluated herein under the following contexts and themes developed by SurveyLA:

Context: Women's Rights in Los Angeles
Theme: Meeting Places

Summary Statement of Significance:

A resource evaluated under this theme may be significant in the areas of Social History and/or Politics for its association with places that housed, promoted, and supported the work of women's clubs, organizations, and groups dating from the women's suffrage movement of the late 19th century through the second wave of feminism of the 1960s and 1970s. Some resources may also

[120] City of Los Angeles, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Women's Rights in Los Angeles*, prepared by Historic Resources Group, October 2018.

[121] City of Los Angeles, Historic Places LA, 8271 W Melrose Ave, https://historicplacesla.lacity.org/report/2b5524c7-3e27-44ec-a26c-831a8269dc08 (accessed April 1, 2024).

be significant in the areas of Ethnic History and LGBT history. Individuals associated with these places may have also made significant individual contributions to women's rights and may be significant under Criterion B/2/2.

Property Type Description:

Property types associated with this theme reflect a wide range of meeting places used by various organizations, clubs, and groups and constitute a significant portion of the associated properties under this context. Many were the founding or long-term location of a group; many were purpose built and funded by the organization and designed by noted architects.

Eligibility Standards:

- Was constructed or used as a meeting place by a women's institution or organization that played a significant role in promoting and supporting women's rights during the period of significance.

Character Defining/Associative Features:

- Retains most of the essential character-defining features of the type from the period of significance.
- For National Register, a property associated with events that date from the last 50 years must possess exceptional importance.
- May also be a significant example of an architectural style and/or the work of a noted architect/designer.

Integrity Considerations:

- Should retain integrity of Location, Feeling, Design, and Association from the period of significance.
- Setting may have changed (adjacent building and land uses).
- Some original materials may be altered or removed.
- Integrity is based on the period of time in which the property was used by women-serving organizations or institutions.
- Primary interior spaces such as social halls and large meeting rooms should remain as readable spaces.

Context: Architecture & Engineering
Theme: L.A. Modernism – Postwar Modernism (1945-1975)

Summary Statement of Significance:

Resources evaluated under this sub-theme are significant in the area of Architecture as excellent examples of the Mid-century Modern style and exhibit quality of design through distinctive features. Mid-century Modernism is a broad classification of postwar modernism and represents one of the largest and most diverse collections of architecture in Los Angeles. The style is generally characterized by its geometric forms, smooth wall surfaces, flat or low-pitched roofs, and absence of exterior ornamentation. While some examples of the style may represent a

particular influence – such as Post-and-Beam or Organic architecture – many incorporated elements of the various influences that shaped this style. It was a remarkably versatile style that was applied to almost every type of property: residential, commercial, institutional, and industrial.

Property Type Description:

Mid-century Modern architecture is expressed in a vast array of residential, commercial, institutional, and industrial property types. The wide variety of properties that are associated with the style are a testament to its versatility and adaptability. It also underscores the immense popularity of the style in the postwar years. Groupings of resources in the style may be evaluated as historic districts.

Eligibility Standards:

- Exhibits quality of design through distinctive features.
- Is an excellent example of the Mid-century Modern style.
- Was constructed during the period of significance.

Character-Defining/Associative Features:

- Retains most of the essential character-defining features from the period of significance.
- Direct expression of the structural system, often wood or steel post and beam.
- Simple geometric volumes.
- Unornamented wall surfaces.
- Flat roof, at times with wide overhanging eaves.
- Floor-to-ceiling windows, often flush-mounted metal framed.
- Horizontal massing.

Integrity Considerations:

- Should retain integrity of Design, Materials, Workmanship, and Feeling from the period of significance.
- Retains sufficient integrity to convey significance.
- Some windows and doors may have been replaced, as long as openings have not been altered and original fenestration patterns have not been disrupted.
- Surrounding buildings and land uses may have changed.
- Original use may have changed.
- The painting of surfaces (wood) originally unpainted may be acceptable.
- Addition of decorative elements to originally sparse façades may be acceptable.
- For commercial properties, storefront modification may be acceptable unless the original storefront is no longer evident.
- Modified signage may be acceptable if the signage itself was not a major character defining feature.

10.0 EVALUATION OF ELIGIBILITY

The commercial office building at 8271 Melrose Avenue was flagged as a potential historical resource pending further study during the development of the SurveyLA Women's Rights historic context as the location of the Los Angeles chapter of NOW in the late 1970s; and for its potential architectural merit as the work of Daniel L. Dworsky. 8271 Melrose Avenue is re-evaluated herein to determine whether it meets the eligibility standards for designation at the federal, state, or local levels under the identified contexts.

Criterion A/1/1 (association with events or patterns of development)

According to guidance from the National Park Service, to be considered significant under Criterion A, a property must have an important association with a single event, or with a pattern of events, repeated activities, or historic trends that are important within an identified context. 8271 Melrose Avenue was not identified by SurveyLA during the survey of the Hollywood CPA as potentially significant for representing an important trend or pattern of commercial development in Hollywood. It was constructed in 1957-1958 as a speculative commercial office building during a period of general commercial expansion after World War II. The building represents in-fill construction in an area that was developed starting in the 1920s, and it replaced an existing commercial building originally constructed in 1929. In addition, there is no evidence to suggest that the property was associated with a single event in history.

8271 Melrose Avenue was identified as potentially significant within the context of women's rights for its association with the Los Angeles chapter of NOW, which leased Suite 109 between 1975 and 1978. The 1960s marked the beginning of the women's liberation movement, or second wave feminism. In the 1960s and 1970s, numerous women's groups emerged across the country to provide support services for women, support women's causes, and fight for women's rights. According to the Los Angeles Feminists archives at California State University, Long Beach:

> These groups ranged from chapters of a national organization like NOW - usually characterized as a liberal feminist group - to smaller radical groups of anarcha-feminists, lesbian feminists and radical feminists. In Los Angeles, many of these groups were spawned at the Crenshaw Women's Center (CWC), where NOW also participated initially. After the center closed in 1972, many of these groups operated out of the Westside Women's Center (WWC), where *Sister* monthly newspaper continued to be published.[122]

NOW was founded on the national level by Betty Friedan in 1966 in response to the failure of the 1964 Civil Rights Act to end discrimination based on sex. According to the Women's Rights historic context statement, NOW was the leading organization fighting for legal rights for women:

[122] California State University Long Beach, "Los Angeles Feminists," https://csulb-dspace.calstate.edu/handle/10211.3/206715 (accessed April 1, 2024).

> The group's mission was to bring women into the mainstream of American society in equal partnership with men with full legal equity. New York, Boston, and Chicago initially emerged as hotbeds of feminism and Los Angeles quickly established itself with its own national reputation.[123]

The first recorded activities of a Southern California chapter of NOW took place in 1967, when the first official meeting took place at a restaurant in Century City. By 1971, there were approximately 20 NOW chapters in Southern California with membership of about 2,000 women.[124] Over time, several community-based NOW chapters were established including the Hollywood, Beach Cities, and San Fernando Valley chapters.

In the early 1970s, the Los Angeles chapter of NOW utilized several spaces for offices and events: 5670 Wilshire Boulevard (1970-1975) and 8864 W. Pico Boulevard (1971-1974), which served as the Center for Women's Studies. NOW opened the Center on Pico after severing ties with the Crenshaw Women's Center, which they viewed as too radical. The NOW national convention was held in Los Angeles in 1971, shining a spotlight on the local chapter; however, this pre-dated the group occupying 8271 Melrose Avenue. Beginning in April of 1974, the organization moved its headquarters to the Woman's Building at 743 S. Grandview in downtown Los Angeles, where it remained until the end of that year. The organization moved again, this time to Hollywood, in the summer of 1975. From 1977-1978, Gloria Allred served as the chapter president. NOW remained in Hollywood at 8271 Melrose, Suite 109, until August 1978. That month, the group relocated to 6363 Wilshire Boulevard, Suite 310, where they stayed until 1981. In addition to these headquarters, the Los Angeles Chapter of NOW also held lectures, fundraisers, and events at other spaces throughout the city. It is unclear where the Los Angeles Chapter of NOW relocated to following an internal rift and election of a new chapter president following Tammy Bruce's resignation.

Numerous lectures and consciousness-raising sessions were held by the Los Angeles Chapter of NOW at 8271 Melrose Avenue, consistent with part of the organization's early mission to help educate women. These lectures were on common topics being held by NOW throughout the country in the 1960s and 1970s, including childcare, legal rights, insurance laws, family law (divorce, custody, etc.), self-defense, and the burdens of sexism. Based on contemporary news accounts, it does not appear that any of these lectures were influential to the larger women's movement. In addition, as noted in the Women's Rights Historic Context, during the mid-1970s, the women's movement transitioned from consciousness-raising to legal activism.

The Los Angeles chapter of Now's tenancy at 8271 Melrose Avenue was for a relatively brief period in the organization's history, during a time when they were also utilizing other spaces in the city, including office spaces for the Hollywood and San Fernando Valley chapters that were operational during the same period, and for individual lectures, meetings, events, fundraisers, and protests that were held throughout the city. Unlike other buildings representing women's history in Los Angeles, including the Crenshaw Women's Center and the Woman's Building, beyond the local NOW chapter occupying one of the office suites for a period in the 1970s, 8271 Melrose Avenue does not otherwise have any association with women's history. In comparison, the Crenshaw Women's Center played an

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[123] City of Los Angeles, Office of Historic Resources, *Los Angeles Citywide Historic Context Statement: Women's Rights in Los Angeles,* 59.

[124] "A New Target For NOW," *Los Angeles Times*, August 21, 1970, E1.

early and influential role in second wave feminism as the home/birthplace of multiple women-serving organizations, and it became a model for women's clinics nationwide. The Woman's Building was home to the first independent feminist cultural institution in the world. These were two locally based organizations that were influential nationally and internationally and were associated with multiple influential women's groups. In comparison, the Los Angeles chapter of NOW was one of 20 Southern California chapters that grew out of the 1966 establishment of the organization on the national level, and 8271 Melrose was one of several offices and other spaces used by NOW chapters in Southern California during this period.

The work being undertaken by NOW – both nationally and by the local chapters – during this period of second wave feminism is undoubtedly significant within the context of women's history and the fight for women's rights; however, 8271 Melrose Avenue does not represent a strong association with this history. It does not reflect the description of significant examples of the type as identified by SurveyLA; it does not retain all of the required character-defining/associative features; and it does not meet the integrity considerations for the property type. 8271 Melrose Avenue was not the founding or long-term home of the Los Angeles chapter of NOW; it was not purpose built for the organization; and most significantly, it does not retain the essential character-defining features from the period of significance of 1975-1978, when NOW leased Suite 109.

8271 Melrose Avenue remains in its original location, and therefore retains integrity of location. Otherwise, it has been altered after the period of significance to such an extent that essential character-defining features have been altered, obscured, or removed. It does not retain the required aspects of integrity for eligible examples of the type; and it does not meet the integrity consideration identified by SurveyLA that the primary public space associated with the NOW organization should remain as a readable space. In 1989-1990, the post-modern parapet and pediment designed by architect Mehrdad Fariver were added to the roof at the primary façade; the exterior was re-plastered, which covered the original spandrel panels and other original exterior materials; and the metal-framed window wall and frameless glass doors at the primary entrance appear to have been replaced.[125] On the interior, the lobby was altered, including the replacement of the original terrazzo floor; the original hardwood paneling on the corridor walls was removed;[126] and the offices on the first floor were remodeled and reconfigured. As a result, Suite 109 was completely eliminated, and therefore the space that served as the NOW offices from 1975-1978 is not readable as interior space.[127] The building therefore no longer retains integrity of feeling, design, or association from the period of significance, and the office space occupied by NOW is no longer extant.

Therefore, 8271 Melrose Avenue does not appear eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1 for its association with women's history in Los Angeles.

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[125] As noted above, the materials and configuration of the window wall do not appear to be from the original period of construction and do not line up with the windows.

[126] Based on visual observation of the interior, there are no extant period finishes on the first floor. In addition, it is documented that the first floor was altered and reconfigured in 1990.

[127] There is no longer a Suite 109 listed on tenant rolls or on the current floorplan.

Criterion B/2/2 (association with an important person)

According to guidance from the National Park Service, to be considered significant under Criterion B a property must have an important association with individuals whose specific contributions to history can be identified and documented; whose activities are demonstrably important within a local, state, or national historic context; and whose association with the property reflects the time period during which he or she achieved significance. Properties associated with an important person should be compared with other properties associated with that individual to identify those resources that best represent the person's historic contributions. In general, properties associated with living persons generally are not considered eligible.[128]

8271 Melrose Avenue was identified as potentially significant as the offices of the Los Angeles chapter of NOW from 1975-1978. The context statement noted that this significance was due in part because it was during the period when Gloria Allred served as the chapter president (1977-1978). Gloria Allred made, and continues to make, important contributions to the fight for women's rights, and she is a significant person within the context of second wave feminism. Allred founded her law firm in 1976 and still practices law today. During this same period, she founded and is currently president of the Women's Equal Rights Legal Defense and Education Fund.[129] In 1977, Allred also served as legislative director of the Los Angeles chapter of the National Women's Political Caucus. As described by the National Women's Hall of Fame:

> Gloria Allred is a founding partner in the law firm of Allred, Maroko & Goldberg (AM&G). Over the course of her 42-year legal career, Allred has won countless honors for her pioneering legal work on behalf of women's rights and the rights of minorities. Her firm handles more women's rights cases than any other private law firm in the nation. Allred is also the founder of Women's Equal Rights Legal Defense and Education Fund, a nonprofit organization dedicated to ensuring that women are treated equally and justly under the law.[130]

Because Allred only briefly served as the president of the Los Angeles chapter of NOW during the same period that she founded her ground-breaking law firm and was associated with other organizations significant in the fight for women's rights, and because she is still actively involved with other women's organizations and is still practicing law, 8271 Melrose Avenue does not appear eligible for its association with Allred. The contributions of Los Angeles NOW during this period are more appropriately evaluated under Criterion A/1/1. Therefore, 8271 Melrose Avenue is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

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[128] U.S. Department of the Interior, National Park Service, *National Register Bulletin 32*, no date, 12.
[129] "About Gloria," https://www.gloriaallred.com/about-ms-allred/ (accessed April 2024).
[130] National Women's Hall of Fame, "Gloria Allred," https://www.womenofthehall.org/inductee/gloria-allred-2/ (accessed April 2024).

Criterion C/3/3 (architectural merit or work of a master architect)

According to guidance from the National Park Service, to be considered significant under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, and must possess high artistic value. Additionally, the National Park Service defines a "master" as a "figure of generally recognized greatness in the field, a known craftsman of consummate skill, or an anonymous craftsman whose work is distinguishable from others by its characteristic style and quality." To be considered eligible as the work of a master, a property "must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft." Not every building is eligible as the work of a master just because it was designed by a prominent architect.[131]

8271 Melrose Avenue was designed by Daniel L. Dworsky in 1957 in the Mid-century Modern style. It was not identified by SurveyLA during the survey of the Hollywood CPA for its architectural merit. It was flagged for further review for potential architectural significance in the Women's Rights historic context statement as the work of a noted local architect. In its current condition, 8271 Melrose Avenue reflects general features of Mid-century Modern commercial architecture, including simple, rectilinear massing, horizontal emphasis, flat roof, flush-mounted metal frame windows, and expressed steel posts articulating the façade into bays. However, as noted in the L.A. Modernism historic context and reflected in the SurveyLA survey findings, Los Angeles has a particularly rich collection of significant Mid-century Modern commercial buildings; therefore, there is a high threshold for eligible examples. 8271 Melrose Avenue is a relatively simple and undistinguished example of the style, and it has been altered since its original construction. It was constructed during the period of significance for the style, but otherwise no longer meets the eligibility standards: it does not exhibit quality of design through distinctive materials, and it does not represent an excellent example of Mid-century Modern commercial architecture, particularly in comparison to other notable and highly intact local examples noted in the L.A. Modernism historic context. In addition, it does not represent a significant example of the work of architect Daniel Dworsky. Dworsky designed 8271 Melrose Avenue several years after opening his own firm. It is not listed by Dworsky or others as one of his notable works, it does not rise to the level of high quality of design seen in the firm's other modernist commissions, and it has been significantly altered since its original construction, including loss of materials on the exterior and interior, and the addition of a post-modern parapet and pediment in 1989. It therefore does not retain the required aspects of integrity of design, materials, workmanship, and feeling for buildings that are eligible as works of Mid-century Modern commercial architecture.

8271 Melrose Avenue is not a distinctive example of a type, period, or method of construction; it does not reflect quality of design through distinctive features; it does not possess high artistic values; and it does not retain historic integrity from its original period of construction. Therefore, it does not appear eligible for listing in the National Register of Historic Places, the

[131] *National Register Bulletin 15.*

California Register of Historic Places, or as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

12.0 CONCLUSION

Based on an observation of existing conditions, additional primary and secondary source research related to the development history of the property, and review of the relevant historic contexts, 8271 Melrose Avenue does not appear eligible for designation at the federal, state, or local levels. It was not identified as significant during SurveyLA's survey of the Hollywood CPA for representing an important aspect of commercial development in Hollywood or for its architectural merit. It was identified as a potential historical resource during the development of the SurveyLA Women's Rights Historic Context as the headquarters of the Los Angeles chapter of NOW and for its architectural merit. The period of significance for potential eligibility for its association with women's history would be 1975-1978, the period during which the Los Angeles chapter of NOW leased Suite 109. The period of significance for any potential architectural significance would be 1958, the year construction was completed.

NOW is the most significant national organization associated with second wave feminism, and the organization is significant within the context of women-serving institutions and meeting places related to the women's liberation movement in the 1960s and 1970s. However, the Los Angeles chapter of NOW was one of many tenants at 8271 Melrose Avenue, and the organization only rented office space at this location for a short period. 8271 Melrose Avenue was not associated with the national NOW organization, it was one of hundreds of chapter locations across the country, including multiple chapters in Southern California, during this period; it was not the original or long-term home of the Los Angeles Chapter; it was not purpose built by the organization; the property does not have a wider association with women's history; and the organization held lectures, meetings, and protests at other locations in the city during this same period. Most significantly, 8271 Melrose Avenue has been substantially altered after the period of significance such that it no longer retains the essential character-defining features or the required aspects of integrity as identified by SurveyLA for eligible examples. In 1989-1990, the post-modern parapet and pediment designed by architect Mehrdad Fariver were added to the roof at the primary façade; the exterior was re-plastered, which covered the original spandrel panels and other original exterior materials; and the metal-framed window wall and frameless glass doors at the primary entrance appear to have been replaced. On the interior, the lobby was altered, including the replacement of the original terrazzo floor; the original hardwood paneling on the corridor walls was removed; and the offices on the first floor were remodeled and reconfigured. As a result, Suite 109 was eliminated, and the space that served as the NOW offices from 1975-1978 is not readable as interior space.[132] The building therefore no longer retains integrity of feeling, design, or association from the period of significance, and the office space occupied by NOW is no longer extant.

Further, the building does not represent an excellent example of Mid-century Modern commercial architecture; it is not significant within the context of the work of architect Daniel L. Dworsky; and it has been significantly altered since its original construction in 1958.

[132] There is no longer a Suite 109 listed on tenant rolls or on the current floorplan.

Therefore, 8271 Melrose Avenue does not appear eligible for historic designation at the federal, state, or local levels for its association with women's history or for its architectural merit, and it would not be considered a historical resource as defined by the CEQA.

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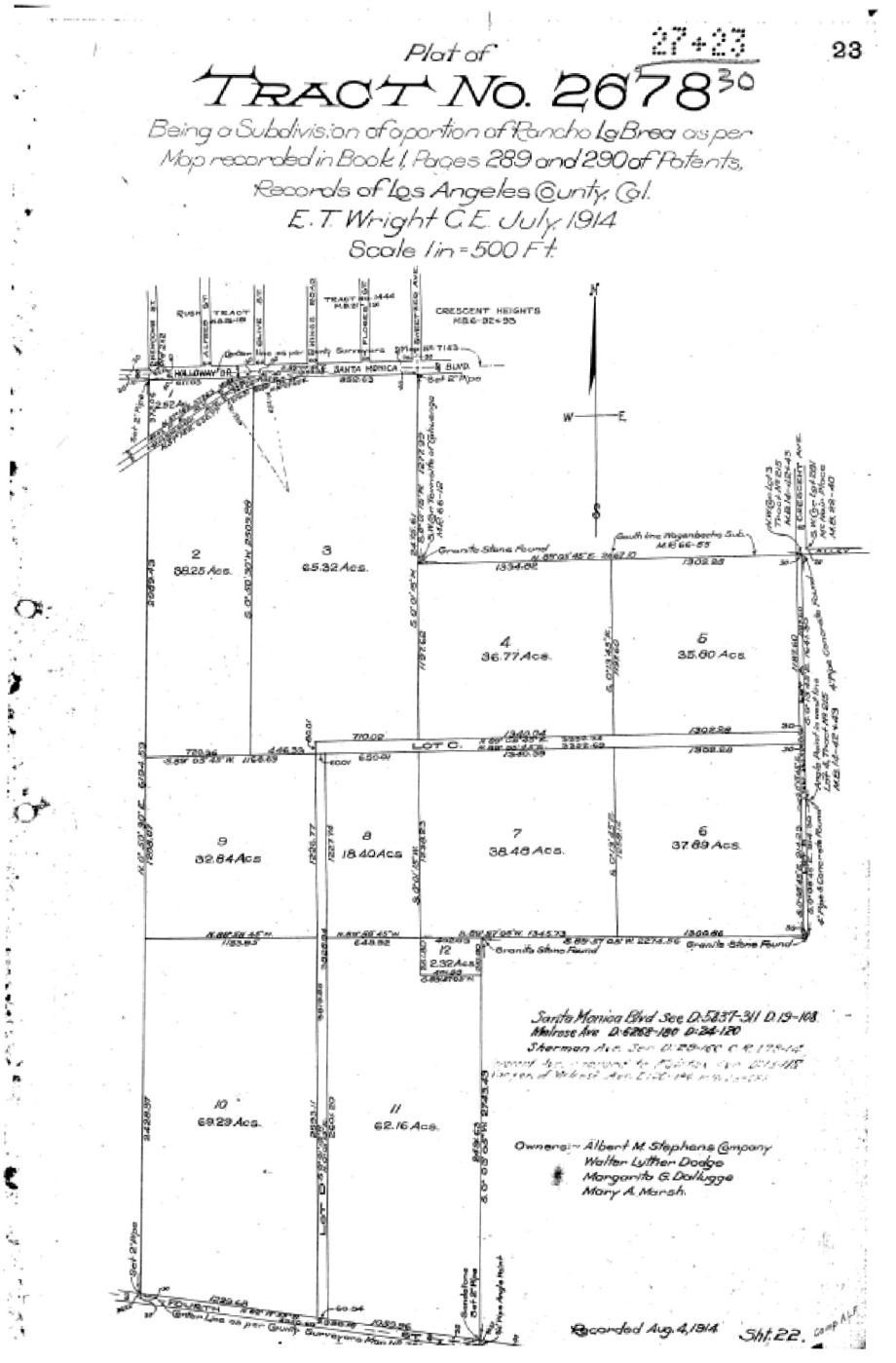
U.S. Department of the Interior. "National Register Bulletin 32: How to Apply the National Register Criteria for Evaluation." Washington D.C.: National Park Service, 1995.

APPENDIX A: TRACT MAP

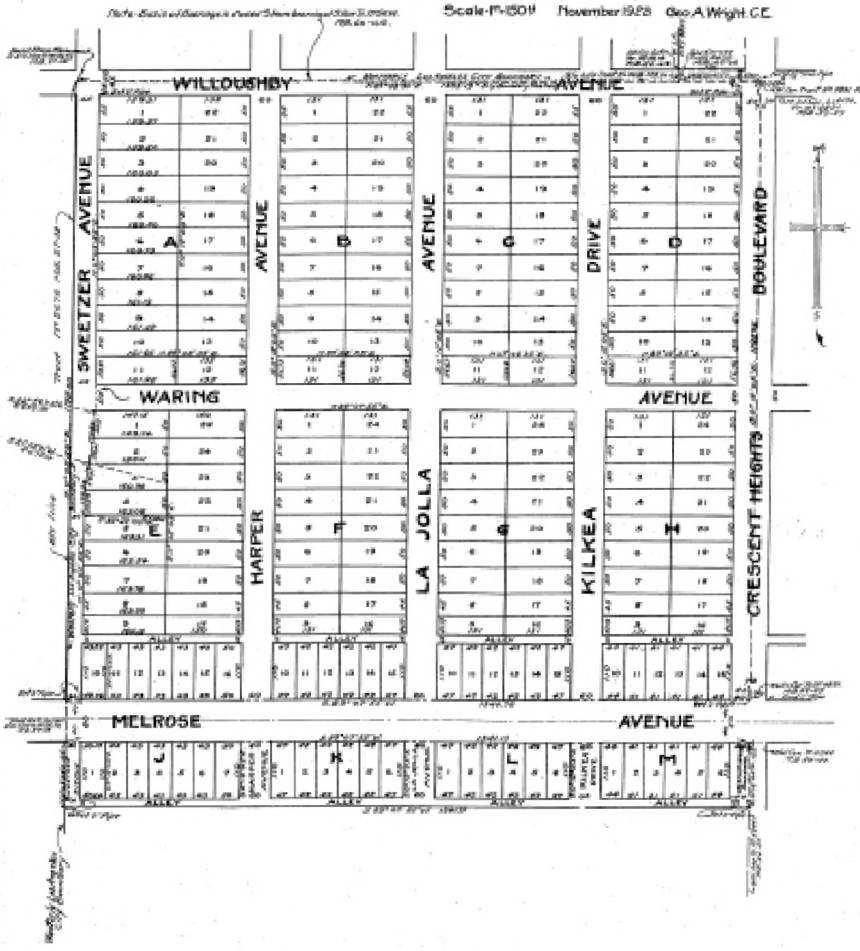


TRACT No. 5763.

IN THE CITY OF LOS ANGELES

Being a subdivision of Lot 4 and a portion of Lot 7 of Tract No. 2678 as per map recorded in Book 27, Page 23 of Maps, Records of Los Angeles, County, California.

Scale-1"=150' November 1923 Geo. A. Wright C.E.



51 62 Maps 62+17

By G.W. Taylor

500

I, Geo. A. Wright, hereby certify that I am a Licensed Surveyor of the State of California, and that this map consisting of one sheet, correctly represents a survey made under my supervision, and that all of the monuments shown hereon, actually exist, and their positions are correctly shown. November 1923.

Geo. A. Wright

We hereby certify that we are the owners of or are interested in the land included within the subdivision shown on the annexed map, within the colored border lines, and that we are the only persons whose consent is necessary to pass a clear title to said land, and we agree to the making of said map and subdivision, and hereby dedicate to the public use all of the Avenues, Drive, Boulevard and Alleys shown on said map within said subdivision.

State of California } ss.
County of Los Angeles }

On this 4th day of December in the year 1922 before me, ... a Notary Public in and for said County personally appeared ..... known to me to be the persons whose names subscribed to the within instrument and thereby acknowledged to me that they executed the same.

In Witness Whereof, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public in and for Los Angeles County California

John A. Griffin

Title Insurance and Trust Company
637945 January 2, 23

Margarita G. Dallugge
12

John A. Griffin

Jan. 11, 1923.
Chas. F. Calhoun.

TRACT No. 5763

26th December 2

APPENDIX B: RESUMES

Air Quality Technical Report

July 2024, revised May 2025

8271 Melrose Project

8251, 8257, 8259, 8271 W. Melrose Avenue, 705, 707, 709, 7011 N. Harper Avenue, Los Angeles, CA 90046

Case Number: CPC-2024-3202-DB-PR-VHCA

CEQA Number: ENV-2024-3203-EAF

Prepared for:
TOVA LLC & Melrose Harper LLC
8300 W. Melrose Avenue, PH 2, Los Angeles, CA 90069

Prepared by:

CAJA Environmental Services, LLC

9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA

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Technical Appendix

Air Quality Technical Modeling, July 2024

Section 1
Project Description

1 Project Information

Project Title: 8271 Melrose

Project Location: 8251, 8257, 8259, 8271 W. Melrose Avenue, 705, 707, 709, 7011 N. Harper Avenue, Los Angeles, CA 90046

Case Number: CPC-2024-3202-DB-PR-VHCA

CEQA Number: ENV-2024-3203-EAF

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

Prepared By: CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311
Seth Wulkan, Project Manager
310-469-6704, seth@ceqa-nepa.com

Technical Assistance: DKA Planning, LLC
11 Larkey Court, Walnut Creek, CA 94597
Doug Kim, AICP, Principal

2 Environmental Setting

2.1 Project Location

The Project Site is located on five parcels on the north side of Melrose Avenue, midblock from Sweetzer Avenue to the west and Harper Avenue to the east, in the Hollywood Community Plan Area of the City of Los Angeles (City), 90046 in the County of Los Angeles (County).

The Project Site contains approximately 220 linear feet of frontage along Melrose Avenue and approximately 105 linear feet of frontage along Harper Avenue.

The City of West Hollywood is located 250 feet southwest of the Site, south of Melrose Avenue at Sweetzer Avenue.

The Site is located approximately 7 miles northwest of Downtown Los Angeles and approximately 9.5 miles northeast of the Pacific Ocean.

2.2 Surrounding Land Uses

North across a 15-foot wide alley are several multi-family residential buildings, including a 5-story building (714 Sweetzer Avenue), zoned [Q]R3-1, and two separate 1-story multi-family residential

buildings (715 Harper Avenue), zoned R2-1XL.

South across Melrose Avenue are several 1- and 2-story commercial buildings (8250-8270 Melrose Avenue), zoned C4-1XL

West adjacent to the Site is a 3-story commercial office building (8275 Melrose Avenue), zoned C4-1XL

East across Harper Avenue is a surface parking lot associated with a commercial building (8221 Melrose Avenue), zoned C4-1XL.

The nearest residential uses:

- Multi-family residential buildings (714 Sweetzer Avenue and 715 Harper Avenue), 15 feet north of the Site

The nearest school or childcare facility:

- Rosewood STEM Magnet Elementary playground area, 503 Croft Avenue, 1,500 feet southwest of the Site
- Huntley Preschool, 803 Alfred Street, 1,725 feet northwest of the Site
- Fairfax High School, 7850 Melrose Avenue, 2,500 feet east of the Site

2.3 Regional and Local Access

Regional access is provided by:

- US-101 (Hollywood) Freeway, 2.75 miles northeast of the Site
- I-405 (San Diego) Freeway, 5 miles west of the Site

Local access is provided by (Mobility Plan 2035 designation):[1]

- Melrose Avenue (Modified Avenue II), directly south of the Site
- Harper Avenue (Local Street Standard), directly east of the Site
- Sweetzer Avenue (Collector), 90 feet west of the Site
- Crescent Heights Boulevard (Avenue III), 975 feet east of the Site
- Fairfax Avenue (Modified Boulevard II north of Melrose, Avenue II south of Melrose), 2,275 feet east of the Site
- La Cienega Boulevard (Avenue I), 1,950 feet west of the Site

1 NavigateLA, Mobility Plan 2035: https://navigatela.lacity.org/navigatela/, accessed July 2, 2024.

2.4 Bicycle Facilities

The following bicycle facilities are nearby:[2]

- Bike Route:
  - Melrose Avenue, 1,300 feet west of the Site
- Bike Lane:
  - Santa Monica Boulevard, 2,500 feet north of the Site (Class II bicycle lane)
  - Kings Road (north of Melrose Avenue), 520 feet west of the Site (Class III bicycle route with sharrows)
- Bicycle-Friendly Streets:[3]
- Melrose Avenue, directly south of the Site

2.5 Pedestrian Facilities

There is a sidewalk along the Project Site's south side on Melrose Avenue and east side on Harper Avenue. Striped crosswalks are provided all legs of the nearest signalized intersection:

- Melrose Avenue / Harper Avenue, directly southeast of the Site

2.6 Public Transit

As shown in **Table 1-1, Public Transit**, Los Angeles County Metropolitan Transportation Authority (Metro),[4] Los Angeles Department of Transit (LADOT),[5] and the City of West Hollywood (WeHo)[6] operate public transit in the area.

Metro is extending the D Line subway to include a new station at Wilshire/La Cienega opening in 2025, which will be 1.3 miles southwest of the Project Site.[7]

The Site is within a High-Quality Transit Area (HQTA),[8] which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals

2 LA County Bikeways Map: https://dpw.lacounty.gov/bike/map.cfm, accessed July 2, 2024.

3 According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. https://ladotbikeblog.wordpress.com/bfs/, accessed July 2, 2024.

4 Metro System Map: https://www.metro.net/riding/guide/system-maps/, accessed July 2, 2024.

5 LADOT Transit: https://www.ladottransit.com/, accessed July 2, 2024

6 City of West Hollywood Transportation: https://www.weho.org/services/public-transportation-transit-options, accessed July 2, 2024

7 Metro D Line subway extension: https://www.metro.net/projects/westside/, accessed July 2, 2024.

8 SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954, accessed July 2, 2024.

no longer than 15 minutes during peak commute hours.[9]

The Project Site is identified in ZIMAS as a Transit Oriented Communities (TOC) Tier 1 based on the shortest distance between any point on the lot and a qualified Major Transit Stop at the intersection of La Cienega Boulevard and Melrose Avenue, 2,075 feet southwest of the Site, which is served by Metro bus lines 10 and 105, which have 15-minute headways during peak hours.[10]

Table 1-1
Public Transit

Line	Type	Direction	Nearest Stop	Distance to Site	Service (Peak)
Metro					
10	Bus	East-west on Melrose	Harper	Directly southeast	10-20 minutes
105	Bus	North-south on La Cienega	Melrose	2,075 feet southwest	10 minutes
4	Bus	East-west on Santa Monica	Sweetzer	2,375 feet north	7.5 minutes
217	Bus	North-south on Fairfax	Melrose	2,300 feet east	12 minutes
LADOT DASH					
Fairfax	Bus	East-west on Melrose	Harper	Directly southeast	30 minutes
WeHo Cityline					
Commuter	Bus	East-west on Santa Monica	Sweetzer	2,375 feet north	10-15 minutes
Local	Bus	North-south on Kings	Waring	750 feet northwest	30 minutes

Distance is measured from the Site to the entrance of a rail transit station or bus stop.
Service Peak Times: https://www.metro.net/riding/guide/system-maps/
Metro Line 10 schedule (effective December 10, 2023):
https://cdn.beta.metro.net/wp-content/uploads/2023/12/01154141/010_TT_12-10-23-1.pdf
Metro Line 105 schedule (effective December 10, 2023):
https://cdn.beta.metro.net/wp-content/uploads/2023/12/01153924/105_TT_12-10-23.pdf
Metro Line 4 schedule (effective June 23, 2024):
https://cdn.beta.metro.net/wp-content/uploads/2024/06/20114633/004_TT_06-23-24.pdf
Metro Line 217 schedule (effective June 23, 2024):
https://cdn.beta.metro.net/wp-content/uploads/2024/06/20121404/217_TT_06-23-24.pdf
LADOT DASH Fairfax (effective July 2023): https://www.ladottransit.com/dash/routes/fairfax/fairfax.html
WeHo Cityline Commuter:
https://www.weho.org/home/showpublisheddocument/53897/637955490448230000
WeHo Cityline Local:
https://www.weho.org/home/showpublisheddocument/53899/637955490493070000

2.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation:

9 SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed July 2, 2024.

10 Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

- C4-1XL (Commercial Zone, Height District 1 Extremely Limited)[11]

The Project Site has the following zoning information (ZI):

- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-2498 Local Emergency Temporary Regulations – Time Limits and Parking Relief
- ZI-2512 Housing Element Inventory of Sites

Table 1-2
Project Site

Address	Lot	APN	Size (sf)	Zone	Land Use
8251 W. Melrose Avenue 705, 707, 709, 711 N. Harper Avenue	16	5528-003-199	5,552.5	C4-1XL	Neighborhood Office Commercial
8257, 8259 N. Melrose Avenue	15		4,730.0		
None	14	5528-003-042	4,730.0		
None	13		4,730.0		
8271 N. Melrose Avenue	12		4,730.0		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, July 2, 2024.					

2.8 Existing Conditions

The lot area is 24,416.45 square feet (0.56 acres).[12]

See also **Table 1-3, Existing Uses**, for details of the existing uses. The Site contains a total of 24,412 square feet of buildings and approximately 6,300 square feet of surface parking.

The east side of the Site (8251, 8257, 8259 Melrose) contains three 1- and 2-story, 9,038-square-foot (consisting of 3,270 square feet, 2,580 square feet, and 3,188 square feet) commercial buildings (uses include a beauty salon, clothing story, café, and pet care).

The west side of the Site (8271 Melrose) contains a 2-story, 15,374 square-foot office building and approximately 6,300 square feet of associated surface parking.

Table 1-3
Existing Uses

Address	Use	Building	Size (sf)
8251, 8257, 8259 W. Melrose Avenue 705, 707, 709, 711 N. Harper Avenue	Commercial: Beauty Salon Clothing Store Cafe Pet Care	1-story and 2-stories	9,038
8271 N. Melrose Avenue	Office	2-stories	15,374
Total			**24,412**
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, July 2, 2024.			

11 Los Angeles Zoning Summary: https://planning.lacity.org/zoning/regulations-summary

12 Plans, Category Design Group, May 21, 2024.

3 Project Description

3.1 Project Overview

All existing structures and uses will be removed.

The Project will construct a new 6-story, multi-family, mixed-use building with 90 units (including 10 affordable units) and 16,000 square feet of commercial use (consisting of 12,800 square feet of general retail and 3,200 square feet of quality restaurant). The building will include two subterranean parking levels.

The Project will utilize the State Density Bonus Law for a 20% reduction in open space requirements; increase in floor-area-ratio (FAR) to 4.52:1; increase in maximum height to 69 feet and 6 stories; and site plan review.[13]

3.2 Density

The Project will include 68 one-bedroom units and 22 two-bedroom units. Of the 90 units, 10 units will be reserved for Very Low-Income restricted affordable housing.

3.3 Floor Area

The Project will include a floor area of approximately 110,300 square feet and a floor-area-ratio (FAR) of 4.52:1. This includes 94,300 square feet residential floor area and 16,000 square feet of commercial floor area (consisting of 12,800 square feet of general retail and 3,200 square feet of quality restaurant).

3.4 Height

The Project will include a 6-story, 69-foot in height building.

3.5 Open Space

The Project will include 7,860 square feet of open space, consisting of two outdoor courtyard on the second floor and are surrounded on all sides by the proposed building; a private outdoor patio on the west side of the second floor and open to Melrose Avenue; interior rec rooms on the second floor through fifth floor, outdoor deck and spa on the southeast corner of the sixth floor facing Melrose Avenue and Harper Avenue, and private balconies on second floor through sixth floor.

3.6 Landscaping and Trees

The Project will include 1,011 square feet of landscaped space. The Project will include 23 trees.

13 Findings, CPC-2024-3202-DB-PR-VHCA.

3.7 Loading Zone

The Project will include an 800-square-foot loading zone on the north portion of the Site adjacent to the alley.

3.8 Trash and Mechanical

Trash and recycle rooms/spaces will be located within the building on the first floor on the north portion of the Site adjacent to the alley, and are not visible from surrounding public streets and public view.

Rooftop mechanical equipment will be set back from the roof parapet edge and appropriately screened from public view.

3.9 Access

The Project will include a new vehicle driveway from Harper Avenue on the northeast corner of the Site, which will provide entrance to the two subterranean parking levels.

3.10 Vehicle Parking

Assembly Bill No. 2097 (AB 2097) took effect on January 1, 2023, and prohibits the City from imposing any minimum parking requirements on projects that are located within 1/2 mile of a Major Transit Stop. Since the Project Site is within 1/2 mile of a Major Transit Stop at the intersection of La Cienega Boulevard and Melrose Avenue, 2,075 feet southwest of the Site, which is served by Metro bus lines 10 and 105, which have 15-minute headways during peak hours, the City cannot impose any minimum parking requirements on the Project pursuant to AB 2097. Therefore, the parking required is zero (0) parking spaces.

The Project will voluntarily provide 92 parking spaces in two subterranean parking levels.

Of the 92 spaces, 23 spaces will have electric vehicle (EV) pre-wiring and 10 spaces will have EV chargers.

3.11 Bicycle Parking

The Project includes 94 bicycle parking spaces (16 short-term and 78 long-term) for the residential and commercial uses.

3.12 Sustainability Features

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)[14] and the applicable California Green Building Standards Code

[14] City of Los Angeles Department of Building and Safety, Green Building, available at http://ladbs.org/forms-publications/forms/green-building, accessed on July 2, 2024.

(CalGreen, 2022 version effective January 1, 2023).[15] The applicability is determined when the Project is submitted and accepted by plan check.

All building systems will meet applicable Title 24 Energy Standards. These standards will reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project will include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks will serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project will recycle and reuse building and construction materials to the maximum extent feasible.

The Project will be required to be all-electric for cooking, heating/cooling, and water heating within the whole building. The only exception is cooking equipment within kitchens located in public use areas.[16]

The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation will reduce vehicle trips and vehicle miles traveled for residents and visitors.

4 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-4, Construction Schedule**. This information has been provided by the Applicant and reflects Site- and Project-specific assessments of anticipated construction phase lengths and equipment to be utilized.

The estimated operational year is 2028. Construction is proposed to finish in 2028 and the Project will undergo a standard process to obtain its certification of occupancy and will begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project will remove 24,412 square feet of buildings and approximately 6,300 square feet of surface parking of asphalt/concrete surfaces. This will generate approximately 1,930 tons of demolition debris.

No fill will be imported to the Site. The amount of materials exported will be up to approximately 27,128 cubic yards (which includes a 25% swell expansion potential).[17]

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes will comply with the approved truck routes designated within the City and/or adjacent

15 California Building Codes: https://www.dgs.ca.gov/BSC/CALGreen, accessed on April 26, 2024.

16 Los Angeles Ordinance No. 187,714. https://www.ladbs.org/services/green-building-sustainability#all-electric

17 CAJA conservatively assumed excavating the entire site at 24 feet depth. 24,416 sf x 24 ft = 585,984 cf / 27 cf/cy = 21,703 cy x 125% (expansion potential) = 27,128 cy.

jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes. These streets are part of different approved haul routes.[18] The haul route will be approximately 35 miles one-way, or 70 miles roundtrip, and could include the following:

- Full trucks: Exit Site and east on Melrose Avenue, to US-101 south, I-10 East, CA-60 East, I-605 North, exit Live Oak Avenue to Rivergrade Road, to Arrow Highway to destination at 1245 Arrow Highway, Irwindale, 91706.

- Empty trucks will travel in the reverse to the Site and exit US-101 North at Melrose Avenue, to the Site.

Table 1-4
Construction Schedule

Phase	Schedule	Duration
Demolition	January 1, 2026 – February 28, 2026	2 months
Grading	March 2, 2026 – April 30, 2026	2 months
Trenching	May 1, 2026 – May 29, 2026	1 month
Construction	June 1, 2026 – April 28, 2028	23 months
Architectural Coatings	January 3, 2028 – June 30, 2028	6 months

Demolition involves removing buildings or structures.
Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
Building Construction involves the construction of the foundation, structures, and buildings.
Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.
Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates is estimate only.
Some overlap of phasing may occur.
The analysis assumes that construction would start in 2026. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.
Estimates provided by the Applicant, July 2024.

18 NavigateLA, Haul Route layer: https://navigatela.lacity.org/navigatela/

Section 2
Air Quality

1 Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Project at 8271 Melrose Avenue in the City of Los Angeles.[1] The analysis evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

2 Regulatory Framework

2.1 Federal

2.1.1 Federal Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO_2 (nitrogen dioxide), O_3 (ozone), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), SO_2 (sulfur dioxide), and Pb (lead).The Clean Air Act (CAA) requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 2-1**. The USEPA has classified

[1] Formal project location is 8251, 8257, 8259, 8271 W. Melrose Avenue, 705, 707, 709, 7011 N. Harper Avenue.

the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

Table 2-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	N/A	No Federal Standards	

Table 2-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
N/A = not available ppm = parts per million; µg/m^3 – micrograms per cubic meter; mg/m^3 – milligrams per cubic meter Source: USEPA, NAAQS Table (https://www.epa.gov/criteria-air-pollutants/naaqs-table) and CARB, California Ambient Air Quality Standards (https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards). Attainment status data from CARB, Ambient Air Quality Standards, and attainment status (www.arb.ca.gov/desig/adm/adm.htm).					

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NOX and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NOX be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

2.2 State

2.2.1 California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air

pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 2-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O3, PM10, and PM2.5.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In March 2023, USEPA approved CARB's regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions by 2045 where feasible. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles.

CARB has further required that all small (25 horsepower and below) off-road engines that are spark-ignited (e.g., lawn and gardening equipment) must be zero emission starting in model year 2024. Standards for portable generators and large pressure washers were given until model year 2028 to be electric-powered.

2.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H2S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

2.2.3 California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.[2] In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[3] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of

2 California Air Resources Board, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

3 California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

2.2.4 Assembly Bill 2588 Air Toxics "Hot Spots" Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

2.2.5 Air Quality and Land Use Handbook

The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.[4] CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis.

Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

2.2.6 California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

4 California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

2.3 Regional

2.3.1 South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. However, SCAQMD has primary authority over about 20 percent of NO_x emissions, a precursor to ozone formation. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 – Visible Emissions: This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 – Nuisance: This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or 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."

- Rule 403 – Fugitive Dust: This rule mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

- Rule 431.2 – Sulfur Content of Liquid Fuels: This rule would require use of low-sulfur fuel in construction equipment.

- Rule 445 – Wood Burning Devices: This would prohibit the inclusion of wood burning fireplaces in any residences.

- Rule 1113 – Architectural Coatings: This rule limits the volatile organic compound (VOC) content of architectural coatings.

- Rule 1138 – Control of Emissions from Restaurant Operations: This rule specifies PM and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.

- Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

- Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines: This rule applies to stationary compression ignition engines greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

2.3.2 Air Quality Management Plan

SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NOx emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG's 2020-2045 RTP/SCS.

2.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.[5] The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities. The results indicate that

[5] South Coast Air Quality Management District, MATES-V Study. https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v

diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk.

2.3.4 Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2024-2050 RTP/SCS on April 4, 2024. The RTP/SCS addresses the transportation and air quality impacts of two million additional residents, 1.6 additional households, and 1.3 million additional jobs by 2050. The Plan calls for $751.7 billion in transportation investments and reducing vehicle miles traveled (VMT) and is the latest long-range plan, continuing to recognize that transportation investments and future land use patterns are inextricably linked, and acknowledging how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. The 2024-2050 RTP/SCS offers a blueprint for how Southern California can grow more sustainably. To this end, the 2024-2050 RTP/SCS land use pattern continues the trend of focusing 66 percent of new households and 54 percent of new jobs in Priority Development Areas and the region's High Quality Transit Corridors (HQTCs) and aims to enhance and build out the region's transit network. HQTCs are a cornerstone of land use planning best practice in the SCAG region, and studies have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

2.4 Local

2.4.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Through capital improvement programs, the City can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation measures.

2.4.2 Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

2.4.3 All-Electric Ordinance

On November 29, 2022, the City adopted Ordinance 187714, which requires all development to be powered by electric appliances and infrastructure with the exception of any cooking equipment associated with any restaurants or eating facilities and any gas-powered emergency backup systems.[6] This will reduce VOC and other emissions from long-term operation of new development.

LAMC Chapter IX, Sections 99.02.202, 99.04.106.8, and 99.05.106.14, requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas, such as space heating, water heating, cooking appliances and clothes drying, would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, hospitals, laboratories, and research and development uses.

6 City of Los Angeles, Ordinance 187714. https://clkrep.lacity.org/onlinedocs/2022/22-0151_ord_187714_1-23-23.pdf; accessed July 15, 2024.

2.4.4 California Environmental Quality Act

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of development proposals within its jurisdiction.

2.4.5 Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA).

The Project Site is 2.75 miles southwest of the southbound mainline of the Hollywood Freeway (US-101).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

3 Pollutants and Effects

3.1 State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), particulate matter ten microns or less in diameter (PM_{10}), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and

lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.[7]

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O_3). O_3 is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO_2). NO_2 is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2). Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre- dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM_{10} and $PM_{2.5}$). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of

[7] South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

3.2 State-Only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NOX, as well as PM.

Sulfates (SO_4^{2-}). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S). H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

3.3 Toxic Air Contaminants (TACs)

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are

fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[8]

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (µm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[9,10]

4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3, PM2.5, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

8 California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

9 California Air Resources Board, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

10 California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

4.1 Air Pollution Climatology

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O3 and the majority of particulate matter.

4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Northwest Coastal LA County receptor area (SRA 2).[11] Historical data from the area was used to characterize existing conditions in the vicinity of the Project area.

Table 2-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2021 through 2023. The one-hour State standard for O_3 was exceeded twice during this three-year period. The federal standard was exceeded once in that same period. CO and NO_2 levels did not exceed the CAAQS from 2021 to 2023 for 1-hour (and 8-hour for CO). Localized pollutants PM_{10}, $PM_{2.5}$, and SO_2 were not monitored in this monitoring area that generally covers Malibu, Santa Monica, Beverly Hills, Culver City, and West Los Angeles.

Table 2-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2021	2022	2023
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.095	0.081	0.109
Days > 0.09 ppm (State 1-hour standard)	1	0	1
Days > 0.070 ppm (Federal 8-hour standard)	1	0	0
Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	1.5	N/A	N/A
Days > 20 ppm (State 1-hour standard)	0	N/A	N/A
Maximum 8-hour Concentration (ppm)	1.0	N/A	N/A
Days > 9.0 ppm (State 8-hour standard)	0	N/A	N/A
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0606	0.0514	0.0439

[11] South Coast Air Quality Management District, Map of Monitoring Areas: https://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf, and SCAQMD GIS Open Data Portal, Source Receptor Areas: https://data-scaqmd-online.opendata.arcgis.com/search?tags=boundaries, accessed July 15, 2024.

Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	N/A	N/A	N/A
Days > 50 µg/m^3 (State 24-hour standard)	N/A	N/A	N/A
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	N/A	N/A	N/A
Days > 35 µg/m^3 (Federal 24-hour standard)	N/A	N/A	N/A
Sulfur Dioxide (SO_2)			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. µg/m^3 = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Northwest Coastal LA County subregion: http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year, accessed July 13, 2024.			

4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90046) is approximately 467 in a million.[12] The cancer risk in this area is predominantly influenced by nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on Wilshire Boulevard or the Hollywood Freeway 2.75 miles northeast of the Project Site). In general, the risk at the Project Site is higher than 54 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037194402) is located in the 32nd percentile, which means the Project Site has an overall environmental pollution burden higher than at least 32 percent of other communities within California.[13]

4.4 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. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include

12 South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed July 13, 2024.

13 Office of Environmental Health Hazard Assessment, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed July 13, 2024.

residences, schools, playgrounds, childcare centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.[14]

The Project Site is located on the Melrose Avenue corridor. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 714 Sweetzer Avenue; 15 feet north of the Project Site
- Residences, 715 Harper Avenue; 15 feet north of the Project Site
- Residences, 716 Harper Avenue; 80 feet east of the Project Site
- Residences, 711 Sweetzer Avenue; 170 feet west of the Project Site
- Residences, 660 Sweetzer Avenue; 220 feet south of the Project Site
- Residences, 657 Harper Avenue; 220 feet south of the Project Site

4.5 Existing Project Site Emissions

The Project Site is improved with 24,412 square feet of buildings and approximately 6,300 square feet of surface parking accessible from a rear alley. This includes three one- and two-story commercial buildings totaling 9,038 square feet on the east side of the Site (8251, 8257, 8259 Melrose) and a two-story, 15,374 square-foot office building at 8271 Melrose Avenue. As summarized in **Table 2-3**, most existing air quality emissions are associated with the 836 daily vehicle trips traveling to and from the Project Site and the 6,262 daily vehicle miles traveled (VMT).[15]

Table 2-3
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	0.8	<0.1	1.1	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	2.9	2.1	23.5	0.1	4.5	1.2
Regional Total	**3.7**	**2.2**	**24.6**	**0.1**	**4.5**	**1.2**

Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.26 model runs (included in Technical Appendix). Numbers may not add due to rounding.

5 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of

14 South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005: https://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf, accessed July 15, 2024.

15 Based on City of Los Angeles, VMT Calculator Project Screening Summary, v1.4, January 18, 2024.

the California Emissions Estimator Model (CalEEMod) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

5.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[16] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[17] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed.

16 South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

17 South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).[18] This is appropriate given the 0.56-acre site and the proximity of sensitive receptors as close as 15 feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[19] The LSTs for $PM_{2.5}$ were established in October 2006 and updated on October 21, 2009.[20],[21] **Table 2-4** presents the significance criteria for both construction and operational emissions.

Table 2-4
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO_X)	100	103	55	103
Carbon Monoxide (CO)	550	562	550	562
Sulfur Oxides (SO_X)	150	--	150	--
Respirable Particulates (PM_{10})	150	4	150	1
Fine Particulates ($PM_{2.5}$)	55	3	55	1
/a/ Localized significance thresholds for the Northwest Coastal LA County source receptor area assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the applicable thresholds for a 0.85-acre site with adjacent receptors as close as five feet away. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008). The SCAQMD has not developed LST values for VOC or SO_X.				

5.2 Operations

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site

18 South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf, 2008.

19 Ibid.

20 South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf, October 2006.

21 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, October 21, 2009.

are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions.[22] To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against SCAQMD's significance thresholds.[23] Details describing the operational emissions of the Project can be found in in the Technical Appendix.

5.3 Toxic Air Contaminants (Construction and Operations)

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

6 Thresholds of Significance

6.1 State CEQA Guidelines Appendix G

Would the Project:

a) *Conflict with or obstruct implementation of the applicable air quality plan;*

b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;*

c) *Expose sensitive receptors to substantial pollutant concentrations; or*

d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

22 Energy consumption estimates with CalEEMod 2022.1.1.24 are based on the California Energy Commission's 2020 Residential Appliance Saturation Survey (residential uses) and 2021 Commercial Forecast database, both of which reflected the 2019 Title 24 energy efficiency standards. These energy consumption estimates were adjusted to reflect the 2022 Title 24 standards that cumulatively produce a 0.49 percent reduction in electricity use and 0.45 percent reduction in natural gas use when compared to the 2019 standards.

23 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

6.2 City and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations recommended by the City of Los Angeles and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

6.2.1 Construction

The City recommends that determination of significance be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

(i) Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

(ii) Fugitive Dust—Grading, Excavation and Hauling

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

(iii) Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[24]

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m^3] over a 1-hour period or 9.0 ppm [10,350 µg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [339 µg/m^3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m^3] averaged over an annual period).

- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

6.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook.*[25] As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[26] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[27]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[28]

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24 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

25 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

26 For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

27 South Coast Air Quality Management District, Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

28 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[29]

- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or

- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

6.2.3 Toxic Air Contaminants

The City recommends that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City uses Appendix G as the thresholds of significance. The criteria identified above will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[30]

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[31] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

6.2.4 Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:[32]

- Will the Project result in any of the following:

    - An increase in the frequency or severity of existing air quality violations;

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29 South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds, October 2006.

30 South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

31 Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

32 South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, p. 12-3.

- Cause or contribute to new air quality violations; or
- Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?

- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

6.3 Regulatory Compliance

The Project would comply with the 2022 Los Angeles Green Building Code (LAGBC),[33] which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).[34] Construction in later years could be subject to the future 2025 LAGBC and CalGreen standards.

7 Analysis of Project Impacts

7.1 Consistency with Plans

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact.

7.1.1 Air Quality Management Plan

The Project's air quality emissions would not exceed any state or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project

33 City of Los Angeles Department of Building and Safety: http://ladbs.org/forms-publications/forms/green-building.

34 California Building Codes: http://www.bsc.ca.gov/Codes.aspx.

exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The 2020-2045 RTP/SCS accommodates a total of 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

On April 4, 2024, SCAG adopted the 2024-2050 RTP/SCS, which accommodates 4,315,900 persons; 1,828,200 households; and 2,137,700 jobs in the City of Los Angeles by 2050.[35] Once the 2022 AQMP is updated with these growth forecasts, consistency with the projections in the applicable air quality plan for the region will be based on the 2024-2050 RTP/SCS.

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "Neighborhood Office Commercial" in the General Plan Framework and zoned C4 (Commercial Zone), which permits residential uses as permitted in the R4 Multiple Dwelling Zone. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population, housing, and jobs on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP

Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,[36] the Project would add a residential population of approximately 218 people to the Project Site based on the 90 dwelling units proposed. The Project's residential population would represent approximately 0.026 percent of the forecast population growth between 2016 and 2045 and be consistent with the local growth assumptions that formed the basis of the region's AQMP.

Development of the Project also would result in approximately 38 employment positions on-site,

35 SCAG, 2024-2050 RTP/SCS, Demographic & Growth Forecast Technical Report, April 4, 2024: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839 and Data/Map Book: https://scag.ca.gov/local-data-exchange

36 Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

based on the 16,000 square feet of retail and restaurant space proposed.[37] However, the removal of the existing 15,374 square-foot office development and 9,038 square feet of retail space store would eliminate about 70 jobs, resulting in a net loss of 32 jobs on-site.[38] Thus, the Project's estimated employment impact would not generate excessive job growth that could jeopardize the region's attainment planning and would be consistent with the local job growth assumptions that formed the basis of the region's AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds b), c), and d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments, the AQMP's air quality policies focus on the reduction of vehicle trips and VMT. The Project would implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG, as it would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an urbanized area that would concentrate more housing, jobs, and population within a high quality transit area (HQTA). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and CALGreen through energy conservation, water conservation, and waste reduction features. In accordance with City Ordinance 187714, the Project would be all-electric with the exception of any cooking equipment associated with any future restaurants or eating facilities.

The Project's lower off-street parking supply will reduce car ownership rates and resulting vehicle use that will reduce energy and air quality emissions. The Project's infill location would promote the concentration of development in an urban location with access to transportation infrastructure and public transit facilities. This would reduce vehicle miles traveled (VMT) for residents and visitors who want options to driving cars. This reduction in parking and VMT is considered part of the analysis.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. As noted earlier, the Project is consistent with the land use policies of the City that were reflected in the regional growth projections for the AQMP. As demonstrated in the following analysis, the Project would not result in significant emissions that would jeopardize regional or

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37 Prepared by The Natelson Company, Inc. for the Southern California Association of Governments, Employment Density Study Summary Report; October 2001. Assumes 424 square feet average per retail employee.

38 Prepared by The Natelson Company, Inc. for the Southern California Association of Governments, Employment Density Study Summary Report; October 2001. Assumes 424 square feet average per retail employee and 319 square feet per low-rise office employee.

localized air quality standards.

7.1.2 City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options and would help reduce air quality emissions in several ways:

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options and would help reduce air quality emissions in several ways:

- The Project Site is within a HQTA, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.[39]

- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.

- The Project Site is considered a Transit Oriented Communities (TOC) Tier 1 based on the shortest distance between any point on the lot and qualified Major Transit Stops at the intersection of La Cienega Boulevard and Melrose Avenue, 2,075 feet southwest of the Site.[40] This intersection is served by Metro bus lines 10 and 105, which have 15-minute headways during peak hours.

- Because of its location and TOC status, the Project will reduce on-site parking supply (92 spaces for 90 residences and 16,000 square feet of commercial uses) that will by definition reduce car ownership and resulting vehicle travel.

- There is substantial public transit service in the area, including:

    - Metro Line 4 that connects Downtown Los Angeles with Santa Monica via Santa Monica Boulevard near the Project Site. The nearest bus stop is at Sweetzer Avenue 2,375 feet north of the Project Site

    - Metro Line 10 that connects West Hollywood and Downtown Los Angeles via Melrose Avenue near the Project Site. The nearest bus stop is at Harper Avenue directly southeast of the Project Site.

    - Metro Line 105 that connects West Hollywood and Vernon via La Cienega Boulevard near

39 Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530,

40 Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

the Project Site. The nearest bus stop is at Melrose Avenue directly 2,075 feet southwest of the Project Site.

  - Metro Line 217 that connects Eagle Rock Plaza and the Metro La Cienega Station via Fairfax Avenue near the Project Site. The nearest bus stop is at Melrose Avenue 2,300 feet east of the Project Site.

  - LADOT DASH (Fairfax) shuttle service, with the nearest bus stop on Harper Avenue at Melrose Avenue, directly southeast of the Project Site.

- The Project will provide 16 short- and 78 long-term bicycle parking spaces on-site, along with a bicycle maintenance area, on both underground parking levels.

- There are Class II bicycle lanes on Santa Monica Boulevard and a Class III bicycle route on Kings Road (north of Melrose Avenue) with sharrows.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 2-5**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Goal 1. Good air quality and mobility in an environment of continued population growth and healthy economic structure.	**Consistent.** The Project's infill and mixed-use profile will reduce vehicle travel and associated criteria pollutants over development on greenfield sites outside the urban core and be consistent with the region's AQMP attainment plan.
Goal 2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.	**Consistent.** The Project's infill and mixed-use profile combined with limited on-site parking will reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips.
Goal 4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	**Consistent.** The Project addresses the relationship between land use, transportation, and air quality with its infill location and proximity to bus transit alternatives to driving alone. This reduces mobile source emissions and contributes to the region's AQMP attainment plan by limiting the impacts of development and resulting vehicle emissions.
Goal 5. Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.	**Consistent.** The Project's infill, mixed-use profile combined with limited off-street parking will reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use. The inclusion of current or future electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Objective 1.1. It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.	**Consistent.** The Project is consistent with the growth forecasts that underly the attainment demonstration in the 2022 AQMP. As such, the Project reduces air pollutants consistent with the AQMP.
Objective 1.3. It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	**Consistent.** The Project would reduce particulate emissions during construction activities through compliance with SCAQMD Rule 403 (Fugitive Dust) that will reduce PM_{10} and $PM_{2.5}$ emissions from unpaved areas.
Objective 2.1. It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	**Consistent.** The Project's infill location, mix of uses, and proximity to bus transit will reduce work trips, as the high transit mode split for commuting will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.
Objective 4.2. It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.	**Consistent.** The Project's infill location, mix of uses, and proximity to bus transit will reduce all trips, as the high transit mode split and active transportation options will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.
Objective 5.1. It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.	**Consistent.** The Project would advance the City's energy efficiency objectives. The inclusion of electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Not Applicable.** The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The proposed development would include retail and restaurant employees, as well as residents that could access transportation options to driving to work. The Project's reduced off-street parking supply (92 spaces for 90 residences and 16,000 square feet of commercial uses) will ensure low car ownership rates that will reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including Metro Lines 4, 10, 105, 217 that provide north-south and east-west service. LADOT DASH (Fairfax) provides circulator shuttle service at a bus stop on Melrose Avenue. Employees, residents, and visitors can benefit from the 16 short- and 78 long-term bicycle parking spaces on-site. Bicycle infrastructure on Kings Road and Santa Monica Boulevard would support use of active transportation.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and	**Consistent.** Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
private sectors, in order to reduce work trips.	Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Consistent.** As the Project Site is classified as a TOC Tier 1 site, the Project would discourage single-occupant vehicle use because of the limited parking (92 spaces for 90 residences and 16,000 square feet of commercial uses) that will ensure low car ownership rates that will reduce vehicle travel and VMT. In turn, the Project Site is well-served by public transit, including Metro Lines 4, 10, 105, 217 that provide north-south and east-west service. LADOT DASH (Fairfax) provides circulator shuttle service at a bus stop on Melrose Avenue. Employees, residents, and visitors can benefit from the 16 short- and 78 long-term bicycle parking spaces on-site. Bicycle infrastructure on Kings Road and Santa Monica Boulevard would support use of active transportation.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** As noted above, the Project Site's TOC Tier 1 status allows the garage to be limited to parking for 92 vehicles. The development would provide transportation options to residents as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents, workers, and visitors can use public transit, including Metro Lines 4, 10, 105, 217 that provide north-south and east-west service. LADOT DASH (Fairfax) provides circulator shuttle service at a bus stop on Melrose Avenue. Employees, residents, and visitors can benefit from the 16 short- and 78 long-term bicycle parking spaces on-site. Bicycle infrastructure on Kings Road and Santa Monica Boulevard would support use of active transportation., 850 feet southwest of the Project Site.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Not Applicable.** This policy is directed at the City and not individual development projects. Nonetheless, the Project is being considered for approval by the City of Los Angeles, which coordinates with SCAG, Metro, and other regional

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
	agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level. The Project would not inhibit the implementation of this policy.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would promote public transit, active transportation, and alternative fuel vehicles for residents, workers, and visitors, who can use public transit, including Metro Lines 4, 10, 105, 217 that provide north-south and east-west service. LADOT DASH (Fairfax) provides circulator shuttle service at a bus stop on Melrose Avenue. Employees, residents, and visitors can benefit from the 16 short- and 78 long-term bicycle parking spaces on-site. Bicycle infrastructure on Kings Road and Santa Monica Boulevard would support use of active transportation. The Project would also include ten electric vehicle charging stations and 23 more spaces with conduits and supplies for future charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro Lines 4, 10, 105, 217 that provide north-south and east-west service. LADOT DASH (Fairfax) provides circulator shuttle service at a bus stop on Melrose Avenue. Employees, residents, and visitors can benefit from the 16 short- and 78 long-term bicycle parking spaces on-site. Bicycle infrastructure on Kings Road and Santa Monica Boulevard would support use of active transportation.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
located to minimize significant health risks to sensitive receptors.	
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities. The Project would not inhibit the implementation of this policy.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations. The Project would not inhibit the implementation of this policy.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include ten electric vehicle charging stations and 23 more spaces with conduits and supplies for future charging stations. The Project would be powered by electricity, pursuant to City Ordinance 187714.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs. The Project would not inhibit the implementation of this policy.
Source: DKA Planning, 2024.	

7.2 Criteria Pollutant Emissions

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

7.2.1 Construction

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.[41]

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.26 model and projected construction schedule of approximately 30 months. **Table 2-6** summarizes the potential construction schedule that was modeled for air quality impacts.

Table 2-6
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Months 1-2	Removal of 1,930 tons of debris hauled 35 miles to landfill in Irwindale using 10-cubic yard capacity trucks.
Grading	Months 3-4	Approximately 27,128 cubic yards of soil (including 25 percent swell factor)[42] hauled 35 miles to landfill Irwindale using 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 5	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-28	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 25-30	Application of interior and exterior coatings and sealants.
Estimates provided by the Applicant, July 2024.		

41 South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR…Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

42 CAJA conservatively assumed excavating the entire site at 24 feet depth. 24,416 sf x 24 ft = 585,984 cf / 27 cf/cy = 21,703 cy x 125% (expansion potential) = 27,128 cy.

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.

7.2.1.1 Regional Emissions

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO_X emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 12,584 cubic yards of soil (including 25 percent swell factor) would be exported from the Project Site to accommodate a two-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust, which include measures to prevent visible dust plumes. Other measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in **Table 2-7**, construction of the Project would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction

of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Table 2-7
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2024	1.2	26.2	16.1	0.1	6.8	2.7
2025	0.8	5.6	12.3	<0.1	1.4	0.5
2026	6.6	6.1	14.1	<0.1	1.7	0.5
Maximum Regional Total	6.6	26.2	16.1	0.1	6.8	2.7
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	6.3	9.2	9.7	<0.1	2.5	1.4
Localized Threshold	N/A	103	562	N/A	4	3
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)
Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.26 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.

7.2.1.2 Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[43] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2021-2023) for the Project area.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences to the north of the Project Site across the rear alley. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

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43 South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, October 2009.

As shown in **Table 2-7**, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the Site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

7.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment.[44] Energy sources include electricity (and natural gas use for some restaurant appliances) for space cooling and heating and water heating. The CalEEMod model generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add approximately 1,066 vehicle trips to local roadways and the region's air quality airshed on a weekday at the start of operations in 2028.[45] When the 836 existing vehicle trips each day from the existing land uses are considered, the Project would result in a net increase of 230 daily vehicle trips.

As shown in **Table 2-8**, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 2-8
Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	3.4	0.1	7.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	3.1	2.0	23.3	0.1	5.3	1.4
Regional Total	6.5	2.2	30.8	0.1	5.3	1.4
Existing Total	-3.7	-2.2	-24.6	-0.1	-4.5	-1.2
Net Regional Total	2.8	<0.1	6.2	<0.1	0.8	0.2
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	2.6	0.4	6.5	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	103	562	N/A	1	1
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

44 In 2021, CARB adopted regulations requiring that all small (25 horsepower and below) spark-ignited off-road engines (e.g., lawn and gardening equipment) be zero emission starting in model year 2024. Standards for portable generators and large pressure washers are given until model year 2028 to be electric-powered.

45 City of Los Angeles VMT Calculator, version 1.4 screening analysis, January 18, 2024.

Table 2-8
Daily Operations Emissions

LST analyses based on one-acre site with 25-meter distances to receptors in Northwest Coastal LA SRA. Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.26 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.

7.3 Sensitive Receptors

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

There are several sensitive receptors within 0.25 miles (1,320 feet) of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residences, 714 Sweetzer Avenue; 15 feet north of the Project Site
- Residences, 715 Harper Avenue; 15 feet north of the Project Site
- Residences, 716 Harper Avenue; 80 feet east of the Project Site
- Residences, 711 Sweetzer Avenue; 170 feet west of the Project Site
- Residences, 660 Sweetzer Avenue; 220 feet south of the Project Site
- Residences, 657 Harper Avenue; 220 feet south of the Project Site

7.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 2-4**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of ten excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 2-7**, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust of mobile construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, though this would rarely be the case. Daily emissions of diesel PM would be negligible throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 30 months, and the magnitude of diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

7.3.2 Operation

The Project Site would be redeveloped with multi-family residences, restaurant and retail spaces, land uses that are not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[46] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[47] Together, CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land

46 California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

47 South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[48] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 230 net vehicle trips to the local roadway network on weekdays when the development could be leased and operational in 2028.

The majority of vehicle-related impacts at the Project Site would come from 20 and 22 net vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.[49] This would represent a small addition to traffic volumes on local roadways. For example, it would represent 0.7 percent of the 2,861 vehicles currently using Melrose Avenue at Kilkea Drive in the A.M. peak hour, an intersection that would be used for the haul route as trucks travel to and from the Irwindale Landfill.[50] Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 28,610 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.[51]

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48 South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

49 DKA Planning, 2024. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

50 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Melrose Avenue at Kilkea Drive, https://navigatela.lacity.org/dot/traffic_data/manual_counts/13142_kilmel06.pdf, 2006 traffic counts adjusted by one percent growth factor to represent existing conditions.

51 South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[52] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs. In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[53] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

7.4 Odors

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact.

The Project would not result in activities that create objectionable odors. The Project is a housing, retail, and restaurant development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any intermittent odors associated with residences, retail, or future restaurants. As a result, any odor impacts from the Project would be considered less than significant.

8 Cumulative Impacts

8.1 Related Projects

While the Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. Any potential development close to the Project Site and/or sensitive receptors could contribute to localized air quality impacts. Beyond 1,000 feet of the Project Site, any sensitive receptors between the Project Site and any related project would be negligibly impacted,

Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

52 California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www.http://oehha.ca.gov/public_info/facts/dieselfacts.html

53 South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, "…concentrations generally decrease to background levels within 500-600 feet."[54] CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.[55] There are four potential Related Projects identified by the City of Los Angeles within 0.5 miles of the Project (**Table 2-9**), illustrated in **Figure 2-1**.[56]

Three Related Projects (Nos. 1, 2, and 3) would be beyond the 1,000-foot distance that any Related Projects could contribute to cumulative air quality impacts. One Related Project (No. 4) is within 1,000 feet of the Site. The impact of any cumulative development on short-term construction and long-term operations air quality is discussed below.

Table 2-9
Related Projects Within 0.5 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	750 N. Edinburgh Ave.	1,685 feet east	Residential	8 units	To be constructed
2	806 N. Edinburgh Ave.	1,750 feet east	Residential	28 units	To be constructed
3	843 Alfred Street	1,900 feet northwest	Residential	144 units	To be constructed
4	806 N. Sweetzer Ave.	560 feet north	Residential	23 units	To be constructed

Source: Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, June 21, 2024. Internal research by CAJA Environmental Services, June 2024 and May 2025.
Los Angeles Planning Case Numbers:
#1: ENV-2016-1451-EIR
#2: DIR-2023-334-TOC-PHP-VHCA
#3: ADM-2023-8262-DB-VHCA-ED1
#4: DIR-2022-8428-TOC-HCA

8.2 AQMP Consistency

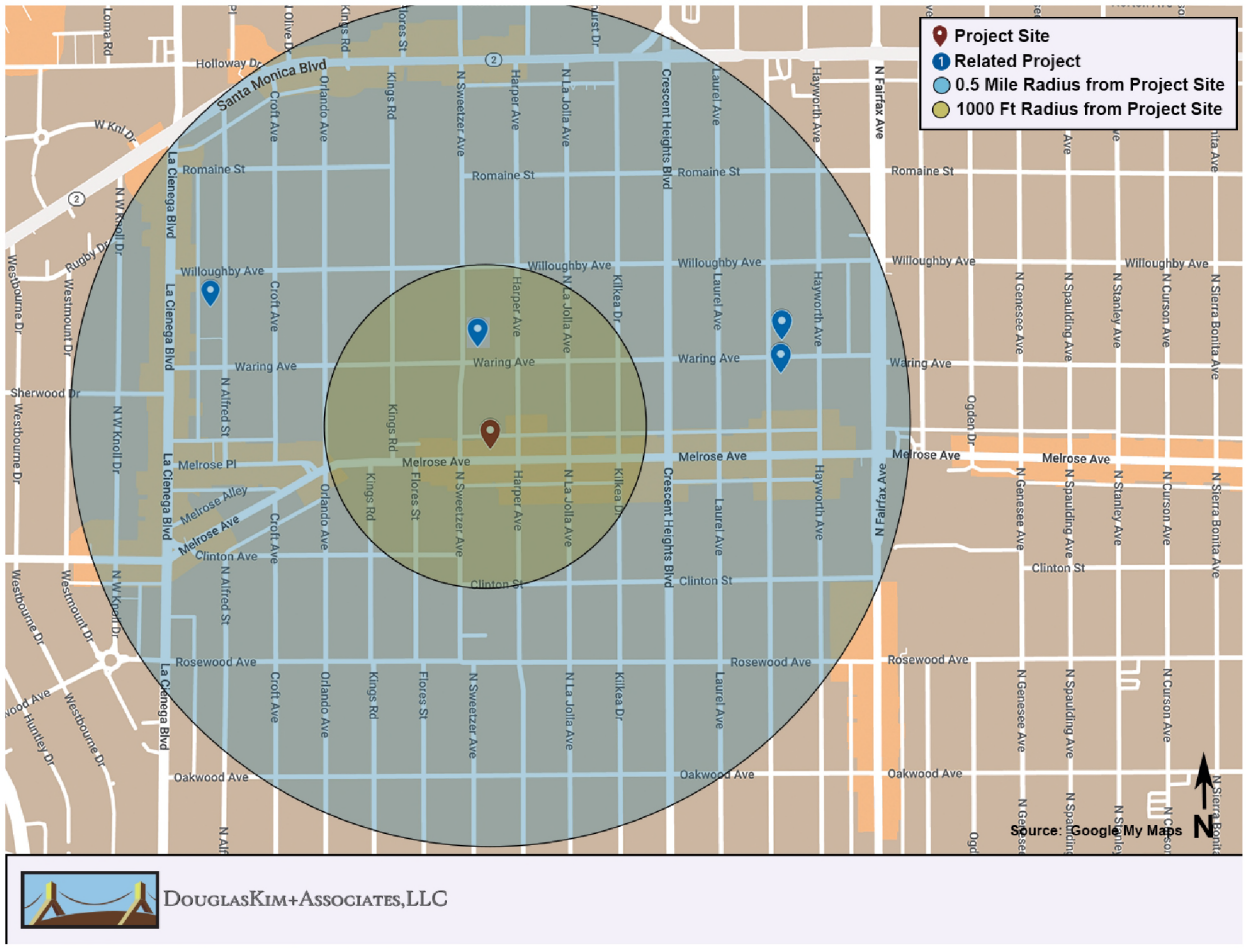
Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2020-2045 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

54 U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

55 South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

56 City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, June 2024

Figure 2-1
Related Projects



8.3 Construction

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.[57] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. 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 summarized in **Table 2-7**, the Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

57 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.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

8.4 Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely related projects (which are residential in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

TECHNICAL APPENDIX



DouglasKim+Associates,LLC

EXISTING EMISSIONS

8271 Melrose Avenue (Existing) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	8271 Melrose Avenue (Existing)
Operational Year	2024
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	8271 Melrose Ave, Los Angeles, CA 90046, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4337
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Strip Mall	24.4	1000sqft	0.56	24,412	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.69	2.17	24.6	0.05	0.04	4.44	4.48	0.04	1.13	1.16
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.47	2.36	21.8	0.05	0.04	4.44	4.48	0.03	1.13	1.16
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.56	2.39	23.1	0.05	0.04	4.38	4.42	0.04	1.11	1.15
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.65	0.44	4.21	0.01	0.01	0.80	0.81	0.01	0.20	0.21

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	2.93	2.13	23.5	0.05	0.03	4.44	4.47	0.03	1.13	1.16
Area	0.76	0.01	1.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—

Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.69	2.17	24.6	0.05	0.04	4.44	4.48	0.04	1.13	1.16
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	2.88	2.33	21.8	0.05	0.03	4.44	4.47	0.03	1.13	1.16
Area	0.58	—	—	—	—	—	—	—	—	—
Energy	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.47	2.36	21.8	0.05	0.04	4.44	4.48	0.03	1.13	1.16
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	2.86	2.35	22.3	0.05	0.03	4.38	4.42	0.03	1.11	1.15
Area	0.70	0.01	0.73	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	3.56	2.39	23.1	0.05	0.04	4.38	4.42	0.04	1.11	1.15
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.52	0.43	4.08	0.01	0.01	0.80	0.81	0.01	0.20	0.21
Area	0.13	< 0.005	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.65	0.44	4.21	0.01	0.01	0.80	0.81	0.01	0.20	0.21

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Total	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.52	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.17	0.01	1.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.76	0.01	1.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.52	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—
Total	0.58	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Consumer Products	0.10	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.02	< 0.005	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.13	< 0.005	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	836	836	836	305,140	6,262	6,262	6,262	2,285,630

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	36,618	12,206	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Strip Mall	243,059	690	0.0489	0.0069	120,208

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Strip Mall	1,808,258	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Strip Mall	25.6	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.38	annual days of extreme heat
Extreme Precipitation	6.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	59.7
AQ-PM	66.8
AQ-DPM	62.9
Drinking Water	94.2
Lead Risk Housing	33.4
Pesticides	0.00
Toxic Releases	73.3
Traffic	73.9
Effect Indicators	—
CleanUp Sites	17.1
Groundwater	66.9
Haz Waste Facilities/Generators	45.7
Impaired Water Bodies	0.00
Solid Waste	9.67
Sensitive Population	—
Asthma	6.18

Cardio-vascular	14.9
Low Birth Weights	70.4
Socioeconomic Factor Indicators	—
Education	8.42
Housing	56.0
Linguistic	21.4
Poverty	43.7
Unemployment	11.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	53.54805595
Employed	97.89554729
Median HI	73.45053253
Education	—
Bachelor's or higher	94.90568459
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	42.71782369
Active commuting	59.70742974
Social	—
2-parent households	35.12126267
Voting	37.48235596
Neighborhood	—
Alcohol availability	14.23071988

Park access	16.73296548
Retail density	93.01937636
Supermarket access	94.25125112
Tree canopy	42.93596818
Housing	—
Homeownership	16.33517259
Housing habitability	19.97946875
Low-inc homeowner severe housing cost burden	13.11433338
Low-inc renter severe housing cost burden	56.92287951
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	73.50186064
Arthritis	89.6
Asthma ER Admissions	92.7
High Blood Pressure	89.6
Cancer (excluding skin)	45.0
Asthma	72.9
Coronary Heart Disease	83.6
Chronic Obstructive Pulmonary Disease	84.0
Diagnosed Diabetes	95.3
Life Expectancy at Birth	68.5
Cognitively Disabled	46.5
Physically Disabled	46.5
Heart Attack ER Admissions	92.5
Mental Health Not Good	72.2
Chronic Kidney Disease	93.4
Obesity	64.9
Pedestrian Injuries	94.7

Physical Health Not Good	85.2
Stroke	88.3
Health Risk Behaviors	—
Binge Drinking	4.6
Current Smoker	68.2
No Leisure Time for Physical Activity	94.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	79.8
Elderly	78.6
English Speaking	53.6
Foreign-born	33.6
Outdoor Workers	95.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	8.1
Traffic Density	74.1
Traffic Access	87.4
Other Indices	—
Hardship	1.9
Other Decision Support	—
2016 Voting	51.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	32.0
Healthy Places Index Score for Project Location (b)	77.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No

Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	—



DouglasKim+Associates,LLC

FUTURE EMISSIONS

8271 Melrose Avenue (Future) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	8271 Melrose Avenue (Future)
Construction Start Date	1/1/2026
Operational Year	2028
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	8271 Melrose Ave, Los Angeles, CA 90046, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4337
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	90.0	Dwelling Unit	0.40	94,300	700	—	218	—

Strip Mall	12.8	1000sqft	0.10	12,800	311	—	—	—
High Turnover (Sit Down Restaurant)	3.20	1000sqft	0.06	3,200	0.00	—	—	—
Enclosed Parking with Elevator	92.0	Space	0.00	36,800	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	6.61	25.6	16.1	0.11	0.61	6.18	6.79	0.58	2.12	2.70
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	6.61	26.2	16.1	0.11	0.61	6.18	6.79	0.58	2.12	2.70
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.26	6.47	8.41	0.02	0.18	1.42	1.60	0.16	0.41	0.58
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.41	1.18	1.53	< 0.005	0.03	0.26	0.29	0.03	0.08	0.11

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2026	1.23	25.6	16.1	0.11	0.61	6.18	6.79	0.58	2.12	2.70
2027	0.80	5.45	12.3	0.02	0.17	1.28	1.45	0.16	0.31	0.46
2028	6.61	6.03	14.1	0.02	0.17	1.50	1.67	0.16	0.36	0.51
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2026	1.22	26.2	16.1	0.11	0.61	6.18	6.79	0.58	2.12	2.70
2027	0.79	5.55	11.6	0.02	0.17	1.28	1.45	0.16	0.31	0.46
2028	6.61	6.11	13.2	0.02	0.17	1.50	1.67	0.16	0.36	0.51
Average Daily	—	—	—	—	—	—	—	—	—	—
2026	0.56	6.47	7.93	0.02	0.18	1.42	1.60	0.16	0.41	0.58
2027	0.57	3.97	8.41	0.01	0.12	0.90	1.02	0.11	0.22	0.33
2028	2.26	1.53	3.38	< 0.005	0.04	0.37	0.41	0.04	0.09	0.13
Annual	—	—	—	—	—	—	—	—	—	—
2026	0.10	1.18	1.45	< 0.005	0.03	0.26	0.29	0.03	0.08	0.11
2027	0.10	0.72	1.53	< 0.005	0.02	0.16	0.19	0.02	0.04	0.06
2028	0.41	0.28	0.62	< 0.005	0.01	0.07	0.08	0.01	0.02	0.02

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2026	1.23	25.6	16.1	0.11	0.61	6.18	6.79	0.58	2.12	2.70
2027	0.80	5.45	12.3	0.02	0.17	1.28	1.45	0.16	0.31	0.46
2028	6.61	6.03	14.1	0.02	0.17	1.50	1.67	0.16	0.36	0.51

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2026	1.22	26.2	16.1	0.11	0.61	6.18	6.79	0.58	2.12	2.70
2027	0.79	5.55	11.6	0.02	0.17	1.28	1.45	0.16	0.31	0.46
2028	6.61	6.11	13.2	0.02	0.17	1.50	1.67	0.16	0.36	0.51
Average Daily	—	—	—	—	—	—	—	—	—	—
2026	0.56	6.47	7.93	0.02	0.18	1.42	1.60	0.16	0.41	0.58
2027	0.57	3.97	8.41	0.01	0.12	0.90	1.02	0.11	0.22	0.33
2028	2.26	1.53	3.38	< 0.005	0.04	0.37	0.41	0.04	0.09	0.13
Annual	—	—	—	—	—	—	—	—	—	—
2026	0.10	1.18	1.45	< 0.005	0.03	0.26	0.29	0.03	0.08	0.11
2027	0.10	0.72	1.53	< 0.005	0.02	0.16	0.19	0.02	0.04	0.06
2028	0.41	0.28	0.62	< 0.005	0.01	0.07	0.08	0.01	0.02	0.02

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	6.50	2.39	30.9	0.06	0.07	5.31	5.37	0.06	1.35	1.41
Mit.	6.49	2.16	30.8	0.06	0.05	5.31	5.35	0.04	1.35	1.39
% Reduced	< 0.5%	9%	< 0.5%	2%	28%	—	< 0.5%	29%	—	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	5.64	2.51	22.0	0.06	0.06	5.31	5.37	0.06	1.35	1.41
Mit.	5.63	2.28	21.9	0.05	0.04	5.31	5.35	0.04	1.35	1.39
% Reduced	< 0.5%	9%	< 0.5%	3%	31%	—	< 0.5%	32%	—	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—

Unmit.	6.18	2.57	27.5	0.06	0.06	5.24	5.30	0.06	1.33	1.39
Mit.	6.17	2.34	27.4	0.06	0.05	5.24	5.29	0.04	1.33	1.37
% Reduced	< 0.5%	9%	< 0.5%	3%	28%	—	< 0.5%	30%	—	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.13	0.47	5.03	0.01	0.01	0.96	0.97	0.01	0.24	0.25
Mit.	1.13	0.43	5.01	0.01	0.01	0.96	0.96	0.01	0.24	0.25
% Reduced	< 0.5%	9%	< 0.5%	3%	28%	—	< 0.5%	30%	—	1%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	3.10	2.00	23.3	0.06	0.03	5.31	5.34	0.03	1.35	1.38
Area	3.38	0.07	7.41	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Energy	0.02	0.32	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	6.50	2.39	30.9	0.06	0.07	5.31	5.37	0.06	1.35	1.41
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	3.06	2.18	21.8	0.05	0.03	5.31	5.34	0.03	1.35	1.38
Area	2.56	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.02	0.32	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.64	2.51	22.0	0.06	0.06	5.31	5.37	0.06	1.35	1.41

Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	3.04	2.20	22.3	0.05	0.03	5.24	5.27	0.03	1.33	1.36
Area	3.13	0.05	5.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.02	0.32	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	6.18	2.57	27.5	0.06	0.06	5.24	5.30	0.06	1.33	1.39
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.55	0.40	4.07	0.01	0.01	0.96	0.96	0.01	0.24	0.25
Area	0.57	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.06	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.13	0.47	5.03	0.01	0.01	0.96	0.97	0.01	0.24	0.25

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	3.10	2.00	23.3	0.06	0.03	5.31	5.34	0.03	1.35	1.38
Area	3.38	0.07	7.41	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Energy	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—

Total	6.49	2.16	30.8	0.06	0.05	5.31	5.35	0.04	1.35	1.39
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	3.06	2.18	21.8	0.05	0.03	5.31	5.34	0.03	1.35	1.38
Area	2.56	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	5.63	2.28	21.9	0.05	0.04	5.31	5.35	0.04	1.35	1.39
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	3.04	2.20	22.3	0.05	0.03	5.24	5.27	0.03	1.33	1.36
Area	3.13	0.05	5.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	6.17	2.34	27.4	0.06	0.05	5.24	5.29	0.04	1.33	1.37
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.55	0.40	4.07	0.01	0.01	0.96	0.96	0.01	0.24	0.25
Area	0.57	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	1.13	0.43	5.01	0.01	0.01	0.96	0.96	0.01	0.24	0.25

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	4.09	5.58	0.01	0.13	—	0.13	0.12	—	0.12
Demolition	—	—	—	—	—	0.64	0.64	—	0.10	0.10
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.47	0.64	< 0.005	0.02	—	0.02	0.01	—	0.01
Demolition	—	—	—	—	—	0.07	0.07	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.35	0.83	0.01	0.03	0.55	0.58	0.03	0.15	0.18

Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.27	0.09	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

3.2. Demolition (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	4.09	5.58	0.01	0.13	—	0.13	0.12	—	0.12
Demolition	—	—	—	—	—	0.64	0.64	—	0.10	0.10
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.47	0.64	< 0.005	0.02	—	0.02	0.01	—	0.01
Demolition	—	—	—	—	—	0.07	0.07	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.35	0.83	0.01	0.03	0.55	0.58	0.03	0.15	0.18
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.27	0.09	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.02	9.19	9.69	0.02	0.42	—	0.42	0.39	—	0.39
Dust From Material Movement	—	—	—	—	—	2.09	2.09	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.02	9.19	9.69	0.02	0.42	—	0.42	0.39	—	0.39
Dust From Material Movement	—	—	—	—	—	2.09	2.09	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	1.11	1.17	< 0.005	0.05	—	0.05	0.05	—	0.05
Dust From Material Movement	—	—	—	—	—	0.25	0.25	—	0.12	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.17	16.4	5.97	0.10	0.19	4.00	4.19	0.19	1.10	1.29
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.17	17.0	6.01	0.10	0.19	4.00	4.19	0.19	1.10	1.29

Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.08	0.72	0.01	0.02	0.48	0.50	0.02	0.13	0.15
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.38	0.13	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03

3.4. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.02	9.19	9.69	0.02	0.42	—	0.42	0.39	—	0.39
Dust From Material Movement	—	—	—	—	—	2.09	2.09	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.02	9.19	9.69	0.02	0.42	—	0.42	0.39	—	0.39
Dust From Material Movement	—	—	—	—	—	2.09	2.09	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.12	1.11	1.17	< 0.005	0.05	—	0.05	0.05	—	0.05
Dust From Material Movement	—	—	—	—	—	0.25	0.25	—	0.12	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.17	16.4	5.97	0.10	0.19	4.00	4.19	0.19	1.10	1.29
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.17	17.0	6.01	0.10	0.19	4.00	4.19	0.19	1.10	1.29
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.08	0.72	0.01	0.02	0.48	0.50	0.02	0.13	0.15
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.38	0.13	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	2.01	2.89	0.01	0.08	—	0.08	0.07	—	0.07
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.37	0.53	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.33	5.53	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.02	0.63	0.30	< 0.005	0.01	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.37	4.72	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.02	0.66	0.31	< 0.005	0.01	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.17	2.07	0.00	0.00	0.46	0.46	0.00	0.11	0.11
Vendor	0.01	0.28	0.13	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.38	0.00	0.00	0.08	0.08	0.00	0.02	0.02
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.21	2.01	2.89	0.01	0.08	—	0.08	0.07	—	0.07
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.37	0.53	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.32	0.33	5.53	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.02	0.63	0.30	< 0.005	0.01	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.31	0.37	4.72	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.02	0.66	0.31	< 0.005	0.01	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.17	2.07	0.00	0.00	0.46	0.46	0.00	0.11	0.11
Vendor	0.01	0.28	0.13	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.38	0.00	0.00	0.08	0.08	0.00	0.02	0.02
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	3.25	4.93	0.01	0.12	—	0.12	0.11	—	0.11
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.59	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.30	5.15	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.02	0.60	0.29	< 0.005	< 0.005	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.37	4.36	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.02	0.63	0.29	< 0.005	< 0.005	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.26	3.27	0.00	0.00	0.79	0.79	0.00	0.19	0.19
Vendor	0.01	0.45	0.21	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.60	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	3.25	4.93	0.01	0.12	—	0.12	0.11	—	0.11
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.59	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.30	5.15	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.02	0.60	0.29	< 0.005	< 0.005	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.30	0.37	4.36	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.02	0.63	0.29	< 0.005	< 0.005	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.26	3.27	0.00	0.00	0.79	0.79	0.00	0.19	0.19
Vendor	0.01	0.45	0.21	< 0.005	< 0.005	0.11	0.11	< 0.005	0.03	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.60	0.00	0.00	0.14	0.14	0.00	0.03	0.03
Vendor	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	4.30	6.91	0.01	0.15	—	0.15	0.14	—	0.14

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	4.30	6.91	0.01	0.15	—	0.15	0.14	—	0.14
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.00	1.61	< 0.005	0.03	—	0.03	0.03	—	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.18	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.29	4.83	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.01	0.57	0.28	< 0.005	< 0.005	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.33	4.11	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.01	0.60	0.28	< 0.005	< 0.005	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	1.00	0.00	0.00	0.26	0.26	0.00	0.06	0.06
Vendor	< 0.005	0.14	0.06	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.18	0.00	0.00	0.05	0.05	0.00	0.01	0.01

Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	4.30	6.91	0.01	0.15	—	0.15	0.14	—	0.14
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	4.30	6.91	0.01	0.15	—	0.15	0.14	—	0.14
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.00	1.61	< 0.005	0.03	—	0.03	0.03	—	0.03
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.18	0.29	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.29	4.83	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.01	0.57	0.28	< 0.005	< 0.005	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.29	0.33	4.11	0.00	0.00	1.12	1.12	0.00	0.26	0.26
Vendor	0.01	0.60	0.28	< 0.005	< 0.005	0.16	0.16	< 0.005	0.04	0.05
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	1.00	0.00	0.00	0.26	0.26	0.00	0.06	0.06
Vendor	< 0.005	0.14	0.06	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.18	0.00	0.00	0.05	0.05	0.00	0.01	0.01
Vendor	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01
Architectural Coatings	5.68	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01
Architectural Coatings	5.68	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.29	0.40	< 0.005	0.01	—	0.01	0.01	—	0.01
Architectural Coatings	2.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.37	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.97	0.00	0.00	0.22	0.22	0.00	0.05	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.82	0.00	0.00	0.22	0.22	0.00	0.05	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.31	0.00	0.00	0.08	0.08	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Architectural Coating (2028) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01
Architectural Coatings	5.68	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01
Architectural Coatings	5.68	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.29	0.40	< 0.005	0.01	—	0.01	0.01	—	0.01
Architectural Coatings	2.02	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.37	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.97	0.00	0.00	0.22	0.22	0.00	0.05	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.82	0.00	0.00	0.22	0.22	0.00	0.05	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.31	0.00	0.00	0.08	0.08	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Trenching (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.25	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.16	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Trenching (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	1.25	1.43	< 0.005	0.05	—	0.05	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.16	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—

Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02
Strip Mall	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

High Turnover (Sit Down Restaurant)	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.32	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.23	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02
Strip Mall	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
High Turnover (Sit Down Restaurant)	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.02	0.32	0.18	< 0.005	0.03	—	0.03	0.03	—	0.03
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
High Turnover (Sit Down Restaurant)	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.06	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Strip Mall	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
High Turnover (Sit Down Restaurant)	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Strip Mall	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
High Turnover (Sit Down Restaurant)	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
High Turnover (Sit Down Restaurant)	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.36	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.20	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.82	0.07	7.41	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Total	3.38	0.07	7.41	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.36	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.20	—	—	—	—	—	—	—	—	—
Total	2.56	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.43	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.10	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.57	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.36	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.20	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.82	0.07	7.41	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Total	3.38	0.07	7.41	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	2.36	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.20	—	—	—	—	—	—	—	—	—
Total	2.56	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.43	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.10	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.57	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—

High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2026	2/28/2026	5.00	42.0	—
Grading	Grading	3/2/2026	4/30/2026	5.00	44.0	—
Building Construction	Building Construction	6/1/2026	4/28/2028	5.00	500	—
Architectural Coating	Architectural Coating	1/3/2028	6/30/2028	5.00	130	—
Trenching	Trenching	5/1/2026	5/29/2026	5.00	21.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29

Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2

Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	17.0	35.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	123	35.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	85.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	18.3	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	17.1	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2

Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	17.0	35.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	123	35.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	85.7	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	18.3	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	17.1	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	190,958	63,653	24,000	8,000	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,930	—
Grading	—	27,128	33.0	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Strip Mall	0.00	0%
High Turnover (Sit Down Restaurant)	0.00	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	690	0.05	0.01
2027	0.00	690	0.05	0.01
2028	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	1,066	1,066	1,066	389,090	7,482	7,482	7,482	2,730,930

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	1,066	1,066	1,066	389,090	7,482	7,482	7,482	2,730,930

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	90
Conventional Wood Stoves	0

Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	90
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
190957.5	63,653	24,000	8,000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	295,514	690	0.0489	0.0069	893,282
Strip Mall	127,444	690	0.0489	0.0069	63,029
High Turnover (Sit Down Restaurant)	104,224	690	0.0489	0.0069	303,135
Enclosed Parking with Elevator	135,845	690	0.0489	0.0069	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	296,955	690	0.0489	0.0069	0.00
Strip Mall	127,444	690	0.0489	0.0069	63,029
High Turnover (Sit Down Restaurant)	104,224	690	0.0489	0.0069	303,135
Enclosed Parking with Elevator	135,845	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	3,354,642	11,999
Strip Mall	948,128	4,362
High Turnover (Sit Down Restaurant)	971,308	0.00
Enclosed Parking with Elevator	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	3,354,642	11,999
Strip Mall	948,128	4,362
High Turnover (Sit Down Restaurant)	971,308	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	54.5	—
Strip Mall	13.4	—
High Turnover (Sit Down Restaurant)	38.1	—
Enclosed Parking with Elevator	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	54.5	—
Strip Mall	13.4	—

High Turnover (Sit Down Restaurant)	38.1	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0

Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.38	annual days of extreme heat
Extreme Precipitation	6.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A

Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	59.7
AQ-PM	66.8
AQ-DPM	62.9
Drinking Water	94.2
Lead Risk Housing	33.4
Pesticides	0.00
Toxic Releases	73.3
Traffic	73.9
Effect Indicators	—
CleanUp Sites	17.1
Groundwater	66.9
Haz Waste Facilities/Generators	45.7
Impaired Water Bodies	0.00
Solid Waste	9.67
Sensitive Population	—
Asthma	6.18
Cardio-vascular	14.9
Low Birth Weights	70.4
Socioeconomic Factor Indicators	—
Education	8.42
Housing	56.0
Linguistic	21.4
Poverty	43.7
Unemployment	11.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	53.54805595
Employed	97.89554729
Median HI	73.45053253
Education	—
Bachelor's or higher	94.90568459
High school enrollment	100
Preschool enrollment	95.7141024
Transportation	—
Auto Access	42.71782369
Active commuting	59.70742974
Social	—
2-parent households	35.12126267
Voting	37.48235596
Neighborhood	—
Alcohol availability	14.23071988
Park access	16.73296548
Retail density	93.01937636
Supermarket access	94.25125112
Tree canopy	42.93596818
Housing	—
Homeownership	16.33517259
Housing habitability	19.97946875
Low-inc homeowner severe housing cost burden	13.11433338
Low-inc renter severe housing cost burden	56.92287951

Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	73.50186064
Arthritis	89.6
Asthma ER Admissions	92.7
High Blood Pressure	89.6
Cancer (excluding skin)	45.0
Asthma	72.9
Coronary Heart Disease	83.6
Chronic Obstructive Pulmonary Disease	84.0
Diagnosed Diabetes	95.3
Life Expectancy at Birth	68.5
Cognitively Disabled	46.5
Physically Disabled	46.5
Heart Attack ER Admissions	92.5
Mental Health Not Good	72.2
Chronic Kidney Disease	93.4
Obesity	64.9
Pedestrian Injuries	94.7
Physical Health Not Good	85.2
Stroke	88.3
Health Risk Behaviors	—
Binge Drinking	4.6
Current Smoker	68.2
No Leisure Time for Physical Activity	94.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	79.8
Elderly	78.6
English Speaking	53.6
Foreign-born	33.6
Outdoor Workers	95.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	8.1
Traffic Density	74.1
Traffic Access	87.4
Other Indices	—
Hardship	1.9
Other Decision Support	—
2016 Voting	51.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	32.0
Healthy Places Index Score for Project Location (b)	77.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Population estimate of 2.42 residents per DU per Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Construction: Trips and VMT	Assumes 10 CY haul truck capacity, 35 mile distance to landfill
Operations: Hearths	—



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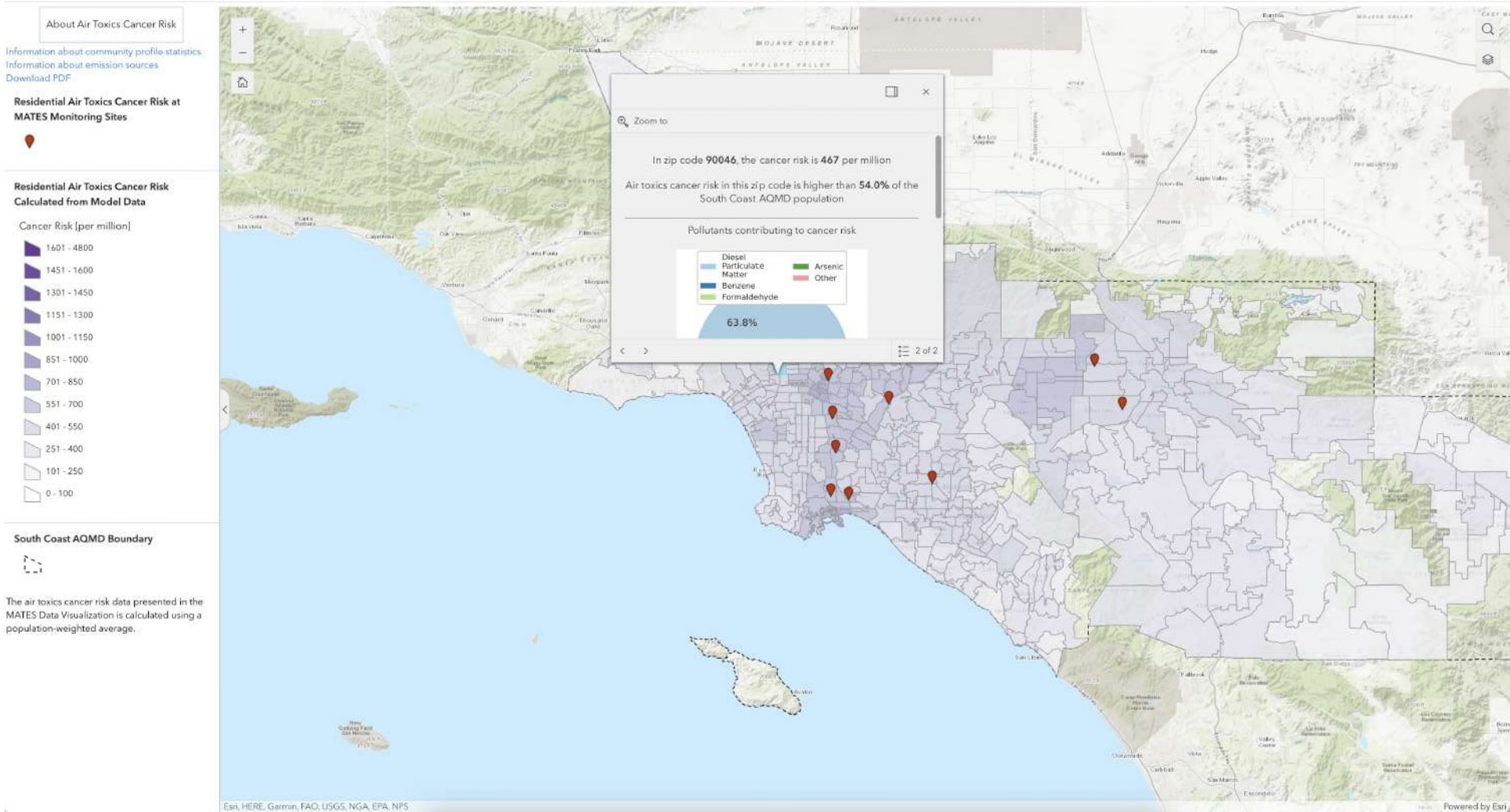
MATES V TOXIC EMISSIONS OVERVIEW


About Air Toxics Cancer Risk
Information about community profile statistics
Information about emission sources
Download PDF
Residential Air Toxics Cancer Risk at MATES Monitoring Sites
Residential Air Toxics Cancer Risk Calculated from Model Data
Cancer Risk [per million]
1601 - 4800
1451 - 1600
1301 - 1450
1151 - 1300
1001 - 1150
851 - 1000
701 - 850
551 - 700
401 - 550
251 - 400
101 - 250
0 - 100
South Coast AQMD Boundary
The air toxics cancer risk data presented in the MATES Data Visualization is calculated using a population-weighted average.
Zoom to
In zip code 90046, the cancer risk is 467 per million
Air toxics cancer risk in this zip code is higher than 54.0% of the South Coast AQMD population
Pollutants contributing to cancer risk
Diesel Particulate Matter
Arsenic
Other
Benzene
Formaldehyde
63.8%
2 of 2
Esri, HERE, Garmin, FAO, USGS, NGA, EPA, NPS
Powered by Esri



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CALENVIROSCREEN 4.0 OUTPUT

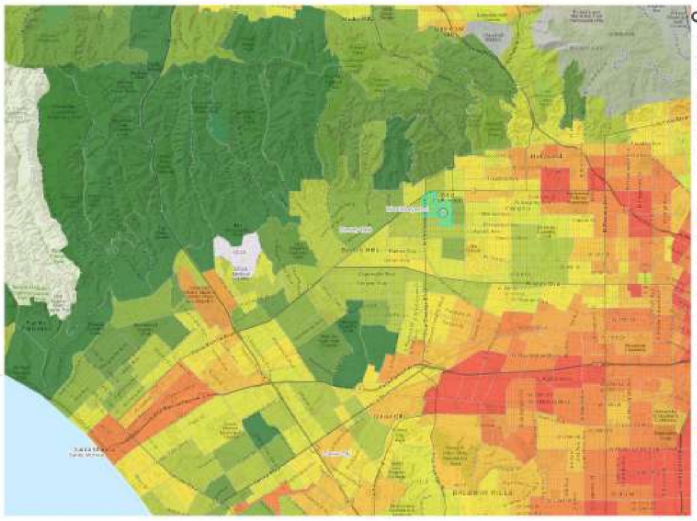
caleemod

Legend

CalEnviroScreen 4.0 Results

- > 90 - 100 (Highest Scores)
- > 80 - 90
- > 70 - 80
- > 60 - 70
- > 50 - 60
- > 40 - 50
- > 30 - 40
- > 20 - 30
- > 10 - 20
- 0 - 10 (Lowest Scores)

CalEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6037194402 (Population: 3,579)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037194402 relative to other census tracts.

Overall Percentiles	
CalEnviroScreen 4.0 Percentile	32
Pollution Burden Percentile	65
Population Characteristics Percentile	19

Exposures	
Ozone	60
Particulate Matter 2.5	67
Diesel Particulate Matter	63
Toxic Releases	73
Traffic	74
Pesticides	0
Drinking Water	94
Lead from Housing	33

Environmental Effects	
Cleanup Sites	17
Groundwater Threats	67
Hazardous Waste	46
Impaired Waters	0
Solid Waste	10

Sensitive Populations	
Asthma	6
Low Birth Weight	70
Cardiovascular Disease	15

Socioeconomic Factors	
Education	8
Linguistic Isolation	21
Poverty	44
Unemployment	12
Housing Burden	56



Race/Ethnicity Profiles

Hover your mouse over the pie chart segment to see the race/ethnicity in percentages and approximate counts.



Age Profiles

Hover your mouse over the pie chart segment to see the age characteristics in percentages and approximate counts.



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DEMOLITION ANALYSIS

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CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	24,412	12	3,580	1,000	1,790	10	716	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence		12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructior	6,300	0.5	117	2,400	140	10	23	
TOTAL			3,697		1,930		739	



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CUMULATIVE PROJECTS

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 57493
Address: 8271 MELROSE AV
, CA
Lat/Long: 34.0839, -118.37

Buffer Radius: 0.5 mile

Search

Column

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 -

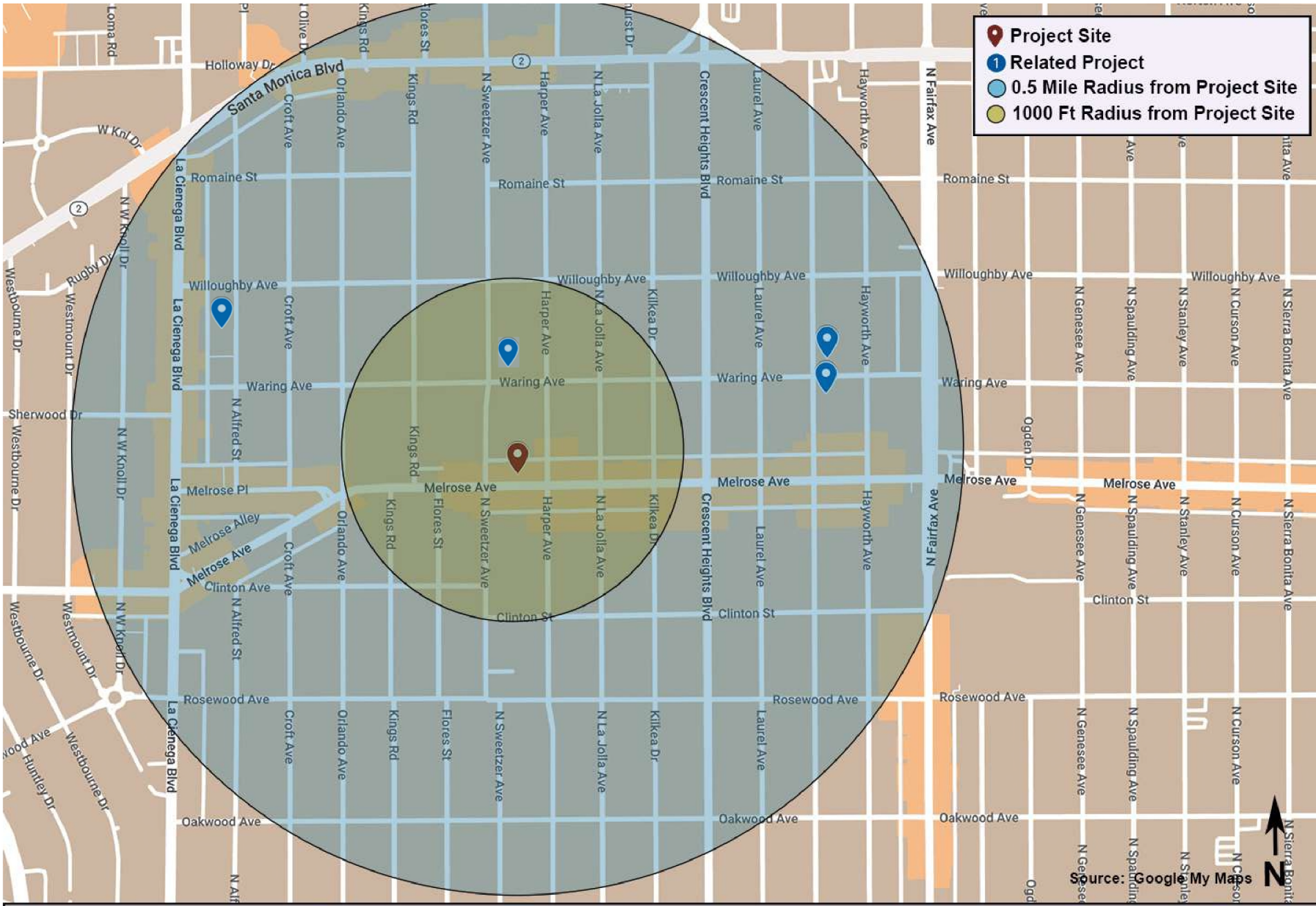
Record Count: 1 | Record Per Page: 5 records

Results generated since: (6/21/2024 10:22:47 AM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (mile)	Trip Info

Trip Info:

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
43271	Metro	HWD	5	2015	Edinburgh Ave SLS	8 single family residential units; VTT-73442-SL	750 N Edinburgh Ave	08/30/2017	☐	0.4	
Single Family Homes	Total Units	8	2	3	23	1	1	2	1	
			2	**3**	**23**		**1**	**1**	**2**	**1**



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Noise Technical Report

July 2024, revised May 2025

8271 Melrose Project

8251, 8257, 8259, 8271 W. Melrose Avenue, 705, 707, 709, 7011 N. Harper Avenue, Los Angeles, CA 90046

Case Number: CPC-2024-3202-DB-PR-VHCA

CEQA Number: ENV-2024-3203-EAF

Prepared for:
TOVA LLC & Melrose Harper LLC
8300 W. Melrose Avenue, PH 2, Los Angeles, CA 90069

Prepared by:

CAJA Environmental Services, LLC

9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA

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Technical Appendix

Noise Technical Modeling, July 2024

Section 1
Project Description

1 Project Information

Project Title: 8271 Melrose

Project Location: 8251, 8257, 8259, 8271 W. Melrose Avenue, 705, 707, 709, 7011 N. Harper Avenue, Los Angeles, CA 90046

Case Number: CPC-2024-3202-DB-PR-VHCA

CEQA Number: ENV-2024-3203-EAF

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

Prepared By: CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311
Seth Wulkan, Project Manager
310-469-6704, seth@ceqa-nepa.com

Technical Assistance: DKA Planning, LLC
11 Larkey Court, Walnut Creek, CA 94597
Doug Kim, AICP, Principal

2 Environmental Setting

2.1 Project Location

The Project Site is located on five parcels on the north side of Melrose Avenue, midblock from Sweetzer Avenue to the west and Harper Avenue to the east, in the Hollywood Community Plan Area of the City of Los Angeles (City), 90046 in the County of Los Angeles (County).

The Project Site contains approximately 220 linear feet of frontage along Melrose Avenue and approximately 105 linear feet of frontage along Harper Avenue.

The City of West Hollywood is located 250 feet southwest of the Site, south of Melrose Avenue at Sweetzer Avenue.

The Site is located approximately 7 miles northwest of Downtown Los Angeles and approximately 9.5 miles northeast of the Pacific Ocean.

2.2 Surrounding Land Uses

North across a 15-foot wide alley are several multi-family residential buildings, including a 5-story building (714 Sweetzer Avenue), zoned [Q]R3-1, and two separate 1-story multi-family residential

buildings (715 Harper Avenue), zoned R2-1XL.

South across Melrose Avenue are several 1- and 2-story commercial buildings (8250-8270 Melrose Avenue), zoned C4-1XL

West adjacent to the Site is a 3-story commercial office building (8275 Melrose Avenue), zoned C4-1XL

East across Harper Avenue is a surface parking lot associated with a commercial building (8221 Melrose Avenue), zoned C4-1XL.

The nearest residential uses:

- Multi-family residential buildings (714 Sweetzer Avenue and 715 Harper Avenue), 15 feet north of the Site

The nearest school or childcare facility:

- Rosewood STEM Magnet Elementary playground area, 503 Croft Avenue, 1,500 feet southwest of the Site
- Huntley Preschool, 803 Alfred Street, 1,725 feet northwest of the Site
- Fairfax High School, 7850 Melrose Avenue, 2,500 feet east of the Site

2.3 Regional and Local Access

Regional access is provided by:

- US-101 (Hollywood) Freeway, 2.75 miles northeast of the Site
- I-405 (San Diego) Freeway, 5 miles west of the Site

Local access is provided by (Mobility Plan 2035 designation):[1]

- Melrose Avenue (Modified Avenue II), directly south of the Site
- Harper Avenue (Local Street Standard), directly east of the Site
- Sweetzer Avenue (Collector), 90 feet west of the Site
- Crescent Heights Boulevard (Avenue III), 975 feet east of the Site
- Fairfax Avenue (Modified Boulevard II north of Melrose, Avenue II south of Melrose), 2,275 feet east of the Site
- La Cienega Boulevard (Avenue I), 1,950 feet west of the Site

1 NavigateLA, Mobility Plan 2035: https://navigatela.lacity.org/navigatela/, accessed July 2, 2024.

2.4 Bicycle Facilities

The following bicycle facilities are nearby:[2]

- Bike Route:
  - Melrose Avenue, 1,300 feet west of the Site
- Bike Lane:
  - Santa Monica Boulevard, 2,500 feet north of the Site (Class II bicycle lane)
  - Kings Road (north of Melrose Avenue), 520 feet west of the Site (Class III bicycle route with sharrows)
- Bicycle-Friendly Streets:[3]
- Melrose Avenue, directly south of the Site

2.5 Pedestrian Facilities

There is a sidewalk along the Project Site's south side on Melrose Avenue and east side on Harper Avenue. Striped crosswalks are provided all legs of the nearest signalized intersection:

- Melrose Avenue / Harper Avenue, directly southeast of the Site

2.6 Public Transit

As shown in **Table 1-1, Public Transit**, Los Angeles County Metropolitan Transportation Authority (Metro),[4] Los Angeles Department of Transit (LADOT),[5] and the City of West Hollywood (WeHo)[6] operate public transit in the area.

Metro is extending the D Line subway to include a new station at Wilshire/La Cienega opening in 2025, which will be 1.3 miles southwest of the Project Site.[7]

The Site is within a High-Quality Transit Area (HQTA),[8] which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals

2 LA County Bikeways Map: https://dpw.lacounty.gov/bike/map.cfm, accessed July 2, 2024.

3 According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. https://ladotbikeblog.wordpress.com/bfs/, accessed July 2, 2024.

4 Metro System Map: https://www.metro.net/riding/guide/system-maps/, accessed July 2, 2024.

5 LADOT Transit: https://www.ladottransit.com/, accessed July 2, 2024

6 City of West Hollywood Transportation: https://www.weho.org/services/public-transportation-transit-options, accessed July 2, 2024

7 Metro D Line subway extension: https://www.metro.net/projects/westside/, accessed July 2, 2024.

8 SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954, accessed July 2, 2024.

no longer than 15 minutes during peak commute hours.[9]

The Project Site is identified in ZIMAS as a Transit Oriented Communities (TOC) Tier 1 based on the shortest distance between any point on the lot and a qualified Major Transit Stop at the intersection of La Cienega Boulevard and Melrose Avenue, 2,075 feet southwest of the Site, which is served by Metro bus lines 10 and 105, which have 15-minute headways during peak hours.[10]

Table 1-1
Public Transit

Line	Type	Direction	Nearest Stop	Distance to Site	Service (Peak)
Metro					
10	Bus	East-west on Melrose	Harper	Directly southeast	10-20 minutes
105	Bus	North-south on La Cienega	Melrose	2,075 feet southwest	10 minutes
4	Bus	East-west on Santa Monica	Sweetzer	2,375 feet north	7.5 minutes
217	Bus	North-south on Fairfax	Melrose	2,300 feet east	12 minutes
LADOT DASH					
Fairfax	Bus	East-west on Melrose	Harper	Directly southeast	30 minutes
WeHo Cityline					
Commuter	Bus	East-west on Santa Monica	Sweetzer	2,375 feet north	10-15 minutes
Local	Bus	North-south on Kings	Waring	750 feet northwest	30 minutes

Distance is measured from the Site to the entrance of a rail transit station or bus stop.
Service Peak Times: https://www.metro.net/riding/guide/system-maps/
Metro Line 10 schedule (effective December 10, 2023):
https://cdn.beta.metro.net/wp-content/uploads/2023/12/01154141/010_TT_12-10-23-1.pdf
Metro Line 105 schedule (effective December 10, 2023):
https://cdn.beta.metro.net/wp-content/uploads/2023/12/01153924/105_TT_12-10-23.pdf
Metro Line 4 schedule (effective June 23, 2024):
https://cdn.beta.metro.net/wp-content/uploads/2024/06/20114633/004_TT_06-23-24.pdf
Metro Line 217 schedule (effective June 23, 2024):
https://cdn.beta.metro.net/wp-content/uploads/2024/06/20121404/217_TT_06-23-24.pdf
LADOT DASH Fairfax (effective July 2023): https://www.ladottransit.com/dash/routes/fairfax/fairfax.html
WeHo Cityline Commuter:
https://www.weho.org/home/showpublisheddocument/53897/637955490448230000
WeHo Cityline Local:
https://www.weho.org/home/showpublisheddocument/53899/637955490493070000

2.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation:

9 SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed July 2, 2024.

10 Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

- C4-1XL (Commercial Zone, Height District 1 Extremely Limited)[11]

The Project Site has the following zoning information (ZI):

- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-2498 Local Emergency Temporary Regulations – Time Limits and Parking Relief
- ZI-2512 Housing Element Inventory of Sites

Table 1-2
Project Site

Address	Lot	APN	Size (sf)	Zone	Land Use
8251 W. Melrose Avenue 705, 707, 709, 711 N. Harper Avenue	16	5528-003-199	5,552.5	C4-1XL	Neighborhood Office Commercial
8257, 8259 N. Melrose Avenue	15		4,730.0		
None	14	5528-003-042	4,730.0		
None	13		4,730.0		
8271 N. Melrose Avenue	12		4,730.0		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, July 2, 2024.					

2.8 Existing Conditions

The lot area is 24,416.45 square feet (0.56 acres).[12]

See also **Table 1-3, Existing Uses**, for details of the existing uses. The Site contains a total of 24,412 square feet of buildings and approximately 6,300 square feet of surface parking.

The east side of the Site (8251, 8257, 8259 Melrose) contains three 1- and 2-story, 9,038-square-foot (consisting of 3,270 square feet, 2,580 square feet, and 3,188 square feet) commercial buildings (uses include a beauty salon, clothing story, café, and pet care).

The west side of the Site (8271 Melrose) contains a 2-story, 15,374 square-foot office building and approximately 6,300 square feet of associated surface parking.

Table 1-3
Existing Uses

Address	Use	Building	Size (sf)
8251, 8257, 8259 W. Melrose Avenue 705, 707, 709, 711 N. Harper Avenue	Commercial: Beauty Salon Clothing Store Cafe Pet Care	1-story and 2-stories	9,038
8271 N. Melrose Avenue	Office	2-stories	15,374
Total			**24,412**
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, July 2, 2024.			

11 Los Angeles Zoning Summary: https://planning.lacity.org/zoning/regulations-summary

12 Plans, Category Design Group, May 21, 2024.

3 Project Description

3.1 Project Overview

All existing structures and uses will be removed.

The Project will construct a new 6-story, multi-family, mixed-use building with 90 units (including 10 affordable units) and 16,000 square feet of commercial use (consisting of 12,800 square feet of general retail and 3,200 square feet of quality restaurant). The building will include two subterranean parking levels.

The Project will utilize the State Density Bonus Law for a 20% reduction in open space requirements; increase in floor-area-ratio (FAR) to 4.52:1; increase in maximum height to 69 feet and 6 stories; and site plan review.[13]

3.2 Density

The Project will include 68 one-bedroom units and 22 two-bedroom units. Of the 90 units, 10 units will be reserved for Very Low-Income restricted affordable housing.

3.3 Floor Area

The Project will include a floor area of approximately 110,300 square feet and a floor-area-ratio (FAR) of 4.52:1. This includes 94,300 square feet residential floor area and 16,000 square feet of commercial floor area (consisting of 12,800 square feet of general retail and 3,200 square feet of quality restaurant).

3.4 Height

The Project will include a 6-story, 69-foot in height building.

3.5 Open Space

The Project will include 7,860 square feet of open space, consisting of two outdoor courtyard on the second floor and are surrounded on all sides by the proposed building; a private outdoor patio on the west side of the second floor and open to Melrose Avenue; interior rec rooms on the second floor through fifth floor, outdoor deck and spa on the southeast corner of the sixth floor facing Melrose Avenue and Harper Avenue, and private balconies on second floor through sixth floor.

3.6 Landscaping and Trees

The Project will include 1,011 square feet of landscaped space. The Project will include 23 trees.

13 Findings, CPC-2024-3202-DB-PR-VHCA.

3.7 Loading Zone

The Project will include an 800-square-foot loading zone on the north portion of the Site adjacent to the alley.

3.8 Trash and Mechanical

Trash and recycle rooms/spaces will be located within the building on the first floor on the north portion of the Site adjacent to the alley, and are not visible from surrounding public streets and public view.

Rooftop mechanical equipment will be set back from the roof parapet edge and appropriately screened from public view.

3.9 Access

The Project will include a new vehicle driveway from Harper Avenue on the northeast corner of the Site, which will provide entrance to the two subterranean parking levels.

3.10 Vehicle Parking

Assembly Bill No. 2097 (AB 2097) took effect on January 1, 2023, and prohibits the City from imposing any minimum parking requirements on projects that are located within 1/2 mile of a Major Transit Stop. Since the Project Site is within 1/2 mile of a Major Transit Stop at the intersection of La Cienega Boulevard and Melrose Avenue, 2,075 feet southwest of the Site, which is served by Metro bus lines 10 and 105, which have 15-minute headways during peak hours, the City cannot impose any minimum parking requirements on the Project pursuant to AB 2097. Therefore, the parking required is zero (0) parking spaces.

The Project will voluntarily provide 92 parking spaces in two subterranean parking levels.

Of the 92 spaces, 23 spaces will have electric vehicle (EV) pre-wiring and 10 spaces will have EV chargers.

3.11 Bicycle Parking

The Project includes 94 bicycle parking spaces (16 short-term and 78 long-term) for the residential and commercial uses.

3.12 Sustainability Features

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)[14] and the applicable California Green Building Standards Code

[14] City of Los Angeles Department of Building and Safety, Green Building, available at http://ladbs.org/forms-publications/forms/green-building, accessed on July 2, 2024.

(CalGreen, 2022 version effective January 1, 2023).[15] The applicability is determined when the Project is submitted and accepted by plan check.

All building systems will meet applicable Title 24 Energy Standards. These standards will reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project will include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks will serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project will recycle and reuse building and construction materials to the maximum extent feasible.

The Project will be required to be all-electric for cooking, heating/cooling, and water heating within the whole building. The only exception is cooking equipment within kitchens located in public use areas.[16]

The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation will reduce vehicle trips and vehicle miles traveled for residents and visitors.

4 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-4, Construction Schedule**. This information has been provided by the Applicant and reflects Site- and Project-specific assessments of anticipated construction phase lengths and equipment to be utilized.

The estimated operational year is 2028. Construction is proposed to finish in 2028 and the Project will undergo a standard process to obtain its certification of occupancy and will begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project will remove 24,412 square feet of buildings and approximately 6,300 square feet of surface parking of asphalt/concrete surfaces. This will generate approximately 1,930 tons of demolition debris.

No fill will be imported to the Site. The amount of materials exported will be up to approximately 27,128 cubic yards (which includes a 25% swell expansion potential).[17]

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes will comply with the approved truck routes designated within the City and/or adjacent

15 California Building Codes: https://www.dgs.ca.gov/BSC/CALGreen, accessed on April 26, 2024.

16 Los Angeles Ordinance No. 187,714. https://www.ladbs.org/services/green-building-sustainability#all-electric

17 CAJA conservatively assumed excavating the entire site at 24 feet depth. 24,416 sf x 24 ft = 585,984 cf / 27 cf/cy = 21,703 cy x 125% (expansion potential) = 27,128 cy.

jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes. These streets are part of different approved haul routes.[18] The haul route will be approximately 35 miles one-way, or 70 miles roundtrip, and could include the following:

- Full trucks: Exit Site and east on Melrose Avenue, to US-101 south, I-10 East, CA-60 East, I-605 North, exit Live Oak Avenue to Rivergrade Road, to Arrow Highway to destination at 1245 Arrow Highway, Irwindale, 91706.

- Empty trucks will travel in the reverse to the Site and exit US-101 North at Melrose Avenue, to the Site.

Table 1-4
Construction Schedule

Phase	Schedule	Duration
Demolition	January 1, 2026 – February 28, 2026	2 months
Grading	March 2, 2026 – April 30, 2026	2 months
Trenching	May 1, 2026 – May 29, 2026	1 month
Construction	June 1, 2026 – April 28, 2028	23 months
Architectural Coatings	January 3, 2028 – June 30, 2028	6 months

Demolition involves removing buildings or structures.
Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
Building Construction involves the construction of the foundation, structures, and buildings.
Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.
Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates is estimate only.
Some overlap of phasing may occur.
The analysis assumes that construction would start in 2026. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.
Estimates provided by the Applicant, July 2024.

18 NavigateLA, Haul Route layer: https://navigatela.lacity.org/navigatela/

Section 2
Noise

1 Introduction

This technical report evaluates noise impacts from construction and operation of a Project at 8271 Melrose Avenue in the City of Los Angeles.[1] The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

2 Fundamentals of Noise

2.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 2-1** provides examples of A-weighted noise levels from common sources.

Table 2-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

2.2 Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

[1] Formal project location is 8251, 8257, 8259, 8271 W. Melrose Avenue, 705, 707, 709, 7011 N. Harper Avenue.

2.2.1 Equivalent Noise Level (L_{eq})

L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

2.2.2 Maximum Noise Level (L_{max})

L_{max} represents the maximum instantaneous noise level measured during a given time period.

2.2.3 Community Noise Equivalent Level (CNEL)

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

2.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.[2] The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.[3]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA and that individual noise events of 45 dBA or higher be avoided.[4] Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise

2 National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

3 World Health Organization, Guidelines for Community Noise, 1999.

4 Ibid.

levels of 65 to 70 dBA and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level increases of 10 dBA or greater are perceived as a doubling in loudness.[5] However, during daytime, few people are highly annoyed by noise levels below 55 dBA L_{eq}.[6]

2.4 Noise Attenuation

Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.[7] The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

3 Regulatory Framework

3.1 Federal

No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

3.2 State

3.2.1 General Plan Guidelines

5 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

6 World Health Organization, Guidelines for Community Noise, 1999.

7 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf

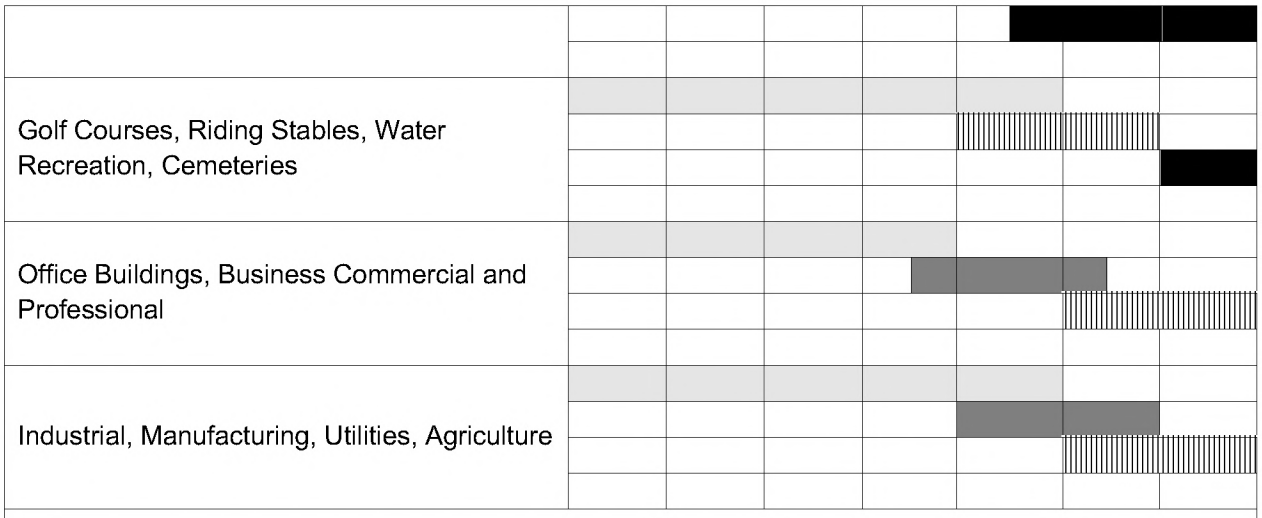
The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table 2-2** illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Table 2-2
State of California Noise/Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (dB, L_{dn} or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes						
Residential - Multi-Family						
Transient Lodging - Motels Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						



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.

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.

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.

Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.

3.3 Regional

3.3.1 Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

3.4 Local

3.4.1 City of Los Angeles General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts.[8]

However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 2-2**, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels." It also includes a policy and an objective that are relevant for the Project:

> ***Policy 2.2:*** *Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.*
>
> ***Objective 3 (Land Use Development):*** *Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.*

There are also two programs that are applicable to development projects:

> ***Program 11:*** *For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.*
>
> ***Program 12:*** *When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.*

3.4.2 City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities. Section 41.40(a) would prohibit construction activities between 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 national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project

[8] The L.A. CEQA Thresholds Guide defined noise sensitive uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.

construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
>
> *(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…*

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's 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 device or techniques during the operation of the equipment.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

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) 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 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.

3.4.3 City of Los Angeles 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies

The City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance call on projects to incorporate noise-related Environmental Protection Measures (EPMs) from the Environmental Impact Reports associated with adopted Community Plan updates.

The Project is located in the Hollywood Community Plan area, where an update was adopted on January 2025 that did not include EPMs from the Community Plan EIR.[9] Nevertheless, the City requires EPMs be implemented as part of development projects as standard conditions of approval. These are summarized in **Table 2-3**, along with the applicability of each EPM.

Table 2-3
Applicability of City of Los Angeles Noise-Related Environmental Protection Measures

EPM	Applicability Threshold	Standard	Applicability to Project
NV1-1: Noise Shielding and Muffling	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from the Los Angeles Department of Building and Safety (LADBS).	Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-	**Applicable.** The Project would use quieter equipment or advanced mufflers, in accordance with EPM NV1-1 (Noise Shielding and Muffling).

[9] City of Los Angeles, City Planning, Hollywood Heights Community Plan Update: https://planning.lacity.gov/odocument/006954e9-57e1-4f1f-ac48-d819e6450249/Hollywood%20Community%20Plan.pdf, accessed May 8, 2025.

		site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.	
NV1-2: Use of Driven Pile Systems	Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS.	Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.	**Not Applicable.** The Project would not include driven (impact) pile systems; therefore, EPM NV1-2 (Use of Driven Pile Systems) is not applicable.
NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.	All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any offsite Noise-Sensitive Uses.	**Applicable.** The Project would enclose or screen all outdoor mechanical equipment and break the line of sight between equipment and off-site noise-sensitive uses, in accordance with EPM NV1-3 (Enclosure or Screening of Outdoor Mechanical Equipment).
NV1-4: Location of Construction Staging Areas	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.	Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.	**Applicable.** The Project would locate its construction staging areas as far from noise-sensitive uses as reasonably and technical feasible, in accordance with EPM NV1-4 (Location of Construction Staging Areas).
NV1-5: Temporary Walls	Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses.	Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.	**Applicable.** The Project assumes the use of best practices techniques required by the City's Building and Safety code to meet these requirements, such as temporary sound barriers along the property lines adjacent to neighboring residences that would generally reduce noise impacts at sensitive receptors by about 10 dBA L_{eq} in accordance with EPM NV1-5 (Temporary Walls).
NV1-6: Noise Study	Any Project whose earthwork or construction activities involve the use of construction equipment and	A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall	**Applicable.** The Project has conducted a noise study in accordance with EPM NV1-6 (Noise

	require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics: • Two or more subterranean levels; • 20,000 cubic yards or more of excavated material • Simultaneous use of five or more pieces of construction equipment; or • Construction duration (excluding architectural coatings) of 18 months or more. Or any Project whose construction activities involve impact pile driving or the use of 300 horsepower equipment.	characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements in Section I.D.6.	Study) since it would have the following characteristics that exceed the applicability threshold: possible simultaneous use of five or more pieces of construction equipment. The Project includes 30 months of building construction, which is above the threshold of 18 months. The Project includes approximately 27,128 cubic yards of export, which is above the threshold of 20,000 cubic yards.
City of Los Angeles, Construction Noise and Vibration Updates to Threshold and Methodology, Attachment 1 – EPMs.			

4 Existing Conditions

4.1 Noise Sensitive Receptors

The Project Site is located on the Melrose Avenue corridor. Noise-sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residences, 714 Sweetzer Avenue; 15 feet north of the Project Site
- Residences, 715 Harper Avenue; 15 feet north of the Project Site
- Residences, 716 Harper Avenue; 80 feet east of the Project Site
- Residences, 711 Sweetzer Avenue; 170 feet west of the Project Site
- Residences, 660 Sweetzer Avenue; 220 feet south of the Project Site
- Residences, 657 Harper Avenue; 220 feet south of the Project Site

4.2 Existing Ambient Noise Levels

The Project Site is improved with three one- and two-story commercial buildings totaling 9,038 square feet on the east side of the Site (8251, 8257, 8259 Melrose) and a two-story, 15,374 square-foot office building at 8271 Melrose Avenue. These include numerous roof-top units providing air conditioning for the buildings that occasionally generate minor levels of noise (approximately 81.9 dBA at one foot of distance).[10] These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

There is intermittent noise from the operation of approximately 6,300 square feet of surface parking accessible from a rear alley. This includes tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also infrequent noise from occasional solid waste management and collection activities as well as landscaping activities that are of short duration, as is occasional loading of goods that must comply with LAMC Section 114.03, as the Project Site is within 200 feet of residences.

Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.[11] This includes traffic on Melrose Avenue, which carries 2,861 vehicles at Kilkea Drive in the A.M. peak hour.[12] The existing development on the Project Site contributes about 836 daily vehicle trips traveling to and from the Project Site.[13]

In July 2024, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.[14] As shown in **Table 2-4**, noise levels along roadways near the Project Site ranged from 60.2 to 63.3 dBA L_{eq}, which was generally consistent with the traffic volumes on Sweetzer and Harper Avenues and the influence of traffic noise on Melrose Avenue.

Figure 2-1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered “Normally Acceptable” and “Conditionally Acceptable” for the types of land uses near the Project Site.

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10 City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

11 World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed March 18, 2021.

12 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Melrose Avenue at Kilkea Drive, https://navigatela.lacity.org/dot/traffic_data/manual_counts/13142_kilmel06.pdf, 2006 traffic counts adjusted by one percent growth factor to represent existing conditions.

13 Based on City of Los Angeles, VMT Calculator Project Screening Summary, v1.4.

14 Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner 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.

Table 2-4
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility[b]
		dBA (L_{eq})	dBA (CNEL)[a]		
A. 714 Sweetzer Ave.	Traffic on Sweetzer Ave.	61.2	59.2	1 and 2. Residences, 711 and 714 Sweetzer Ave.	Normally Acceptable
B. 715 Harper Ave.	Traffic on Harper Ave.	63.3	61.3	3 and 4. Residences, 714 and 715 Harper Ave.	Normally Acceptable
C. 657 Harper Ave.	Traffic on Harper Ave.	60.2	58.2	5 and 6. Residences, 657 and 658 Harper Ave.	Normally Acceptable

[a] Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.
[b] Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See **Table 2-2** above for definition of compatibility designations.

Source: DKA Planning, 2024

Figure 2-1
Noise Measurement Locations



5 Methodology

5.1 On-Site Construction Activities

Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

5.2 Off-Site Construction Noise Activities

The Project's off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,[15] the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.[16] Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.[17] For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.[18] It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

5.3 On-Site Operational Noise Activities

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive

15 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

16 A tripling of traffic volumes (i.e., 3.15x) is needed to elevate traffic noise levels by 5 dBA.

17 Caltrans, Technical Noise Supplement Table 3-3, 2013. Assumes 35 mph speed. While trucks traveling at higher speeds would have lower equivalency values (e.g., PCE is 15.1 at 40 mph), this analysis assumes a posted speed limit typical of major arterials (35 mph). While these equivalent vehicle factors do not consider source heights, Caltrans' factors are appropriate for use, as the local roads used by haul trucks would not involve a sound path where noise levels are intercepted by a barrier or natural terrain feature.

18 Caltrans, Technical Noise Supplement Table 3-3, 2013. Medium-duty trucks have a 7.1 PCE at 35 mph.

receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

5.4 Off-Site Operational Noise Activities

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Project would double traffic volumes on key roadways that access the Project Site.

6 Thresholds of Significance

6.1 State CEQA Guidelines Appendix G

Would the Prcject:

a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the prcject in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

b) *For a prcject located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the prcject expose people residing or working in the prcject area to excessive noise levels?*

6.2 City Thresholds

6.2.1 Construction Noise Thresholds

Based on guidelines from the City of Los Angeles City Department of Planning in place at the time of the analysis in July 2024, the on-site construction noise impact would be considered significant if:

- 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.

Based on updated guidelines from the City of Los Angeles City Department of Planning in August 2024, the on-site construction noise impact would be considered significant if:[19]

- On- and off-site construction noise during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and 8:00 A.M to 6:00 P.M. on Saturdays) exceed 80 $dBA_{Leq(8\text{-}hour)}$ at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

- For construction activities that occur between 7:00 P.M. and 7:00 A.M. Monday through Friday and between 6:00 P.M. and 8:00 A.M. on Saturdays and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor.[20]

6.2.2 Operational Noise Thresholds

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

- 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/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.

- Project operations would cause any 5 dBA CNEL or greater noise increase.[21]

7 Analysis of Project Impacts

The analysis was first prepared in July 2024 under the City of Los Angeles' applicable guidelines at the time, which include a focus on whether construction would elevate ambient noise levels by 5 dBA or more during construction activities. To that end, the noise analysis established ambient noise levels near the Project Site, determined noise impacts during the 30-month construction schedule, and determined whether such impacts would be considered significant. The analysis found that on-site construction noise would not elevate ambient noise levels by more than 5 dBA L_{eq} impacts at eight analyzed sensitive receptors near the Project Site, the threshold of significance established by the City of Los Angeles at the time.

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19 City of Los Angeles. Construction Noise and Vibration Updates to Thresholds and Methodologies; August 2024.

20 Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, mat pour activities (and other types of concrete pour that require an extended continuous pour beyond allowable construction hours) that are required to occur during nighttime hours for less than five days are exempt from this provision.

21 As a 3 dBA increase represents a slightly 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. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

Since then, the City released new guidance on how to assess the significance of construction noise impacts in August 2024, pursuant to CEQA Guidelines Section 15064.7(b). These guidelines were intended to be "better suited to the City's urban nature" and "[a]ccount for reasonable expectations regarding noise and vibration during daytime and nighttime hours." The new guidelines eliminated any numerical threshold of significance for elevating noise over ambient noise levels for daytime construction activities (i.e., 7:00 A.M. to 7:00 P.M. on weekdays and 8:00 A.M. to 6:00 P.M. on Sundays). It did establish an 80 dBA $L_{eq\ (8\text{-}hour)}$ absolute threshold at sensitive uses.[22]

These new standard, are generally more permissive for conventional daytime construction activity. Nevertheless, the Project's construction activities would be fully consistent with the new guidelines and would not result in significant noise impacts as follows:

As all construction work would be done during permitted daytime hours (i.e., 7:00 A.M. to 7:00 P.M. on weekdays and 8:00 A.M. to 6:00 P.M. on Sundays), it would not be subject to any numerical threshold over ambient levels.

As long as daytime construction work doesn't exceed 80 dBA L_{eq} over an 8-hour period at sensitive receptors. As noted below, 1-hour construction noise levels at nearby receptors would be 60.2-66.5 dBA L_{eq} across the eight analyzed sensitive receptors. Assuming construction noise levels would be relatively constant over the course of an eight- hour work day, the 8-hour L_{eq} levels would be in a comparable range of up to 70 dBA. These impacts would be far below the absolute threshold of 80 dBA $L_{eq\ (8\text{-}hour)}$.

As such, the Project's construction noise impacts as analyzed in July 2024 would still be considered less-than-significant if they were to be analyzed under the City of Los Angeles' new August 2024 guidance.

7.1 Noise Increase

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

7.1.1 Construction

7.1.1.1 On-Site Construction Activities

Construction would generate noise during the construction process that would span 30 months of demolition, site preparation, grading, building construction, paving, and application of architectural coatings, as shown in **Table 2-5**. 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

[22] Thresholds for nighttime construction activities (7:00 P.M. to 7:00 A.M. Monday through Friday; 6:00 P.M. to 8:00 on Saturdays; anytime on Sundays or national holidays) were also established. However, the Proposed Project is not expected to be under construction during these off-hours.

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 2-5
Construction Schedule Assumptions

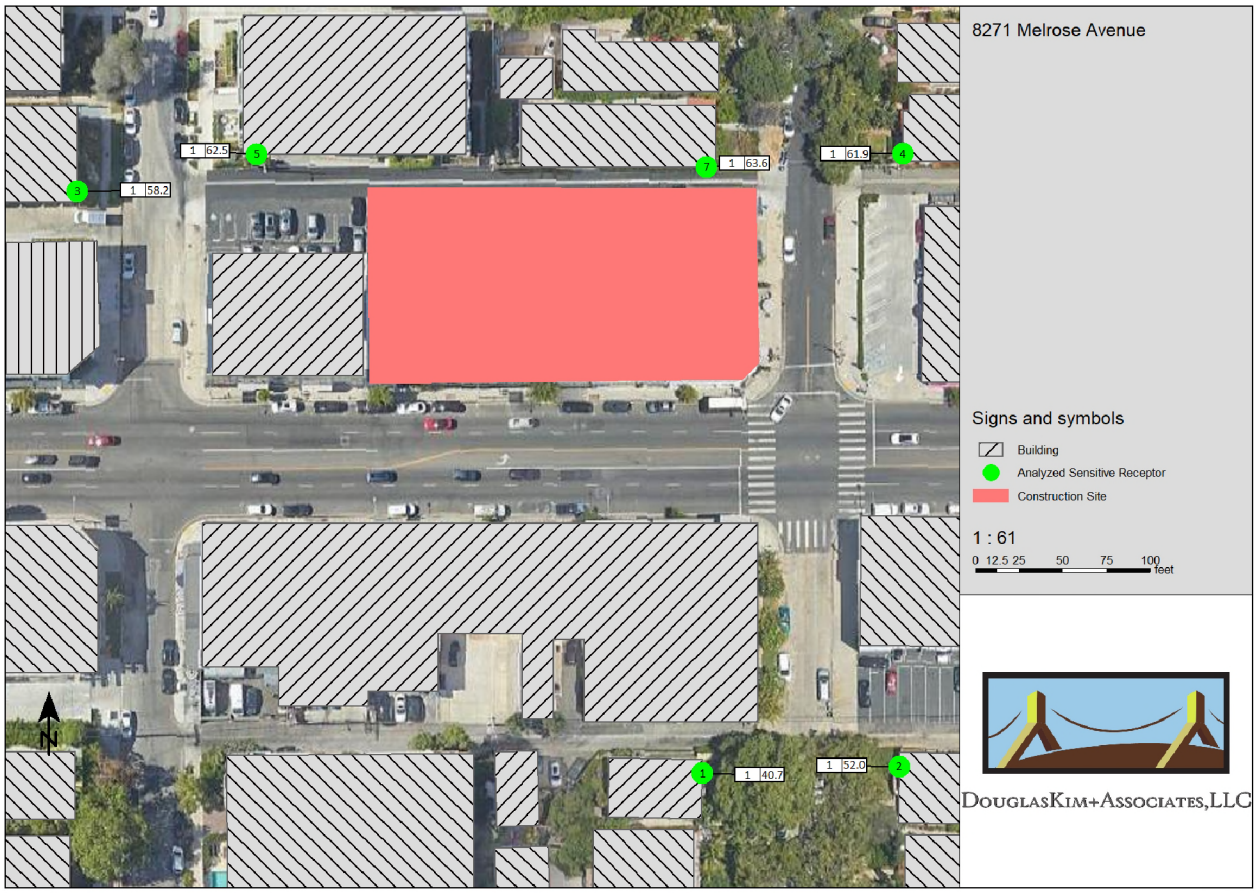
Phase	Duration	Notes
Demolition	Months 1-2	Removal of 1,930 tons of debris hauled 35 miles to landfill in Irwindale using 10-cubic yard capacity trucks.
Grading	Months 3-4	Approximately 27,128 cubic yards of soil (including 25 percent swell factor)[23] hauled 35 miles to landfill Irwindale using 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 5	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-28	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 25-30	Application of interior and exterior coatings and sealants.
Estimates provided by the Applicant, July 2024.		

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. 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., trenching, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. **Figure 2-2** illustrates noise levels from the construction site at off-site sensitive receptors during the demolition and grading phases.

[23] CAJA conservatively assumed excavating the entire site at 24 feet depth. 24,416 sf x 24 ft = 585,984 cf / 27 cf/cy = 21,703 cy x 125% (expansion potential) = 27,128 cy.

Figure 2-2
Construction Noise Impacts at Sensitive Receptors



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 in **Table 2-6**, when considering ambient noise levels and compliance with LAMC Section 112.05, 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 to meet these requirements, such as temporary sound barriers along the north and east property lines adjacent to neighboring residences that would generally reduce noise impacts at sensitive receptors by about 10 dBA L_{eq}. It also assumes the use of quieter equipment or advanced mufflers.[24] 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.

24 Use of quieter equipment, such as electronic-powered equipment, is quieter than diesel-powered equipment. Similarly, hydraulically-powered equipment is quieter than pneumatic power. Overall, newer equipment is generally quieter due to design improvements (e.g., tighter manufacturing tolerances, better gear meshing, quieter cooling fans). Deploying newer equipment also avoids unnecessary noise from poor maintenance (e.g., worn gear teeth or bearings, slackness between loose parts, poor lubrication, imbalance in rotating parts, obstructing in airways, damaged silencers).

Table 2-6
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})	Potentially Significant ?
1. Residences, 711 Sweetzer Ave.	58.2	61.2	63.0	1.8	No
2. Residences, 714 Sweetzer Ave.	62.5	61.2	64.9	3.7	No
3. Residences, 714 Harper Ave.	61.9	63.3	65.7	2.4	No
4. Residences, 715 Harper Ave.	63.6	63.3	66.5	3.2	No
5. Residences, 657 Harper Ave.	40.7	60.2	60.2	0.0	No
6. Residences, 658 Harper Ave.	52.0	60.2	60.8	0.6	No
Source: DKA Planning, 2024.					

7.1.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 303 peak hourly PCE trips, as summarized in **Table 2-7**, during the grading phase.[25] This would represent about 10.6 percent of traffic volumes on Melrose Avenue, which carries about 2,861 vehicles at Kilkea Drive in the morning peak hour of traffic. Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes likely overstates traffic volumes from construction activities on this roadway link.

Melrose Avenue would serve as part of the haul route for any soil exported from the Project Site given its direct access to the Hollywood Freeway. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Melrose Avenue, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, let alone the 5 dBA threshold of significance for off-site construction noise activities. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 2-7
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Melrose Ave.[e]
Demolition	10	0	48[b]	58	2.0
Grading	8	0	295[c]	303	10.6
Trenching	3	0	0	8	0.1
Building Construction	86	69[d]	0	154	5.4
Architectural Coating	17	0	0	17	0.6
[a] Assumes all worker trips occur in the peak hour of construction activity. [b] The project would generate 739 haul trips over a 43-day period with seven-hour work days. 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					

25 This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

[c] The project would generate 4,760 haul trips over a 44-day period with seven-hour work days. Assumes a 19.1 PCE.
[d] This phase would generate about 18.3 vendor truck trips daily over a seven-hour work day. Assumes a blend of medium- and heavy-duty vehicle types and a 13.1 PCE.
[e] Percent of existing traffic volumes on Melrose Avenue at Kilkea Drive.

Source: DKA Planning, 2024

7.1.2 Operation

7.1.2.1 On-Site Operational Noise

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment

The Project would operate mechanical equipment on the roof about 68 feet above grade that would generate incremental long-term noise impacts. This would include the use of typical HVAC equipment for cooling or heat pumps for cooling and heating for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. Similar units would be placed on the roof to control climate in the commercial spaces. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation,[26] while other HVAC units could have a sound power of up to 76 dBA.

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors, as the residences adjacent to the Project Site are two- to five-stories in height, approximately 10 to 50 feet lower than the roof of the Project. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit could generate about 50.3 dBA at ten feet of distance.[27] Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop units by 8 dBA or more.[28] A parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties. As a result, noise from rooftop units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts.

26 Clean British Columbia. Heat Pumps and Noise. https://vancouver.ca/files/cov/heat-pump-noise-guide.pdf

27 Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers. Assumes the Carrier's rated sound power of 76 dB.

28 Ibid.

A pad-mounted oil transformer that lowers high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location fronting on the rear alley. This transformer would be housed in a steel cabinet and generally would not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary. Booster (supply and exhaust) fans that ventilate the subterranean garage could be located on the above-ground garage levels of the partially-open garage.[29]

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include mechanical and electrical rooms, as well as elevator equipment (including hydraulic pump, switches, and controllers) in the lower level of the subterranean basement. Vaults that house pool and spa equipment and pumps would be located on the fifth floor below the rooftop pool and spa. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Parking-Related Activities

The majority of parking-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Harper Avenue. During the peak P.M. hour, up to 22 vehicles would generate noise in and out of the garage, with up to 20 net vehicles using the garage in the peak A.M. hour.[30] These vehicles would generate incremental noise from tire friction as they navigate to and from parking spaces and minor engine acceleration.

However, the ingress and egress to the underground garage would be located further from sensitive receptors north of the rear alley than under current conditions. As parking-related activities would be shifted from the rear alley and surface-level parking spaces to an underground garage where noise is shielded from these sensitive receptors, autos accessing the Project Site would generate less noise impacts for these adjacent residences.

Parking-related noise would include also include door slamming (generally instantaneous) and car alarms, while could last a few seconds. These activities would be within an enclosed garage structure and as such, shielded largely from nearby sensitive receptors. Therefore, the Project's parking garage activities would not have a significant impact 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, recreation, trash collection, landscape maintenance, and commercial loading. These are discussed below:

29 The International Mechanical Code (Section 404.1) and the American Society of Heating Refrigeration, and Air Conditioning (ASHRAE) Standard 62 require mechanical ventilation systems for enclosed parking garages that cycle clean air into the garage and ventilate harmful air pollutants.

30 Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

- Human conversation. This could include human conversation, socializing, and passive recreation in outdoor spaces, which could include:

    - Private patios on the second floor. These would be private spaces for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music. These spaces would face the wall of an adjacent commercial building and be shielded from residences to the north by the development itself.

    - Second floor interior courtyards. These would be shared use spaces for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music. These spaces would be entirely surrounded on all four sides by the development, thereby shielding any noise from off-site sensitive receptors.

    - Private balconies on all floors on all elevations. These would be private spaces for residents used for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.

    - Sixth floor deck on the southeast portion of the development facing Melrose Avenue and Harper Avenue. This 2,765 square-foot open space would be a shared use space for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. There would be no direct line-of-sight from this deck to adjacent sensitive receptors to the north, as the development itself would shield this area along the northern edge of the area. There would not be sensitive receptors to the west, east, and south of the roof deck given the presence of commercial buildings in each direction.

    The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, 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. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB.[31] For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA L_{eq}. Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet.[32]

- Recreation. An open air swimming pool and spa would be located on the 6th floor on the southeast portion of the development facing Melrose Avenue and Harper Avenue. surrounded by the central courtyard. Like the adjacent deck, There would be no direct line-of-sight from this area to adjacent sensitive receptors to the north, as the development itself would shield this area along the northern edge of the area. There would not be sensitive receptors to the

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

32 Public Resources Code Section 21085 states that for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment.

west, east, and south of the pool and spa given the presence of commercial buildings in each direction.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the underground parking garage, which solid waste for the commercial uses would be managed in two rooms on the ground level fronting on the rear alley. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from the rear alley, 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.[33] This would be comparable to the location of current waste management activities for the commercial uses on the Project Site. As a result, there would be negligible changes to intermittent trash collection activities on off-site receptors and impacts would not increase CNEL noise levels at off-site locations.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[34] The landscape plan focuses on a modest palette of accent trees and raised planters on the ground level and roof deck that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of maintenance activities during daytime hours would negligibly affect CNEL sound levels.

- Commercial loading. On-site loading and unloading activities would be managed in the rear alley in an 800 square-foot space. This would be comparable to the location of current loading activities for the commercial uses on the Project Site. As a result, there would be negligible changes to intermittent loading activities on off-site receptors and impacts would not increase CNEL noise levels at off-site locations. Further, LAMC Section 114.03 would regulate loading and unloading activities between 10:00 P.M. and 7:00 A.M.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant,

33 RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

34 Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA Leq at 50 feet.

7.1.2.2 Off-Site Operational Noise

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 230 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2028. During the peak P.M. hour, up to 22 vehicles would generate noise in and out of the garage via the driveway off Harper Avenue, with up to 20 net vehicles using the garage in the peak A.M. hour.[35] This would represent about 0.7 percent of traffic volumes on Melrose Avenue, which carries about 2,861 vehicles at Kilkea Drive in the morning peak hour of traffic.[36]

Because it takes a doubling of traffic volumes (i.e., 100 percent) 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 criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

7.1.3 Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. **Table 2-8** summarizes the Project's consistency with these.

Table 2-8
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	**Consistent.** The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	**Consistent.** The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
Program 11. For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	**Consistent.** The Project would not have a significant noise impact on noise-sensitive uses and as such, would not require mitigation under CEQA.
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be	**Consistent.** The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and

35 Institute of Transportation Engineers, Trip Generation Rates; 11th Edition, using Land Use Code 221 (Multi-Family (Mid-Rise)).

36 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Melrose Avenue at Kilkea Drive, https://navigatela.lacity.org/dot/traffic_data/manual_counts/13142_kilmel06.pdf, 2006 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 2-8
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2024.	

7.2 Airport Noise

b) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact.

The Project Site is located about 6.1 miles northeast of the Santa Monica Airport. Because the Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

8 Cumulative Impacts

8.1 Construction

8.1.1 On-Site Construction Noise

During construction of the Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any Related Project would be intermittent and temporary. As with the Project, any Related Projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual Related Project and compliance with the noise ordinance.

Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. There are four potential Related Projects identified by the City of Los Angeles within 0.5 miles of the Project (**Table 2-9**), illustrated in **Figure 2-3**.[37]

[37] City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, June 21, 2024.

Table 2-9
Related Projects Within 0.5 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	750 N. Edinburgh Ave.	1,685 feet east	Residential	8 units	To be constructed
2	806 N. Edinburgh Ave.	1,750 feet east	Residential	28 units	To be constructed
3	843 Alfred Street	1,900 feet northwest	Residential	144 units	To be constructed
4	806 N. Sweetzer Ave.	560 feet north	Residential	23 units	To be constructed

Source: Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, June 21, 2024. Internal research by CAJA Environmental Services, June 2024 and May 2025.
Los Angeles Planning Case Numbers:
#1: ENV-2016-1451-EIR
#2: DIR-2023-334-TOC-PHP-VHCA
#3: ADM-2023-8262-DB-VHCA-ED1
#4: DIR-2022-8428-TOC-HCA

Given the distant location of three Related Projects (Nos. 1, 2, and 3) (i.e., over 1,000 feet from the Project Site), these would not contribute to cumulative noise impacts at the analyzed sensitive receptors. Related Project No. 4 is within 1,000 feet of the Project Site, but does not have the potential to contribute to cumulative noise impacts for the reasons discussed below.

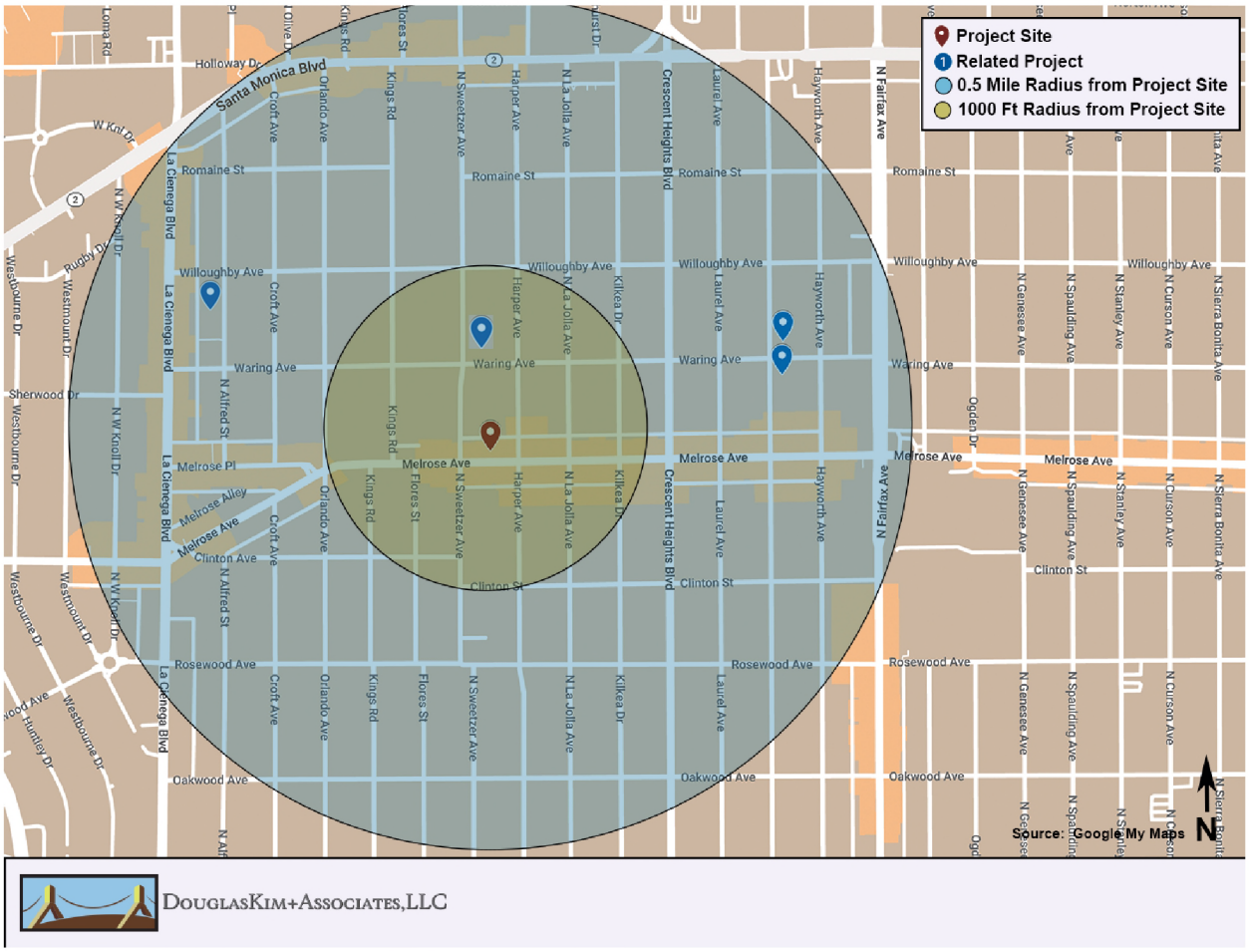
Construction-related noise levels from any Related Project would be intermittent and temporary. As with the Project, any Related Projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual Related Project and compliance with the noise ordinance.

Any concurrent construction from Related Projects that occur between 7:00 A.M. and 7:00 P.M. Monday through Friday (and between 8:00 A.M. and 6:00 P.M. on Saturdays) would not have individually significant impacts on noise based on the City's guidance. As the City does not establish a numerical threshold above ambient noise levels, cumulative noise from concurrent construction projects would not be considered significant.[38]

Any Related Project that involves nighttime construction activities could elevate ambient noise levels by 5 dBA or more at sensitive receptors and produce significant noise impacts during off-hours, pursuant to the City's guidance. However, the Project would not contribute to any cumulative construction noise impacts after hours, as it would not involve nighttime construction activities (i.e., between 7:00 P.M. and 7:00 A.M. Monday through Friday and between 6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays). Therefore, the Project would not contribute to a significant cumulative noise impacts from on-site construction activities.

[38] Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, there is no numerical threshold above ambient noise levels for construction activities during these hours.

Figure 2-3
Related Projects



8.1.2 Off-Site Construction Noise

Other concurrent construction activities from Related Projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any Related Project(s) were to utilize the same roadways. Distributing trips to and from each Related Project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project would contribute an estimated 303 peak hourly PCE trips during the grading phase.[39] This would represent about 10.6 percent of traffic volumes on Melrose Avenue, which carries about 2,861 vehicles at Kilkea Drive in the morning peak hour of traffic. Any Related Projects would have to add 2,558 peak hour vehicle trips to double volumes on Melrose Avenue. However, three of the Related Projects (Nos. 1, 2, and 3) are over 1,600 feet away and would likely contribute construction traffic onto other roadways, thereby reducing the potential to significantly impact traffic volumes on Melrose Avenue. Related Project No. 4 could contribute construction traffic on Melrose Avenue, but would be minimal and temporary given the proposed size of the Related Project.

39 This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

Any concurrent construction from Related Projects that occurs between 7:00 A.M. and 7:00 P.M. Monday through Friday (and between 8:00 A.M. and 6:00 P.M. on Saturdays) would not have significant impacts on off-site noise based on the City's guidance. As the City does not establish a numerical threshold above ambient noise levels, cumulative daytime noise from off-site traffic from concurrent construction projects would not be considered significant. In terms of absolute noise impacts, cumulative traffic noise from multiple construction projects would not exceed 80 dBA $L_{eq(8\text{-}hour)}$ at sensitive uses along project roadways. As noted earlier, a doubling of traffic volumes on local roads would be necessary to generate noise levels equivalent to existing noise levels and elevate noise by 3 dBA L_{eq}. Instead, the marginal increase in traffic volumes from cumulative construction traffic would represent less than 60 dBA L_{eq} at sensitive receptors along local roads. Any Related Project could involve nighttime construction activities that elevate ambient noise levels by 5 dBA at sensitive receptors and produce significant noise impacts during off-hours. However, the Project would not contribute to any cumulative construction noise impacts after hours, as it would not involve nighttime construction activities (i.e., between 7:00 P.M. and 7:00 A.M. Monday through Friday and between 6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays). Therefore, the Project would not contribute to any significant cumulative noise impacts from construction activities.

8.2 Operation

The Project Site and Melrose Avenue neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The four Related Projects in the vicinity of the Project Site are residential in nature and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

8.2.1 On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from Related Projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. The presence of intervening multi-story buildings along Melrose Avenue and other arterials that could be the location of other Related Projects will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and Related Projects would be less than significant.

8.2.2 Off-Site Mobile Noise Sources

The Project would add 20 and 22 net vehicles onto local roadways during the peak A.M. and P.M. hours, respectively.[40] This would represent a small addition to traffic volumes on local roadways.

[40] DKA Planning, 2024. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221).

For example, it would represent 0.7 percent of the 2,861 vehicles currently using Melrose Avenue at Kilkea Drive in the A.M. peak hour.[41] The Related Projects would have to generate 2,841 additional vehicle trips onto Melrose Avenue in the peak A.M. hour to elevate noise by 3 dBA.

As noted earlier, there are four potential Related Projects within 0.5 miles of the Project Site. While these four housing projects could generate several dozen peak hour vehicle trips, they would not increase traffic volumes on Melrose Avenue by 100 percent. As such, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

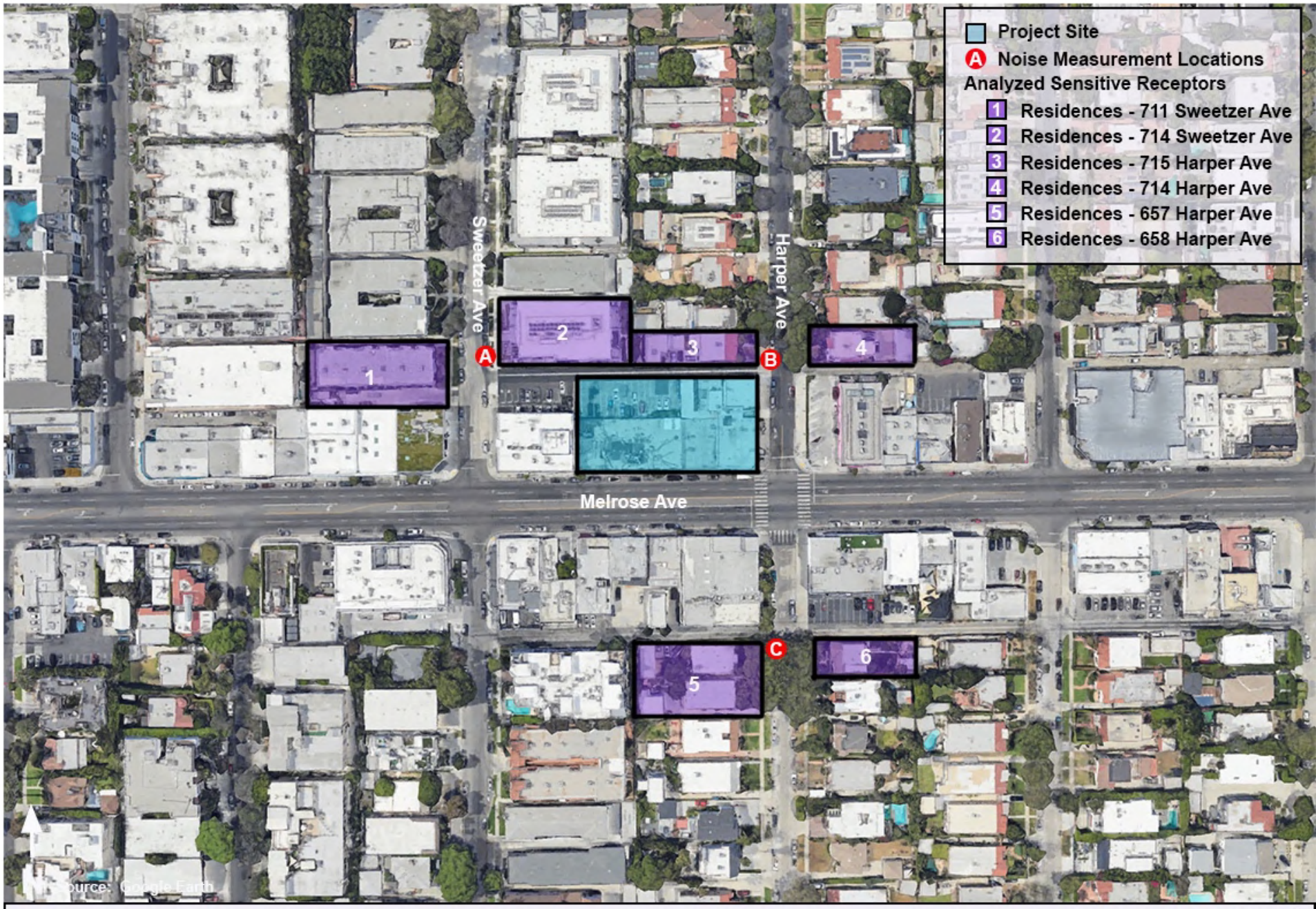
41 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Melrose Avenue at Kilkea Drive, https://navigatela.lacity.org/dot/traffic_data/manual_counts/13142_kilmel06.pdf, 2006 traffic counts adjusted by one percent growth factor to represent existing conditions.

TECHNICAL APPENDIX



DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS



DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

7/17/2024

Information Panel

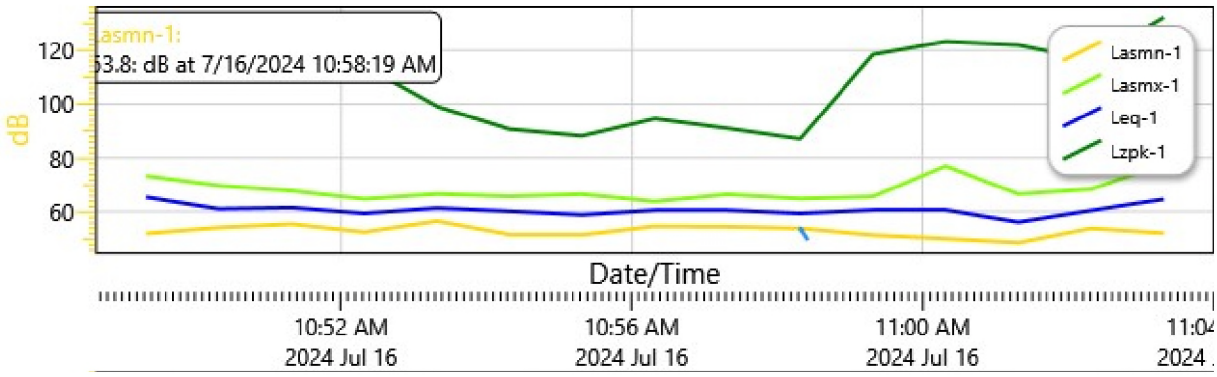
Name	714 Sweetzer Avenue
Comments	
Start Time	7/16/2024 10:48:19 AM
Stop Time	7/16/2024 11:03:25 AM
Run Time	00:15:06
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	61.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

714 Sweetzer Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
7/16/2024 10:49:19 AM	121.3	51.9	73.3	65.4
10:50:19 AM	127.1	54.1	69.7	61
10:51:19 AM	111.6	55.4	67.8	61.5
10:52:19 AM	114.3	52.4	64.7	59.3
10:53:19 AM	99.2	56.5	66.6	61.3
10:54:19 AM	90.7	51.5	65.7	60.1
10:55:19 AM	88.2	51.4	66.5	58.8
10:56:19 AM	94.6	54.6	63.8	60.5
10:57:19 AM	91	54.4	66.4	60.5
10:58:19 AM	87.1	53.8	64.8	59.3
10:59:19 AM	118.5	51.3	65.6	60.6
11:00:19 AM	123.3	50	77	60.6
11:01:19 AM	122	48.5	66.6	56.1
11:02:19 AM	116.4	53.8	68.4	60.4
11:03:19 AM	132.3	52	77.7	64.6

Session Report

7/17/2024

Information Panel

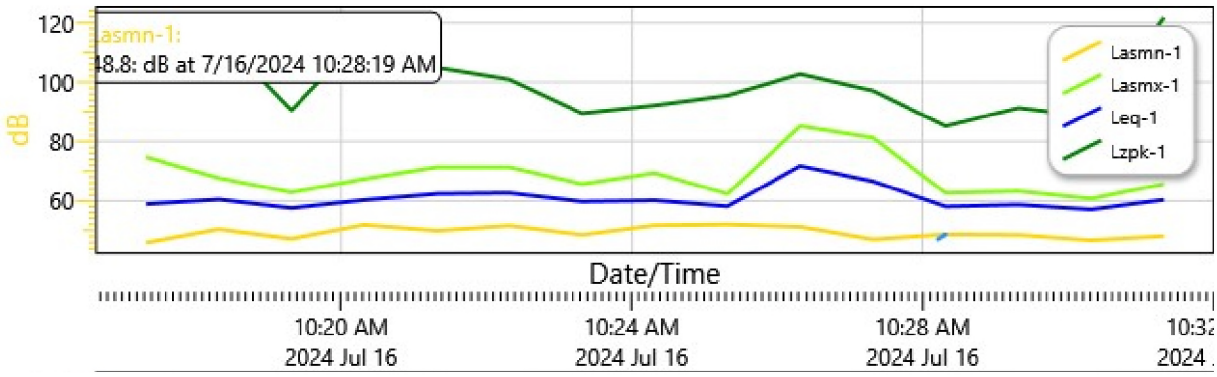
Name	715 Harper Avenue
Comments	
Start Time	7/16/2024 10:16:19 AM
Stop Time	7/16/2024 10:31:21 AM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	63.3 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

715 Harper Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
7/16/2024 10:17:19 AM	117.9	46	74.8	58.9
10:18:19 AM	115.9	50.5	67.7	60.5
10:19:19 AM	90.5	47.3	62.9	57.6
10:20:19 AM	116	52	67.4	60.3
10:21:19 AM	104.9	50	71.4	62.4
10:22:19 AM	100.9	51.7	71.4	62.7
10:23:19 AM	89.5	48.6	65.7	59.8
10:24:19 AM	92.2	51.8	69.4	60.2
10:25:19 AM	95.5	52.1	62.4	58.2
10:26:19 AM	102.7	51.3	85.2	71.8
10:27:19 AM	97.1	47.1	81.3	66.6
10:28:19 AM	85.2	48.8	62.7	58.1
10:29:19 AM	91.3	48.6	63.3	58.7
10:30:19 AM	88.3	46.8	60.8	57.1
10:31:19 AM	121.8	48.2	65.7	60.4

Session Report

7/17/2024

Information Panel

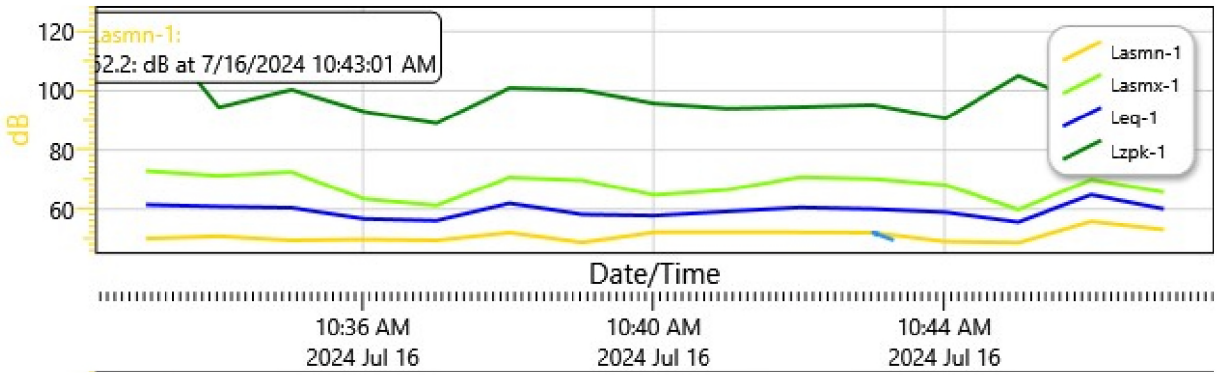
Name	657 Harper Avenue
Comments	
Start Time	7/16/2024 10:32:01 AM
Stop Time	7/16/2024 10:47:13 AM
Run Time	00:15:12
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

657 Harper Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
7/16/2024 10:33:01 AM	124.7	50.2	73	61.5
10:34:01 AM	94.4	51	71.3	60.9
10:35:01 AM	100.3	49.6	72.6	60.5
10:36:01 AM	92.9	49.9	63.5	56.8
10:37:01 AM	89	49.6	61.3	56.2
10:38:01 AM	100.9	52.2	70.8	62
10:39:01 AM	100.2	48.9	69.8	58.3
10:40:01 AM	95.7	52.3	64.8	57.9
10:41:01 AM	94	52.3	66.6	59.3
10:42:01 AM	94.5	52.3	70.9	60.6
10:43:01 AM	95.2	52.2	70.3	60.1
10:44:01 AM	90.6	49.2	68.2	59
10:45:01 AM	105	48.8	59.9	55.7
10:46:01 AM	95.1	55.9	70	64.9
10:47:01 AM	119.3	53.2	65.8	60.1



DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

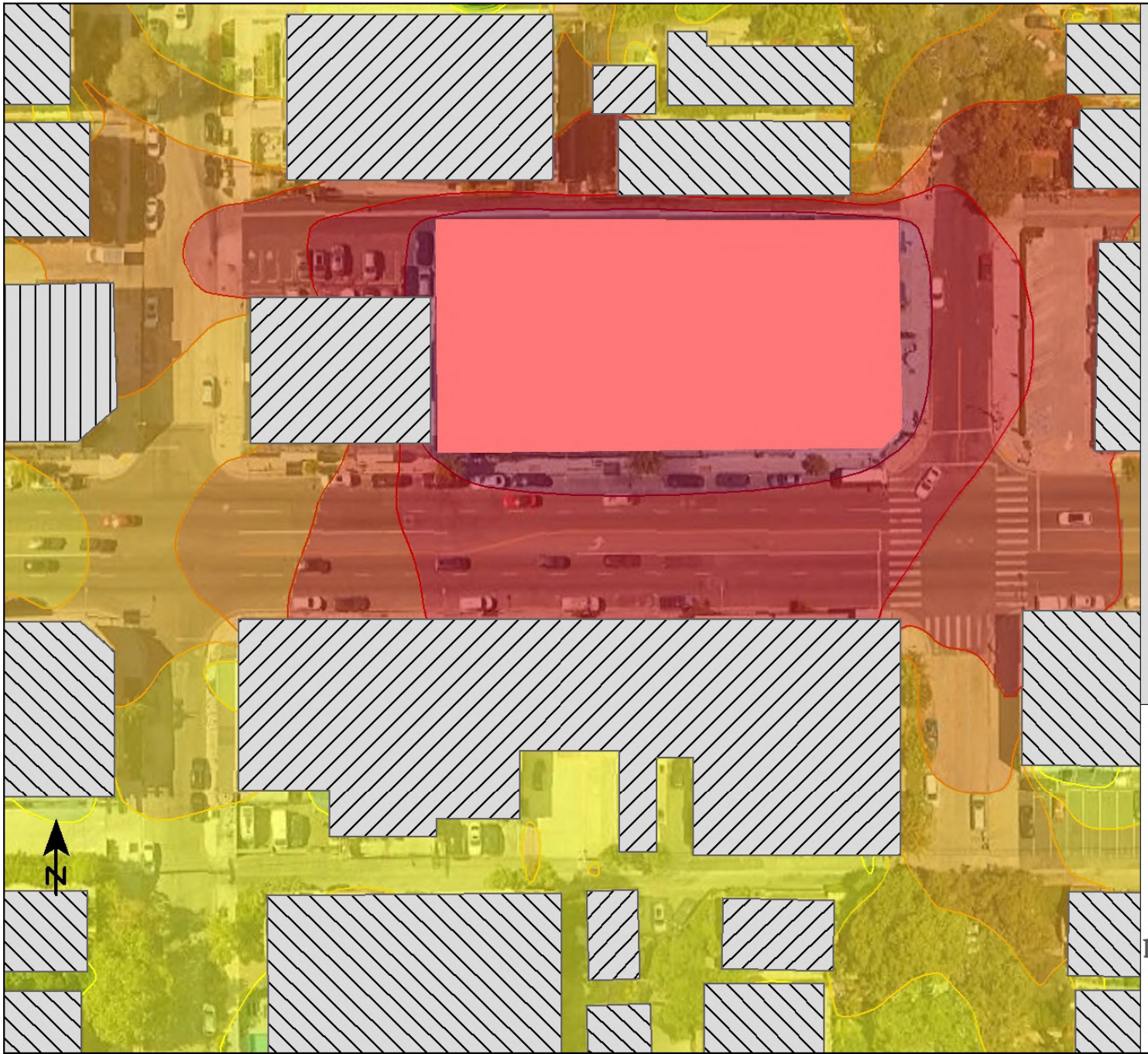
Source name	Size m/m²	Reference	Level Day dB(A)	Level Evening dB(A)	Level Night dB(A)	Corrections Cwall dB	Corrections CI dB	Corrections CT dB
Construction Site	2288 m²	Lw/unit	107.9	-	-	-	-	-

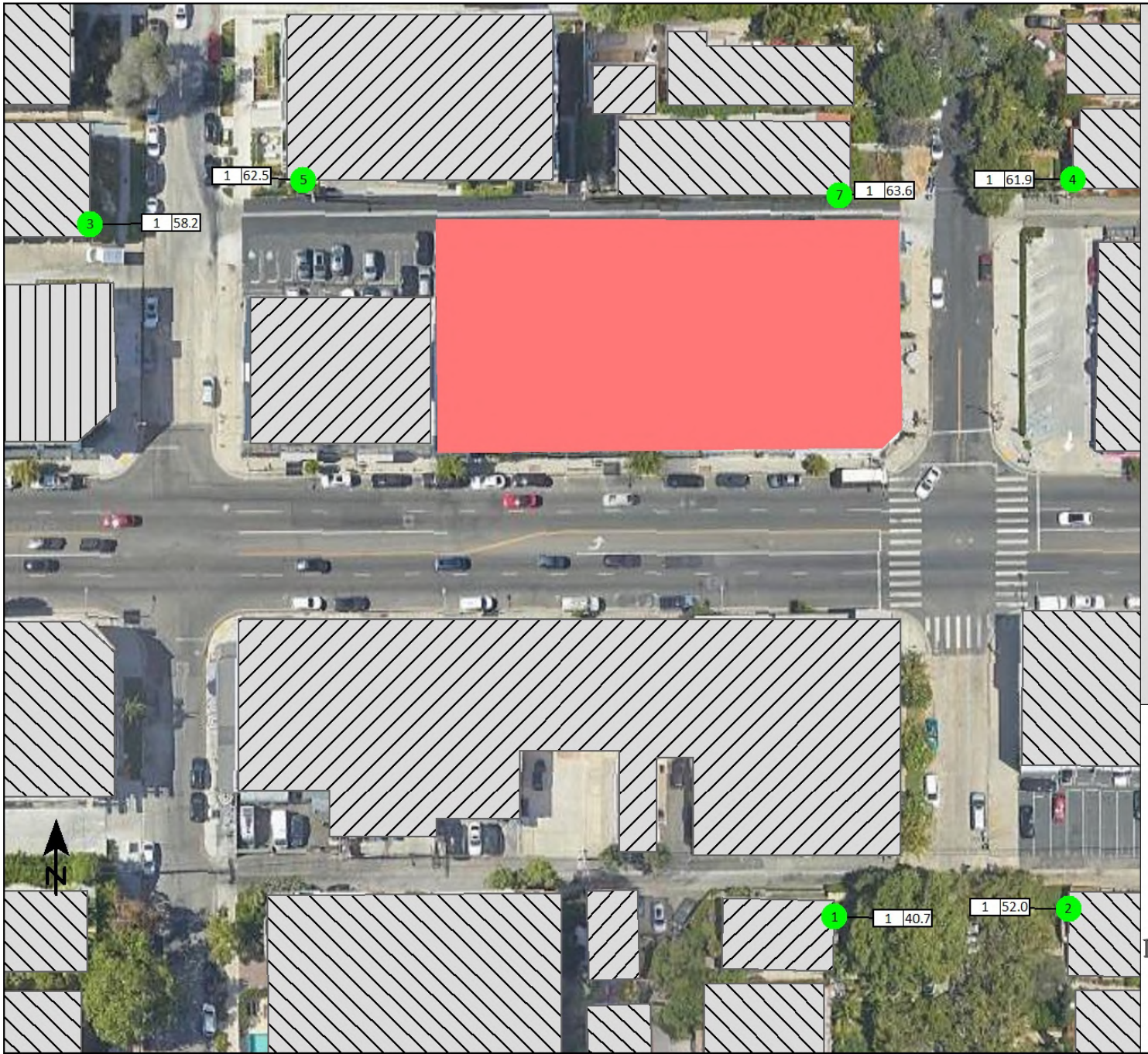
Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Residences - 657 Harper Ave.	11373669.61	3772228.51	East	GF	64.87	-	40.7	-
2	Residences - 658 Harper Ave.	11373703.89	3772229.67	West	GF	65.32	-	52.0	-
3	Residences - 711 Sweetzer Ave.	11373560.79	3772329.87	East	GF	67.10	-	58.2	-
4	Residences - 714 Harper Ave.	11373704.54	3772336.34	West	GF	67.54	-	61.9	-
5	Residences - 714 Sweetzer Ave.	11373592.01	3772336.30	South	GF	66.52	-	62.5	-
7	Residences - 715 Harper Ave.	11373670.38	3772334.09	South	GF	66.75	-	63.6	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Residences - 657 Harper Ave.	GF		40.7
Construction Site		-	40.7
Residences - 658 Harper Ave.	GF		52.0
Construction Site		-	52.0
Residences - 711 Sweetzer Ave.	GF		58.2
Construction Site		-	58.2
Residences - 714 Harper Ave.	GF		61.9
Construction Site		-	61.9
Residences - 714 Sweetzer Ave.	GF		62.5
Construction Site		-	62.5


8271 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 : 61
0 12.5 25 50 75 100
feet
N
DouglasKim+Associates,LLC



8271 Melrose Avenue

Signs and symbols

Building

Analyzed Sensitive Receptor

Construction Site

1 : 61

0 12.5 25 50 75 100 feet

DouglasKim+Associates,LLC

Construction Noise Impacts



Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - 711 Sweetzer Ave.	61.2	58.2	63.0	1.8	**No**
Residences - 714 Sweetzer Ave.	61.2	62.5	64.9	3.7	**No**
Residences - 714 Harper Ave.	63.3	61.9	65.7	2.4	**No**
Residences - 715 Harper Ave.	63.3	63.6	66.5	3.2	**No**
Residences - 657 Harper Ave.	60.2	40.7	60.2	0.0	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	48.0	58	2.0%
Grading	7.5	0	295	303	10.6%
Trenching	2.5	0		3	0.1%
Building Construction	85.7	68.5		154	5.4%
Architectural Coatings	17.3	0		17.3	0.6%

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

2,861 Traffic Volumes on Melrose Avenue at Kilkea Drive in the peak A.M. hour



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DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	24,412	12	3,580	1,000	1,790	10	716	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence		12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructior	6,300	0.5	117	2,400	140	10	23	
TOTAL			3,697		1,930		739	



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TRAFFIC NOISE CALCULATIONS

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation
(Rev Apr 92)

STREET:
North/South KILKEA DR

East/West MELROSE AV

Day: THURSDAY Date: MARCH 30, 2006 Weather: RAIN

Hours: 7-10 AM 3-6 PM

School Day: YES District: WESTERN I/S CODE ##########

	N/B	S/B	E/B	W/B
DUAL-WHEELED	7	3	128	149
BIKES	11	6	1	0
BUSES	0	0	38	44

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	10	8.30	11	9.00	201	8.15	421	8.30
PM PK 15 MIN	31	5.30	10	5.00	395	5.30	279	4.00
AM PK HOUR	34	8.15	35	8.45	783	8.15	1648	8.00
PM PK HOUR	112	5.00	26	3.30	1509	5.00	1046	4.00

NORTHBOUND Approach					SOUTHBOUND Approach					TOTAL	XING S/L		XING N/L	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	2	1	9	12	7-8	2	2	10	14	26	3	0	5	0
8-9	3	1	25	29	8-9	2	1	29	32	61	7	1	6	0
9-10	5	3	17	25	9-10	2	1	27	30	55	3	0	7	1
3-4	9	6	70	85	3-4	1	1	14	16	101	42	7	15	0
4-5	14	3	82	99	4-5	4	1	17	22	121	56	1	38	0
5-6	12	6	94	112	5-6	6	1	16	23	135	24	0	17	0
TOTAL	45	20	297	362	TOTAL	17	7	113	137	499	135	9	88	1

EASTBOUND Approach					WESTBOUND Approach					TOTAL	XING W/L		XING E/L	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	5	384	2	391	7-8	6	1104	5	1115	1506	1	0	0	0
8-9	22	712	10	744	8-9	22	1613	13	1648	2392	0	0	0	0
9-10	16	645	10	671	9-10	17	1396	13	1426	2097	1	0	0	0
3-4	36	1133	21	1190	3-4	9	724	7	740	1930	2	0	0	0
4-5	43	1192	10	1245	4-5	16	1006	24	1046	2291	0	0	1	0
5-6	18	1449	42	1509	5-6	11	872	13	896	2405	0	0	0	0
TOTAL	140	5515	95	5750	TOTAL	81	6715	75	6871	12621	4	0	1	0

TRAFFIC VOLUME ADJUSTMENTS



North/South	Kilkea Drive
East/West	Melrose Avenue
Year	2006
Hour	8:00-9:00 A.M.
Source	https://navigatela.lacity.org/dot/traffic_data/manual_counts/13142_kilmel06.pdf

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	29	32	744	1648		1.07%

2006	29	32	744	1,648		
2007	29	32	751	1,664		
2008	30	33	759	1,681		
2009	30	33	767	1,698		
2010	30	33	774	1,715		
2011	30	34	782	1,732		
2012	31	34	790	1,749		
2013	31	34	798	1,767		
2014	31	35	806	1,785		
2015	32	35	814	1,802		
2016	32	35	822	1,820		
2017	32	36	830	1,839		
2018	33	36	838	1,857		
2019	33	36	847	1,876		
2020	33	37	855	1,894		
2021	34	37	864	1,913		
2022	34	38	872	1,932		
2023	34	38	881	1,952		
2024	**35**	**38**	**890**	**1,971**	**2,861**	

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	25	28	645	1,429	6,048,810	82.5%
MDT	4	4	100	222	940,092	12.8%
HDT	0	0	3	6	25,348	0.3%
Buses	0	0	1	2	9,386	0.1%
MCY	1	1	18	40	167,287	2.3%
Aux	1	1	15	34	142,856	1.9%
Total	30	34	782	1,732	7,333,779	100.0%



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CUMULATIVE PROJECTS

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 57493
Address: 8271 MELROSE AV
, CA
Lat/Long: 34.0839, -118.37

Buffer Radius: 0.5 mile

Search

Column

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 -

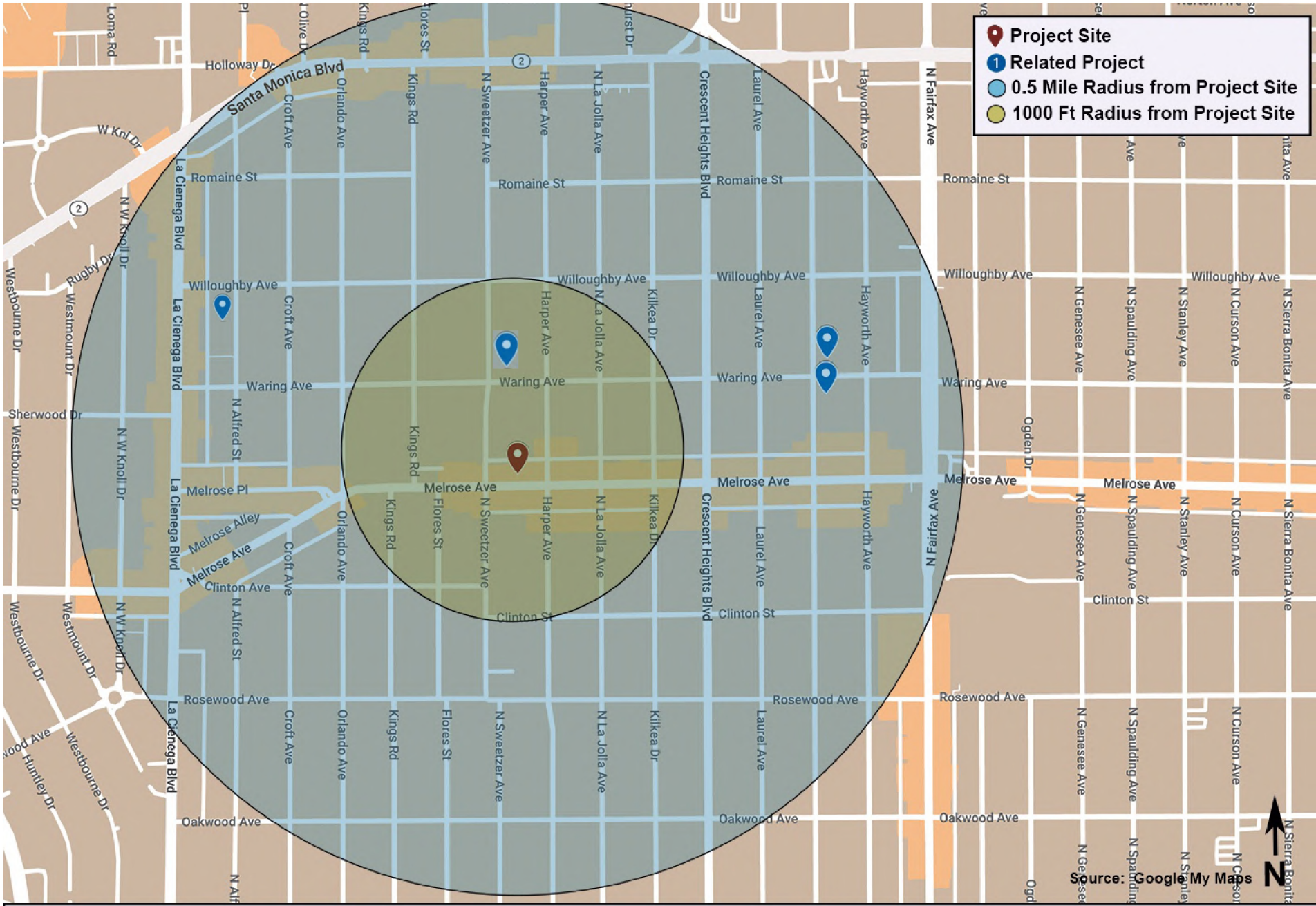
Record Count: 1 | Record Per Page: 5 records

Results generated since: (6/21/2024 10:22:47 AM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Do not show in Related Project	Distance (mile)	Trip Info

Trip Info:

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
43271	Metro	HWD	5	2015	Edinburgh Ave SLS	8 single family residential units; VTT-73442-SL	750 N Edinburgh Ave	08/30/2017	☐	0.4	
Single Family Homes	Total Units	8	2	3	23	1	1	2	1	
			2	**3**	**23**		**1**	**1**	**2**	**1**



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CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

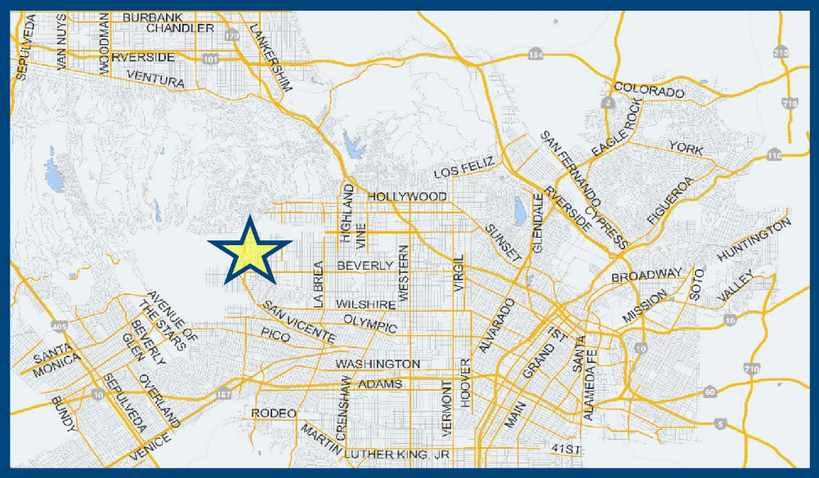
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 8251-8271 Melrose Ave & 705-711 N Harper Ave

Scenario: Mixed-use building (residential & retail) - 10 units for 'WWW

Address: 8271 W MELROSE AVE, 90046



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	15.374	ksf
Retail | General Retail	9.038	ksf
Retail | General Retail	15.374	ksf

☐ 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 | Quality Restaurant	3.2	ksf
Housing | Multi-Family	80	DU
Housing | Affordable Housing - Family	10	DU
Retail | General Retail	12.8	ksf
Retail | Quality Restaurant	3.2	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
836 Daily Vehicle Trips	1,066 Daily Vehicle Trips
6,262 Daily VMT	7,482 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	230 Net Daily Trips
The net increase in daily VMT ≤ 0	1,220 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	16.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

1/18/2024

EXHIBIT E – PUBLIC CORRESPONDENCE

KATY YAROSLAVSKY

COUNCILWOMAN, FIFTH DISTRICT

June 25, 2025

City Planning Commission
Re: CPC-2024-3202-DB-PR-VHCA
8251 Melrose Ave. Los Angeles, CA 90046

Dear Commissioners,

I am writing to respectfully request that the following condition be included in the proposed project which ensures careful evaluation of groundwater-related risks prior to construction. For context, this neighborhood has a known high water table. During construction of a nearby development at 728 N. Sweetzer, it is believed that an underground aquifer was disturbed, resulting in long-term negative impacts including recurring street flooding, algae buildup, and possible structural damage in the surrounding area. These issues remain today and continue to affect local residents.

To prevent similar damage, we urge that the project be required to comply with the following condition:

"Prior to the issuance of any building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any shallow groundwater conditions and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: dewatering, groundwater handling, hydrostatic design, selection of appropriate foundation type and depths or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified."

This language directly addresses the concerns raised by past incidents and provides a framework for prevention through early study and appropriate design. We believe its inclusion is both prudent and necessary to safeguard our neighborhood and infrastructure. Thank you for your attention and consideration.

Respectfully,

Katy Yaroslavsky

KATY YAROSLAVSKY
Councilwoman, Fifth District

200 N. SPRING STREET, ROOM 440 LOS ANGELES, CA 90012 213) 473-7005
CD5.LACITY.ORG

KATY YAROSLAVSKY

COUNCILWOMAN, FIFTH DISTRICT

May 30, 2025

Nashya Jensen
City Planning Department
Re: CPC-2024-3202-DB-PR-VHCA
8251 Melrose Ave. Los Angeles, CA 90046

Dear Ms. Jensen,

I am writing to formally request that a condition be added to the project approval letter requiring that appropriate studies be conducted to prevent disturbance of the underground aquifer.

Due to the high water table in this area, a nearby development project at 728 N. Sweetzer struck an underground aquifer during construction. We believe this caused ongoing issues including persistent street flooding, algae growth, and structural damage, which still affect the neighborhood today.

To mitigate potential damage, we request that relevant studies, including but not limited to a hydrology study and soil report, be carried out before construction commences.

Respectfully,

KATY YAROSLAVSKY
Councilwoman, Fifth District

200 N. SPRING STREET, ROOM 440 LOS ANGELES, CA 90012 213) 473-7005
CD5.LACITY.ORG

MID CITY WEST
NEIGHBORHOOD COUNCIL

BOARD OF DIRECTORS
2023 - 2025

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Robert Shore
Sandra Sims
Nick Starr
Julian Stern
Jawhara Tariq
Sonya Turoff
Don Whitehead

PASSED 14 Yeas, 7 Nays, 6 Abstain
June 10, 2025

Position: For
Case Number: CPC-2024-3202-DB-PR-VHCA
Address: 8251 W MELROSE AVE

Nashya Jensen, City Planning Associate
200 N Spring St, Suite 525
Los Angeles, CA 90012

Dear Nashya Jensen,

We appreciate the opportunity to comment on this application as the certified neighborhood council serving the area where 8251 W Melrose Ave is located.

The application for a new 6-story, mixed-use building consisting of 90 residential dwelling units as well as 16,000 SF of ground-floor commercial use has been reviewed by our Planning & Land-Use Committee.

After expressing concerns that the city verify that there are no unacceptable or irremediable hydrological issues, the committee voted to approve the project. It was then and was voted on at our General Board meeting. On 6/10/2025 the board voted to support 8251 W Melrose Ave's application to this end.

Sincerely,

Chris Dower, Co-Chair of Planning and Land Use Committee
Lauren Borchard, Co-Chair of Planning and Land Use Committee
Mid City West Neighborhood Council

Cc: Office of Council District 5, Hon. Katy Yaroslavsky via email
Office of Council District 5, Jennifer Torres via email
Office of Council District 5, Thao Tran via email
Office of Council District 5, George Hakopiants via email
Los Angeles Police Department Wilshire Division via email

MID CITY WEST
NEIGHBORHOOD COUNCIL

Eva P. Nathanson
715 ½ N. Harper Ave
Los Angeles, CA 90046

Nashya Sadono-Jensen
Los Angeles City Planning
200 N. Spring St., Room 621
Los Angeles, CA 90012
(213) 978-1363
nashya.sadono-jensen@lacity.org
cpc@lacity.org

Katy Yaroslavsky
City Council District 5 Councilwoman
City Hall Office
200 N. Spring Street, Suite 440
Los Angeles, CA 90012
(213) 473-7005
Councilmember.Yaroslavsky@lacity.org

June 4, 2025

Re: Opposition to Proposed Development Project

Concerning Property at:
8251-8271 Melrose Ave. & 705-711 N. Harper Ave, Los Angeles CA 90046

Case Number: CPC-2024-3202-DB-PR-VHCA
Environmental Case Number: ENV-2024-3203-CE
Council District No. 5

Dear Councilmember Yaroslavsky and Members of the Planning Commission,

My name is Eva Nathanson and I am writing to express my deep opposition to the proposed development at 8251 Melrose Avenue.

My family has lived on this property since 1961 and I have owned it since 1988. This is not just my home — it is the foundation of my life in Los Angeles, the place where I raised my children and continue to be actively involved in my community. I am 84 years old, and I am deeply concerned that this development threatens not only the safety and character of our neighborhood, but also my personal health and well-being.

1. A Threat to Neighborhood Character

Over the past 60 years, I've watched this neighborhood evolve — but never at the expense of its soul. The small businesses along this stretch of Melrose, including Harper Salon, Reformation, Carrera Café, and Posh Pet Care, bring life, beauty, and human scale to our community.

Replacing these with a massive commercial development spanning 15,000 square feet and hosting three large tenants would forever change the spirit of the area. It would create something cold, oversized, and out of place — likely catering to corporate chains rather than neighborhood-serving businesses.

This neighborhood is not just a commercial zone. It is home to families, elders, and people like me who have lived here for decades. Our community deserves thoughtful development that enhances, not destroys, its character.

2. Troubling Developer Conduct

The developer, Illulian Group, promotes themselves as "rule breakers" and "disruptors." This is not what I want in a neighbor. Urban development should be based on transparency, respect, and long-term accountability — not marketing slogans.

The developer has already demonstrated a lack of consideration for neighbors. Trash and delivery trucks as well cars of customers of their current commercial tenants frequently block our shared alley. These seemingly small disruptions have major consequences for someone like me, whose only vehicle access is via that alley.

3. Inadequate and Unrealistic Parking Plans

The proposed project includes 90 residential units and three large commercial spaces — but only 96 parking spots. This is not just insufficient, it's dangerous. Overflow parking will flood our already congested side streets and alleyways.

The alley behind the property, which I rely on to access my garage, already suffers from frequent illegal parking and commercial obstruction. I fear that this project will create even more congestion and block emergency vehicle access — a frightening prospect for someone my age.

The development also calls for a loading zone across the alley from my vehicle entrance. That would bring in additional trucks, blocking access completely and creating conditions that would make it impossible for an ambulance or emergency personnel to reach my home.

4. Profound Personal and Psychological Impacts

I must speak frankly here. I am a Holocaust survivor. Between the ages of 2 and 4, I was hidden in dark, airless, windowless rooms as my mother and I eluded the Nazis hunting for us Jews. Being deprived of light and air for such a long period during my early childhood left deep emotional scars.

This proposed building — six stories high and directly beside my home — would cast new shadows over my property, depriving it of light and air. Worse still, the prolonged construction and the inevitable dust, noise, and blocked alley access would make me feel trapped once again — echoing those traumas I have spent a lifetime learning to live with.

At this stage in my life, my health and mental well-being are fragile. This project would compromise both. I do not want to live out my remaining years in darkness, anxiety, and fear. No one should have to.

5. A Risky Environmental Situation

I have already lived through the consequences of poorly planned development next door. When the property at 714-718 N. Sweetzer was developed (abutting my property to the west), they hit an underground aquifer during excavation. That mistake caused years of flooding, black mold, and ongoing discharge of water.

My home suffered structural damage, including cracks in the walls and misaligned doors. Despite repeated concerns, no one took responsibility.

The proposed project at 8251 Melrose will involve even deeper excavation, even closer to my home. I am terrified that this will lead to more flooding, more damage, and more risk to my health and property — with no real recourse or accountability.

6. Enforcement Gaps and Ongoing Impacts

I have little confidence that any mitigation measures proposed by the developer will be enforced once the project is approved. It will fall on me and my neighbors to deal with the traffic, noise, and health impacts — just as we have with past projects.

At my age, I cannot keep fighting battles that shouldn't exist in the first place. I am asking you now to intervene before harm is done.

In closing, I ask you from the bottom of my heart: please do not approve this development. Please consider the residents who have lived here, contributed to this neighborhood, and deserve to live in dignity, peace, and safety.

This is my home. Please help me protect it.

Sincerely,

Eva P. Nathanson

Resident of 715 ½ N. Harper Ave, 90046.

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

8251-8271 W. Melrose Ave CPC-2024-3202-DB-PR-VHCA

Christopher Ragsdale <cshawn660@gmail.com> Wed, Jun 11, 2025 at 4:40 PM
To: cpc@lacity.org
Cc: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>, clerk.cps@lacity.org, cityatty.help@lacity.org

June 11, 2025

City of Los Angeles
City Planning Commission
200 N Spring Street
Los Angeles, Ca. 90012

Re: Proposed Housing Development Project at 8251-8271 West Melrose Avenue,
CPC-2024-3202-DB-PR-VHCA

To: cpc@lacity.org

Cc: Nashya Sadono-Jensen, City Planning Associate nashya.sadono-jensen@lacity.org ; City Clerks Office, clerk.cps@lacity.org ; City Attorney's Office, cityatty.help@lacity.org

Dear Los Angeles City Planning Commission,

I am writing to urge the commission to balance current and existing local zoning rules and laws when considering all state and local exemptions, Incentives, or variances, from current zoning codes. It is imperative that the commission strike the right balance while considering all of the impacts, both negative and positive, to the surrounding neighborhood and community.

I strongly oppose the proposed project in its current form based on the size and scope of the project.

Thank you in advance for your time and consideration.

Sincerely yours,

Christopher Ragsdale

660 N Sweetzer Ave Unit 306, Los Angeles, Ca. 90048

CPC-2024-3202-DB-PR-VHCA.pages
169K

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

RE: CPC 6/12/25 Agenda Item Case No. CPC-2024-3202-DB-PR-VHCA (8251-8271 West Melrose Ave & 705-711 North Harper Ave, Los Angeles, CA 90046)

Neighbors <savesweetzer@gmail.com> Tue, Jun 10, 2025 at 9:41 AM
To: cpc@lacity.org
Cc: Jennifer Torres <jenny.torres@lacity.org>, Charles.Turner@lacity.org, Shannan Calland <shannan.calland@lacity.org>, melrosevillageorg@gmail.com, hburgarella@midcitywest.org, Keith Nakata <keithnakata@mac.com>, Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>, Jacob Margolis <JMargolis@scpr.org>, ian.james@latimes.com, dwagner@scpr.org, aordower@bos.lacounty.gov, alaflen@bos.lacounty.gov, zgaidzik@bos.lacounty.gov, mpestrella@pw.lacounty.gov, gold@ioes.ucla.edu, lea.garrison@water.ca.gov, cwilson@socalwater.org, elaw@lclark.edu, RKampalath@cso.lacounty.gov, Neighbors <savesweetzer@gmail.com>

To the City Planning Commission,

This letter serves as a **formal addendum to my May 14th email**, which is included on pages 501–507 of the Recommendation Report and reproduced below for reference.

As experts in land use, I urge you to dig deeper (sic) beyond both the Recommendation Report and the Staff Presentation which both **wholly disregard stakeholders' daily observations of the existing environmental fall-out** from a similar project, City crews dispatched to mitigate its impact, and the **Sierra Club's expertise in aquifers** which—when taken together—demonstrate that the proposed project poses risks to the community and environment.

Instead, both documents present—as fact—**several misrepresentations** contained in the **developer's Environmental Assessment Form**, including about the **impact of dewatering**.

As background, the West Hollywood aquifer is classified as a **shallow water basin**, with groundwater located approximately **8–10 feet below street level**. A project that requires two levels of subterranean parking, such as the one being proposed, will most certainly compromise the bedrock and require dewatering.

Given these facts on the ground, the developer's **Environmental Assessment Form** contains two significant errors regarding the impact of the project on both water resources and water quality, as follows:

- **Page 8 – Under BIOLOGICAL RESOURCES:**
  The form poses the question: *"Would the prcject alter or encroach upon any water resources?"*
  Although the developer answered "*No*," the accurate response is "*Yes*." **Beverly Hills relies in part on water from the West Hollywood Aquifer**, which underlies Beverly Hills, West Hollywood, and Los Angeles—and which will be drained by the project.

- **Page 11 – In requesting a Class 32 Categorical Exemption:**
  The developer asserts: *"This prcject would not result in any significant traffic, noise, air quality, or water quality impacts."* However this statement is inaccurate. Any dewatering of the WeHo sub-basin discharges water into the storm drain system, where it makes its way into the Ballona Wetlands and then into the Santa Monica Bay—**negatively affecting water quality throughout the region.**

These inaccuracies **undermine the City Planning Commission's ability to make an informed decision**.

They also indicate that the developer **lacks the necessary expertise in groundwater issues** necessary to provide you with an accurate assessment of its impact—not to mention, to take on a project with two subterranean parking levels within a known unusually shallow aquifer.

At the February 24th hearing, the developer responded to my stated concerns about the shallow water table by stating the team was *"well aware of the water and will put in the proper mitigation techniques."*

We have heard these assurances before.

At the September 5, 2018 Tentative Tract Map hearing for 728–748 N Sweetzer (Case #VTT-74130-CN / CEQA #ENV-2018-2175-CE), a CWV-Sweetzer LLC representative, Mr. Carl Steinberg, made nearly identical claims. He assured the City that a hydrology study had been conducted and that appropriate mitigation measures would be installed. Despite these promises, when CWV-Sweetzer

LLC struck a live aquifer, this miscalculation delayed construction for years and continues to result in millions of gallons of groundwater to be discharged onto N Sweetzer in a constant 7 x 200-foot stream.

Seven years later, the water continues to **corrode the street—**despite being served a **citation under LAMC 62.80 for water discharge causing street damage—**and has fostered **permanent algae growth**, which after repeated Service Requests, is now power-washed into the stormwater system—despite follow-up Service Requests requesting a more environmentally responsible solution.

Additionally, the aquifer's depletion has contributed to **visible subsidence** in surrounding homes and buildings—an avoidable consequence of over-extraction. Subsidence is a well-documented issue both locally and nationally; Los Angeles is sinking at a rate of approximately **0.9 millimeters per year**.

Furthermore, because shallow aquifers are typically **unconfined**, lacking an impermeable barrier, they are especially vulnerable to fluctuations in surface water and precipitation. As such, overflow from this aquifer could result in localized **flooding**, or even the formation of a **sinkhole**.

Finally, there is the sheer waste of water resources, which work against **LA County Supervisor Horvath's** newly launched LA County Water Plan.

In conclusion: there are no "proper mitigation techniques" sufficient to manage the volume of water that would be displaced by this development.

Additionally, there is tremendous risk to dewatering yet another large volume of self-replenishing water a mere 100 feet away from where an existing dewatering project is already burdening the area as described above.

This further supports our request that the CPC deny the developer's application for a CEQA exemption under **Section 15332, Class 32 of the CEQA Guidelines** and instead require a full **Environmental Impact Report** be conducted **as requested by Councilwoman Katy Yaroslavsky** but with this addition—that an EIR be required **prior to demolition.**

Allowing demolition before the completion of the appropriate studies exposes the community to the risk of yet another long-term vacant lot in our immediate area, in the likely event the report indicates the area cannot support two subterranean parking levels.

This concern is not hypothetical. While David Pourbaba is listed as the developer, the project is being undertaken by Kia Illulian of the Illulian Group, which is affiliated with Jason Illulian's Faring. Faring currently has at least **two stalled developments**— 8920 Sunset Boulevard and Robertson Lane, the latter having been approved by the West Hollywood City Council on June 4, *2018.*

Our neighborhood is already burdened with a number of such **vacant lots**, which contribute to **blight and public safety concerns**. These properties frequently attract encampments and present fire hazards. We experienced this when Etco Homes' CWV-Sweetzer LLC demolished RSO housing for the project at 728 N Sweetzer.

We respectfully urge the Commission to take these concerns seriously and require a full Environmental Impact Report before this project is allowed to move forward.

Sincerely,
Sarah Tuft
on behalf of the residents of N Sweetzer (BCC-ed)

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The "substantial evidence" is less than two hundred feet away on N. Sweetzer where another development with two levels of subterranean parking resulted in the permanent dewatering of millions of gallons of water. According to the Sierra Club's report on area dewatering, groundwater levels in our neighborhood are unusually shallow, i.e., 8 to 10 feet below the surface of the street. Because of this, dewatering necessarily involves a huge volume of water, which on N. Sweetzer has created the following **ongoing adverse impacts on public health, safety, and the environment.**

1. **Constant water runoff**—6 to 7 feet wide and extending 200 feet down the block**,** impeding foot traffic and increasing slip hazards;
2. **Toxic intractable algae growth**—exposing residents and pets to health risks;
3. **Street corrosion and pavement damage**—the former caused by the water and algae, the latter caused by the prolonged construction due to site flooding;
4. **Environmental damage**—from algae being delivered into storm drains and out to our waterways, where algae blooms already contribute to widespread marine life die-off;
5. **Toxic black mold**—caused by ongoing flooding in the completed project;
6. **Destabilization of the area**—as evidenced by structural damage to nearby homes, including cracked walls and misaligned windows and doors, due to ground destabilization. When large amounts of groundwater have been withdrawn from the ground, the rock and soil falls in on itself, causing the ground to sink. The long-term result of overdraft can be seen in nearby regions, as documented in James' November 2024 report "Groundwater pumping is causing land to sink at record rate in San Joaquin Valley";
7. **Water waste**—April marked the end of the storm season, with LA County capturing only 11.9 billion gallons of stormwater—down significantly from 21.2 billion the previous season. These findings have many officials concerned about the existential threat of LA's water crisis, including LA County Supervisor Lindsey Horvath who authored the LA County Water Plan, which includes **leveraging the potential of groundwater** as part of a multi-pronged effort to safeguard our area's sustainability. Wasting millions of gallons of groundwater is not in line with County Supervisor Horvath's LA County Water Plan, nor does it align with Councilperson Yaroslavsky's environmental platform or the City's water conservation mandate;

At the February 24th hearing, the project manager's last-minute assurance that his team is "will put in the proper water mitigation technique," is **wholly inadequate**.

There is **no mitigation method** that neutralizes the risks we're already experiencing. Even if the water were redirected directly into waterways, the **danger to public health, infrastructure, and the environment remains.** The Melrose project will tap the same live aquifer currently being drained, compounding subsidence, risking flooding, and weakening nearby foundations.

Since the project was submitted while Los Angeles was out of compliance with state housing law—**and now that compliance has been restored**—I urge the City Planning Commission' to deny it under the Housing Accountability Act, as it meets both of the following conditions for denial:

- The project would result in a specific, adverse impact on public health or safety unless it is disapproved or approved at a lower density; and
- There is no feasible method to satisfactorily mitigate or avoid the adverse impact, other than disapproving the project or approving it at a reduced density.

To grant CEQA exemption here—simply due to its "infill" designation—would be **irresponsible** and invite future catastrophe, potentially even a **sinkhole**

As additional evidence, I have attached the following photo collections: ALGAE AUGUST 2024 (prior to power-washing), ALGAE MAY 2025 (following power-washing), STREET CORROSION FROM WATER DISCHARGE, STREET DAMAGE FROM PROLONGED CONSTRUCTION due to flooding, the VOLUME OF DISCHARGE, and images of one of the many times the project's FOUNDATION WAS CARTED AWAY DUE TO FLOODING.

I've included further background **below** on the N. Sweetzer project to illustrate ongoing harm, as well as the broader failure of oversight by public agencies.

Please enter this email and background into the official record to ensure that the city has a documented record of my/our concerns being presented to the Department of City Planning.

Sincerely,

Sarah Tuft

THE CONSTRUCTION OF 714–718 AND 728–748 N SWEETZER

In 2018, during excavation for a 4-story luxury condo (728 N Sweetzer) and a high-end rental building (714 N Sweetzer)—both with two levels of subterranean parking—**developer Etco Homes hit a live aquifer.** Though Etco claims a Hydrology Study was conducted beforehand, its apparent inaccuracy highlights the **risk of subterranean digging in our area.**

Construction was **halted for nearly a year**, during which Etco secured **NPDES permits** allowing the temporary discharge of up to **300,000 gallons of groundwater per day**. When construction resumed, so did the **continuous flooding** of our street.

In 2019, amid worsening drought conditions, I raised concerns with then-Councilmember Koretz's office about the massive water waste. Andy Shrader, Director of Environmental Affairs, Water Policy & Sustainability (District 5), confirmed that multiple agencies—the **California Regional Water Quality Control Board**, **City of Los Angeles Watershed Protection**, **Environmental Enforcement & Emergency Response Unit**, and the **Department of Sanitation**—had all approved the discharge.

This **multi-agency failure of oversight** has had **devastating, long-term consequences** for our neighborhood.

THE PERMANENT DAMAGE LEFT BEHIND

As established, groundwater in our area lies just **8–10 feet below the surface**. During construction, this water repeatedly **flooded the site itself**, delaying progress by years as crews had to **break, remove, and re-pour the foundation** multiple times. I recall at least five separate occasions when **fleets of cement trucks lined N. Sweetzer, Waring, and Melrose**—idling for hours, spewing smoke and exhaust.

Despite **six years of heavy truck traffic** and damage to driveways and pavement—including **dangerous 4-inch drops**—the City of L.A. only required Etco to only repave **their side of the street!**

Predictably, after construction ended, the groundwater **replenished**. Yet Etco—despite a record of repeated violations—was granted **permanent permission** to discharge **hundreds of gallons of groundwater onto the street daily, indefinitely**.

While the original NPDES permit described a pipe system discharging directly into a storm drain, the **permanent system instead allows a 6–7 foot-wide runoff to flow 200 feet** down the block before reaching a drain—an inefficient and damaging approach.

This volume of dewatering is **unsustainable**. In August, residents of *The Ainsley* at 728 N. Sweetzer reported that the **basement—housing all electrical systems—has flooded several times**, leading to **black mold**, hotel stays for remediation, and ongoing claims with Etco's insurance.

Meanwhile, **foundational damage is visible throughout the neighborhood**, including **cracked walls, and windows and doors that no longer align in their frames**—clear signs of ground destabilization and **structural compromise**.

YOU CAN'T PUT THE GENIE BACK IN THE BOTTLE

The dewatering system at 728 N. Sweetzer should never have been permitted. But by the time Etco Homes struck a live aquifer, they had already evicted RSO tenants under the Ellis Act, demolished the previous buildings with inadequate safety and dust mitigation, and begun excavation.

By 2024, so much groundwater had been discharged onto our street—so frequently—that a slick algae layer formed in the vast runoff. On August 25, around 5pm, I slipped on this algae and fell while exiting a car in front of 714 N. Sweetzer, bruising my hip and spraining my ankle.

I reported this to then–Field Deputy Thao Tran, who urged me to file a Service Request. I submitted one on September 9, 2024 (Request #1-4912987941).

On September 20, I witnessed a Water & Power inspector investigating the site. He confirmed this was an approved discharge—not illegal—so nothing would be done to address the volume of water or the algae. He also challenged, "I should see other neighborhoods" though he did begrudgingly admit the City should never have approved this kind of dewatering process.

On September 24th, I received notice my Service Request had been closed.

I reached out to Street Services and was connected with Investigator Stephen Dean Kreie who assured me he was in touch with the property owner and working on a solution. He mentioned photos he'd taken, and although I asked for them, he never sent them. He ended by saying, "unfortunately our investigations are confidential and I will not be able to provide much more information other than I am working with the responsible parties to resolve this issue as quickly as possible."

As an aside, the assertion of confidentiality for developers is a perfect example of how the City inherently privileges developers over citizens by providing cover, and with it, power to the former over the latter.

At the end of September, a worker attempted to clean the algae, which simply reduced its thickness, not its presence on our street so I wrote to Investigator Kreie.

On October 1st he replied that he'd "spoken with the property owner's representative and the LA Sanitation Dept, which has jurisdiction over waters draining into storm drains. **Both are working on a short term fix and also a long term solution to the groundwater draining from this property**."

I followed up again on November 7, and Investigator Kreie said the owner was working on plans to fix the discharge—but by February 17, 2025, he reported that LA Sanitation had determined the discharge "does not violate any policies or

municipal codes." This ignored visible damage to the street, hazards to residents, and environmental impact. Instead, the discharge was deemed "compliant" because it was filtered before entering the street and categorized as a foundation drain under MS4 and LAMC 64.70 loopholes—regardless of the algae that grows post-discharge or the volume of water wasted.

I raised this with our new Field Deputy, Shannan Calland who, as the first City representative to recognize the risks to public safety, filed a second Service Request (#1-5223655601) and investigated the first. The City issued Notices of Violation (#088950 and #088951), but no corrective action followed.

When I later called 311 for a status update (since My311LA's site no longer tracks older requests), I was told the case was closed because no water drainage was observed from 714 N. Sweetzer and no algae was present. Both claims were false. The runoff originates from 728/730 N. Sweetzer, then flows over 200 feet down the street—directly past 714—where algae collects. Despite four power-washings starting on Monday, April 7th, algae persists, as shown in the attached photos.

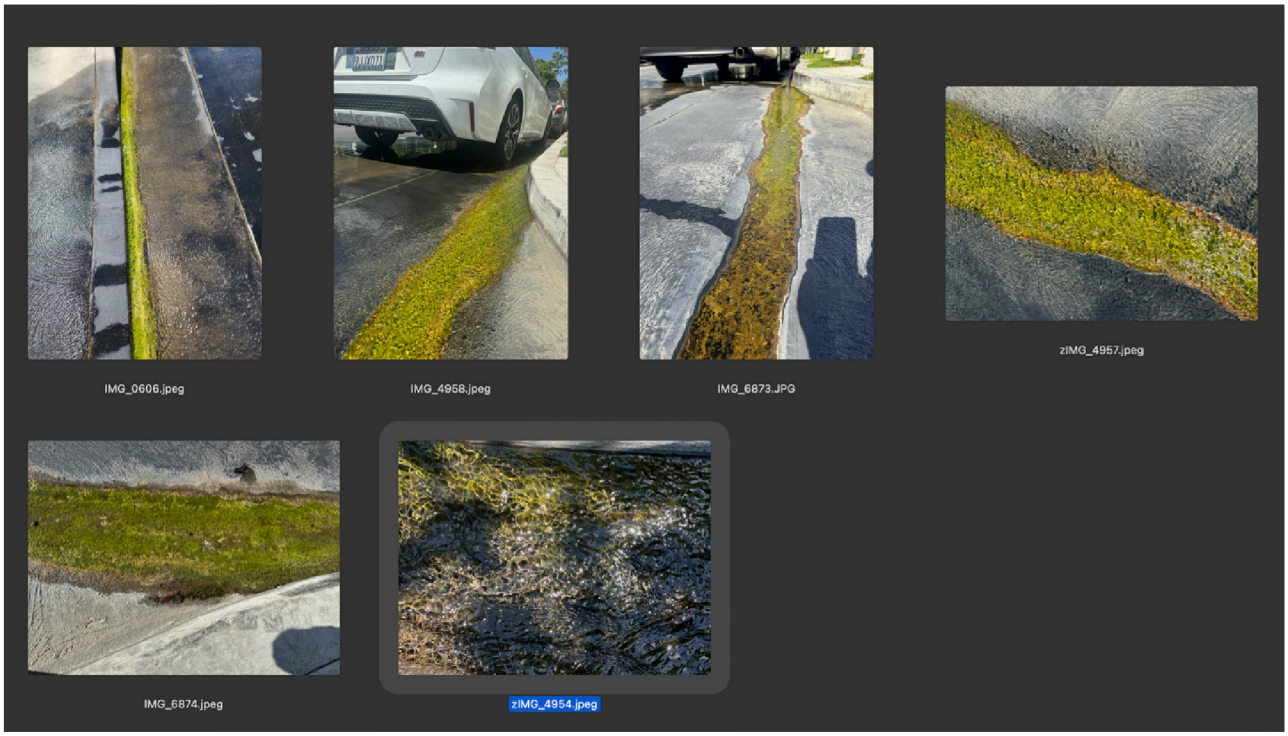
This is not a solution:

- **Power-washing** is ineffective at eliminating algae and adds to water waste. It does not mitigate overdraft, does not prevent environmental contamination, and does nothing to repair the corroded pavement, now visibly damaged.
- **Algae removal requires bleach**, which can't be used without polluting storm drains—another environmental hazard.
- **The street continues to corrode**, particularly along the curbs.
- **Under LAMC 62.80**, the property is obligated to control discharge and prevent algae buildup. By falsely claiming compliance, the City has abdicated its duty.

This ongoing case proves what happens when projects are approved without proper review: years of public safety hazards, infrastructure damage, environmental degradation, and endless agency runaround.

In closing, and in light of the proposed development at 8251–8271 W. Melrose, I urge the Department of City Planning to **enforce an exception to a categorical exemption** under CEQA Guidelines Section 15300.2.

This record speaks for itself: should the City greenlight this project without serious environmental review, it will not just be complicit—it will be responsible for the next disaster.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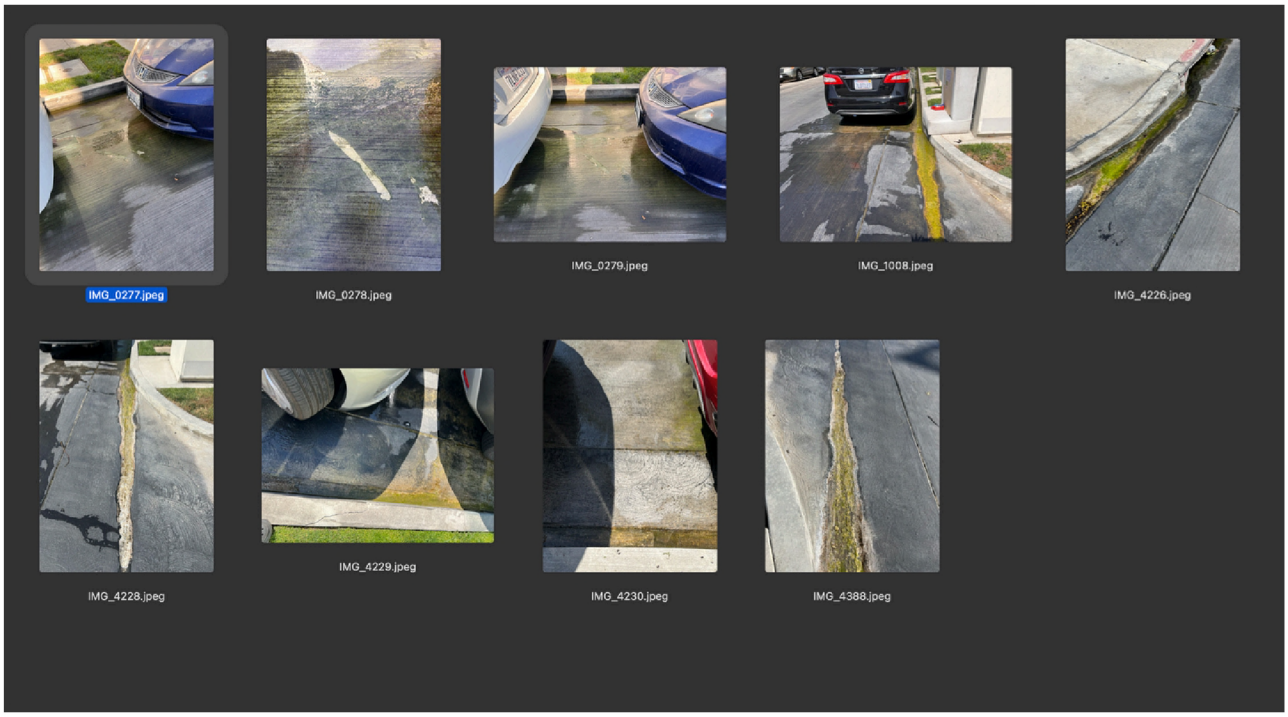
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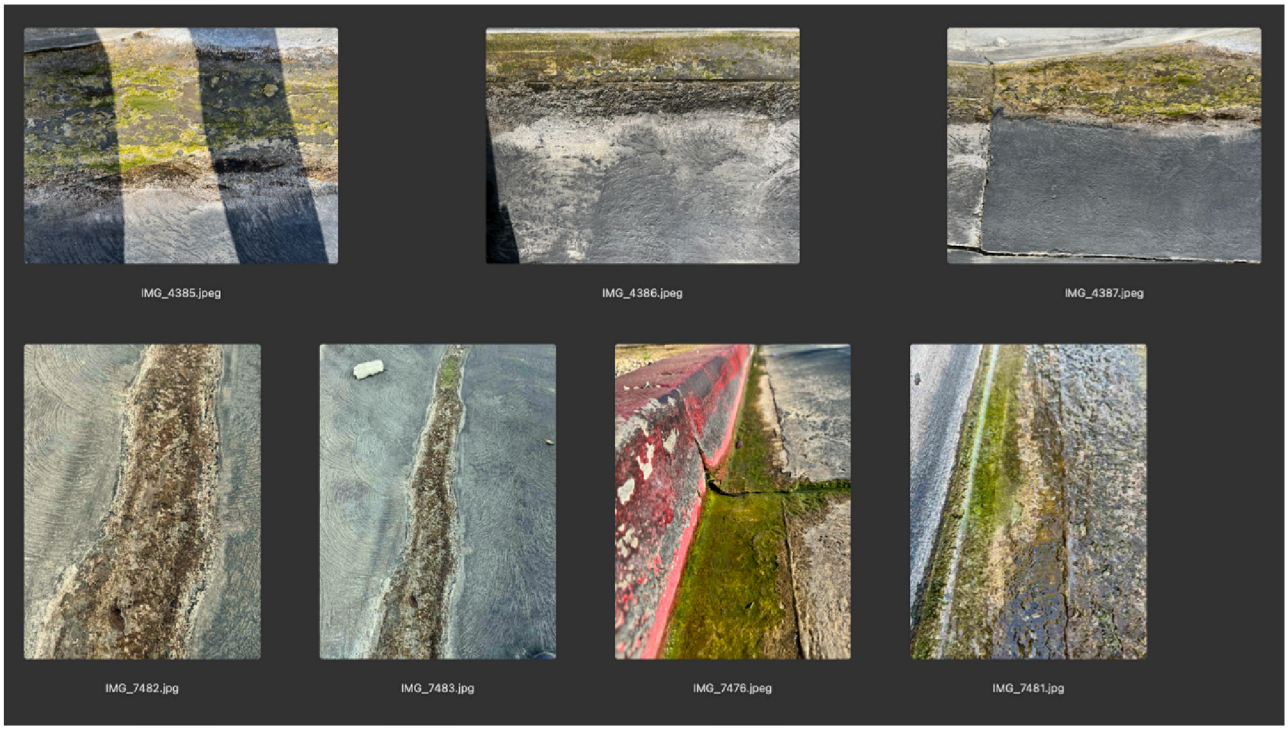
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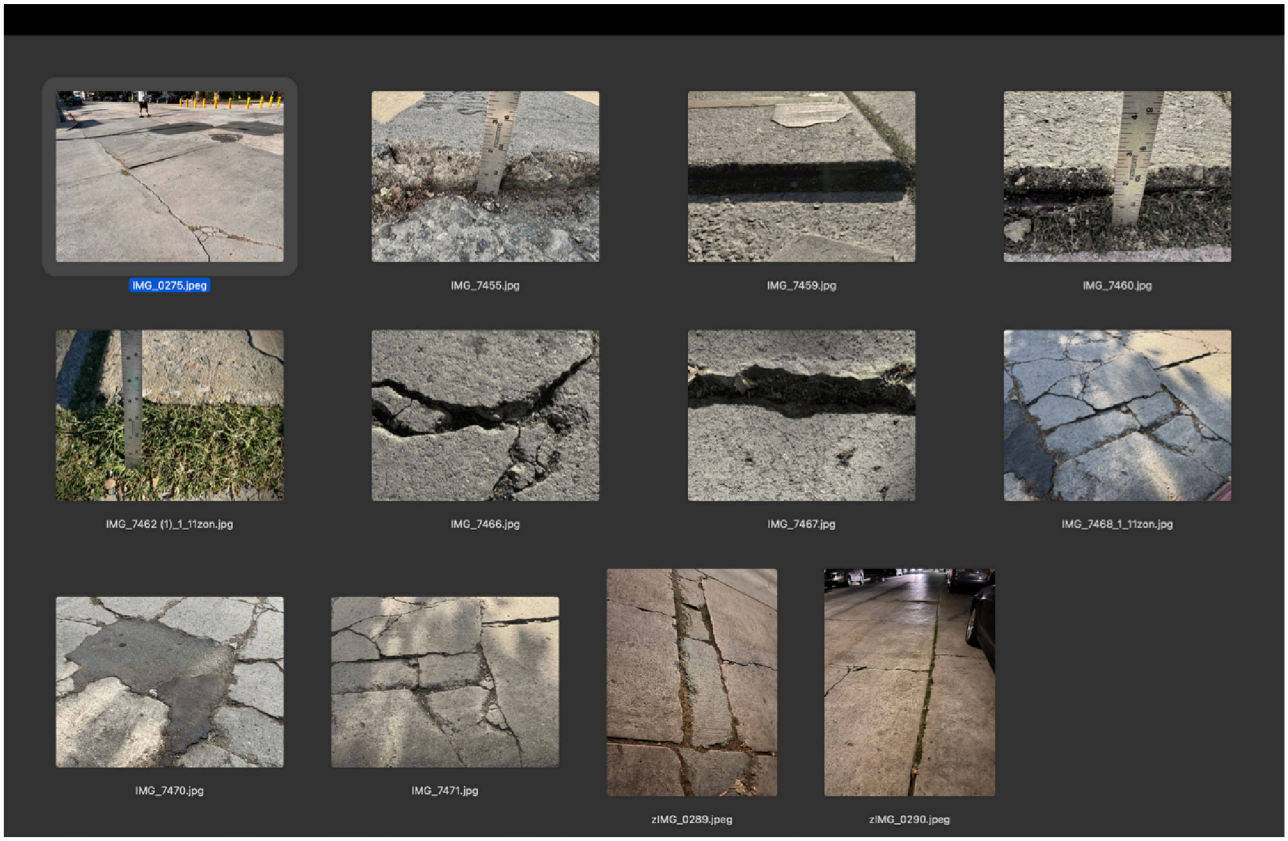
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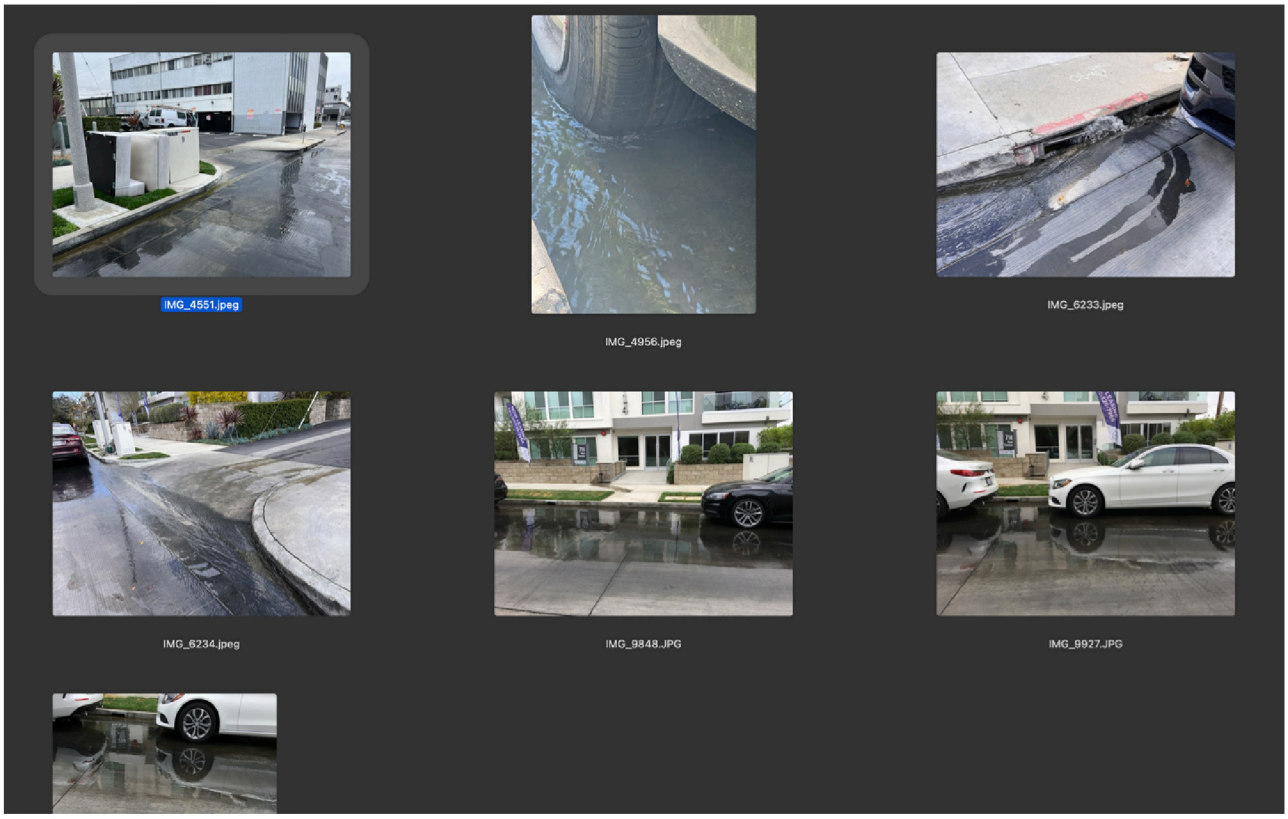
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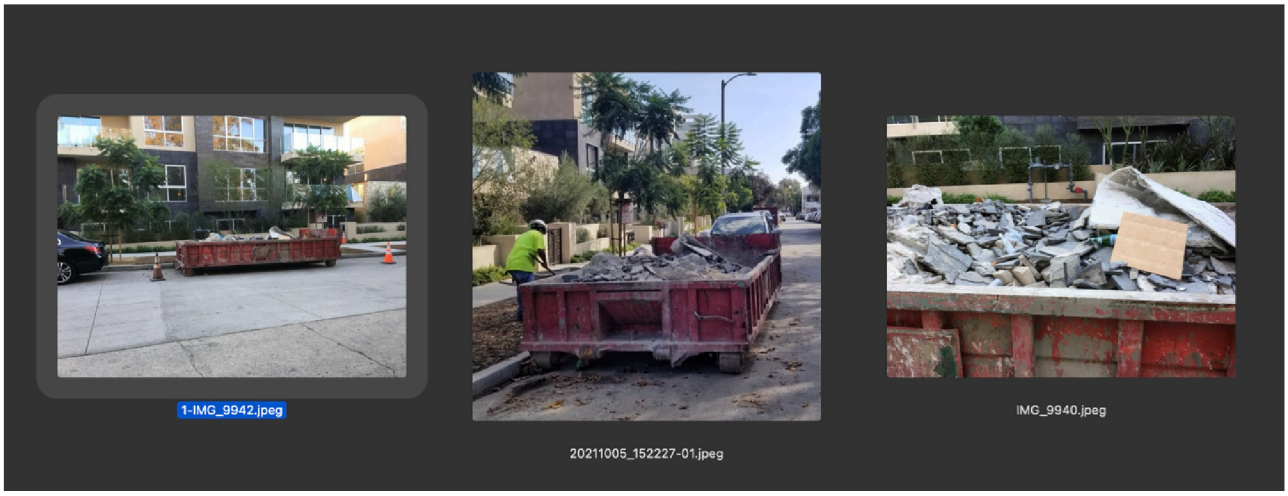
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Jun 9, 2025

City of Los Angeles
City Planning Commission
200 North Spring Street
Los Angeles, CA 90012

Re: Proposed Housing Development Project at 8251-8271 West Melrose Avenue, CPC-2024-3202-DB-PR-VHCA

To: cpc@lacity.org

Cc: Nashya Sadono-Jensen, City Planning Associate nashya.sadono-jensen@lacity.org ; City Clerk's Office, clerk.cps@lacity.org; City Attorney's Office, cityatty.help@lacity.org

Dear Los Angeles City Planning Commission,

The California Housing Defense Fund ("CalHDF") submits this letter to remind the Commission of its obligation to abide by all relevant state laws when evaluating the proposed 90-unit housing development project at 8251-8271 West Melrose Avenue, which includes 10 very low-income units. These laws include the Housing Accountability Act ("HAA"), the Density Bonus Law ("DBL"), and California Environmental Quality Act ("CEQA") guidelines.

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subds. (d), (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would render the project infeasible (*id.* at subd. (d)) or reduce the project's density (*id.* at subd. (j)) unless, again, such written findings are made. As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA's ambit, and it complies with local zoning code and the City's general plan. Increased density, concessions, and waivers that a project is entitled to under the DBL (Gov. Code, § 65915) do not render the project noncompliant with the zoning code or general plan, for purposes of the HAA (Gov. Code, § 65589.5, subd. (j)(3)). The HAA's protections therefore apply, and the City may not reject the project except based on health and safety standards, as outlined above. Furthermore, if the City rejects the project or impairs its feasibility, it must conduct "a

thorough analysis of the economic, social, and environmental effects of the action." (*Id.* at subd. (b).)

CalHDF also writes to emphasize that the DBL offers the proposed development certain protections. The City must respect these protections. In addition to granting the increase in residential units allowed by the DBL, the City must not deny the project the proposed waivers and concessions with respect to floor area ratio, height, and open space. If the City wishes to deny requested waivers, Government Code section 65915, subdivision (e)(1) requires findings that the waivers would have a specific, adverse impact upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. If the City wishes to deny requested concessions, Government Code section 65915, subdivision (d)(1) requires findings that the concessions would not result in identifiable and actual cost reductions, that the concessions would have a specific, adverse impact on public health or safety, or that the concessions are contrary to state or federal law. The City, if it makes any such findings, bears the burden of proof. (Gov. Code, § 65915, subd. (d)(4).) Of note, the DBL specifically allows for a reduction in required accessory parking in addition to the allowable waivers and concessions. (*Id.* at subd. (p).) Additionally, the California Court of Appeal has ruled that when an applicant has requested one or more waivers and/or concessions pursuant to the DBL, the City "may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes 'amenities' beyond the bare minimum of building components." (*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 775.)

Furthermore, the project is exempt from state environmental review under the Class 32 CEQA categorical exemption (In-Fill Development Projects) pursuant to section 15332 of the CEQA Guidelines, as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable zoning designation and regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare, or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. Caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state's homelessness crisis; it will increase the city's tax base; it will bring new customers to local businesses; and it will reduce displacement of existing residents by reducing competition for existing housing. It will also help cut down on transportation-related greenhouse gas emissions by providing housing in denser, more

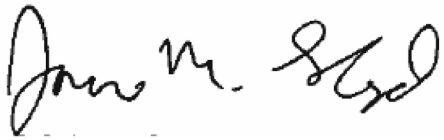
urban areas, as opposed to farther-flung regions in the state (and out of state). While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the Commission to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at www.calhdf.org.

Sincerely,



Dylan Casey
CalHDF Executive Director



James M. Lloyd
CalHDF Director of Planning and Investigations

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

N Harper Ave Emergency Vehicle Access [CPC-2024-3202-DB-PR-VHCA]

R W <westcoastnative@gmail.com> Wed, Jun 4, 2025 at 3:26 PM
To: Jennifer Torres <Jenny.torres@lacity.org>, Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>
Cc: Neighbors <savesweetzer@gmail.com>, ingrsolom@aol.com, Martin Kvitky <marsyl@flash.net>, e.nathanson@att.net, brian@poshpetcare.com, Keith Nakata <keithnakata@mac.com>, Kelly Duda <kellyduda8@gmail.com>, mary louise monahan <monahanm@att.net>, stanton.shipley@gmail.com, hburgarella@midcitywest.org, Shannan Calland <shannan.calland@lacity.org>

Hello Jennifer & Nashya-

Thank you Jennifer for receiving my last email! If I may also submit to you both the following: In our initial neighborhood outreach meeting with Jennifer, we raised concerns about vehicle ingress/egress for properties on the 700 block of N Harper, particularly regarding emergency service access.

In addition to the public safety of all local residents, Shalom Garden Inc. at 743-745 N Harper Ave is a licensed senior care facility (Lic 197607118 & 197607119) which regularly relies on emergency service vehicles and personnel. As you know, N Harper Ave is a narrow neighborhood street. Have the appropriate agencies been consulted to determine whether mitigation measures are needed based on the existing vehicle infrastructure?

Namely specific requirements by:

Los Angeles Fire Code/Fire Marshall: Will the entry and exit routes of the 700 block of N Harper remain navigable under all conditions? Has the Fire Marshall been notified of this project and made aware of the entry/exit design so that it may be determined if emergency access will be hindered?

CEQA – Emergency Access Impacts: As CEQA also has emergency access requirements, have studies concluded that emergency vehicle service will not be impeded—not only to the senior facility, but also to the regular residents on this block of N Harper?

California Department of Social Services: Given that Shalom Garden Inc. is licensed by CDSS, can the city confirm that emergency vehicle access will remain unobstructed in compliance with CDSS guidelines?

Please also keep in mind that in addition to this new Melrose prcject, N Harper is already uncharacteristically impacted by "Pink Wall" tourism.

Thank you for receiving these additional concerns.

-Reymond

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

N Harper Ave Emergency Vehicle Access [CPC-2024-3202-DB-PR-VHCA]

Neighbors <savesweetzer@gmail.com> Mon, Jun 9, 2025 at 1:04 PM
To: Jennifer Torres <jenny.torres@lacity.org>
Cc: R W <westcoastnative@gmail.com>, Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>, ingrsolom@aol.com, Martin Kvitky <marsyl@flash.net>, e.nathanson@att.net, brian@poshpetcare.com, Keith Nakata <keithnakata@mac.com>, Kelly Duda <kellyduda8@gmail.com>, mary louise monahan <monahanm@att.net>, stanton.shipley@gmail.com, hburgarella@midcitywest.org, Shannan Calland <shannan.calland@lacity.org>

Hi Jennifer,

I'll be following up shortly with an addendum to my May 14th emails, based on additional information related to the area's shallow aquifer.

In the meantime, I wanted to address something more immediate, as your response to Rey's concern appears to conflict with the information provided in the developer's Environmental Assessment Form (attached).

Specifically, on the top of page 5, the form includes the following:

> "SENSITIVE USES: Is the project site located within 500 feet of any of the following sensitive uses: residences (single-family, apartments, or condominiums), transient lodgings, and/or **retirement homes, long-term health care facilities,** rehabilitation centers, and convalescent centers; hospitals; schools and childcare centers; parks and playgrounds; churches; auditoriums, concert halls, amphitheaters, and/or recording studios?"

Given that Shalom Gardens is a *"senior living facility that offers a range of care options, including independent living, assisted living, memory care, and skilled nursing,"* it would clearly qualify as a "Sensitive Use" and is located within approximately 350 feet of the project site.

Additionally, there are numerous residences within 500 feet of the site—some as close as 100 feet. Nonetheless, the developer responded to this question with "No."

This is one of several inconsistencies I've identified in the Environmental Assessment Form, two of which I will outline in my forthcoming message.

All best,
Sarah

[Quoted text hidden]

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Support for Proposed Development at 8251 Melrose Avenue

Adriana Cheso <chesophotography@gmail.com> Wed, Jun 4, 2025 at 4:27 PM
To: nashya.sadono-jensen@lacity.org
Cc: cpc@lacity.org

Hi Nashya and CPC team,

As a nearby property owner and engaged stakeholder in the Melrose District, I am writing to express my strong support for the proposed mixed-use development at 8251 Melrose Avenue. This project embodies the type of infill, transit-accessible urbanism that Los Angeles has long needed but under-delivered—particularly in high-demand commercial corridors.

The adaptive reuse of this underperforming, outdated office structure into a vibrant, vertically integrated building offers tangible benefits across several vectors: (1) it addresses our region's chronic housing undersupply by adding multi-family units in a job-rich, walkable neighborhood; (2) it introduces a ground-level activation strategy aligned with neighborhood principles; and (3) it also provides ample parking to its residents.

Of particular note is the developer's commitment to small-format retail stalls conducive to local entrepreneurship—rather than large-format chains—creating an ecosystem that supports community-serving businesses while encouraging pedestrian engagement. This kind of intentional ground floor programming fosters both economic development and social cohesion, which is especially valuable in a post-pandemic recovery environment.

Given the scale, typology, and programmatic orientation of this proposal, I believe it represents a net-positive evolution for Melrose Avenue and a textbook example of sustainable urban infill. I urge the Planning Department and relevant bodies to approve this project and help move Los Angeles closer to the inclusive, livable city we aspire to be.

Kindly,

Adriana

Cheso Photography & Events

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

8251 Must Be Built

Macy Coquia <macycoquia@gmail.com> Thu, Jun 5, 2025 at 8:57 AM
To: nashya.sadono-jensen@lacity.org
Cc: cpc@lacity.org

To the Planning Commission and Community Stakeholders,

As a business owner, resident, and economic development advocate in the Melrose corridor, I am writing in support of the proposed redevelopment at 8251 Melrose Avenue. This project aligns closely with both community development goals and market-based realities in Los Angeles, offering a rare example of sensitive densification and neighborhood-aligned growth.

This mixed-use development introduces a well-balanced program—integrating 5 stories of housing atop activated commercial space—that not only enhances land-use efficiency but also contributes to the city's broader efforts to mitigate the ongoing housing crisis. As vacancy rates for rental housing in central LA remain near historic lows, this project contributes meaningfully to supply while avoiding displacement, as it replaces a single-use commercial asset with a diversified, multi-use footprint.

Moreover, the proposed retail model is particularly thoughtful: instead of mono-brand flagships or passive retail facades, it incorporates neighborhood-scale, flexible-use stalls that can accommodate small businesses, wellness concepts, and community-serving services. These spaces will meaningfully enhance daytime and evening vibrancy along this stretch of Melrose, complementing existing retail without cannibalizing it.

From both an economic and livability standpoint, the project offers catalytic potential: it brings new residents, supports local commerce, and contributes to a more walkable and dynamic neighborhood fabric. I support its approval and encourage expeditious entitlement and permitting so that its benefits can be realized in a timely manner.

Warm regards,
Macy | TPG Events

Delivery via E-Mail: nashya.sadno-jensen@lacity.org

Nashya Sadono-Jensen
City Planning Associate, Central Project Planning
Los Angeles City Planning
200 N. Spring Street, Room 621
Los Angeles, CA 90012

Re: 8251 West Melrose Avenue proposal; Case No. CPC-2024-3202-DB-PR-VHCA

Dear Nashya:

We are writing to voice concerns regarding the proposed 6-story mixed-use building at 8251 West Melrose Avenue. Our understanding from the February 24 hearing was that the city is considering an unprecedented exemption for the C4-1XL Zone, to allow a massive mixed-use building of 69 feet and six stories and two subterranean levels on Melrose Avenue, where a 30 foot maximum height is allowed—**this appears to be a 302% increase above existing zoning regulations**. We are unsure of why the City would even be considering such a massive deviation from its zoning plan, especially given local residents' knowledge of our neighborhood and associated concerns from them expressed during the February 24 hearing. In fact, I did not hear a single local resident voice support at the hearing – only concerns. Toward the end of the hearing, some late-joiners to the Zoom spoke in support, but without any indication that they were actually local residents (and with some easy online searches during the hearing, it became clear to us that these late-joiners were actually commercial real estate agents, not local residents).

We live in the Ainsley Building a half-block away, at 728 N. Sweetzer, and we are very concerned about any hasty approval of a structure that has not been sufficiently vetted and that would deviate so significantly from the neighborhood's plan. Before expressing concerns with this particular project, we want to note our support more broadly to create more housing in Los Angeles, which is desperately needed. But development must be done in a smart and thoughtful way, and we have serious concerns that the appropriate assessments have not yet been performed for this proposed development.

First, we were concerned when an elderly Holocaust survivor who lives next to the building site brought up noise abatement at the hearing – such a massive construction project bordering on a residential neighborhood would cause significant noise and disruption. We, too, are concerned that noise abatement has not been properly assessed. No noise study has been conducted, and based on prior noise analyses the City has conducted for similar projects, it appears that construction of this massive structure will cause significant and unavoidable noise impacts on a single-family structure. **Therefore, an exception to the proposed categorical exemption pursuant to CEQA Guidelines Section 15300.2 does apply.**

Second, we are very familiar with the traffic on our block of Melrose, and are certain that this building would cause traffic and flow issues that would cause safety issues on Melrose, a very busy street, as well as on Harper Ave. and Sweetzer Ave. With commercial spaces planned on the ground floor, how would deliveries to those commercial spaces be made given that there is only a very small alleyway behind the building site, and Melrose was never contemplated for

buildings of this size? Further, with 90 units ordering deliveries of their own (Amazon, food deliveries) that are only increasing, the street is certain to be jammed up many times a day, with illegal parking (with hazards on, but still illegal) causing potential safety issues for existing residents. We would ask that the city conduct a study into the traffic and congestion that would stem from the proposed building, and also consider parking congestion as it appears that only 16 short-term spaces for parking are being contemplated, and not every one of the 90 dwelling units would have an assigned long-term parking space.

Third, we are concerned about this extremely heavy building resting on the same geographic layers that our Ainsley building is atop. I am on the HOA board for the Ainsley and am very familiar with the issues caused by water seepage from underneath our own residential building—we have sump pumps running continuously, with water directed into the gutters on Sweetzer in front of our building at various times throughout the day (an issue that the city has now taken issue with after the developer turned the building over to the HOA). And when it rains, the water issues are significant – we have had major water intrusions into our basement structures because of this particular area of the city. The HOA was only recently told by our developer that the entire block rests on an extremely watery base, and that the weight of our building means that our subterranean parking would flood (even on non-rainy days) if pumps were not continuously working. This begs the question: where would such a large building bordering on Melrose pump its water, particularly given this building size represents a 302% increase above existing zoning regulations? We would ask that the city investigate the ground water impacts that are certain to be caused by the massive proposed building.

Fourth, we do not understand how five lots that had one- to two-story commercial buildings can be changed into a massive 6-story-above-ground building and add significant population density (90 units) without changing the character of our section of the neighborhood. Melrose Avenue is a famed shopping district, and is not lined with large apartment buildings that break the flow of the pedestrian shopping experience. With a large building causing traffic situations with its ingress and egress, and commercial and residential deliveries going on, pedestrians strolling Melrose Avenue will be impacted. (And because pedestrians on Melrose are not accustomed to looking for cars crossing the sidewalk to go in and out of buildings, pedestrian safety is also a serious concern.)

In short, we were shocked to learn that the city is even considering allowing the exemptions requested by the developer here and allowing this building to be approved. There is so much more investigation that should be done by impartial inspectors, geologists, and specialists in the issues noted above. We will be present at the hearing in June, along with many of the residents who voiced concerns at the prior hearing. So we wanted to provide some of our serious concerns in advance.

Best regards,

Wade Ackerman
George King
Residents at 728 N. Sweetzer Ave.

Eva P. Nathanson
715 ½ N. Harper Ave
Los Angeles, CA 90046

Nashya Sadono-Jensen
Los Angeles City Planning
200 N. Spring St., Room 621
Los Angeles, CA 90012
(213) 978-1363
nashya.sadono-jensen@lacity.org
cpc@lacity.org

Katy Yaroslavsky
City Council District 5 Councilwoman
City Hall Office
200 N. Spring Street, Suite 440
Los Angeles, CA 90012
(213) 473-7005
Councilmember.Yaroslavsky@lacity.org

June 4, 2025

Re: Opposition to Proposed Development Project

Concerning Property at:
8251-8271 Melrose Ave. & 705-711 N. Harper Ave, Los Angeles CA 90046

Case Number: CPC-2024-3202-DB-PR-VHCA
Environmental Case Number: ENV-2024-3203-CE
Council District No. 5

Dear Councilmember Yaroslavsky and Members of the Planning Commission,

My name is Eva Nathanson and I am writing to express my deep opposition to the proposed development at 8251 Melrose Avenue.

My family has lived on this property since 1961 and I have owned it since 1988. This is not just my home — it is the foundation of my life in Los Angeles, the place where I raised my children and continue to be actively involved in my community. I am 84 years old, and I am deeply concerned that this development threatens not only the safety and character of our neighborhood, but also my personal health and well-being.

1. A Threat to Neighborhood Character

Over the past 60 years, I've watched this neighborhood evolve — but never at the expense of its soul. The small businesses along this stretch of Melrose, including Harper Salon, Reformation, Carrera Café, and Posh Pet Care, bring life, beauty, and human scale to our community.

Replacing these with a massive commercial development spanning 15,000 square feet and hosting three large tenants would forever change the spirit of the area. It would create something cold, oversized, and out of place — likely catering to corporate chains rather than neighborhood-serving businesses.

This neighborhood is not just a commercial zone. It is home to families, elders, and people like me who have lived here for decades. Our community deserves thoughtful development that enhances, not destroys, its character.

2. Troubling Developer Conduct

The developer, Illulian Group, promotes themselves as "rule breakers" and "disruptors." This is not what I want in a neighbor. Urban development should be based on transparency, respect, and long-term accountability — not marketing slogans.

The developer has already demonstrated a lack of consideration for neighbors. Trash and delivery trucks as well cars of customers of their current commercial tenants frequently block our shared alley. These seemingly small disruptions have major consequences for someone like me, whose only vehicle access is via that alley.

3. Inadequate and Unrealistic Parking Plans

The proposed project includes 90 residential units and three large commercial spaces — but only 96 parking spots. This is not just insufficient, it's dangerous. Overflow parking will flood our already congested side streets and alleyways.

The alley behind the property, which I rely on to access my garage, already suffers from frequent illegal parking and commercial obstruction. I fear that this project will create even more congestion and block emergency vehicle access — a frightening prospect for someone my age.

The development also calls for a loading zone across the alley from my vehicle entrance. That would bring in additional trucks, blocking access completely and creating conditions that would make it impossible for an ambulance or emergency personnel to reach my home.

4. Profound Personal and Psychological Impacts

I must speak frankly here. I am a Holocaust survivor. Between the ages of 2 and 4, I was hidden in dark, airless, windowless rooms as my mother and I eluded the Nazis hunting for us Jews. Being deprived of light and air for such a long period during my early childhood left deep emotional scars.

This proposed building — six stories high and directly beside my home — would cast new shadows over my property, depriving it of light and air. Worse still, the prolonged construction and the inevitable dust, noise, and blocked alley access would make me feel trapped once again — echoing those traumas I have spent a lifetime learning to live with.

At this stage in my life, my health and mental well-being are fragile. This project would compromise both. I do not want to live out my remaining years in darkness, anxiety, and fear. No one should have to.

5. A Risky Environmental Situation

I have already lived through the consequences of poorly planned development next door. When the property at 714-718 N. Sweetzer was developed (abutting my property to the west), they hit an underground aquifer during excavation. That mistake caused years of flooding, black mold, and ongoing discharge of water.

My home suffered structural damage, including cracks in the walls and misaligned doors. Despite repeated concerns, no one took responsibility.

The proposed project at 8251 Melrose will involve even deeper excavation, even closer to my home. I am terrified that this will lead to more flooding, more damage, and more risk to my health and property — with no real recourse or accountability.

6. Enforcement Gaps and Ongoing Impacts

I have little confidence that any mitigation measures proposed by the developer will be enforced once the project is approved. It will fall on me and my neighbors to deal with the traffic, noise, and health impacts — just as we have with past projects.

At my age, I cannot keep fighting battles that shouldn't exist in the first place. I am asking you now to intervene before harm is done.

In closing, I ask you from the bottom of my heart: please do not approve this development. Please consider the residents who have lived here, contributed to this neighborhood, and deserve to live in dignity, peace, and safety.

This is my home. Please help me protect it.

Sincerely,

Eva P. Nathanson

Resident of 715 ½ N. Harper Ave, 90046.

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

8251 Melrose project

Shawn Shayan <shawnshayan9@gmail.com> Wed, Jun 4, 2025 at 8:41 AM
To: nashya.sadono-jensen@lacity.org

Hello

I live down the street from the proposed 8251 Melrose project. I wanted to send an email in regards to you in favor of this

I've lived in the area for over 5 years and have watched as housing has become increasingly out of reach for so many Angelenos. Many of my friends are unable to live here due to the lack of housing!! It's because other people are always shooting down new projects, but then complain about how there's no housing. I don't get it

More housing is needed in our city. This is exactly the kind of development we should be supporting. I fully support this project and i'm excited to finally start seeing more apartments available for rent in the area. Please keep up the good work and make it easier for our City to flourish

Thank you,

Shawn Shayan
(310) 890-2222

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Support New Project on Melrose

Jackson Brenford <jacksonbrenford@gmail.com> Tue, Jun 3, 2025 at 1:00 PM
To: nashya.sadono-jensen@lacity.org
Cc: Councilmember.Yaroslavsky@lacity.org

Dear City Officials,

As the owner of a local store here on Melrose, I am writing to show my support for the project at 8251 Melrose Avenue. Our neighborhood has been in need of new housing options and an updated retail environment for years. Melrose is a famous street and pedestrian friendly - having new and modern projects here will only help the area.

Adding a dynamic mix of housing and inviting retail stalls will create a livelier atmosphere and bring more customers to all of us who rely on foot traffic. I especially appreciate that the retail spaces are designed to be “neighborhood-friendly,” helping small businesses like mine thrive.

Thank you for considering this project that will bring new life and vitality to Melrose Avenue!

Jackson

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Proceed with 8251 Melrose

Kimberly Taylor <kimberlytayorly@gmail.com> Tue, Jun 3, 2025 at 7:13 AM
To: nashya.sadono-jensen@lacity.org

Hi Miss Jensen

I live in the Melrose neighborhood and I'm writing to support the new development at 8251 Melrose Avenue. As a young professional in the area, I know how difficult it is to find affordable housing near work. This project will add much-needed apartments to an area that has seen very little new construction in recent years.

The idea of incorporating neighborhood-friendly retail on the ground floor is also exciting. Spaces like coffee shops or studios bring life to the street and make it easier to connect with neighbors.

I believe this project is a great example of how we can adapt to our city's needs while creating vibrant and inclusive communities. Please support it!

Sincerely,
Kimberly

Crafting welcome interiors since 2017

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Proceed with 8251 melrose project

teresajhoward1983 <teresajhoward1983@gmail.com> Mon, Jun 2, 2025 at 6:08 PM
To: nashya.sadono-jensen@lacity.org
Cc: jenny.torres@lacity.org, Councilmember.Yaroslavsky@lacity.org

Dear City Planning Department,

I am writing to voice my strong support for the proposed mixed-use development at 8251 Melrose Avenue. As a long-time resident living just two blocks away on Sweetzer Ave, I've seen how the area has struggled to keep up with the city's housing demand. Replacing the outdated office building on Melrose with a modern and beautiful structure that includes much-needed housing and neighborhood-friendly retail is exactly what we need.

We'll also finally have some new retail in the area. This is a beautiful neighborhood and this is one of the few projects I've seen that is actually improving it for the better.

Thank you for sending out the neighbor letters a few weeks ago
T.H.

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Re: 8251 Melrose Ave (CPC-2024-3202-DB-PR-VHCA)

R W <westcoastnative@gmail.com> Mon, Jun 2, 2025 at 4:03 PM
To: Jennifer Torres <Jenny.torres@lacity.org>
Cc: Neighbors <savesweetzer@gmail.com>, ingrsolom@aol.com, Martin Kvitky <marsyl@flash.net>, e.nathanson@att.net, brian@poshpetcare.com, Keith Nakata <keithnakata@mac.com>, Kelly Duda <kellyduda8@gmail.com>, mary louise monahan <monahanm@att.net>, stanton.shipley@gmail.com, hburgarella@midcitywest.org, Shannan Calland <shannan.calland@lacity.org>, Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Hi Jennifer-

Your response email regarding the Melrose development has been circulating, and I want to sincerely thank you for your due diligence in providing detailed information. I was hoping to take a closer look at the environmental aspects, if I may.

> *From California Code of Regulations, Title 14, Section 15300.2(c) (CEQA Guidelines):*
>
> *§15300.2. Exceptions.*
>
> *(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.*

In this case, intersecting or altering the water table may constitute an unusual circumstance. If permanent street flooding from adjacent developments is **already** occurring, how can the City legitimately give a CEQA exemption without first adding evidence to the administrative record that the proposed Melrose project will not exacerbate this existing impact? Doesn't this burden of proof rest with The Planning Department? Shouldn't substantial evidence be provided via a thorough environmental review? A post-hoc soil report seems not only insufficient but also irresponsible, particularly given the persistent street flooding **currently visible** at the site. How can the city move forward in good faith knowing this?

Moreover, it seems in this circumstance that a soil report alone may not satisfy CEQA. If such a report acknowledges groundwater intersection but downplays its relevance, that omission surely becomes grounds for challenge under the CEQA fair argument standard. I find it hard to believe that the law permits agencies (and city leadership) to ignore credible evidence, and in this case, the evidence is not hypothetical—**there is visible, ongoing environmental damage**. Thus, granting a CEQA exemption without a full and independent environmental assessment seems to be a serious lapse in due process by the Planning Department. It's not difficult to imagine eventual legal repercussions, especially when visual evidence of significant impact already exists and the city chooses to proceed with approvals anyway.

I believe everyone agrees the property is destined for redevelopment. However, it remains the responsibility of your office's leadership, in partnership with the Planning Department, to conduct a much more thorough environmental study—one that aligns with CEQA standards and assures the public that, if necessary, the plans will be appropriately scaled down to mitigate and prevent further damage to the already compromised local environment.

Thank you again for being our point person on this. I have also copied Nashya Sadono-Jensen with the Planning Department, Hunter Burgarella with the Mid-City West Neighborhood Council, and other involved residents.

-Reymond

On Fri, May 30, 2025 at 2:06 PM mary louise monahan <monahanm@att.net> wrote:

> Dear Rey.....would appreciate your in put on this latest email from the Jennifer. A disaster waiting to happen!!!
> Mary Louise Monahan at (323) 651-1760 monahanm@att.net Have you received any emails from Jennifer since our meeting at her office?
>
> ----- Forwarded Message -----
> **From:** mary louise monahan <monahanm@att.net>
> **To:** Neighbors <savesweetzer@gmail.com>
> **Sent:** Friday, May 30, 2025 at 02:03:50 PM PDT
> **Subject:** Fw: 8251 Melrose Ave.
>
> Dear Sara.....thanks for your input on this disaster waiting to happen.....mary

----- Forwarded Message -----
From: mary louise monahan <monahanm@att.net>
To: keithnakata@mac.com <keithnakata@mac.com>
Sent: Friday, May 30, 2025 at 02:02:45 PM PDT
Subject: Fw: 8251 Melrose Ave.

Dear Keith...I just received this from Jennifer Torres.....what do you think? mary louise monahan, (323) 651-1760 monahanm@att.net thanks for your input on this disaster waiting to happen.

----- Forwarded Message -----
From: Jennifer Torres <jenny.torres@lacity.org>
To: mary louise monahan <monahanm@att.net>
Sent: Friday, May 30, 2025 at 01:38:30 PM PDT
Subject: 8251 Melrose Ave.

Hello,

Thank you for your patience while I looked into the details of the proposed project at 8251 Melrose Ave. I greatly appreciate your engagement on this matter and your efforts to inform our office of the longstanding challenges faced by your neighborhood due to nearby developments. Your insights into the neighborhood's history have been extremely valuable and incredibly helpful for me to understand the bigger picture.

Below are responses to the key issues you've brought forward:

- Builder's Remedy: To clarify, this is not a Builder's Remedy project. The applicant is requesting a Project Review, the use of the State Density Bonus, and a CEQA exemption. Therefore, the Planning Department must ensure that all approvals align with City of LA guidelines and that the appropriate findings are made for each request.
- Incompatibility with the neighborhood: We understand the concern about a six-story building replacing a two-story structure. However, because the applicant is using the California Density Bonus Law (Government Code Section 65915), the City is legally restricted from denying the project based on its scale or design.
- Parking / Traffic: While we understand parking is a concern, the applicant is utilizing AB 2097, which prohibits cities from requiring minimum parking for developments within half a mile of major transit stops. Although the applicant is not required to provide any parking, they are voluntarily providing 92 parking spaces. Additionally, since the project is not expected to generate 250 or more daily vehicle trips, a traffic study is not required.
- CEQA Exemption: The project qualifies for a Class 32 Categorical Exemption under CEQA as it meets the criteria for an "in-fill" development within an urban area. The Planning Department has verified that no exceptions apply that would disqualify it from this exemption. For the environmental review, the applicant has submitted a Historic Resources Assessment, along with an air quality and noise report.
- Water table studies: After consulting with the City Planning Department, they confirmed that groundwater depth is evaluated through a Soil Report. This report is required by the Grading Division, but only after a building permit is requested, which occurs post-entitlement. The Planning Department has flagged this project for the Grading Division to ensure that when building permits are eventually requested, they are already informed of the area's history and can conduct a thorough review. To emphasize the importance of this issue our office is preparing a letter to the Planning Department to formally express our concerns about the water aquifer and to request actions that would help protect it from possible damage.
- Outreach: Since our meeting, I've reached out to community groups including the Melrose BID, Melrose Action, and the Mid City West Neighborhood Council, inviting them to provide feedback. The applicant has agreed to present at the Mid City West Planning and Land Use Committee and the General Board. Additionally, I've also scheduled a meeting with the applicant's team next week, where I will request that they provide studies and documentation to ensure construction will not negatively impact the underground aquifer.

Thank you again for raising these important issues. I understand the impact that developments like this can have on residents and I want to assure you that your feedback is being taken seriously. As stated earlier, our office will be submitting a letter to the Planning Department outlining the water aquifer concern and requesting action to prevent damage to the aquifer. I'll keep you informed of any changes or updates and encourage you to share any new concerns or information that may arise.

Best,

COUNCILWOMAN
KATY YAROSLAVSKY
LOS ANGELES COUNCIL DISTRICT 5
cd5.lacity.gov

Jennifer Torres
Pronouns: She, Her, Hers
PLANNING DEPUTY
O: (213) 751-1432
Los Angeles City Hall
200 North Spring St., Room 440
Los Angeles, CA 90012

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

8251 Melrose

Steven Neman <stevenneman@gmail.com> Mon, Jun 2, 2025 at 1:56 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Hello Nashya

I am the owner of a boutique shop on Melrose Avenue, and I'm writing to express my enthusiastic support for the proposed development at 8251 Melrose Avenue. As a fellow small business operator, I see firsthand how the lack of foot traffic and housing density can be a challenge for local businesses. The added apartments above a floor of community-focused retail will be a major boost for everyone.

The new retail stalls will complement the existing businesses, making the street more vibrant and walkable. More residents also means more customers for our shops, and I see this as a win-win for the whole area.

Please consider approving this thoughtful project. I think this would be a strong development for the area and help local business.

Best regards,
Steven

Thank you,
Steven Neman

Andrew Sachs & Hagar Harpak
715 N. Harper Ave
Los Angeles, CA 90046

Nashya Sadono-Jensen
Los Angeles City Planning
200 N. Spring St., Room 621
Los Angeles, CA 90012
(213) 978-1363

Katy Yaroslavsky
City Council District 5 Councilwoman
City Hall Office
200 N. Spring Street, Suite 440
Los Angeles, CA 90012
(213) 473-7005

May 19, 2025

Re: Opposition to Proposed Development Project

Concerning Property at:
8251-8271 Melrose Ave. & 705-711 N. Harper Ave, Los Angeles CA 90046

Case Number: CPC-2024-3202-DB-PR-VHCA
Environmental Case Number: ENV-2024-3203-CE
Council District No. 5

Dear City Councilor Yaroslavsky and Planning Commission Members,

We are writing to express our strong opposition to this proposed development currently under review. As concerned members of the community, and immediate neighbors of this property for over 10 years, we urge the City Planning Department to deny any further approvals for this project, which threatens to irreversibly harm the character, safety, and livability of our neighborhood and specifically our home.

1. Preserving Our Neighborhood Character

The existing buildings along this stretch of Melrose Avenue - including local favorites like the Harper Salon, Reformation boutique, Carerra Café, and Posh Pet Care - add charm and personality to the area. This massive new development would upend the peaceful, vibrant environment we already enjoy. Residents should not be forced to endure significant impacts to our quality of life simply for a private company to increase its profit margins.

We are raising two kids here and have enjoyed how walkable the streets are, and how the commercial spaces are of a scale that allows for smaller local businesses to thrive. The conversion of the existing commercial spaces into a 3-tenant, 15,000 sq. ft. building, will result in larger commercial tenants for whom these stores are likely just another outpost of nationwide

or worldwide operations, and thus they will not be as invested in this neighborhood any more than a mall. We love that this area is unlike a mall in that we have real character of place, which leads to increased value of the residential and commercial spaces for their unique qualities. To create another bunch of "big boxes" will erode the qualities that make this neighborhood different than others and give it identity and value.

2. Concerns About Developer Conduct

The development team behind this project, the Illulian Group, publicly prides itself on "breaking the rules" and "disrupting conventional wisdom" to expedite outcomes, per their website. This philosophy is deeply concerning when applied to a sensitive urban project requiring transparency, collaboration, and adherence to public process.

The Mid City West Neighborhood Council was not informed of the project in a timely or adequate manner, and residents were not given sufficient notice to participate meaningfully in the previous public hearing. In fact, several speakers at that hearing who voiced support appeared to have no genuine connection to the project area, raising further questions about the integrity of the process.

In the past, we have not found the Illulian Group responsive to neighborly concerns around issues such as their trash blocking the alley, and we don't have any confidence they have any capacity or interest to navigate environmental regulations and community relations.

3. Inadequate Parking Planning

With 90 residential units and three large commercial spaces, the development proposes only 96 parking spots. This insufficient allocation guarantees spillover into adjacent permit-only residential street - streets that are already overburdened and under-patrolled. The result will be increased frustration and reduced access for residents, and further strain on public enforcement resources. The idea of allowing building reduced parking due to proximity to public transit is a joke. We do not expect that residents who can afford these dwellings will be willing to forgo car ownership and instead take taxis, scooters, bicycles, or walk to the "major transit stop" at La Cienega and Melrose.

Furthermore, the proposed entrance to the underground parking lot is situated on the section of Harper Ave. that is already highly congested. We live adjacent to this and constantly witness people parking in the red zones on Harper just north of Melrose, which creates a dangerous pinch point for traffic. We also routinely get stuck trying to access our own parking lot due to cars parking and standing in the alley. The pink wall is a major tourist attraction, and our many calls to parking enforcement have never resulted in any meaningful improvement to the flagrant parking violations and hazardous traffic conditions. Increasing the volume of traffic into this narrow street will make a bad situation worse: it will become more dangerous for pedestrians, more congested for vehicle traffic, and more frustrating for the existing residents.

4. Negative Community Impacts

While advocates of dense urban development may push for higher density, there must be a limit. Six-story buildings are wholly incompatible with the prevailing one- and two-story character of

Melrose Avenue. This scale of development would contribute to overcrowding, deprive us and our neighbors of natural light, and introduce significant increases in traffic congestion. The associated demolition and excavation will generate noise, dust, pollution, and vibrations, which could damage nearby properties and diminish the health and well-being of current residents. Access for emergency vehicles may also be severely compromised by increased traffic and narrowed passageways.

We do not believe the plans take into account our ability to access our property via our vehicle gate that opens into the alley. There seem to be plans for a commercial loading dock in close proximity to our gate, which would likely present obstacles to us entering and exiting our property by vehicle, as the traffic of commercial vehicles will increase, and possibly stand by in the alley for access to the loading area.

The height of this proposed development will reduce the amount of natural light that hits our windows, leaving us more in shadow and negatively impacting the experience of living here.

5. Enforcement Challenges

Any promises of compromise or accommodations by the developer are likely to prove difficult to enforce. Once construction is complete, residents will be left managing the fallout—chronic noise, overburdened streets, public safety concerns—while city agencies struggle to respond. This is a heavy price for a community to pay in exchange for a project that offers us no benefit.

6. Environmental Risks – High Water Table

Recent nearby developments have revealed serious environmental concerns that cannot be ignored. On the 700 block of North Sweetzer, an underground aquifer was struck during excavation, even after a hydrology study was conducted. The resulting water discharge has led to hazardous street conditions, mosquito infestations, structural damage, and black mold from persistent flooding. During the construction of this development, our property suffered cracks in interior and exterior walls, and the shifting ground also caused the failure of doors to swing open or close properly, issues which persist to this day.

In fact, we wrote the Planning Commission in 2016 to object to the development at 714-718 N Sweetzer Ave, and received no response, accommodation, recourse, or assurances. As we warned then, that development has had a negative impact on our quality of life and safety.

Given that the proposed development at 8251 Melrose is adjacent to this known high water table, similar outcomes are not only possible - they are likely. We are extremely concerned that the excavation of the parking structure of this new development, which is even deeper and closer to our property, will result in more severe impacts to the structure we live in, possibly resulting in unsafe conditions, or even causing injury due to some unexpected movement of the structure of our house.

This risk necessitates a new, thorough environmental and engineering review before any further planning decisions are made. We request that all such reviews are shared with us, whether they have already been done or will be as part of the application process.

In summary, this project poses serious threats to the quality of life for our community, including significant increases to traffic, and additional cumulative impact to the structural integrity of our home and others. It is out of scale, poorly planned, environmentally risky, and prioritizes private financial interests over public well-being. We respectfully request that the Los Angeles City Planning Department halt this project and deny it any further approvals.

Thank you for your attention to the concerns of the people who live in and care deeply about this neighborhood.

Sincerely,

Andrew Sachs Hagar Harpak

Residents of 715 N. Harper Ave, 90046.

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

8251–8271 West Melrose Avenue - case for an exception to a categorical exemption

Neighbors <savesweetzer@gmail.com> Wed, May 14, 2025 at 10:47 AM
To: nashya.sadono-jensen@lacity.org
Cc: jenny.torres@lacity.org, Shannan Calland <Shannan.Calland@lacity.org>, ingrsolom@aol.com, mary louise monahan <monahanm@att.net>, Martin Kvitky <marsyl@flash.net>, e.nathanson@att.net, brian@poshpetcare.com, westcoastnative@gmail.com, Keith Nakata <keithnakata@mac.com>, Kelly Duda <kellyduda8@gmail.com>, stanton.shipley@gmail.com

Dear Nashya Sadono-Jensen, City Planning Associate at City of Los Angeles,

I am writing in response to the City Planning Commission's invitation for public comment regarding the proposed construction of a 6-story mixed-use building with two subterranean parking levels at **8251–8271 West Melrose Avenue**.

More specifically, I am writing to **urge the Department of City Planning to enforce an exception to a categorical exemption** under CEQA Guidelines Section 15300.2 due to the project's unique risks to public welfare.

Although publicly announced in May 2024, I only became aware of this project on February 3, 2025, when I received a Notice of Public Hearing regarding its exemption to CEQA because it's an infill development. The Notice also claims there is "no substantial evidence" against this exemption—**a claim that is demonstrably false.**

The "substantial evidence" is less than two hundred feet away on N. Sweetzer where another development with two levels of subterranean parking resulted in the permanent dewatering of millions of gallons of water. According to the Sierra Club's report on area dewatering, groundwater levels in our neighborhood are unusually shallow, i.e., 8 to 10 feet below the surface of the street. Because of this, dewatering necessarily involves a huge volume of water, which on N. Sweetzer has created the following **ongoing adverse impacts on public health, safety, and the environment.**

1. **Constant water runoff**—6 to 7 feet wide and extending 200 feet down the block**,** impeding foot traffic and increasing slip hazards;
2. **Toxic intractable algae growth**—exposing residents and pets to health risks;
3. **Street corrosion and pavement damage**—the former caused by the water and algae, the latter caused by the prolonged construction due to site flooding;
4. **Environmental damage**—from algae being delivered into storm drains and out to our waterways, where algae blooms already contribute to widespread marine life die-off;
5. **Toxic black mold**—caused by ongoing flooding in the completed project;
6. **Destabilization of the area**—as evidenced by structural damage to nearby homes, including cracked walls and misaligned windows and doors, due to ground destabilization. When large amounts of groundwater have been withdrawn from the ground, the rock and soil falls in on itself, causing the ground to sink. The long-term result of overdraft can be seen in nearby regions, as documented in James' November 2024 report "Groundwater pumping is causing land to sink at record rate in San Joaquin Valley";
7. **Water waste**—April marked the end of the storm season, with LA County capturing only 11.9 billion gallons of stormwater—down significantly from 21.2 billion the previous season. These findings have many officials concerned about the existential threat of LA's water crisis, including LA County Supervisor Lindsey Horvath who authored the LA County Water Plan, which includes **leveraging the potential of groundwater** as part of a multi-

pronged effort to safeguard our area's sustainability. Wasting millions of gallons of groundwater is not in line with County Supervisor Horvath's LA County Water Plan, nor does it align with Councilperson Yaroslavsky's environmental platform or the City's water conservation mandate;

At the February 24th hearing, the project manager's last-minute assurance that his team is "will put in the proper water mitigation technique," is **wholly inadequate**.

There is **no mitigation method** that neutralizes the risks we're already experiencing. Even if the water were redirected directly into waterways, the **danger to public health, infrastructure, and the environment remains.** The Melrose project will tap the same live aquifer currently being drained, compounding subsidence, risking flooding, and weakening nearby foundations.

Since the project was submitted while Los Angeles was out of compliance with state housing law—**and now that compliance has been restored**—I urge the City Planning Commission' to deny it under the Housing Accountability Act, as it meets both of the following conditions for denial:

- The project would result in a specific, adverse impact on public health or safety unless it is disapproved or approved at a lower density; and
- There is no feasible method to satisfactorily mitigate or avoid the adverse impact, other than disapproving the project or approving it at a reduced density.

To grant CEQA exemption here—simply due to its "infill" designation—would be **irresponsible** and invite future catastrophe, potentially even a **sinkhole**
As additional evidence, I have attached the following photo collections: ALGAE AUGUST 2024 (prior to power-washing), ALGAE MAY 2025 (following power-washing), STREET CORROSION FROM WATER DISCHARGE, STREET DAMAGE FROM PROLONGED CONSTRUCTION due to flooding, the VOLUME OF DISCHARGE, and images of one of the many times the project's FOUNDATION WAS CARTED AWAY DUE TO FLOODING.

I've included further background **below** on the N. Sweetzer project to illustrate ongoing harm, as well as the broader failure of oversight by public agencies.

Please enter this email and background into the official record to ensure that the city has a documented record of my/our concerns being presented to the Department of City Planning.

Sincerely,

Sarah Tuft

THE CONSTRUCTION OF 714–718 AND 728–748 N SWEETZER

In 2018, during excavation for a 4-story luxury condo (728 N Sweetzer) and a high-end rental building (714 N Sweetzer)—both with two levels of subterranean parking—**developer Etco Homes hit a live aquifer.** Though Etco claims a Hydrology Study was conducted beforehand, its apparent inaccuracy highlights the **risk of subterranean digging in our area.**

Construction was **halted for nearly a year**, during which Etco secured **NPDES permits** allowing the temporary discharge of up to **300,000 gallons of groundwater per day**. When construction resumed, so did the **continuous flooding** of our street.

In 2019, amid worsening drought conditions, I raised concerns with then-Councilmember Koretz's office about the massive water waste. Andy Shrader, Director of Environmental Affairs, Water Policy & Sustainability (District 5), confirmed that multiple agencies—the **California Regional Water Quality Control Board**, **City of Los Angeles Watershed Protection**, **Environmental Enforcement & Emergency Response Unit**, and the **Department of Sanitation**—had all approved the discharge.

This **multi-agency failure of oversight** has had **devastating, long-term consequences** for our neighborhood.

THE PERMANENT DAMAGE LEFT BEHIND

As established, groundwater in our area lies just **8–10 feet below the surface**. During construction, this water repeatedly **flooded the site itself**, delaying progress by years as crews had to **break, remove, and re-pour the foundation** multiple times. I recall at least five separate occasions when **fleets of cement trucks lined N. Sweetzer, Waring, and Melrose**—idling for hours, spewing smoke and exhaust.

Despite **six years of heavy truck traffic** and damage to driveways and pavement—including **dangerous 4-inch drops**—the City of L.A. only required Etco to only repave **their side of the street!**

Predictably, after construction ended, the groundwater **replenished**. Yet Etco—despite a record of repeated violations—was granted **permanent permission** to discharge **hundreds of gallons of groundwater onto the street daily, indefinitely**.

While the original NPDES permit described a pipe system discharging directly into a storm drain, the **permanent system instead allows a 6–7 foot-wide runoff to flow 200 feet** down the block before reaching a drain—an inefficient and damaging approach.

This volume of dewatering is **unsustainable**. In August, residents of *The Ainsley* at 728 N. Sweetzer reported that the **basement—housing all electrical systems—has flooded several times**, leading to **black mold**, hotel stays for remediation, and ongoing claims with Etco's insurance.

Meanwhile, **foundational damage is visible throughout the neighborhood**, including **cracked walls, and windows and doors that no longer align in their frames**—clear signs of ground destabilization and **structural compromise**.

YOU CAN'T PUT THE GENIE BACK IN THE BOTTLE

The dewatering system at 728 N. Sweetzer should never have been permitted. But by the time Etco Homes struck a live aquifer, they had already evicted RSO tenants under the Ellis Act, demolished the previous buildings with inadequate safety and dust mitigation, and begun excavation.

By 2024, so much groundwater had been discharged onto our street—so frequently—that a slick algae layer formed in the vast runoff. On August 25, around 5pm, I slipped on this algae and fell while exiting a car in front of 714 N. Sweetzer, bruising my hip and spraining my ankle.

I reported this to then–Field Deputy Thao Tran, who urged me to file a Service Request. I submitted one on September 9, 2024 (Request #1-4912987941).

On September 20, I witnessed a Water & Power inspector investigating the site. He confirmed this was an approved discharge—not illegal—so nothing would be done to address the volume of water or the algae. He also challenged, "I

should see other neighborhoods" though he did begrudgingly admit the City should never have approved this kind of dewatering process.

On September 24th, I received notice my Service Request had been closed.

I reached out to Street Services and was connected with Investigator Stephen Dean Kreie who assured me he was in touch with the property owner and working on a solution. He mentioned photos he'd taken, and although I asked for them, he never sent them. He ended by saying, "unfortunately our investigations are confidential and I will not be able to provide much more information other than I am working with the responsible parties to resolve this issue as quickly as possible."

As an aside, the assertion of confidentiality for developers is a perfect example of how the City inherently privileges developers over citizens by providing cover, and with it, power to the former over the latter.

At the end of September, a worker attempted to clean the algae, which simply reduced its thickness, not its presence on our street so I wrote to Investigator Kreie.

On October 1st he replied that he'd "spoken with the property owner's representative and the LA Sanitation Dept, which has jurisdiction over waters draining into storm drains. **Both are working on a short term fix and also a long term solution to the groundwater draining from this property**."

I followed up again on November 7, and Investigator Kreie said the owner was working on plans to fix the discharge—but by February 17, 2025, he reported that LA Sanitation had determined the discharge "does not violate any policies or municipal codes." This ignored visible damage to the street, hazards to residents, and environmental impact. Instead, the discharge was deemed "compliant" because it was filtered before entering the street and categorized as a foundation drain under MS4 and LAMC 64.70 loopholes—regardless of the algae that grows post-discharge or the volume of water wasted.

I raised this with our new Field Deputy, Shannan Calland who, as the first City representative to recognize the risks to public safety, filed a second Service Request (#1-5223655601) and investigated the first. The City issued Notices of Violation (#088950 and #088951), but no corrective action followed.

When I later called 311 for a status update (since My311LA's site no longer tracks older requests), I was told the case was closed because no water drainage was observed from 714 N. Sweetzer and no algae was present. Both claims were false. The runoff originates from 728/730 N. Sweetzer, then flows over 200 feet down the street—directly past 714—where algae collects. Despite four power-washings starting on Monday, April 7th, algae persists, as shown in the attached photos.

This is not a solution:

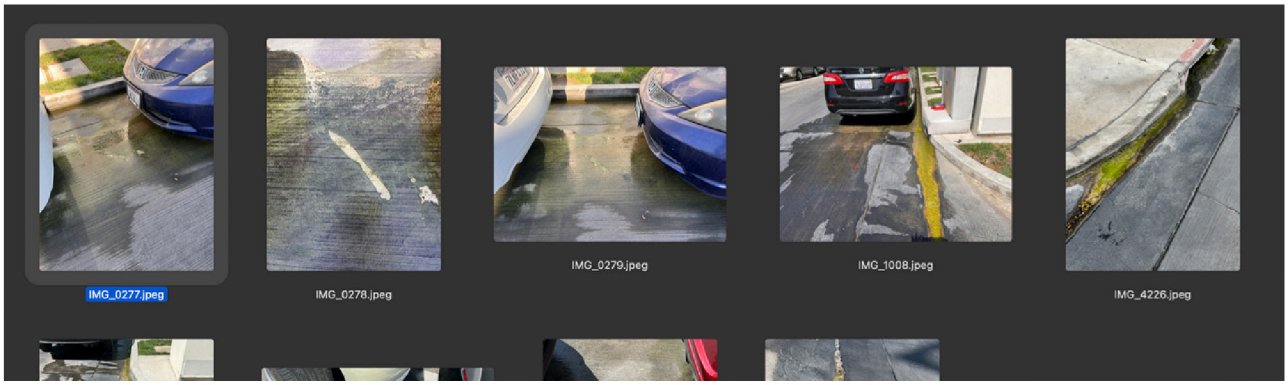
- **Power-washing** is ineffective at eliminating algae and adds to water waste. It does not mitigate overdraft, does not prevent environmental contamination, and does nothing to repair the corroded pavement, now visibly damaged.
- **Algae removal requires bleach**, which can't be used without polluting storm drains—another environmental hazard.
- **The street continues to corrode**, particularly along the curbs.
- **Under LAMC 62.80**, the property is obligated to control discharge and prevent algae buildup. By falsely claiming compliance, the City has abdicated its duty.

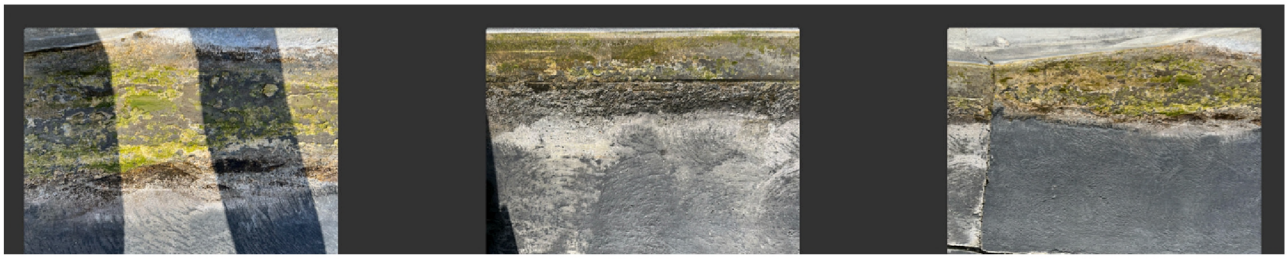
This ongoing case proves what happens when projects are approved without proper review: years of public safety hazards, infrastructure damage, environmental degradation, and endless agency runaround.

In closing, and in light of the proposed development at 8251–8271 W. Melrose, I urge the Department of City Planning to **enforce an exception to a categorical exemption** under CEQA Guidelines Section 15300.2.

This record speaks for itself: should the City greenlight this project without serious environmental review, it will not just be complicit—it will be responsible for the next disaster.





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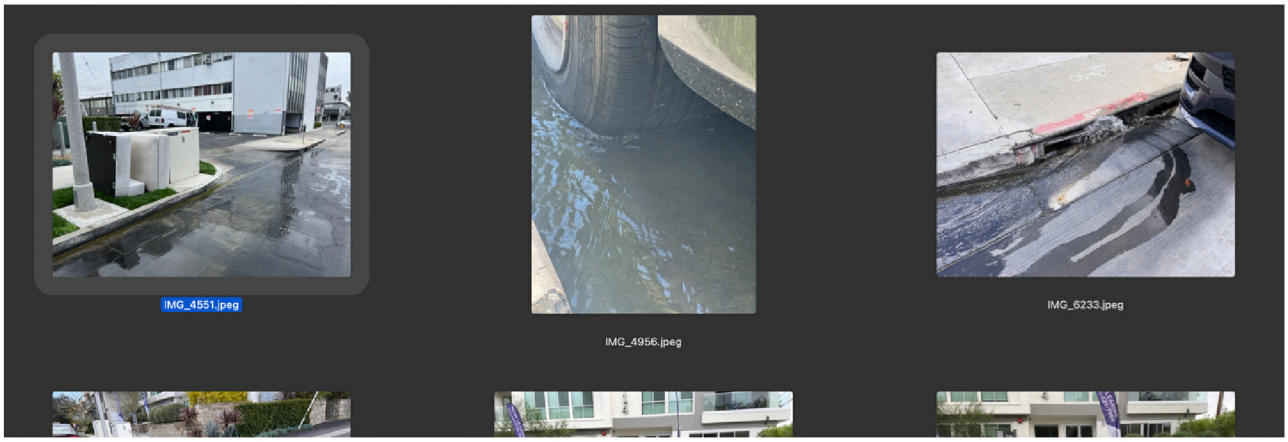
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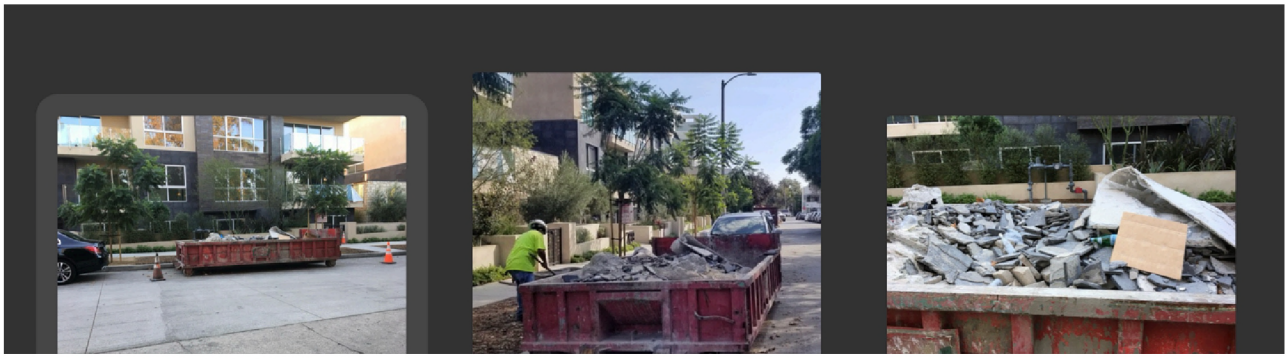

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Fwd: Cover letter & petition - Case # CPC-2024-320-DB-PR-VHCA

Martin Kvitky <marsyl@flash.net> Sun, May 11, 2025 at 4:48 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>
Cc: Mary Monahan <monahanm@att.net>

Nashya,

Attached are photos of the street where the proposed building is to be built.

Also attached is a letter describing the main points of opposition and the petition with signatures.

Mary Monahan
Martin Kvitky

7 attachments



20250331_120524 (2).jpg
2556K



20250504_191547.jpg
2356K

Signed Petitions for Case # CPC-2024-3202-DB-PR-VHCA_4-30-2025-3.pdf
720K

Signed Petitions for Case # CPC-2024-3202-DB-PR-VHCA_4-23-2025-2.PDF
147K

Signed Petitions for Case # CPC-2024-3202-DB-PR-VHCA_4-23-2025-1.PDF
3970K

Signed Petitions for Case # CPC-2024-3202-DB-PR-VHCA_4-14-2025.PDF
2403K

Letter with petition in opposition to proposed building _Nashya.pdf
33K

Dear Nashya,

We, as the residents, employees, visitors, & businesses, urge you to take a position opposing the proposed development at 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. Case # CPC-2024-320-DB-PR-VHCA. A core group of us have analyzed & researched the plans, canvassed the neighborhood discussing & gathering signatures on a petition & spoken to various Council CD5 staff. The majority of neighbors were appalled at the prospect & readily & gratefully signed our petition. Please see below our main points of opposition & the petition

(1) **The Peaceful & Safe Status Quo** The building does not fit the street in size & scale. The zoning for this block allows 30 ft. in height. This building will have a maximum height of 69 ft. with 90 units, over 230% taller. The largest residential building on the entire length of Melrose is 4660 Melrose with 66 units, near the 101 freeway.

(2) **Trustworthiness of Company** On the company website, the Illulian Group states "We like to break the rules when deemed necessary. We disrupt conventional wisdom in our operations to achieve success with minimum time, investment & risk. The Mid-City West Neighborhood Council & many nearby residents & businesses were not notified about the project &/or hearing on February 24, 2025.

(3) **Parking** There are 90 units & 3 ground floor commercial spaces with only 96 car spaces in the 2 subterranean parking lots. Where will people who do not have/cannot find a parking space go? Most of the local streets have permit parking.

(4) **Harm** This 6 story monstrosity does not fit the character of Melrose Ave. with its present 1, 2, & some 3 story quaint shops. It will cause major traffic gridlock on our narrow, quiet residential streets not made for this amount of potential traffic & increase in noise, pollution, & tremors from the demolition & excavation for the building & 2 subterranean parking lots

(5) **Hazardous Aquifer Near the Surface** During the building & excavation for the luxury development on the 700 block of No. Sweetzer (across the alley from the proposed project), an aquifer was struck when digging for underground parking despite the developer having conducted a hydrology study. The result is 1000s of gallons of water being discharged onto the street several times a day since 2018. All of this has caused hazardous conditions including a layer of algae, broken pavement due to the repeated re-pouring of the building's foundation, mosquito breeding & flooding leading to black mold in the building. It also risks unstable foundations should the water table rise in heavy rain. Given the high water table being so close to this proposed project, it's likely this construction would also hit an aquifer & cause problems. This known unusually high water table directly adjacent to this project surely calls for further environmental review

We are requesting a call for action from you of opposition to this project.
Sincerely, Mary Louise Monahan, spokesperson, (323) 651-1760, monahanm@att.ne





NEIGHBOR PETITION TO STOP THE PROPOSED PROJECT
AT 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A. 90046

Case # CPC-2024-3202-DB-PR-VHCA Environmental Case # ENV 2024-3203-CE

Applicant: David Pourbaba TOVA LLC & Melrose Harper LLC

Representative: Jordan Beroukhim Beroukhim & Company, LL

Proposed Project: The construction, use, & maintenance of a new, six (6) story mixed-use building with two (3) subterranean parking levels, totaling 110,300 square feet.. The project is utilizing the City's Density Bonus program The project site consists of five (5) lots that are developed with one to two-story commercial buildings. All structures on site are proposed to be demolished. The new building will include 90 dwelling units, including 10 dwelling units set aside for Very Low Income Households & three (3) ground floor commercial spaces measuring a total of 15,271 square feet.The building will have a maximum building height of 69 feet. The project will provide 96 automobile parking spaces. The project will include 94 bicycle parking spaces (78 long term spaces & 16 short term spaces). The project will provide 7,855 square feet total of open space, include common open space, private balconies, & recreation rooms. There are three (3) existing street trees that will remain. The project is proposing two (2) new street trees & 21 on-site trees.

Please sign this Petition in Opposition to the Proposed Project

I hereby oppose the Proposed Project as described above & ask the City Planning Zoning Administrator, City Planning Commission, City Council, Local City Council Member, Katie Yaroslavsky, & our Mayor to deny the Proposed Project & its Exemptions, Conditional Uses, & Variances. I further state that the Proposed Project will negatively impact the use, value & enjoyment of my property, cause unacceptable noise, pollution,inconvenience, traffic congestion, possible damage to surrounding properties, a negative change in the character of the street, an inaccurate description of Melrose as a major corridor,, difficulties for emergency vehicles to access the area, & parking problems

	NAME	SIGNATURE	ADDRESS	EMAIL	PHONE
1.	Mary Louise Monahan	Mary Louise Monahan	719 N. La Jolla Ave	monahanm@att.net	323651-1760
2.	Martin Kritzky		727 N. La Jolla Ave	MARSYL@FLASH.NET	310-617-0449

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
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SOPHIE GREENSITE	SG	714 N HARPER AVE	sophiegreensite@gmail.com	949 209 7774
MARLEY VOLK	MV	714 N HARPER AVE	marleyvolk@gmail.com	805 320 8330
Preston Rodriguez		726 N HARPER AVE	Caspercartier@gmail.com	818 599 9081
TODD CLOUTIER		728 N. Harper Ave	Todd@ToddCloutier.com	PHONE # 310-926-2201
Dalia Liepins		744 N. Harper Ave	Millie744@netscape.net	
Cheryl Davidman		750 No. Harper	cherb25@sbcglobal.net	818-445-9911

Case # CPC-2024-3202-DB-PR-VHCA

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
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JANNIK OLANDER		8215 MELROSE AVE	JO@NIALAYA.COM	9174707568
Evelyn Romero		8215 Melrose Ave	evelyn@nialaya.com	310-499-7162
Holden Peake		8215 Melrose Ave	holden@nialaya.com	310-499-7162
Linda Westerbacken		8215 Melrose Ave	linda@nialaya.com	310-499-7162
Jennifer Hunt		8215 Melrose ave	jen@nialaya.com	310-499-7162

Case # CPC-2024-3202-DB-PR-VHCA

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
SIENNA THOMAS		8201 MELROSE AVE	SIENNA@LILYLODGE.COM	(310) 360-9400
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Ron Powell		8201 MELROSE AVE	rwp911@gmail.	310-666-1115
ARIANA SMERALDO		8201 MELROSE AVE	ARIANA@LILY LODGE.COM	(310) 360-9400
G Jamon M		8201 MELROSE AVE		(310) 360-9402
Maria Mejia		8201 Melrose Ave.	solitaria_96@yahoo.com	3103609400
Nadia Orr		8203 Melrose Ave	nadiaaorr1@gmail	(510) 575-3877

Case # CPC-2024-3202-DB-PR-VHCA

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
Josscf Virgen		705 North harper West Hollywood	Jossef27Virgen@gmail.com	213·477·5148
Danelle Clark		705 N. Harper Ave West Hollywood		818-987-1215
Daisy Gutierrez		1930 S Holt Ave Los Angeles CA 90034	daisymartinez964@yahoo.com	424-209-5154
Mitchell Sfakey		616 N Sweetzer Ave #112 Los Angeles CA 90048	fakey.mitchell@gmail.com	516-695-2723
Natalie A. Hammons		711 N. LA Jolla Ave LA CA 90046	natalie hammons1@gmail.com	310-279-2321
Nadia Aguilar		711 N. La Jolla Ave Los Angeles, CA 90046	Nadia H. Aguilar@gmail.com	323.515.4210
Aliona Kononova		721 N. LA JOLLA AVE LACA 90046	alionakononova@gmail.com	3233180871

Case # CPC-2024-3202-DB-PR-VHCA

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
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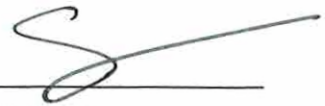
Case # CPC-2024-3202-DB-PR-VHCA







NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
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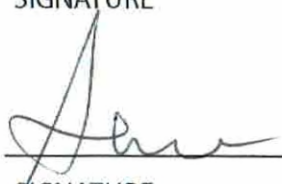
Cameron Bardasat	[signature]	8256 Melrose Ave		323-653 5555









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ALEX. T		8168 Melrose		523-652321
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Case # CPC-2024-3202-DB-PR-VHCA

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Case # CPC-2024-3202-DB-PR-VHCA

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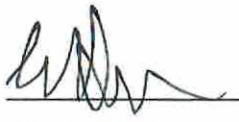
Anna Hassm		838 N Sweetzer Ave Los Angeles, CA	akh042014@gmail.com	213.248.5341
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Case # CPC-2024-3202-DB-PR-VHCA

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Case # CPC-2024-3202-DB-PR-VHCA

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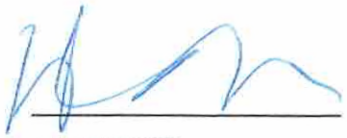
Dale Johnson		246 Doheny Dr.	creativebookworm@msn.com	240-328-4457
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Jeffrey Ezos		849. N. Crescent Heights Blvd		310-601-0416
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Case # CPC-2024-3202-DB-PR-VHCA

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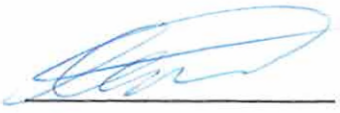
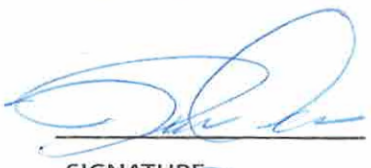
Crystal Page		619 Westmont Dr	Crystalsandboyle@Gmail.com	917 747 4987
Robert Castle		840 N. Harper Ave	RobertCastle@me.com	310.435.9663
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Daisy	[signature]	745 N Kilkea Dr LA CA 90046	THYDAISYFORDOBE@Gmail.com	310 735 7403
Zane	[signature]		Zane Schneider@ymail.com ~~[illegible]~~	310 498 5620 ~~[illegible]~~
Leslie	[signature]		leslie@leslie.com	









Case # CPC-2024-3202-DB-PR-VHCA

NEIGHBOR PETITION TO STOP THE PROPOSED PROJECT
AT 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A. 90046

Case # CPC-2024-3202-DB-PR-VHCA Environmental Case # ENV 2024-3203-CE

Applicant: David Pourbaba TOVA LLC & Melrose Harper LLC

Representative: Jordan Beroukhim Beroukhim & Company, LL

Proposed Project: The construction, use, & maintenance of a new, six (6) story mixed-use building with two (3) subterranean parking levels, totaling 110,300 square feet.. The project is utilizing the City's Density Bonus program The project site consists of five (5) lots that are developed with one to two-story commercial buildings. All structures on site are proposed to be demolished. The new building will include 90 dwelling units, including 10 dwelling units set aside for Very Low Income Households & three (3) ground floor commercial spaces measuring a total of 15,271 square feet.The building will have a maximum building height of 69 feet. The project will provide 96 automobile parking spaces. The project will include 94 bicycle parking spaces (78 long term spaces & 16 short term spaces). The project will provide 7,855 square feet total of open space, include common open space, private balconies, & recreation rooms. There are three (3) existing street trees that will remain. The project is proposing two (2) new street trees & 21 on-site trees.

Please sign this Petition in Opposition to the Proposed Project

I hereby oppose the Proposed Project as described above & ask the City Planning Zoning Administrator, City Planning Commission, City Council, Local City Council Member, Katie Yaroslavsky, & our Mayor to deny the Proposed Project & its Exemptions, Conditional Uses, & Variances. I further state that the Proposed Project will negatively impact the use, value & enjoyment of my property, cause unacceptable noise, pollution,inconvenience, traffic congestion, possible damage to surrounding properties, a negative change in the character of the street, an inaccurate description of Melrose as a major corridor,, difficulties for emergency vehicles to access the area, & parking problems

	NAME	SIGNATURE	ADDRESS	EMAIL	PHONE
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2.	Martin Kritzky		722 N. La Jolla Ave	MARSYL@FLASH.NET	310-617-0449

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TODD CLOUTIER		728 N. Harper Ave	Todd@ToddCloutier.com	310-926-2201
Dalia Liepins	Dalia Liepins	744 N. Harper Ave	Millie744@netscape.net	
Cheryl Davidman	Cheryl Davidman	750 No. Harper	cherb255@sbcglobal.net	818-445-9911

Case # CPC-2024-3202-DB-PR-VHCA

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Case # CPC-2024-3202-DB-PR-VHCA

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Zach Fernandez		721 N. Harper Ave	zachfernandez123@yahoo.com	
Evan Walker		715 1/2 N. Harper Ave	E. NATHANSON ATT. N	310 2590820
Andrew Sachs		715 N. Harper Ave 90046	andrew.sachs@gmail.com	323 3633672
Marco Cortes		711 N Sweetzer Ave	marcos12sg@hotmail.com	707 481-3402
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Valentina Socci		717 N. LA JOLLA	MAILSOCCI@GMAIL.COM	323-723-5463
ALEGRA GARGIULO		715 N LA JOLLA	ALEGRAGARGIULO@GMAIL.COM	213-843-3366
Victoria Curea		737 N. La Jolla	victoriacurea@gmail.com	310 275-8050
Barbara Custer		803 N. La Jolla	barbaraanncuster@yahoo.com	
Rebecca Taylor		720 N. La Jolla Ave	Beccasoletaylor@gmail.com	3104474831

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JOANNA PAROL	[signature]	749 N. La Jolla Ave	jparol@gmail.com	310-405-3636
Edo. Smith	[signature]	751 N. La Jolla Ave	grecoseco@yahoo.com	310-430-3308
Leslie P. Pineda	[signature]	751 N. La Jolla Ave	pineabslizz@yahoo.com	310-926-8587
Matthew Berger	[signature]	744 N. La Jolla	Sqrlcrv@gmail.com	323-5287366

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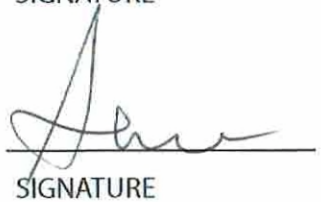
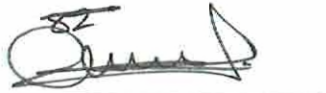
KETAKO K		8252 MELROSE AVE	FUMASAION.ON MELROSE	
Alondra Deleon		8252 MELROSE AVE	goddessbaby1997@gmail.com	818 619 5804
Ugur Mehmetoglu (B36 Tattoo)		8254 Melrose Ave	admin@b36tattoo.com	323 723 1700
Cameron Bedarat		8256 Melrose Ave		323-653 5555









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Emma Schibuola	Emma Schibuola	136 S Ave 53	efschibuola@gmail.com	619-396-0654

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MARIO DEARMAS	[illegible]	659 W LA JOLLA AVE	LambyProductions@gmail	
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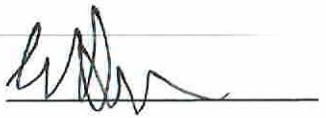



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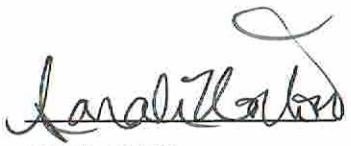

Case # CPC-2024-3202-DB-PR-VHCA

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Case # CPC-2024-3202-DB-PR-VHCA

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Dale Johnson		246 Doheny Dr.	creativebookworm@msn.com	240-328-4457
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Case # CPC-2024-3202-DB-PR-VHCA

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Crystal Page		619 Westmont Dr	Crystalsandboyd@Gmail.com	917 747 4997
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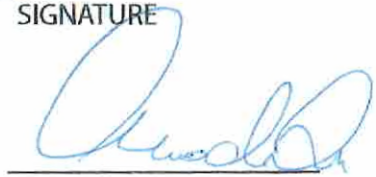
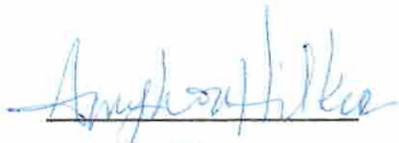
Anna de Olivo		801 N. La Jolla	adg212@nyu.edu	310-614-5502
Amy Lou Hilker		8220 Norma Ave	AMYLOUHILL@YAHOO.COM	3236974945
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Case # CPC-2024-3202-DB-PR-VHCA

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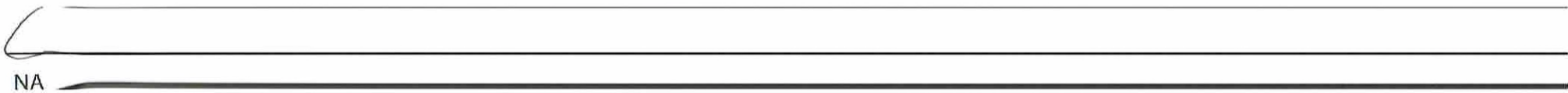
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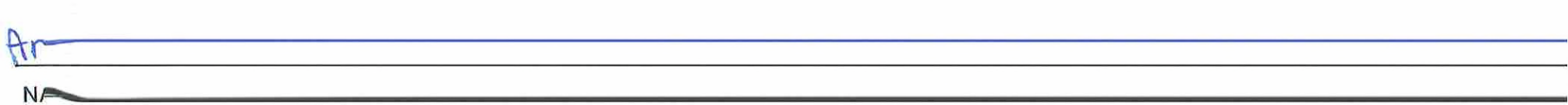
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Case # CPC-2024-3202-DB-PR-VHCA

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Case # CPC-2024-3202-DB-PR-VHCA

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Case # CPC-2024-3202-DB-PR-VHCA

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Case # CPC-2024-3202-DB-PR-VHCA

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Case # CPC-2024-3202-DB-PR-VHCA

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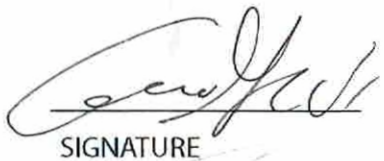
Connor Gallant		616 N Sweetzer Ave	connorjg@gmail.com	443 255 1594
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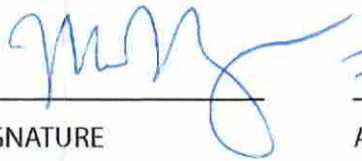
Marissa Kozma		7916 Rosewood Ave.	mjkozma814@gmail.com	8433676643

Case # CPC-2024-3202-DB-PR-VHCA 8251-8291 W. Melrose Ave & 705-711 N. Harper Ave

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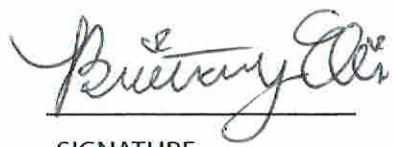
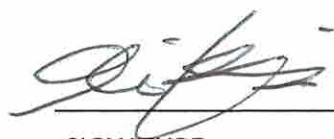
Brittany Elias		707 N Harper	Brittanymelias@gmail	760-841-6577
ERIN HAWKINS		1038 N. HARPER	ERINSHAWNHAWKINS@gmail	(323) 433-9457
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Case # CPC-2024-3202-DB-PR-VHCA 8251-8271 W. Melrose & 705-711 N. Harper Ave

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Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Writing in support of new development at Melrose & Harper

Jerry Winfield <jwinfield002@gmail.com> Sat, May 10, 2025 at 4:31 PM
To: nashya.sadono-jensen@lacity.org

There seems to be a vocal group going around my area (I live at Beverly Blvd and Martel) to oppose any new development. I took your contact information from them but I want to tell you I support this initiative and we need more development to keep the city vibrant and alive, not overly restricted and timid. Thank you for your attention to this matter, the opponents may be loud, but they are not the only ones with an opinion.

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Please read | Concerns Regarding 8251 Melrose Development

R W <westcoastnative@gmail.com> Thu, May 8, 2025 at 12:50 PM
To: Danalynn Dominguez <danalynn.dominguez@lacity.org>, Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>
Cc: "monahanm@att.net" <monahanm@att.net>, Jennifer Torres <jenny.torres@lacity.org>, hburgarella@midcitywest.org

TO: Danalynn Dominguez and Nashya Sadono-Jensen
LA City Planning Department

SUBJECT: CPC-2024-3202-DB-PR-VHCA

CC:
Jennifer Torres, Planning Deputy for District 5
Hunter Burgarella, Zone 1 Representative for mid-city west neighborhood council
Mary Louise Monahan, community member and meeting attendee with Ms. Torres

Thank you, Danalynn, for getting back to me. I've completed the Google Docs Interested Parties form as requested. I understand you're not the point person for this project, so I hope to hear from Nashya directly moving forward. Thus far, I've only received her out-of-office reply.

Earlier this week, several members of our community met with Planning Deputy Jennifer Torres from Councilwoman Katy Yaroslavsky's office. Following our meeting, I sent a detailed follow-up email to Councilwoman Yaroslavsky via Deputy Torres urging her to give thoughtful attention to the concerns we raised about this project. On behalf of myself and other constituents present, I have asked Deputy Torres to keep us informed of any developments or responses from Councilwoman Yaroslavsky.

In our meeting, we discussed the issues I previously shared with you, as well as several others of even greater concern, chief among them, the proposed CEQA exemption and the resulting risks to public health and safety. We also discussed the developer's likely use of the Builder's Remedy loophole.

While we understand that state law limits the city's authority to reject oversized projects during its period of non-compliance, we emphasized that this proposal raises serious and legitimate concerns about adverse impacts on public health and safety. Under the Builder's Remedy provision, the city does retain the authority to disapprove a project when such impacts can be demonstrated, and in this case, we believe the evidence meets that threshold. As such, we stress that the city is not only empowered but obligated to consider these risks when evaluating this development.

I respectfully request that you read and include into public testimony the below email I sent to Deputy Torres. Please confirm when this has been received and entered.

Thank you again for your time and attention.

-Reymond

On Wed, May 7, 2025 at 9:30 AM R W <westcoastnative@gmail.com> wrote:

> Hello Mary and Jennifer-
>
> It was nice meeting both of you yesterday. Thank you Jennifer for taking the time to meet with all of us.
>
> Before addressing the core issues raised yesterday, I want to underscore the critical responsibility Councilwoman Yaroslavsky holds to her constituents in actively confronting this matter. The public faces serious and potentially irreversible risks from this development, including environmental, health, and street-level hazards, as well as threats to emergency access, public safety, and the integrity of local infrastructure. If these issues are disregarded, the city not only exposes residents to harm but also risks significant legal and financial liability, which would ultimately fall on taxpayers.
>
> Below is a recap of the information I shared at the meeting, along with key details on what is required to challenge the proposed development:

- October 15, 2021: Deadline for Southern California jurisdictions, including Los Angeles, to adopt a compliant Housing Element under state law.
- February 11, 2025: The date the City of Los Angeles achieved compliance with California's Housing Element Law.
- The Melrose project was submitted while Los Angeles was out of compliance with state housing law, potentially qualifying it for Builder's Remedy protections that limit the city's ability to deny it.

Under the Housing Accountability Act, the state permits denial of a housing development project only if both of the following conditions are met (from page 13 of the attached HAA memorandum):

- The project would result in a specific, adverse impact on public health or safety unless it is disapproved or approved at a lower density; and
- There is no feasible method to satisfactorily mitigate or avoid the adverse impact, other than disapproving the project or approving it at a reduced density.

Based on what was presented at the meeting, there is strong evidence of adverse impacts to public health and safety, including:

- Ongoing street flooding caused by recent adjacent construction that intersects the natural water table
- Hazardous mold and moss growth caused by the flooding
- Adjacent homes shifting or sinking due to recent development
- Inadequate emergency vehicle access to Shalom Garden Inc., a state-licensed senior care facility at 743 North Harper Avenue, due to the project's scale exceeding the capacity of Harper Avenue's existing infrastructure.

A CEQA exemption cannot be allowed and doing so would be a clear act of negligence by the city. CEQA considers all of these significant environmental and public safety impacts that require formal assessment. ***If CEQA identifies such impacts that align with the two above conditions of the HAA, then those findings can provide the factual and evidentiary basis the city needs to meet the legal threshold to lawfully disapprove the project.***

Finally, here is a link from a law firm that serves as a developer's guide to maximizing the Builder's Remedy. I encourage you to read it as it answers many of the "what ifs" directly and outlines exactly how the loophole is being used.

https://www.hansonbridgett.com/publication/230307-2100-builders-remedy-faq?utm_source=chatgpt.com

In closing, Jennifer, I would like to request that my email be entered into the official record (if possible) to ensure that the city has a documented record of my/our concerns being presented to Councilwoman Yaroslavsky.

Thank you both very much for reading this email. Mary, feel free to forward this along to anyone from the meeting who asked.

- Reymond Weddle

[Quoted text hidden]

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

8251 Melrose needs more parking

denise berger <deniseberger2@gmail.com> Mon, May 5, 2025 at 9:01 AM
To: nashya.sadono-jensen@lacity.org

Dear Ms. Sadono-Jensen,

The project at 8251 Melrose needs more parking. 96 spaces for 90 units is absolutely not where close to enough. You know this.

Denise Berger, Beverly Grove lifelong resident

Sent from my iPhone

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Please read | Concerns Regarding 8251 Melrose Development

R W <westcoastnative@gmail.com> Thu, Apr 24, 2025 at 4:41 PM
To: nashya.sadono-jensen@lacity.org
Cc: Reyme Weddle <westcoastnative@gmail.com>

Hello Nashya-

My name is Reymond Weddle, and I've been a resident of the 700 block of N Harper Avenue at Melrose for almost 21 years. I hope you'll take a moment to read this letter, as it addresses a development proposal that, if approved, would profoundly disrupt the daily lives of my neighbors and me.

I'm referring to the proposed project at 8251 Melrose Avenue, a structure that is simply too massive for the lot and entirely out of scale with the surrounding neighborhood. I'd like to offer some perspective on what my block and immediate area have already endured in recent years:

The Paul Smith "Pink Wall" at 8221 Melrose Ave
This storefront has become a magnet for tourist traffic, often drawing double-decker buses and visitors who loiter, litter, block driveways, ignore posted restrictions, and cause traffic backups on our narrow street, all for a photo op. Despite getting permitted parking on one side of Harper, enforcement is minimal and tourists largely ignore it. Parking here is a daily struggle.

No designated Retail Parking for the proposed project
With 16,000 sq ft of new retail space proposed and no designated visitor parking, it's inevitable that customers will bypass metered spots and head straight to free residential streets, and N Harper is the closest, most accessible option. We already experience spillover from Melrose businesses, and this would dramatically worsen the issue.

Another Zoning Exception
This project would continue a frustrating trend of granting zoning exceptions in our area. Developments at 728 N Sweetzer and 714 N Sweetzer have already received variances. Why concentrate this density here? Why not distribute these exceptions more equitably throughout the city? A six-story building on this block would completely overshadow the elegant, walkable, sunlit charm that defines Beverly Grove. It would be a harsh and irreversible change to the area's character.

Existing Density Pressures on Sweetzer
As just referenced, the 700 block of N Sweetzer has densified immensely in recent years with the addition of two new complexes (both receiving zoning exceptions) plus several existing apartment complexes:

- 728 N Sweetzer – 49 units (new)
- 724 N Sweetzer – 9 units
- 714 N Sweetzer – 26 units (new)
- 755 N Sweetzer – 15 units
- 739 N Sweetzer – 10 units
- 735 N Sweetzer – 22 units
- 725 N Sweetzer – 21 units
- 711 N Sweetzer – 11 units

The 700 block of N Harper already facilitates overflow parking from these complexes, largely because it is the first low-density residential street that connects directly to this increasingly apartment-dense section of the neighborhood. If the development at 8251 Melrose moves forward with 90 units and only one parking space allotted for one-bedroom and two-bedroom units, where are the tenants with more than one vehicle going to park? This is a significant concern.

PARKING PARKING PARKING

To reiterate, our block's parking burden stems from several factors already:

- Our own residents, including increased demand from ADUs which has pushed more residents to park on the street
- A high volume of "Pink Wall" tourists who ignore posted parking restrictions
- Existing Melrose shoppers who easily avoid meters and park in the neighborhood
- Overflow from nearby high-density buildings

IN CONCLUSION

Nashya, how is the 700 block of N Harper, and other similarly strained low-density streets nearby, going to handle all of this in addition to what we already shoulder? It seems like a very unfair, unjust, and unbalanced burden. As a citizen of Los Angeles and a 21-year resident of N Harper, I'm please asking that you give our neighborhood a break, reconsider this project, and help preserve what's left of our neighborhood's character. Please spare our already at-capacity infrastructure. It's just too massive a project.

Thank you for taking the time to hear from a long-standing resident. I'm happy to discuss further if you're so inclined.

Best,

Reymond Weddle
748 N Harper Ave

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

New Construction/Six Story Dwelling

Mandy Ramirez <mandyloulouaolcom@icloud.com> Wed, Apr 9, 2025 at 3:47 AM
To: nashya.sadono-jensen@lacity.org, shannan.calland@lacity.org, councilmember.yaroslavsky@lacity.org

To All Concerned
I'm writing to you in regards to the proposed dwelling at Melrose and Harper Ave Los Angeles. I live two doors North of the construction site and have for the last 30 years. I absolutely adore our neighborhood and all of its qualities. The greed of one company/Illulian Group should not be able to disrupt that!
Of course I realize change is always a given but I feel as though smart choices need to be made. I am concerned about the construction of this said dwelling and just how it will affect our community and the quality of life everyone is entitled to. Have you considered just how much more traffic this new dwelling will cause in an already overpopulated traffic environment? Have you considered the noise pollution and delays the construction itself will cause? Have you given any regard to the people who live in this community and what they'll have to endure and for how long?
Are you aware that The entrance/exit is a one lane alley onto Harper Avenue just north of Melrose? Is that really practical with a 96 space subterranean parking garage? And while we're on the subject How is this 'dig' going to affect the foundations of nearby properties not to add there is an aquifer resulting in 1000's of gallons of water being discharged onto Sweetzer Avenue several times a day since 2018. Could there also be dangers of a sinkhole?
I can't imagine what it will be like if this proposed construction does go through! I for one will most def consider a move… and I know that a lot of others are considering the same.
Adding to the frustration, this structure is meant to be a six story complex vs a three story! Who approved that? Six stories is such an intrusion on any natural light available.
I'd appreciate a response because there are a lot of us who are very concerned about this new construction. We, The Community are not at all happy about this proposed construction!
Thank you
Mandy Ramirez

Sent from my iPhone

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Fwd: Retail/Residential Development Proposed for Melrose/N. Harper Avenue

Amy Hilker <amylouhil@yahoo.com> Fri, Mar 21, 2025 at 7:00 PM
To: nashya.sadono-jensen@lacity.org

Resending. Was given an incorrect email address. Email was received by Katy Yarislavsky's office.

Begin forwarded message:

From: Amy Hilker <amylouhil@yahoo.com>
Subject: Retail/Residential Development Proposed for Melrose/N. Harper Avenue
Date: March 1, 2025 at 11:22:37 AM PST
To: nashya.sadonojensen@lacity.com
Cc: katy.yaroslavsky@lacity.org

Hi Nashya - I was given your email as a place to voice concerns about the six-story retail and residential development proposed to be built along Melrose Avenue between North Harper and North Sweetzer Avenues. As a long time resident of the neighborhood I have seen it change and grow. That said there has been not been a project of this scope for which the existing infrastructure cannot handle. Below are a list of things that I have seen since purchasing my house on Waring Avenue more than twenty years ago.

Traffic - many stop signs have been added at each corner to deal with the fast traffic that comes into the neighborhood off of Melrose, Santa Monica Blvd., Crescent Heights and additional feeder streets. Every day as I walk my dog drivers do not stop and blow through these stop signs. Additionally if there is traffic along Melrose and/or Santa Monica - Waring, Willouby and Romaine Avenues are used as thoroughfares and once again traffic going too fast for these residential cross streets.

Signals - the specific crossing signal at the intersection of Melrose and North Harper is always backed up sometimes only allowing for one or two cars to cross or turn as you also deal with heavy pedestrian traffic at that corner. Harper is a two lane road with metered parking on either side up to the first alley and then permit parking. Often time only one car can actually get through to wait at the signal due to this type of traffic.

Parking - I park off street in my driveway, but also purchase an annual permit for my car and the allotted guest permits for my address. That said, we have people parking all day in two-hour parking and with little patrol by parking services. In addition, if there is an event area guests pay no addition to the fact that they are in permit, 2-hour or blocking driveways. I have had to have multiple cars towed for blocking my driveway over the years and it is not fair and so frustrating that while I am trapped by the illegally parked vehicle I have missed appointments, scheduled meetings etc….adding 90 residential units and 15K square feet of retail space with only 96 parking spaces is completely unacceptable.

Community - this is largely a residential community, very friendly, walkable and we cherish and support the small businesses along the Melrose corridor.
I have not spoken with one neighbor that thinks a development of this size is a good idea. Part of what drew me to the area was the community and how we have worked together to inform and in some case fight the problems that affect our neighborhood. This project is not good good for the area as currently proposed.

Lastly, I am not anti-change or anti-development. I do think that all the above factors need to be taken into account when projects are presented. Additionally I am sure you are aware that

an aquifer was struck when developing the condo project on Sweeter between Melrose and Waring. Two to 3 times a day water is being pumped out and sent into the gutter. I am strongly against a development of this size and scope in this area. I have not seen others of this size along Melrose and I am sure there are reasons for that. I understand that the next meeting is scheduled for June 12. I hope impact studies are available for review. Please advise.

Thank You.
Amy Lou Hilker
8220 Waring Avenue
Los Angeles, CA 90046

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

8521 Melrose Ave

Susan Dudeck <shoutbingo@mac.com> Tue, Mar 11, 2025 at 12:06 PM
To: nashya.sadono-jensen@lacity.org

To whom it may concern:

As an over 40 year small landlord on Harper Av, I am writing to express my opposition to the proposed project at 8521 Melrose Ave. This project would add much needed housing to the area, yes, but at what cost? These apartments would be at "market rate", that is to say, unaffordable for most residents. Same as the 15,000 feet of retail, (with NO DESIGNATED PARKING). This neighborhood is already full of these new residential/commercial developments, with many, many units sitting empty. These dead retail spaces are not good for our neighborhood. We know of course why this is happening.. **The developer builds the buildings, sets unsustainable rents, and when the units-residential or commercial-are not rented, they take a hefty tax deduction. Shrugging their shoulders at the solution of drastically lowering rents, and allowing them to make money after having destroyed the fabric of these neighborhoods. The city, and possibly the state, must start issuing a heavy VACANT UNIT TAX on landlords that let their units sit empty during an affordable housing crisis.**

The other huge issue of course is parking. No one looking for an apartment in these buildings can afford to live in them by themselves. They will have multiple room mates, each with their own car. The fantasy of the metro being used by everyone once it is extended is just that, a fantasy. Allowing these new builds to have far fewer parking spaces is causing the surrounding neighborhoods to absorb, or not absorb, huge numbers of overflow parked cars. This is absolutely not sustainable.

Please reconsider allowing this, and other developments like it, to continue to be built for the great profit of these developers with no risk to themselves, but with great harm to the surrounding neighborhoods.

Thank you,
Susan Dudeck

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Melrose Project

Steven Neman <stevenneman@gmail.com> Mon, Mar 3, 2025 at 5:15 PM
To: nashya.sadono-jensen@lacity.org

Hi,

Thank you for setting up the live meeting on Monday for the project on Melrose and Harper. I just want to reiterate that as a property owner very close to this proposed building, I am in full favor and want to see it built. It's important the neighborhood continues to grow. And we need more new retail spaces on Melrose.

Thank you
Steven

Thank you,
Steven Neman

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Please respond to the written request

Linda Rea <lrluvscritters@gmail.com> Mon, Mar 3, 2025 at 12:23 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Hi and thank you

8521 Melrose Avenue SIX story development

90 residential units – 96 parking space

15,000 square feet of retail – NO DESIGNATED PARKING

Email comments to: nashya.sadono-jensen@lacity.org
Blessings and have a great day please help and thanks for your response
Sent from my iPhone

On Mar 3, 2025, at 12:20 PM, Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org> wrote:

Hi Lindarea,

Can you please clarify what project site you are referring to? Thank you!

LOS ANGELES CITY PLANNING

Nashya Sadono-Jensen
Pronouns: She, Her, Hers
City Planning Associate | Central Project Planning
Los Angeles City Planning
200 N. Spring St., Room 621
Los Angeles, CA 90012
T: (213) 978-1363 | Planning4LA.org
E-NEWS

On Sat, Mar 1, 2025 at 8:08 PM Linda Rea <lrluvscritters@gmail.com> wrote:

> I am a loyal customer of Posh Petcare and I am supporting their efforts about this building. We are having the same situation in the city of West Hollywood. The poor people who are going to be able to go in a tiny unit with no parking horrible street parking as it is And congestion are going to have a terrible situation. Please support us all in these efforts to stop something that is not going to help the city of West Hollywood thank you for your
>
> Lindarea Goldstein
> Sent from my iPhone

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Fw: Recap/Additional Comments on Hearing 2/24/25 on Case # CPC-2024-3202-DB-PR-VHCA

mary louise monahan <monahanm@att.net> Fri, Feb 28, 2025 at 2:51 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Nashya ----sorry spelled your name above wrong...mary louise monahan

----- Forwarded Message -----
From: mary louise monahan <monahanm@att.net>
To: naashya.sadono-jensen@lacity.org <naashya.sadono-jensen@lacity.org>
Sent: Friday, February 28, 2025 at 02:43:13 PM PST
Subject: Recap/Additional Comments on Hearing 2/24/25 on Case # CPC-2024-3202-DB-PR-VHCA

Dear Nashya Sadono-Jensen:

Many of us. as residents of the neighborhood, were able to voice our concerns about the project at 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A. 90046. However, some were unable to because of prior obligations, an inability to be recognized in the meeting &/or difficulty in getting through to the meeting. I have instructed them that if they wish to comment to send it to you directly to your email address. As you've been told by other residents, the last 6 people in the Hearing with positive comments for the project were not credible voices for the neighborhood by living outside the immediate area, not realizing the proposed building is in Los Angeles not West Hollywood, feeling the apartments could be used for the recent fire victims, could be a place for family gatherings, & a need for more retail stores when there is not adequate parking already & there are a lot of stores for rent as of now.

For myself, I Mary Louise Monahan, would like to add a few more comments for your consideration that I was unable to voice at the hearing. My biggest concerns are that it does not fit in with the character of the neighborhood being so large & tall (most buildings on the street are 1 & 2 story & some 3), & the disruption before & after its construction to the area. The water table is also very high in this area, & there is already large amounts of running water, algae & slime on Sweetser from previous construction. The proposed project is on Melrose between Harper & Sweetser. How will emergency vehicles get in & out of the area with the major traffic congestion, esp.with egress & ingress being near Melrose on Harper?

If the building is confirmed by the City Planning Commission, who do we call if something goes wrong, needs to be changed or corrected, violates the building/traffic/parking rules? Where in writing will be listed the rules for hours & days of operation, parking locations for workers, traffic congestion monitors to promote the lowest impact on residential streets, insurance provisions if residential property &/or streets are damaged due to the proposed construction of this building, & length of time of project. Photos will need to be taken by owners of surrounding properties in order to have evidence of any damage.

Developers in these planning stages that are seeking confirmation are usually always accommodating & promise the moon, but then when actual building starts things drastically change & major problems occur for the community with NO ONE to turn to for help & correction.

When you go to the Illulian Group (the Developer) website, it states "We like to break the rules when deemed necessary with the objective of bringing to consumers and society positive changes & value. We disrupt conventional wisdom in our operations to achieve success with minimum time, investment and risk. We seek the highest rate of return and growth in our respective operations for our investors, shareholders & employees. This methodic approach helps bring to the consumers the best value for the services we provide."

Who are the arbiters of positive change & value? With the dishonesty at the Hearing by the last six suspicious speakers & this statement about breaking the rules when deemed necessary and disrupting conventional wisdom in our operations, how are we as residents supposed to trust in the good faith of the parties involved in this project that will diminish the quality of life for the surrounding area of tenants, homeowners, & businesses?

WHO DO WE TURN TO FOR HELP IN OUR HOUR OF NEED?

Sincerely,

Mary Louise Monahan, Sylvia Kvitky, & Martin Kvitky

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

8251 Melrose - Strong Support for the Project

Myles Rogg <myles@macksennettstudios.net> Thu, Feb 27, 2025 at 12:35 PM
To: nashya.sadono-jensen@lacity.org

Dear Nashya,

I had the opportunity to attend the virtual meeting this past Monday, and I want to express my wholehearted support for this project. As a longtime resident of this community, I've seen firsthand the challenges that come with the lack of new residential development. This area is in desperate need of fresh housing options—not just to accommodate those who want to move here, but also to create an environment where local businesses and retail tenants can truly thrive.

Los Angeles is already facing a severe housing crisis, and with the devastating losses from recent fires, the need for new development has never been more urgent. This project is not just beneficial—it's essential. I strongly urge the City to make housing a top priority and move forward with this plan.

Wishing you the best of luck, and thank you for your efforts in making this happen!

Best,
Myles

--
Myles Rogg
Managing Partner

MACK SENNETT STUDIOS
1215 Bates Avenue, LA, CA 90029
…..
310.500.9166 mobile
323.660.8466 office
MackSennettStudios.net

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Matthew Berger/8251 Melrose Development CPC-2024-3202-DB-PR-VHCA

matt berg <sqrlcrv@gmail.com> Wed, Feb 26, 2025 at 10:22 AM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Nashya,

Hi. Just returning from West Hollywood pool which is five minutes away at 9:30 am. On Melrose, there is a line of cars, bumper to bumper from the intersection of San Vicente through La Cienega, passing Harper and to Fairfax. Attached is a photo showing the gridlock in that 1.3mi distance from the P.O.V at Harper and Melrose in the direction of Fairfax as the cars back up from La Cienega to Fairfax Ave . Please zoom in on the photo and you can see the cars lined up. Just imagine another 100 cars turning into and out of Harper off of Melrose and it will be impossible to go anywhere and stressing everyone out and losing a lot of time and energy and causing a lot of environmental damage. Cars will be racing down my street, La Jolla to criss cross from Santa Monica Blvd to Melrose rather than going down Harper, etc. It's a nightmare. We are not required to go through this nightmare and destroy our quality of life so a couple investors can make a windfall. This is madness. Why can't we build the city in a thoughtful way or develop these large structures in parts of the city that really need development and have wide 2 lane avenues. Look at the hills above El Sereno and near the downtown park, there are people living in trailers there and they haven't developed any of that area. How about Garvanza, they wouldn't even put in utilities and it's in the center of town. It's just about overbuilding on the west side and destroying our quality of life. The whole east side of town could be developed and so many other places. In my view, it's just chaos and destroying the nice things that we had in the city like a cool breeze and yards with trees for the families and low buildings. I've lived in São Paulo and Bogota and Bangkok and this is what it's starting to feel like, hours to go anywhere, pollution that makes your eyes water, respiratory illness. My daughter has been sick for over a year with respiratory illness and a lot of it has to do with the increased pollution and the dryness. We've had an unprecedented number of days with high pollution this year and the end of last year. The proposed property is developing the property as much as possible without any restraint and not even parking spaces for the retail. It's insanity and greed. They don't mind ruining our families and our quality of life as long as they have a bag of money. Pure selfishness.

Thank you, Matthew. Berger

[Quoted text hidden]

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

matt: photo of gridlock

matt berg <sqrlcrv@gmail.com> Wed, Feb 26, 2025 at 10:38 AM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Here's the photo. We don't need rich people's housing. We need housing for the people that live and work nearby like my friend Pam that works at the Weho pool. They don't need cars, they can use bicycles like I do to go to and from work or walk. Most people that work in the studios are forced to live in Santa Clarita and beyond to have more affordable homes. Why aren't they living in affordable developments near their work? Why isn't there a transportation system that could take them to the major studios? They say that there is planning going on, but I haven't seen anything that makes any sense, just exponential gridlock on all of the major thoroughfares since the pandemic. Soon, we will reach critical mass where it will be impossible to go anywhere or even to get to a metro station. I've traveled and lived in a good part of the world and our metro is like a toy train, it's filthy, takes a long time to get between stops, and it goes practically nowhere, and is completely inconvenient to use. We've had absolutely the worst leadership for the last 20 years. We have no direction, no community, and no collective purpose. I ride my bicycle to work and there is no connected bicycle grid and the cars have zero respect for the bicycles, nobody follows any traffic rule, and the police are completely dysfunctional. Soon it will be Brazil with no law and no plan, just chaos, and without any of the culture or charm, just bags of money for a few of the entitled. One parent has to quit their job just to transport the children to school and to activities really making the family economics unstable.



IMG_8745.jpg
555K


Melrose Av

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

CPC-2024-3202-DB-PR-VHCA

Mark McBroom <mcb90048@gmail.com> Tue, Feb 25, 2025 at 10:38 AM
To: nashya.sadono-jensen@lacity.org

Hello,

My name is Mark McBroom and I reside at 660 N Sweetzer Ave and was on the call yesterday but was having technical issues to voice my concerns for the proposed project at 8251-8271 Melrose Ave and 705-711 North Harper Ave, Los Angeles, CA 90046.

My objection to the project is the scale of it, specifically the height of 69 feet which includes 6 floors is too tall for our area. In fact there is no other building in our area between Crescent Heights and La Cienega on Melrose this tall. Equally important, Harper Ave is not a major thoroughfare but a residential street so a building of this height is way out of character and should be allowed to proceed without a reduction from the developer to a lower height.
A realistic height for this location would be 3 floors while taller than the existing structures but not overbearing for the neighborhood, and I suspect most neighborhood residents would not object to the project moving forward.

So please submit my comments for consideration prior to the next meeting on June 12th, 2025.

Thank you,

Mark McBroom
323-447-4242

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

(Case# CPC-2024-3202-DB-PR-VHCA)

EVA NATHANSON <evap.nathanson@gmail.com> Tue, Feb 25, 2025 at 7:37 AM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

I been thinking , if we cannot stop the project, I have to sell my property across the alley and move. May be the they want to buy it for price!
☝

On Mon, Feb 24, 2025 at 8:06 PM EVA NATHANSON <evap.nathanson@gmail.com> wrote:

> I have been talking to my family and every one is very concerned about my health, and my emotional stare if the work begins. I was hidden for 2 years during the holocaust as a child , I was in the dark, whnr the building will go up, again it will in the dark, because light will be b;locked. Also since my gate my coming and going is going to be limited while they are working. It will be like those horrible years,
>
> On Mon, Feb 24, 2025 at 12:18 PM EVA NATHANSON <evap.nathanson@gmail.com> wrote:
>
> > Thank you. I just talked to Andrew, he lives in the big house in front my little guest house. He will also protest to all he can to.
> >
> > On Mon, Feb 24, 2025 at 11:46 AM Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org> wrote:
> >
> > > Hi Eva,
> > >
> > > I am confirming receipt of your email and will include this in the case file for review. Thank you.
> > >
> > > LOS ANGELES CITY PLANNING
> > >
> > > **Nashya Sadono-Jensen**
> > > Pronouns: She, Her, Hers
> > > City Planning Associate | Central Project Planning
> > > **Los Angeles City Planning**
> > > 200 N. Spring St., Room 621
> > > Los Angeles, CA 90012
> > > T: (213) 978-1363 | Planning4LA.org
> > > E-NEWS
> > >
> > > *Please note that the New Zoning Code is now operative in the Downtown area. Applications in this area are now required to use the revised forms available on the Department's Forms page.*
> > >
> > > On Mon, Feb 24, 2025 at 11:05 AM EVA NATHANSON <evap.nathanson@gmail.com> wrote:
> > >
> > > > Dear Nashaya 2/24/25 10:58.
> > > > I live on the opposite alley, 715 1/2 N. Harper, from the proposed project. The only way to get into the property with my car is through the alley.As it is the traffic and the pollution, noise, is very hard on my health. There is extra expense and maintenance was needed due to the building on Sweetzer next to my property . Will the company pay for my extra expenses for my health issues, property issues? As the callers mentioned, traffic is terrible as it is, pollution is getting worse, parking is devastating as it is. I AM 100% ly against the project, and willing to call the mayer, the governor if necessary to protest.
> > > > Eva P.Nathanson
> > > >
> > > > On Mon, Feb 24, 2025 at 7:42 AM Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org> wrote:
> > > >
> > > > > Hi Eva,
> > > > >
> > > > > Confirming receipt of your email. I will include this in the case file for review. Thank you!

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

CPC-2024-3202-DB-PR- VHCA

stan shipley <stanton.shipley@gmail.com> Mon, Feb 24, 2025 at 6:54 PM
To: nashya.sadono-jensen@lacity.org
Cc: monahanm <monahanm@att.net>, Martin Kvitky <marsyl@flash.net>

Nashya:

As follow up to the hearing today, Mary Monahan asked that I forward copies of these items.

-- a comparison of the published 4 story scheme we had been looking at before and the 6 story scheme that has actually been submitted to the City.

We had obtained the 4 story elevation online from Urbanize LA before the plans were available to us from the City. We are concerned that the 4 story scheme is in circulation, although I am not going to go so far as to assume intent. However, it is worth noting that many of the neighbors objected strenuously to the published 4 story scheme before being faced with the 6 stories scheme that is actually being reviewed.

-- end view of 6 story building showing adjacent houses and sun angles for the winter solstice and equinoxes

--three comparable recent developments within about a mile of the site

I think the fact that the plans under review are more like Beverly - Crescent Heights than the other two projects speaks for itself. Either of those would be more welcome to many of the neighbors.

Best,

Stan Shipley
stanton.shipley@gmail.com
310-962-6690 (m)
616 N La Jolla Avenue, LA 90048

3 attachments

250223 - comparison of schemes.pdf
574K

250223 - end view w sun angles.pdf
707K

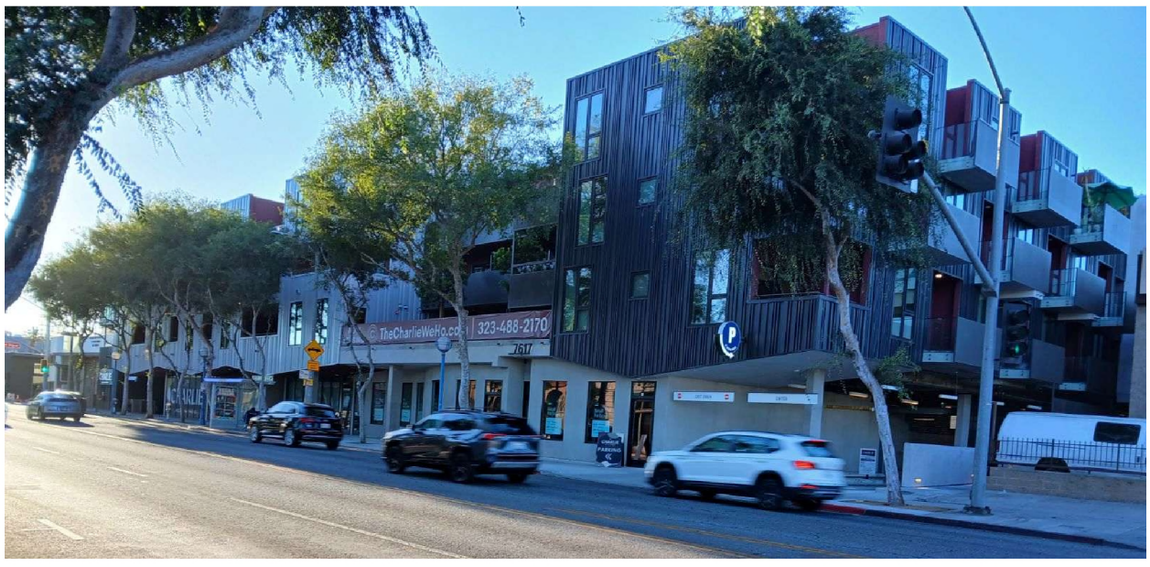
melrose harper - comparables.pdf
425K



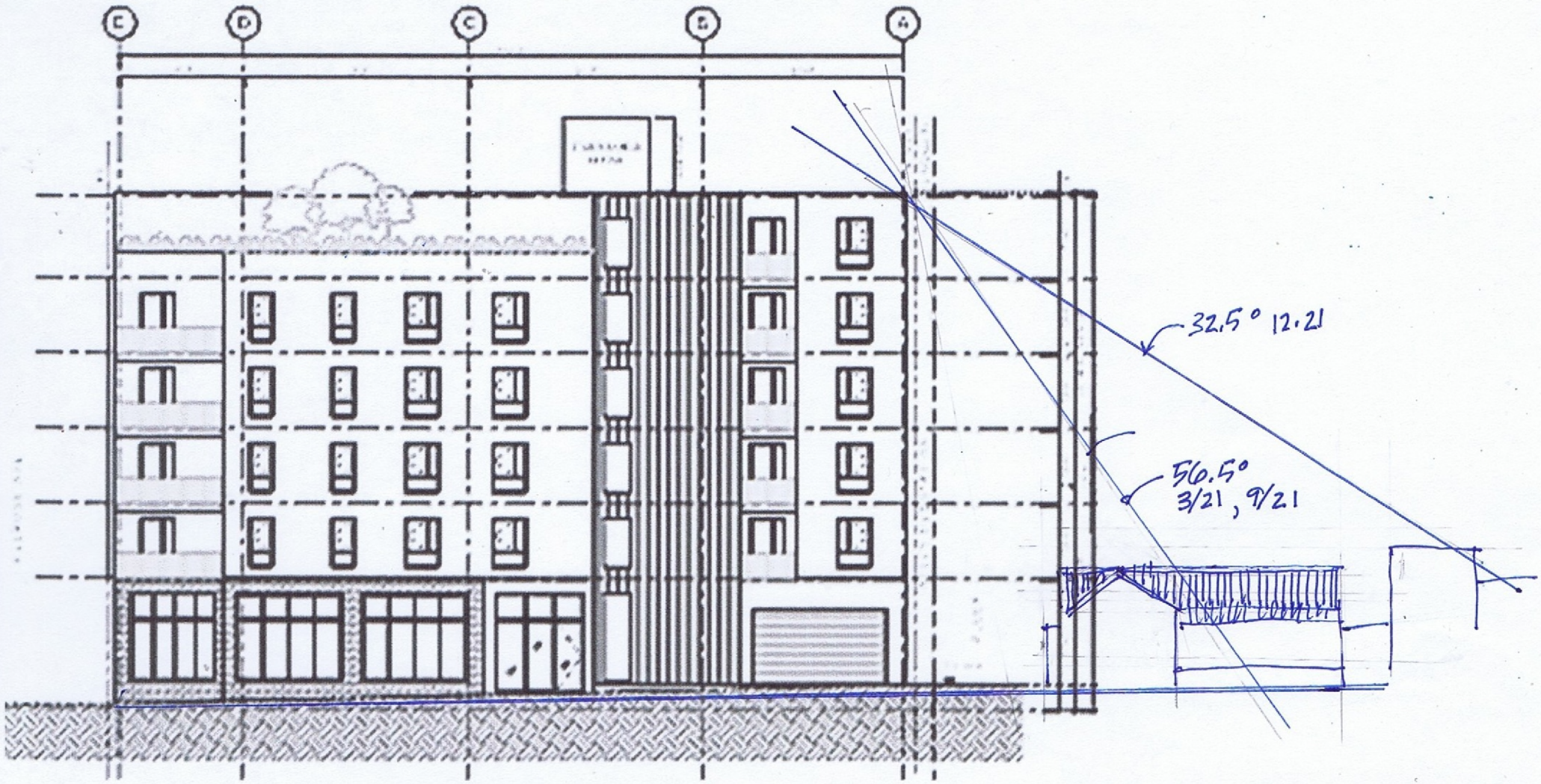
The Leonard – Beverly at Crescent Heights – 6 stories



Melrose lofts – Melrose at Spaulding – 4 stories incl. roof deck



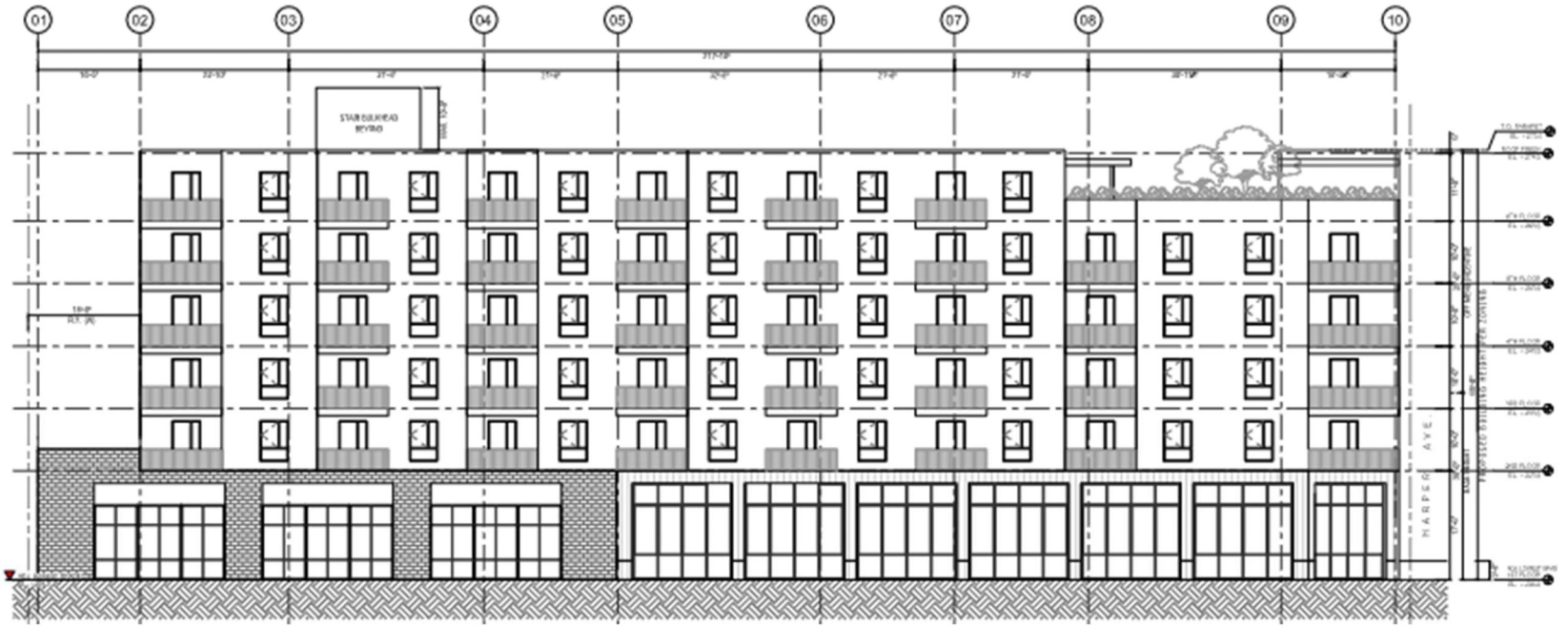
The Charlie – Santa Monnica Blvd at Stanley – 4 stories no roof deck



6 STORY BUILDING EAST END VIEW W SUN ANGLES



4 STORY BUILDING – AS (APPARENTLY) PROVEDED FOR MID CITY WEST AND NEIGHBOR COMMENTS, PUBLISHED IN URBANIZE LA



6 STORY BUILDING – AS SUBMITTED FOR CITY APPROVAL

DATE OF DRAWING REVISION -- 5-21-2024

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Fw: Proposed project comments from Scott Rosser

mary louise monahan <monahanm@att.net> Mon, Feb 24, 2025 at 5:33 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Dear Nashya Sadono-Jensen...

Scott, my neighbor, was out of town, & he wanted me to read it at meeting, but I could not get into the meeting by phone or computer again. Quite a few of my neighbors were unable to connect to the meeting.

Sincerely,
Mary Louise Monahan
monahanm@att.net

----- Forwarded Message -----
From: mary louise monahan <monahanm@att.net>
To: S Rosser <scottrosser@me.com>
Sent: Sunday, February 23, 2025 at 09:42:14 PM PST
Subject: Re: Proposed project comments from Scott Rosser

Scott....thank your comments tomorrow.....mary

On Sunday, February 23, 2025 at 09:10:58 PM PST, S Rosser <scottrosser@me.com> wrote:

I am writing this email to express my opposition to the proposed multi family construction project proposed to be at Melrose Ave between Sweetzer and Harper. My name is Scott Rosser and I own 718, 718 1/2, and 720 North La Jolla Ave. I have owned my triplex and have lived on the property since 2008. I have witnessed the growth of our neighborhood over the past 17 years and in many ways it has been positive with many homes having been renovated and/or rebuilt. I am concerned however with this proposed project as our neighborhood has not seen something of this scale and size. As it stands now, our streets are already so crowded with cars and it's very difficult for my tenants to find street parking. We also have seen a large increase in commercial traffic with nearby businesses like Paul Smith attracting hundreds of tourists daily taking pictures in front of the famous pink building. I'm in opposition to this proposed multi family project and I hope it does not proceed.

Scott Rosser
310-880-2400

Sent from my iPhone

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Project CPC-2024-3202-DB-PR-VHCA

Michelle Martell <michelleamartell@gmail.com> Mon, Feb 24, 2025 at 1:52 PM
To: nashya.sadono-jensen@lacity.org

Hello Nashya:
I spoke today regarding the above project and my concerns. Unfortunately, I thought I was later in the queue and did not have all my notes. Some issues besides the obvious height, traffic, and noise are the assumption of approval clear by the statements of the two people representing the building and the misrepresentation of the number of very low-income households. I hadn't done enough research to see David Pourbaba has opened 60 different companies building apartments around Los Angeles, and it seems like what he does gets a rubber stamp from the City of LA, I am sure he is well connected. His company address is already at 8270 Melrose and the project manager was clear they thought we were just gnats flying about.

First, this builder has had 60 projects in LA, so we can assume he willfully misrepresented the percentages on the presentation, trying to make it look better than it actually is--11 units is so clearly not 15%. He certainly didn't revisit what I said but spent time talking about 3 trees. The difference between 11 and 14 **changes their ROI drastically.** Using a $3500 rent + $300 parking and (low income housing including parking of $1800)

3 units(Market Rent+parking fee) - Low Income Housing Rent x 120 months = 3($3800-$1800) x 120 = **$720,000 difference in income over 10 years** so we all know their purchase price will lower accordingly.

Next, Dustin, the project manager, let us all know they were so generous in providing parking because they didn't have to, almost as if he was threatening us that they could take it away. He knows those apartments won't rent without parking, considering the density of this area. They couldn't rent 69 high-end apartments without parking--the ROI would take a massive hit
His arrogance and the misleading statements by the first speaker make me very suspicious. They think this is a rubber stamp, and our comments as taxpayers mean absolutely nothing because everyone wants housing so badly but this is luxury housing.

Also, I think it is very strange that all of the calls at the beginning of the hearing were negative, but the later calls were all talking about the same things, like congregating spaces and more retail, came later. And not one of the cheerleaders live by the project, (several on Orlando which is coincidentally where the developer lives) and kept calling it West Hollywood. And the argument that we don't have enough retail is preposterous when there are so many for-lease signs in the neighborhood. They were acting like 3 retail stores were going to create some sense of neighborhood by taking out an independent business, Carrera Cafe. They were arguing like we were debating a park. Last, this project will take 3-4 years but they were talking about people displaced by the fires. Maybe this builder should focus on rebuilding people's homes instead of ripping up a neighborhood for profit.

It's obvious that another big project is going to happen where Fred Segal used to be. They were just waiting until Mauro's lease ended. Across the street, the fencing is already up. I cannot imagine what is next if its goes through.

In closing, we elected Karen Bass and Katy Yaroslavsky to represent all of us, not just ultra-wealthy developers well-connected to Rick Caruso and the other billionaires and multi-millionaires of LA.

If you got this far, I appreciate your time reading my extended comments. I was surprised to find that it was my turn, and my notes were downstairs.

Best Regards,
Michelle Martell
729 N. La Jolla Ave.
Los Angeles, CA

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Matthew Berger/8251 Melrose Development CPC-2024-3202-DB-PR-VHCA

matt berg <sqrlcrv@gmail.com> Mon, Feb 24, 2025 at 1:20 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Dear City Planner Nashya:

Thank you very much for conducting the hearing today with such professionalism.

We are not against development, we all want a more beautiful and functional city, but just building densely and building up is not good planning and not healthy for our population and neither is using homelessness or the fires as a pretext for making the city unlivable for those who have been here for many decades with families and with large investments in their properties. Just because some wealthy young people are moving into this area and allegedly want more building does not make this building good for our community or neighborhood. That's like saying, lets evict everyone to make Gaza a "riviera."

The present building is not beautiful, but it's only 2 stories now. Only one building on Melrose in this area is 4 stories, the rest are 1-3 stories. This building is 69 feet high, that is enormously tall for this area. We want new development, but we want something that fits into the history and character of this neighborhood.

The fact is that having a 6-story building with approximately 100 parking spaces means 100 more cars turning at that corner. We already have crazy traffic on Melrose and that will just shut down Melrose and make it a gridlock like we have now on Beverly and Santa Monica and La Cienega because of all of the new high rises and density. There is no place for these cars to go. And after this building the other developers will want 6 and 8 and 10 stories up and down the street and then we will have a concrete jungle of cars and fumes and pollution and noise. It's going to be Mexico City or São Paulo, going to be an incinerator to live here. We do not have public transportation to mitigate any of this. And our residential streets are going to become major thoroughfares because of the gridlock. It will not be safe or quiet or healthy to walk around the block, cars will be racing up and down from stop sign to stop sign even more than they do now.

This project is not about replacing that building. It's about maximizing profit for a couple of people at the expense of the rest of us. Besides, Harper cannot accommodate two way traffic. They say that we need new retail. That building only has 3 retail spaces and we have a lot of retail that is empty right now and there always is retail rental space available. The problem with retail here is that there is no private parking and no public parking at all for retail. That's why the Burton store and other stores left, there was no walking traffic. I don't see how this property is going to be a place to congregate for people in the neighborhood. Who is going to walk up and down the block.

Our public officials should be working on creating public parking in this area rather than more housing and further stressing the traffic and parking situation in this area. There are thousands of places in the city to build affordable housing where the rents would be much lower if the city was really concerned about building affordable housing or any housing. They only want this building because they can get the biggest rents or condo values on the West Side so they destroy what we already have. The homeless in this part of town are from other places and none of the housing there is going to be for the homeless population, many of the homeless population have dependency and mental disabilities and need to be in treatment facilities. There are plenty of parts of this city to build affordable housing if they really cared about affordable housing.

They rebuilt the retail on lower Melrose and now because of the Urth Cafe, it is bumper to bumper to get to West Hollywood Park and to take my son to West Hollywood Elementary.
Additionally, I really question the veracity of the speakers in favor of the proposal at the end of the hearing. Seems like many of them were organized by the developers. First, they all came at the end of the hearing as if they had been on a list and were strategically placed to counter what we said. Second, they all covered the same talking points. Third, they were all saying West Hollywood, this isn't West Hollywood, anybody that lives here knows it's not West Hollywood. Fourth, most of those in favor didn't give their addresses. Fifth, they all said that this building is where the people who lost their houses in the fire could live. I highly doubt that even one of the families that lost their homes in Altadena or Palisades will be waiting for that building to be finished to move into here. Sixth, one female speaker said that she moved her family to this neighborhood and that she's going to congregate at that building. How are they going to congregate with her children at

this building with 3 retail spaces? That does not make sense. We have parks nearby to congregate and where we congregate. We have coffee shops, we have restaurants. Who wants to walk up and down a street that is gridlocked and loud and polluted and where the sun and cool air is blocked? The low building in this area is what makes this part of the city unique and pleasant to live in.

We will have more fires when there is no cold air blowing from the ocean anymore because of all of the high rises and the cutting down of the trees and the carbon produced by all of these new cars and the heat of the concrete. Density is the stupidest thing when you don't have a transportation or a clean energy infrastructure to support it. This is not New York, this is Not São Paulo, this is not Mexico City. This was a treed city, with low buildings and a cool ocean breeze blowing and now they want to turn it into an inferno.

We don't have housing because the city never planned any housing or incentivized the developers to build or develop any part of the city except the West side where they could get the most profit and they never invested in a world-class transportation system that would make development reasonable. They should have built a wired/LEED, metro-ed second city on the East side of town on the empty hills above El Sereno and the city park there and then rebuilt the rest of the city in the same way.

So, now the mantra is density without a transportation system and without any regard to the environment and the geography. Now, the city is just gridlocked with more and more cars and it's taking twice as much time to take the kids to school or to their activities and destroying our quality of life. With this development and then using this as a justification to build more behemoths like the ones that have now shutdown the la Cienega corridor and will finish off Beverly with the new CBS television city, we will have total gridlock in this area of town. We won't be able to leave our homes, to take our children to school or to take them to any activities.

They need to scale down this building, provide public parking for the retail space and stop trying to ruin our neighborhood for the profit of a few. Please do not assist them in destroying our neighborhood and my family and our quality of life.

Thank you, Matthew Berger, Marcele Berger, Taina Berger, Leonardo Berger

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

(Case# CPC-2024-3202-DB-PR-VHCA)

EVA NATHANSON <evap.nathanson@gmail.com> Mon, Feb 24, 2025 at 11:05 AM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Dear Nashaya 2/24/25 10:58.
I live on the opposite alley, 715 1/2 N. Harper, from the proposed project. The only way to get into the property with my car is through the alley.As it is the traffic and the pollution, noise, is very hard on my health. There is extra expense and maintenance was needed due to the building on Sweetzer next to my property . Will the company pay for my extra expenses for my health issues, property issues? As the callers mentioned, traffic is terrible as it is, pollution is getting worse, parking is devastating as it is. I AM 100% ly against the project, and willing to call the mayer, the governor if necessary to protest.
Eva P.Nathanson
[Quoted text hidden]

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Public Hearing for 8251-8271 West Melrose Ave. & 705-711 Harper Ave. L.A. 90046

Martin Kvitky <marsyl@flash.net> Sun, Feb 23, 2025 at 3:55 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>
Cc: Mary Monahan <monahanm@att.net>

Nashya Sadono-Jensen,

Ref: CPC-2024-3202-DB-PR-VHCA

Below is the Dropbox link to photos of the area around the proposed building:

https://www.dropbox.com/scl/fo/72f4nwmdbku47s5cm7ede/APavkPmHis77G--TTIbMExg?rlkey=ln7acd108nflypad7x5ltqr5q&st=4ixilzkh&dl=0

Please respond that you were able access the photos and they are added to the case files.

Thank you,

Marty Kvitky
727 N. La Jolla Ave
(resident at this address for 52 years)
310-617-0449

Bullet Points for Upcoming Hearing

Case: CPC-2024-3202-DB-PR-VHCA

02/24/2025

Morning and afternoon commute is bumper-bumper from Crescent Heights Blvd to Orlando Ave. Cars driving southbound on Harper Ave (controlled intersection) and attempting to turn westbound onto Melrose Ave are vulnerable to accidents.

Parking is presently inadequate for the residence east and west of Harper Ave
Parking will be grossly inadequate during the construction of the proposed building and after completion.

Parking for businesses on Melrose Ave between Crescent Heights and Kings Road will be heavily impacted during and after completion of proposed building. Will the city provide monetary assistance to those businesses that lose business due to a lack of parking and street access.

Where is the entrance and exit to and from underground parking? If the exit is on the side streets, tenants in the proposed building will have a difficult and dangerous exit due to speeding cars and poor visibility exiting the proposed building.

Melrose Ave lanes are smaller than those on Beverly Blvd and Santa Monica Blvd.
Buses and other large vehicles generally drive a foot or more into the adjacent lane.
To be clear, Melrose Ave is <u>not</u> a major thoroughfare. The existing heavy traffic is the result of gridlocked traffic on Santa Monica Blvd and Beverly Blvd.

Did not see any discussion on existing or future plans for the rooftop.

Martin Kvitky
Resident – 52 Years
727 N La Jolla Ave
L.A.


SPOILED
SELF CONTRAST
8AM - 10AM
2 HOUR PARKING
8AM TO 8PM
11AM TO 8PM
Melrose Av
STOP


BF
572
BF
PATHS
PSYCHIC
URA READI
AURA
HOTO
25
SPIRITUAL HEA
by CRYSTAL
YOUR PERSONAL GUI
FROM THE STAR
SPECIALIZE IN LOVE & RELA
Sound baths /
Tarot Card R
8209 Melrose Av


PSYCHIC EN
natalie martin
THEORY 88
8209
PSYCHIC
JRA READINGS
SPIRITUAL HEALING
323-949-4949
Walk-Ins Welcome
9PJP834
decades
8210


La Jolla
700 N
Av
BOYCE HALL
DICKSON COURT
AT UCLA
MARCH 9
FARHANG
Farhang.org
NOWRUZ
IRANIAN
NEW YEAR
MARCH 9
BETTER
EVERYDAY
Crescent Heights Blvd
Kilkea Dr
ALEC


HOLLYWOOD PANTAGES THEATRE
Harry Potter
BF 572
BF


DISTRICT NO.30
PERMITS EXEMPT
8AM - 10AM
2 HOUR PARKING
8AM 11AM
8PM 8PM
Melrose Av
8200 W
STOP

DO NOT BLOCK INTERSECTION
Harper
CARRERA cafe
8251
DELI
Melrose Av
8200 W
SPECIAL DRINK
Nutella Latte
Strawberry Mocha
Cinnamon Tiramisu
Cookie Butter Latte
ICED TEAS
Peaches & Ginger
Cherry Blossom
RAINBOW SALAD


posh
pet
care
shop
groom
play
POSHPETCARE
705
709
711
poshpetcare
shop groom stay play
poshpetcare


NO PARKING
ANY TIME
F-150
74762W3
CLEARY AUTO LLC
TOYOTA
7YTD364
THOUSAND OAKS




8222
SPACE
FOR LEASE
Melrose Av
Melrose Av
8200
BZBZBZB


SIENNA
9NQC269
8LMN099

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

(Case# CPC-2024-3202-DB-PR-VHCA)

EVA NATHANSON <evap.nathanson@gmail.com> Sat, Feb 22, 2025 at 9:50 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

I will attend, I also want you to know in writing , that I am complete 100% against the project:
1. It will destroy the area's charm
2. It will be detrimental to traffic , population , it will cause pollution and hurt the ecology !
3 . It could cause health hazard with the increase of pollutions !
4. Will destroy the feeling of community .
Eva Nathanson
[Quoted text hidden]

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

(Case# CPC-2024-3202-DB-PR-VHCA)

EVA NATHANSON <evap.nathanson@gmail.com> Sat, Feb 15, 2025 at 6:58 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

I am totally against the project, it will make it very difficult for me and the other family living on the premises, we live in the first house te the Alley North of Melrose on Harper. Please let me know how and whom to talk to about it. It will also destroy that entire corner
Eva Nathanson
[Quoted text hidden]

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Fwd: Matt Berger/Harper-Melrose development

Jennifer Torres <jenny.torres@lacity.org> Tue, Feb 18, 2025 at 12:36 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>
Cc: sqrlcrv@gmail.com

Hello,

Please see the Public comment below re: CPC-2024-3202-DB-PR-VHCA (8251 West Melrose Ave & 705-711 North Harper Ave).

Thank you,

COUNCILWOMAN
KATY YAROSLAVSKY
LOS ANGELES COUNCIL DISTRICT 5
cd5.lacity.gov

Jennifer Torres
Pronouns: She, Her, Hers
PLANNING DEPUTY
O: (213) 751-1432
Los Angeles City Hall
200 North Spring St., Room 440
Los Angeles, CA 90012

---------- Forwarded message ---------

On Mon, Feb 17, 2025 at 11:51 PM matt berg <sqrlcrv@gmail.com> wrote:

> George,
> Hi. How's it going? Hope you are well.
> I would like to discuss the project at Melrose and Harper.
> I really believe that the project as it is designed is very much out of character with our neighborhood and is going to impact the transportation in the neighborhood in a very negative way and will lead to many other deleterious developments that will further destroy the neighborhood for my family and for my neighbors.
> I'd like to know how this development benefits our neighborhood and will not substantially and negatively impact us and is just a greedy and unnecessary development on the scale that it is designed. When will this destruction of our community end? The streets that have done this like Beverly and La Cienega and Santa Monica are now gridlocked because this insane concept of dense growth and has nothing to do with homelessness or bring down the cost of housing one bit but has completely destroyed everything that makes living in LA pleasurable. Why is all the building here on the Westside just to gain square footage and increased the cost of everything. Total disaster and nightmare for us, it now takes twice as long for us to take our children to school and to their activities or to go to work, so much more pollution and garbage and noise and lack of parking, so many more people and cars and dangers to contend with. Just about more oligarchy and control of property and driving families out and cut down a lot of trees and green space, stopped the cold wind from blowing through and just become a fire-ridden concrete jungle. Why can't we legislate anything that makes any sense. We do not have the public transportation nor will we ever have it to be a New York or Tokyo. We have a filthy and slow toy train metro. 100 more cars turning into that property? 100 more cars creating gridlock on Melrose right here and forcing everyone else up and down my street. I have children, we can't walk down the street as it is with all of th people racing up and down and breaking every law. Nobody that works in this area is going to be ale to afford to live in that structure, it's just an albatross out of character with our neighborhood. Completely outrageous. Enough already with this madness.
> Please explain to me how my family and our neighborhood is going to benefit from this in anyway? It's just about the developers and their profit and nothing more and nothing reasonable.
> Please let me know. Thanks, Matthew Berger 323-528-7366

--

COUNCILWOMAN
KATY YAROSLAVSKY
LOS ANGELES COUNCIL DISTRICT 5

cd5.lacity.gov

George Hakopiants
District Director
City Hall: (213) 473-7005
District: (323) 866-1828
Los Angeles City Hall
200 North Spring St., Room 440
Los Angeles, CA 90012

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Opposing the proposed development at 8251-8271 West Melrose

William Mungall <wmungall@gmail.com> Wed, Feb 12, 2025 at 8:00 AM
To: "nashya.sadono-jensen@lacity.org" <nashya.sadono-jensen@lacity.org>, "apccentral@lacity.org" <apccentral@lacity.org>, "councilmember.yaroslavsky@lacity.org" <councilmember.yaroslavsky@lacity.org>
Cc: per.planning@lacity.org, William Mungall <wmungall@gmail.com>

Case #CPC-2024-3202-DB-PR-VHCA

Dear Hearing Officer, Planning staff Sadono-Jensen, Council member Yaroslavsky, and any other Council members,

I am writing in concern over a 6-story building being proposed in our neighborhood. As a pro-development architect, I find myself shocked that such an out-of scale and out-of-context development is even being considered! Melrose is a special street with unique shops and a casual feel. There are NO buildings over 3 stories in the area. NONE in the 40 blocks of Melrose, between Huntley and past La Brea. There are only a handful of three story buildings in those blocks. Most are single story and some are 2 levels. The only residential development I am aware of is the new one at Spaulding, and it is 3 stories. The rest are commercial.

A 6 story building will stand out horribly among this urban fabric, it will cast huge shadows- goodbye to sunlight from October through April for any of the homes nearby on Harper. The Pacific Design Center is 6 stories- it looms over the neighbors, and this one would be right on top of them. At least the PDC is set back significantly from the street, and next to other large complexes.

A 6 story building will destroy the neighborhood privacy that people pay a premium for, the building occupants will have a clear view into windows and yards for blocks. People come to this quaint neighborhood to avoid having those intrusions. Any open windows or balconies or rooftop gardens and people in their homes will have to hear their noise pollution. The moody evening atmosphere will be ruined by 6 stories of lit apartments shining out, adding light pollution to the noise.

Finally it will be a public nuisance; the streets are already crowded with traffic and parking. The support needed and traffic generated for such a monster development will be a complete annoyance for anyone within a few blocks. Imagine the line-up of Ubers and Postmates on a Friday evening just trying to do their business, blocking the already congested avenue.

Nowhere else in the 40 blocks of Melrose does this occur. To allow it would be poor planning and a huge blight on the neighborhood.

3-Stories maximum. No exceptions, please. My family and I strongly object to this proposal.

William Mungall
735 N La Jolla Ave
Los Angeles CA 90046

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

8251 West Melrose - project plans

Andrew Sachs <andrew.sachs@gmail.com> Tue, Feb 4, 2025 at 10:46 AM
To: "nashya.sadono-jensen@lacity.org" <nashya.sadono-jensen@lacity.org>

Hi Nashya,

We got the notice of the public hearing for this project in the mail yesterday. (Case# CPC-2024-3202-DB-PR-VHCA)

Can you share the project file and plans? We'd especially like to see any blueprints or detailed renderings of the proposed structure, showing street level on the alley side, and also any proposed timeline for demolition and construction.

We'd also like to understand the zoning exemptions the developer is requesting; please advise where we can find more information to decipher the statements on the notice.

Thank you,
Andrew
--
Andrew K. Sachs
323-363-3672

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

(Case# CPC-2024-3202-DB-PR-VHCA)

EVA NATHANSON <evap.nathanson@gmail.com> Fri, Feb 7, 2025 at 11:07 AM
To: nashya.sadono-jensen@lacity.org

I would like to know about this project, I live in 715 1/2 N.Harper Ave, in the guest house behind 715.
The only way to get into my driveway is through the alley. This project would make it impossible . Harper is the street with the light, very busy, the construction would make it impossible .
Please advise. I would like to attend the meeting.

--
Eva Nathanson
Original Handcrafted Silver Jewelry
T: +1 (310) 259-0820
E: evap.nathanson@gmail.com

Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Fwd: Project at 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A. 90046l

Jennifer Torres <jenny.torres@lacity.org> Thu, Feb 6, 2025 at 12:25 PM
To: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>

Hi Nashya,

I'm Jennifer Torres the Planning Deputy for CD 5, its nice to e-meet you. I had a quick question regarding the project at 8251-8271 West Melrose Ave.(CPC-2024-3202-DB-PR-VHCA). Historic Places LA indicates that the 8271 W Melrose Ave parcel might be eligible to be a historic resource (LINK). Does that affect this projects approval? If so, what role does that play? Our office has started to get comments about this and want to make sure we're on the same page with messaging.

Thank you!

COUNCILWOMAN
KATY YAROSLAVSKY
LOS ANGELES COUNCIL DISTRICT 5
cd5.lacity.gov

Jennifer Torres
Pronouns: She, Her, Hers
PLANNING DEPUTY
O: (213) 751-1432
Los Angeles City Hall
200 North Spring St., Room 440
Los Angeles, CA 90012

---------- Forwarded message ---------
From: **Jennifer Torres** <jenny.torres@lacity.org>
Date: Thu, Feb 6, 2025 at 12:18 PM
Subject: Re: Project at 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A. 90046l
To: Shannan Calland <shannan.calland@lacity.org>
Cc: mary louise monahan <monahanm@att.net>

Hi Mary,

Nice to e-meet you, I'm the Planning Deputy for CD 5. Thank you for reaching out to our office about this project. If you haven't already, please send your comments to the Planner assigned to this project Nashya Jensen (nashya.sadono-jensen@lacity.org), it's the best way to get your input considered. I will brief the CW on this project and your request.

Best,

COUNCILWOMAN
KATY YAROSLAVSKY
LOS ANGELES COUNCIL DISTRICT 5
cd5.lacity.gov

Jennifer Torres
Pronouns: She, Her, Hers
PLANNING DEPUTY
O: (213) 751-1432
Los Angeles City Hall
200 North Spring St., Room 440
Los Angeles, CA 90012

On Wed, Feb 5, 2025 at 4:13 PM Shannan Calland <shannan.calland@lacity.org> wrote:

Thanks Thao.

Moving you to bcc to spare your inbox.

Hello Mary,

Thank you for reaching out to our offices.

Looping in my colleague, +Jennifer Torres who is the planning deputy for CD5.

Jennifer- can you please look into TOVA LLC & Melrose Harper LLC proposed project. The project will be located at Melrose & Harper Avenue - multi-use 6 story project? Any information you can provide would be greatly appreciated.

COUNCILWOMAN
KATY YAROSLAVSKY
LOS ANGELES COUNCIL DISTRICT 5

cd5.lacity.gov

Shannan Calland
FIELD DEPUTY | MID-CITY WEST/CARTHAYS
City Hall: (213) 473-7005
District: (323) 866-1828
Los Angeles City Hall
200 North Spring St., Room 440
Los Angeles, CA 90012

PLEASE NOTE: E-mail correspondence with the office of Councilmember Katy Yaroslavsky (including any attachments) may be subject to public disclosure under the California Public Records Act.

On Wed, Feb 5, 2025 at 3:59 PM Thao Tran <thao.tran@lacity.org> wrote:

Hello Ms. Monahan,

Please meet Shannan Calland, your new Field Deputy and first point of contact for assistance from our office. Shannan can assist you with your inquiries going forward.

Please consider signing up for our weekly newsletter to stay up to date with the actions of our office.

Respectfully,

COUNCILWOMAN
KATY YAROSLAVSKY
LOS ANGELES COUNCIL DISTRICT 5

cd5.lacity.gov

Thao N. Tran (She/Her)
ECONOMIC DEVELOPMENT DEPUTY
CH: (213) 473-7005
DO: (323) 866-1828

Los Angeles City Hall
200 North Spring St., Room 440
Los Angeles, CA 90012

On Wed, Feb 5, 2025 at 3:29 PM mary louise monahan <monahanm@att.net> wrote:

Dear Thao.....I wonder if you, your office, or Council Woman Yaroslavsky could help me & the residents to oppose this project at 8251-8271 West Melrose & 705-711 No. Harper Ave. L.A. 90046. The Public Hearing is scheduled for Feb. 24, 2025 at 10 am.
Case # CPC-2024-3202-DB-PR-VHCA. Nashya Sandono-Jensen is the City Planning Associate.

The developer, David Pourbaba of TOVA LLC & Melrose Harper LLC, wants to demolish historic buildings on Melrose & Harper Avenues to make way for a multi-use 6 story building that would take up almost the entire block. As you know, I live near this project & I, along with other residents, are very concerned about the character of the quaint neighborhood being tarnished, does not fit in with the height of the other buildings on the street being mostly 1-story shops with some 3 stories, would cause
more traffic congestion & safety issues, would block light of the residences on the west side of Harper Ave. since a huge 4-story condominium structure is located behind them, 3 neighborhood businesses would be displaced

maybe permanently, & they want the city to change the zoning of the location to accommodate the design. Who wants the Pacific Design Center next to your house!!!

Thank you for your help so far & any future help on this issue. Pleas notify me of any advice, suggestions &/or actions we or you can take.

Sincerely,
Mary Louise Monahan
719 No. La Jolla Ave.
Los Angeles,CA 90046
(323) 651-1760
monahanm@att.net.

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

Planning CPC <cpc@lacity.org>

8251-8271 W. Melrose Ave CPC-2024-3202-DB-PR-VHCA

Christopher Ragsdale <cshawn660@gmail.com> Wed, Jun 11, 2025 at 4:40 PM
To: cpc@lacity.org
Cc: Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>, clerk.cps@lacity.org, cityatty.help@lacity.org

June 11, 2025

City of Los Angeles
City Planning Commission
200 N Spring Street
Los Angeles, Ca. 90012

Re: Proposed Housing Development Project at 8251-8271 West Melrose Avenue,
CPC-2024-3202-DB-PR-VHCA

To: cpc@lacity.org

Cc: Nashya Sadono-Jensen, City Planning Associate nashya.sadono-jensen@lacity.org ; City Clerks Office, clerk.cps@lacity.org ; City Attorney's Office, cityatty.help@lacity.org

Dear Los Angeles City Planning Commission,

I am writing to urge the commission to balance current and existing local zoning rules and laws when considering all state and local exemptions, Incentives, or variances, from current zoning codes. It is imperative that the commission strike the right balance while considering all of the impacts, both negative and positive, to the surrounding neighborhood and community.

I strongly oppose the proposed project in its current form based on the size and scope of the project.

Thank you in advance for your time and consideration.

Sincerely yours,

Christopher Ragsdale

660 N Sweetzer Ave Unit 306, Los Angeles, Ca. 90048

CPC-2024-3202-DB-PR-VHCA.pages
169K

Planning CPC <cpc@lacity.org>

Time to speak at Case # 2024-3202-DB-PR-VHCA on June 26, 2025, Van Nuys

mary louise monahan <monahanm@att.net> Mon, Jun 16, 2025 at 1:32 PM
To: Planning CPC <cpc@lacity.org>

Dear City Planning Commission:

I am the spokesperson for an opposition group against Case # 2024-3202-DB-PR-VHCA. Address: 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A. 90046
Hearing date June 26, 2025 in Van Nuys..

Our group feels it is only fair that we have equal time with the developer. How can that be arranged? One minute for each of us is not enough time since this project will severely impact our neighborhood. We have heard that the developer gets 5 min. to unlimited time

I look forward to hearing from you asap. Thank you.

Sincerely
Mary Louise Monahan
monahanm@att.net
(323 651-1760 .

KATY YAROSLAVSKY

COUNCILWOMAN, FIFTH DISTRICT

June 25, 2025

City Planning Commission
Re: CPC-2024-3202-DB-PR-VHCA
8251 Melrose Ave. Los Angeles, CA 90046

Dear Commissioners,

I am writing to respectfully request that the following condition be included in the proposed project which ensures careful evaluation of groundwater-related risks prior to construction. For context, this neighborhood has a known high water table. During construction of a nearby development at 728 N. Sweetzer, it is believed that an underground aquifer was disturbed, resulting in long-term negative impacts including recurring street flooding, algae buildup, and possible structural damage in the surrounding area. These issues remain today and continue to affect local residents.

To prevent similar damage, we urge that the project be required to comply with the following condition:

"Prior to the issuance of any building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any shallow groundwater conditions and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: dewatering, groundwater handling, hydrostatic design, selection of appropriate foundation type and depths or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified."

This language directly addresses the concerns raised by past incidents and provides a framework for prevention through early study and appropriate design. We believe its inclusion is both prudent and necessary to safeguard our neighborhood and infrastructure. Thank you for your attention and consideration.

Respectfully,

Katy Yaroslavsky

KATY YAROSLAVSKY
Councilwoman, Fifth District

200 N. SPRING STREET, ROOM 440 LOS ANGELES, CA 90012 213) 473-7005
CD5.LACITY.ORG

Eva P. Nathanson
715 ½ N. Harper Ave
Los Angeles, CA 90046

Nashya Sadono-Jensen
Los Angeles City Planning
200 N. Spring St., Room 621
Los Angeles, CA 90012
(213) 978-1363
nashya.sadono-jensen@lacity.org
cpc@lacity.org

Katy Yaroslavsky
City Council District 5 Councilwoman
City Hall Office
200 N. Spring Street, Suite 440
Los Angeles, CA 90012
(213) 473-7005
Councilmember.Yaroslavsky@lacity.org

June 4, 2025

Re: Opposition to Proposed Development Project

Concerning Property at:
8251-8271 Melrose Ave. & 705-711 N. Harper Ave, Los Angeles CA 90046

Case Number: CPC-2024-3202-DB-PR-VHCA
Environmental Case Number: ENV-2024-3203-CE
Council District No. 5

Dear Councilmember Yaroslavsky and Members of the Planning Commission,

My name is Eva Nathanson and I am writing to express my deep opposition to the proposed development at 8251 Melrose Avenue.

My family has lived on this property since 1961 and I have owned it since 1988. This is not just my home — it is the foundation of my life in Los Angeles, the place where I raised my children and continue to be actively involved in my community. I am 84 years old, and I am deeply concerned that this development threatens not only the safety and character of our neighborhood, but also my personal health and well-being.

1. A Threat to Neighborhood Character

Over the past 60 years, I've watched this neighborhood evolve — but never at the expense of its soul. The small businesses along this stretch of Melrose, including Harper Salon, Reformation, Carrera Café, and Posh Pet Care, bring life, beauty, and human scale to our community.

Replacing these with a massive commercial development spanning 15,000 square feet and hosting three large tenants would forever change the spirit of the area. It would create something cold, oversized, and out of place — likely catering to corporate chains rather than neighborhood-serving businesses.

This neighborhood is not just a commercial zone. It is home to families, elders, and people like me who have lived here for decades. Our community deserves thoughtful development that enhances, not destroys, its character.

2. Troubling Developer Conduct

The developer, Illulian Group, promotes themselves as "rule breakers" and "disruptors." This is not what I want in a neighbor. Urban development should be based on transparency, respect, and long-term accountability — not marketing slogans.

The developer has already demonstrated a lack of consideration for neighbors. Trash and delivery trucks as well cars of customers of their current commercial tenants frequently block our shared alley. These seemingly small disruptions have major consequences for someone like me, whose only vehicle access is via that alley.

3. Inadequate and Unrealistic Parking Plans

The proposed project includes 90 residential units and three large commercial spaces — but only 96 parking spots. This is not just insufficient, it's dangerous. Overflow parking will flood our already congested side streets and alleyways.

The alley behind the property, which I rely on to access my garage, already suffers from frequent illegal parking and commercial obstruction. I fear that this project will create even more congestion and block emergency vehicle access — a frightening prospect for someone my age.

The development also calls for a loading zone across the alley from my vehicle entrance. That would bring in additional trucks, blocking access completely and creating conditions that would make it impossible for an ambulance or emergency personnel to reach my home.

4. Profound Personal and Psychological Impacts

I must speak frankly here. I am a Holocaust survivor. Between the ages of 2 and 4, I was hidden in dark, airless, windowless rooms as my mother and I eluded the Nazis hunting for us Jews. Being deprived of light and air for such a long period during my early childhood left deep emotional scars.

This proposed building — six stories high and directly beside my home — would cast new shadows over my property, depriving it of light and air. Worse still, the prolonged construction and the inevitable dust, noise, and blocked alley access would make me feel trapped once again — echoing those traumas I have spent a lifetime learning to live with.

At this stage in my life, my health and mental well-being are fragile. This project would compromise both. I do not want to live out my remaining years in darkness, anxiety, and fear. No one should have to.

5. A Risky Environmental Situation

I have already lived through the consequences of poorly planned development next door. When the property at 714-718 N. Sweetzer was developed (abutting my property to the west), they hit an underground aquifer during excavation. That mistake caused years of flooding, black mold, and ongoing discharge of water.

My home suffered structural damage, including cracks in the walls and misaligned doors. Despite repeated concerns, no one took responsibility.

The proposed project at 8251 Melrose will involve even deeper excavation, even closer to my home. I am terrified that this will lead to more flooding, more damage, and more risk to my health and property — with no real recourse or accountability.

6. Enforcement Gaps and Ongoing Impacts

I have little confidence that any mitigation measures proposed by the developer will be enforced once the project is approved. It will fall on me and my neighbors to deal with the traffic, noise, and health impacts — just as we have with past projects.

At my age, I cannot keep fighting battles that shouldn't exist in the first place. I am asking you now to intervene before harm is done.

In closing, I ask you from the bottom of my heart: please do not approve this development. Please consider the residents who have lived here, contributed to this neighborhood, and deserve to live in dignity, peace, and safety.

This is my home. Please help me protect it.

Sincerely,

Eva P. Nathanson

Resident of 715 ½ N. Harper Ave, 90046.

June 11, 2025

Nashya Sadono-Jensen, City Planning Associate
nashya.sadono-jensen@lacity.org
(213) 978-1363

Dear City Planning Commission,

We are writing to you in support of the proposed 90-unit mixed use development, including 10 affordable units, at 8251 – 8271 West Melrose Avenue; 705 – 711 North Harper Avenue, case number CPC-2024-3202-DB-PRVHCA. We urge the city to find the project exempt from CEQA and approve it with the requested incentives.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing, and this project will help provide that much needed housing. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part. It is great to see the developer using the Density Bonus program to bring new homes, including badly needed affordable housing to the city. This project will replace commercial buildings and a parking lot to add 90 units of housing, including 10 affordable, without the loss of any residential units.

This project is in a great location for housing, in a walkable, amenity-rich neighborhood close to bus stops, shopping, and restaurants. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. This project is good for Los Angeles and for the region and we urge the city to approve the project with the incentives.

Best Regards,



Azeen Khanmalek
AHLA Executive Director



John Yi
Director of Organizing



Tami Kagan-Abrams
AHLA Project Director

MID CITY WEST
NEIGHBORHOOD COUNCIL

BOARD OF DIRECTORS
2023 - 2025

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Christina Mondy
Terence Mylonas
Matthew Peskay
Robert Shore
Sandra Sims
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Julian Stern
Jawhara Tariq
Sonya Turoff
Don Whitehead

PASSED 14 Yeas, 7 Nays, 6 Abstain
June 10, 2025

Position: For
Case Number: CPC-2024-3202-DB-PR-VHCA
Address: 8251 W MELROSE AVE

Nashya Jensen, City Planning Associate
200 N Spring St, Suite 525
Los Angeles, CA 90012

Dear Nashya Jensen,

We appreciate the opportunity to comment on this application as the certified neighborhood council serving the area where 8251 W Melrose Ave is located.

The application for a new 6-story, mixed-use building consisting of 90 residential dwelling units as well as 16,000 SF of ground-floor commercial use has been reviewed by our Planning & Land-Use Committee.

After expressing concerns that the city verify that there are no unacceptable or irremediable hydrological issues, the committee voted to approve the project. It was then and was voted on at our General Board meeting. On 6/10/2025 the board voted to support 8251 W Melrose Ave's application to this end.

Sincerely,

Chris Dower, Co-Chair of Planning and Land Use Committee
Lauren Borchard, Co-Chair of Planning and Land Use Committee
Mid City West Neighborhood Council

Cc: Office of Council District 5, Hon. Katy Yaroslavsky via email
Office of Council District 5, Jennifer Torres via email
Office of Council District 5, Thao Tran via email
Office of Council District 5, George Hakopiants via email
Los Angeles Police Department Wilshire Division via email

MID CITY WEST
NEIGHBORHOOD COUNCIL

Planning CPC <cpc@lacity.org>

RE: CPC 6/12/25 Agenda Item Case No. CPC-2024-3202-DB-PR-VHCA (8251-8271 West Melrose Ave & 705-711 North Harper Ave, Los Angeles, CA 90046)

Neighbors <savesweetzer@gmail.com> Tue, Jun 10, 2025 at 3:22 PM
To: cpc@lacity.org
Cc: Jennifer Torres <jenny.torres@lacity.org>, Charles.Turner@lacity.org, Shannan Calland <shannan.calland@lacity.org>, melrosevillageorg@gmail.com, hburgarella@midcitywest.org, Keith Nakata <keithnakata@mac.com>, Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>, Jacob Margolis <JMargolis@scpr.org>, ian.james@latimes.com, dwagner@scpr.org, aordower@bos.lacounty.gov, alaflen@bos.lacounty.gov, zgaidzik@bos.lacounty.gov, mpestrella@pw.lacounty.gov, lea.garrison@water.ca.gov, cwilson@socalwater.org, elaw@lclark.edu, RKampalath@cso.lacounty.gov

To the City Planning Commission,

Please confirm receipt of this shortened letter.

This letter serves as a **formal addendum to my May 14th email**, which is included on pages 501–507 of the Recommendation Report.

As experts in land use, I urge you to dig deeper (sic) beyond both the Recommendation Report and the Staff Presentation which both **wholly disregard stakeholders' daily observations of the existing environmental fall-out** from a similar project, City crews dispatched to mitigate its impact, and the **Sierra Club's expertise in aquifers** which—when taken together—demonstrate that the proposed project poses risks to the community and environment.

Instead, both documents present—as fact—**several misrepresentations** contained in the **developer's Environmental Assessment Form**, including about the **impact of dewatering**.

As background, the West Hollywood aquifer is classified as a **shallow water basin**, with groundwater located approximately **8–10 feet below street level**. A project that requires two levels of subterranean parking, such as the one being proposed, will most certainly compromise the bedrock and require dewatering.

Given these facts on the ground, the developer's **Environmental Assessment Form** contains two significant errors regarding the impact of the project on both water resources and water quality, as follows:

- **Page 8 – Under BIOLOGICAL RESOURCES:**
  The form poses the question: *"Would the project alter or encroach upon any water resources?"*
  Although the developer answered "*No*," the accurate response is "*Yes*." **Beverly Hills relies in part on water from the West Hollywood Aquifer**, which underlies Beverly Hills, West Hollywood, and Los Angeles—and which will be drained by the project.

- **Page 11 – In requesting a Class 32 Categorical Exemption:**
  The developer asserts: *"This project would not result in any significant traffic, noise, air quality, or water quality impacts."* However this statement is inaccurate. Any dewatering of the WeHo sub-basin discharges water into the storm drain system, where it makes its way into the Ballona Wetlands and then into the Santa Monica Bay—**negatively affecting water quality throughout the region.**

These inaccuracies **undermine the City Planning Commission's ability to make an informed decision**.

They also indicate that the developer **lacks the necessary expertise in groundwater issues** necessary to provide you with an accurate assessment of its impact—not to mention, to take on a project with two subterranean parking levels within a known unusually shallow aquifer.

At the February 24th hearing, the developer responded to my stated concerns about the shallow water table by stating the team was *"well aware of the water and will put in the proper mitigation techniques."*

We have heard these assurances before.

At the September 5, 2018 Tentative Tract Map hearing for 728–748 N Sweetzer (Case #VTT-74130-CN / CEQA #ENV-2018-2175-CE), a CWV-Sweetzer LLC representative, Mr. Carl Steinberg, made nearly identical claims. He assured the City that a hydrology study had been conducted and that appropriate mitigation measures would be installed. Despite these promises, when CWV-Sweetzer LLC struck a live aquifer, this miscalculation delayed construction for years and continues to result in millions of gallons of groundwater to be discharged onto N Sweetzer in a constant 7 x 200-foot stream. Seven years later, the water continues to **corrode the street—**despite being served a **citation under LAMC 62.80 for water discharge causing street damage—**and has fostered **permanent algae growth**, which after repeated Service Requests, is now power-washed into the stormwater system—despite follow-up Service Requests requesting a more environmentally responsible solution.

Additionally, the aquifer's depletion has contributed to **visible subsidence** in surrounding homes and buildings—an avoidable consequence of over-extraction. Subsidence is a well-documented issue both locally and nationally; Los Angeles is sinking at a rate of approximately **0.9 millimeters per year**.

Furthermore, because shallow aquifers are typically **unconfined**, lacking an impermeable barrier, they are especially vulnerable to fluctuations in surface water and precipitation. As such, overflow from this aquifer could result in localized **flooding**, or even the formation of a **sinkhole**.

Finally, there is the sheer waste of water resources, which work against **LA County Supervisor Horvath's** newly launched LA County Water Plan.

In conclusion: there are no "proper mitigation techniques" sufficient to manage the volume of water that would be displaced by this development.

Additionally, there is tremendous risk to dewatering yet another large volume of self-replenishing water a mere 100 feet away from where an existing dewatering project is already burdening the area as described above.

We therefore request that the CPC deny the developer's application for a CEQA exemption under **Section 15332, Class 32 of the CEQA Guidelines** and instead require a full **Environmental Impact Report** be conducted **as requested by Councilwoman Katy Yaroslavsky** but with this addition—that an EIR be required **prior to demolition.**

Allowing demolition before the completion of the appropriate studies exposes the community to the risk of yet another long-term vacant lot in our immediate area, in the likely event the report indicates the area cannot support two subterranean parking levels.

This concern is not hypothetical. While David Pourbaba is listed as the developer, the project is being undertaken by Kia Illulian of the Illulian Group, which is affiliated with Jason Illulian's Faring. Faring currently has at least **two stalled developments**— 8920 Sunset Boulevard and Robertson Lane, the latter having been approved by the West Hollywood City Council on June 4, *2018.*

Our neighborhood is already burdened with a number of such **vacant lots**, which contribute to **blight and public safety concerns**. These properties frequently attract encampments and present fire hazards. We experienced this when Etco Homes' CWV-Sweetzer LLC demolished RSO housing for the project at 728 N Sweetzer.

Sincerely,

[Quoted text hidden]

Gmail R W <westcoastnative@gmail.com>

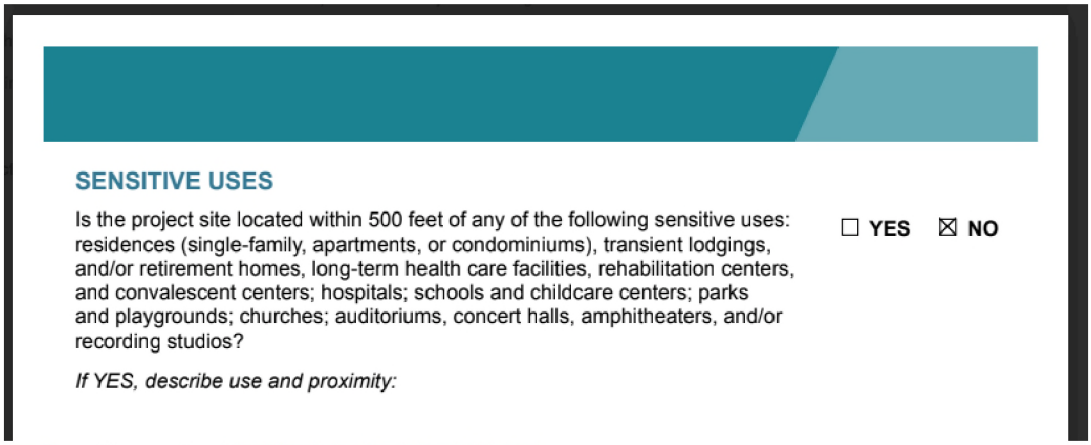
URGENT: as per the Councilwoman, please share w/her at her earliest convenience

R W <westcoastnative@gmail.com> Wed, Jun 11, 2025 at 1:16 PM
To: Shannan Calland <shannan.calland@lacity.org>, Jennifer Torres <jenny.torres@lacity.org>, charles.turner@lacity.org, cpc@lacity.org
Cc: Neighbors <savesweetzer@gmail.com>, mary louise monahan <monahanm@att.net>, ritasher@sbcglobal.net

Hello Jennifer, Shannan and Charles-

I know the CPC meeting is tomorrow so I really hope the below can be considered along with Sarah's environmental concerns.

Via the attached screenshots from this developers own project submission, they erroneously stated their proximity to what is explicitly defined by the city as Sensitive Uses. Why?



SENSITIVE USES

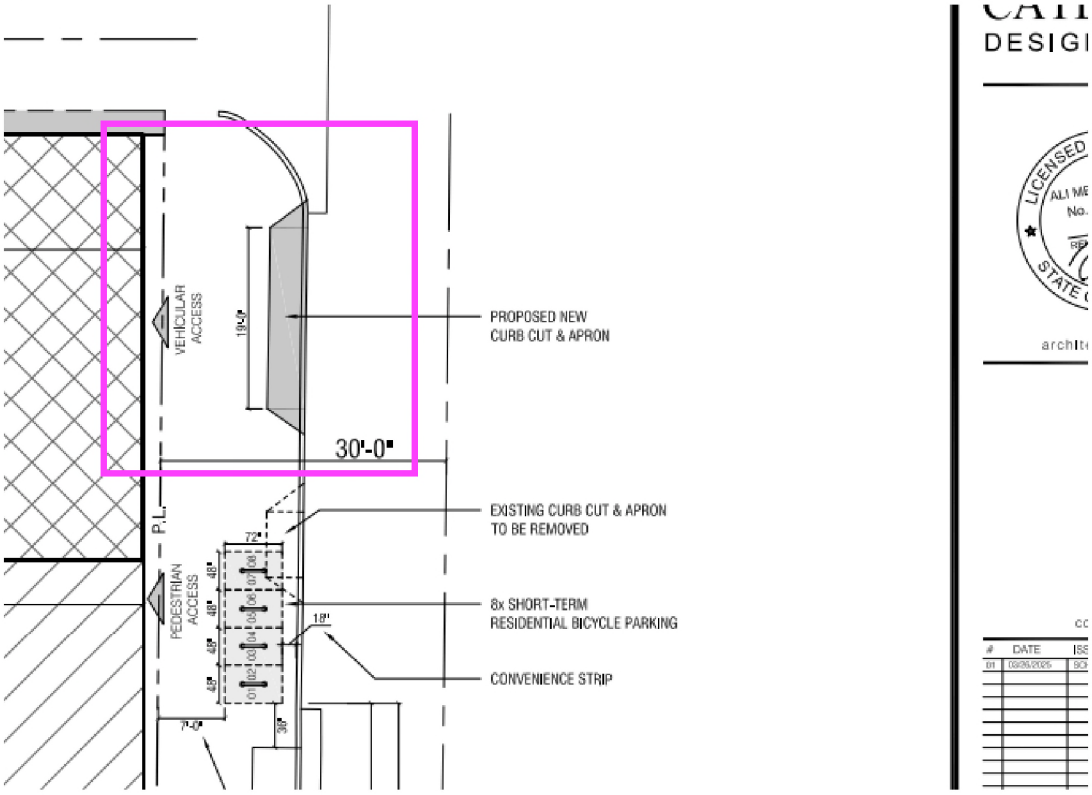
Is the project site located within 500 feet of any of the following sensitive uses: residences (single-family, apartments, or condominiums), transient lodgings, and/or retirement homes, long-term health care facilities, rehabilitation centers, and convalescent centers; hospitals; schools and childcare centers; parks and playgrounds; churches; auditoriums, concert halls, amphitheaters, and/or recording studios?

☐ YES ☒ NO

If YES, describe use and proximity:



The project is indeed within 500 feet of sensitive use per the developers own ZIMAS graphic (Shalom Garden Inc = pink star). You mentioned in a previous email to me Jennifer that "elder care homes are not considered a sensitive use by the City". But the city's Environmental Assesment Form explicitly states that they are.



Additionally, per the submitted projects plans, the ingress/egress for the ENTIRE development (almost 100 parking spaces for 90 residential units + commercial) **is to be serviced by a SINGLE entry point onto the very narrow two lane residential street Harper Ave?**

In all sincerity, how are emergency vehicles going to safely and consistently navigate our street when this intersection is already regularly bottlenecked and heavily impacted by Pink Wall tourism and further squeezed by existing parking meters which flank both sides of Harper?

In a previous to Jennifer I wrote the folowing:

> In addition to the public safety of all local residents, Shalom Garden Inc. at 743-745 N Harper Ave is a licensed senior care facility (Lic 197607118 & 197607119) which regularly relies on emergency service vehicles and personnel. As you know, N Harper Ave is a narrow neighborhood street. Have the appropriate agencies been consulted to determine whether mitigation measures are needed based on the existing vehicle infrastructure?
>
> Namely specific requirements by:
>
> **Los Angeles Fire Code/Fire Marshall:** Will the entry and exit routes of the 700 block of N Harper remain navigable under all conditions? Has the Fire Marshall been notified of this project and made aware of the entry/exit design so that it may be determined if emergency access will be hindered?
>
> **CEQA – Emergency Access Impacts:** As CEQA also has emergency access requirements, have studies concluded that emergency vehicle service will not be impeded—not only to the senior facility, but also to the regular residents on this block of N Harper?
>
> **California Department of Social Services:** Given that Shalom Garden Inc. is licensed by CDSS, can the city confirm that emergency vehicle access will remain unobstructed in compliance with CDSS guidelines?

How can the city recommend a CEQA exemption when these very real and legitimate concerns remain unaddressed? While the size and scale of this project may qualify it for certain legal considerations, such standing does not preclude the requirement for environmental review, particularly when there is a fair argument that the health and safety of local residents could be significantly impacted. These concerns are compounded by the water table impacts already outlined by Sarah.

With regards,
Reymond

Planning CPC <cpc@lacity.org>

Re: URGENT: as per the Councilwoman, please share w/her at her earliest convenience

R W <westcoastnative@gmail.com> Wed, Jun 11, 2025 at 1:16 PM
To: Shannan Calland <shannan.calland@lacity.org>, Jennifer Torres <jenny.torres@lacity.org>, charles.turner@lacity.org, cpc@lacity.org
Cc: Neighbors <savesweetzer@gmail.com>, mary louise monahan <monahanm@att.net>, ritasher@sbcglobal.net

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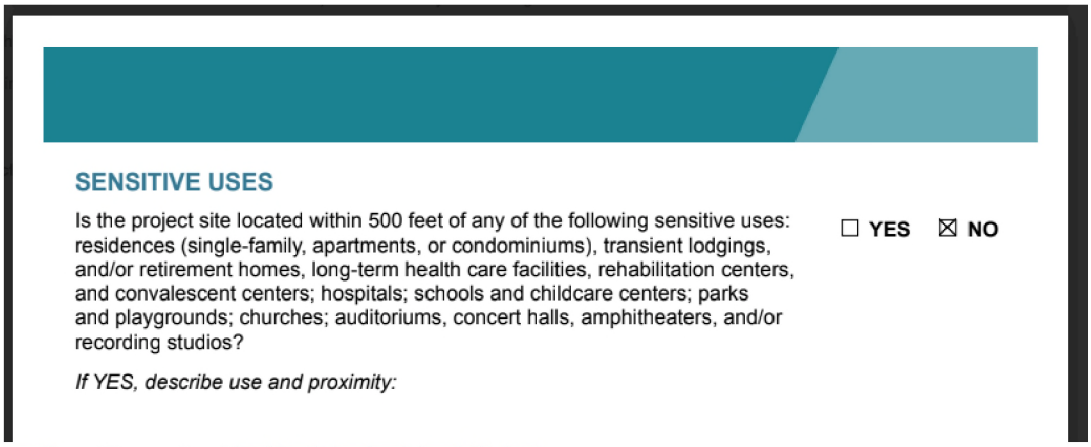
I know the CPC meeting is tomorrow so I really hope the below can be considered along with Sarah's environmental concerns.

Via the attached screenshots from this developers own project submission, they erroneously stated their proximity to what is explicitly defined by the city as Sensitive Uses. Why?



SENSITIVE USES

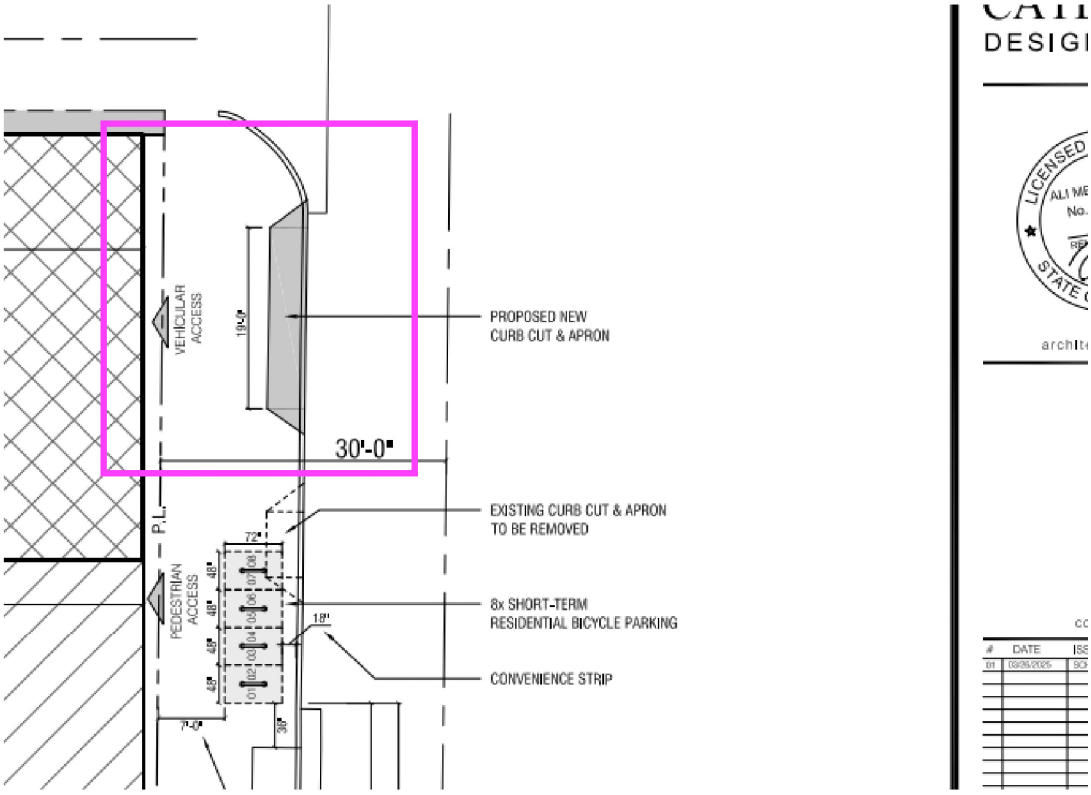
Is the project site located within 500 feet of any of the following sensitive uses: residences (single-family, apartments, or condominiums), transient lodgings, and/or retirement homes, long-term health care facilities, rehabilitation centers, and convalescent centers; hospitals; schools and childcare centers; parks and playgrounds; churches; auditoriums, concert halls, amphitheaters, and/or recording studios?

☐ YES ☒ NO

If YES, describe use and proximity:



The project is indeed within 500 feet of sensitive use per the developers own ZIMAS graphic (Shalom Garden Inc = pink star). You mentioned in a previous email to me Jennifer that "elder care homes are not considered a sensitive use by the City". But the city's Environmental Assesment Form explicitly states that they are.



Additionally, per the submitted projects plans, the ingress/egress for the ENTIRE development (almost 100 parking spaces for 90 residential units + commercial) **is to be serviced by a SINGLE entry point onto the very narrow two lane residential street Harper Ave?**

In all sincerity, how are emergency vehicles going to safely and consistently navigate our street when this intersection is already regularly bottlenecked and heavily impacted by Pink Wall tourism and further squeezed by existing parking meters which flank both sides of Harper?

In a previous to Jennifer I wrote the folowing:

> In addition to the public safety of all local residents, Shalom Garden Inc. at 743-745 N Harper Ave is a licensed senior care facility (Lic 197607118 & 197607119) which regularly relies on emergency service vehicles and personnel. As you know, N Harper Ave is a narrow neighborhood street. Have the appropriate agencies been consulted to determine whether mitigation measures are needed based on the existing vehicle infrastructure?
>
> Namely specific requirements by:
>
> **Los Angeles Fire Code/Fire Marshall:** Will the entry and exit routes of the 700 block of N Harper remain navigable under all conditions? Has the Fire Marshall been notified of this project and made aware of the entry/exit design so that it may be determined if emergency access will be hindered?
>
> **CEQA – Emergency Access Impacts:** As CEQA also has emergency access requirements, have studies concluded that emergency vehicle service will not be impeded—not only to the senior facility, but also to the regular residents on this block of N Harper?
>
> **California Department of Social Services:** Given that Shalom Garden Inc. is licensed by CDSS, can the city confirm that emergency vehicle access will remain unobstructed in compliance with CDSS guidelines?

How can the city recommend a CEQA exemption when these very real and legitimate concerns remain unaddressed? While the size and scale of this project may qualify it for certain legal considerations, such standing does not preclude the requirement for environmental review, particularly when there is a fair argument that the health and safety of local residents could be significantly impacted. These concerns are compounded by the water table impacts already outlined by Sarah.

With regards,
Reymond

Planning CPC <cpc@lacity.org>

Support for Proposed Development at 8251 Melrose Avenue

Adriana Cheso <chesophotography@gmail.com> Wed, Jun 4, 2025 at 4:27 PM
To: nashya.sadono-jensen@lacity.org
Cc: cpc@lacity.org

Hi Nashya and CPC team,

As a nearby property owner and engaged stakeholder in the Melrose District, I am writing to express my strong support for the proposed mixed-use development at 8251 Melrose Avenue. This project embodies the type of infill, transit-accessible urbanism that Los Angeles has long needed but under-delivered—particularly in high-demand commercial corridors.

The adaptive reuse of this underperforming, outdated office structure into a vibrant, vertically integrated building offers tangible benefits across several vectors: (1) it addresses our region's chronic housing undersupply by adding multi-family units in a job-rich, walkable neighborhood; (2) it introduces a ground-level activation strategy aligned with neighborhood principles; and (3) it also provides ample parking to its residents.

Of particular note is the developer's commitment to small-format retail stalls conducive to local entrepreneurship—rather than large-format chains—creating an ecosystem that supports community-serving businesses while encouraging pedestrian engagement. This kind of intentional ground floor programming fosters both economic development and social cohesion, which is especially valuable in a post-pandemic recovery environment.

Given the scale, typology, and programmatic orientation of this proposal, I believe it represents a net-positive evolution for Melrose Avenue and a textbook example of sustainable urban infill. I urge the Planning Department and relevant bodies to approve this project and help move Los Angeles closer to the inclusive, livable city we aspire to be.

Kindly,

Adriana

Cheso Photography & Events

Jun 9, 2025

City of Los Angeles
City Planning Commission
200 North Spring Street
Los Angeles, CA 90012

Re: Proposed Housing Development Project at 8251-8271 West Melrose Avenue, CPC-2024-3202-DB-PR-VHCA

To: cpc@lacity.org

Cc: Nashya Sadono-Jensen, City Planning Associate nashya.sadono-jensen@lacity.org ; City Clerk's Office, clerk.cps@lacity.org; City Attorney's Office, cityatty.help@lacity.org

Dear Los Angeles City Planning Commission,

The California Housing Defense Fund ("CalHDF") submits this letter to remind the Commission of its obligation to abide by all relevant state laws when evaluating the proposed 90-unit housing development project at 8251-8271 West Melrose Avenue, which includes 10 very low-income units. These laws include the Housing Accountability Act ("HAA"), the Density Bonus Law ("DBL"), and California Environmental Quality Act ("CEQA") guidelines.

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subds. (d), (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would render the project infeasible (*id.* at subd. (d)) or reduce the project's density (*id.* at subd. (j)) unless, again, such written findings are made. As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA's ambit, and it complies with local zoning code and the City's general plan. Increased density, concessions, and waivers that a project is entitled to under the DBL (Gov. Code, § 65915) do not render the project noncompliant with the zoning code or general plan, for purposes of the HAA (Gov. Code, § 65589.5, subd. (j)(3)). The HAA's protections therefore apply, and the City may not reject the project except based on health and safety standards, as outlined above. Furthermore, if the City rejects the project or impairs its feasibility, it must conduct "a

thorough analysis of the economic, social, and environmental effects of the action." (*Id.* at subd. (b).)

CalHDF also writes to emphasize that the DBL offers the proposed development certain protections. The City must respect these protections. In addition to granting the increase in residential units allowed by the DBL, the City must not deny the project the proposed waivers and concessions with respect to floor area ratio, height, and open space. If the City wishes to deny requested waivers, Government Code section 65915, subdivision (e)(1) requires findings that the waivers would have a specific, adverse impact upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. If the City wishes to deny requested concessions, Government Code section 65915, subdivision (d)(1) requires findings that the concessions would not result in identifiable and actual cost reductions, that the concessions would have a specific, adverse impact on public health or safety, or that the concessions are contrary to state or federal law. The City, if it makes any such findings, bears the burden of proof. (Gov. Code, § 65915, subd. (d)(4).) Of note, the DBL specifically allows for a reduction in required accessory parking in addition to the allowable waivers and concessions. (*Id.* at subd. (p).) Additionally, the California Court of Appeal has ruled that when an applicant has requested one or more waivers and/or concessions pursuant to the DBL, the City "may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes 'amenities' beyond the bare minimum of building components." (*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 775.)

Furthermore, the project is exempt from state environmental review under the Class 32 CEQA categorical exemption (In-Fill Development Projects) pursuant to section 15332 of the CEQA Guidelines, as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable zoning designation and regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare, or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. Caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state's homelessness crisis; it will increase the city's tax base; it will bring new customers to local businesses; and it will reduce displacement of existing residents by reducing competition for existing housing. It will also help cut down on transportation-related greenhouse gas emissions by providing housing in denser, more

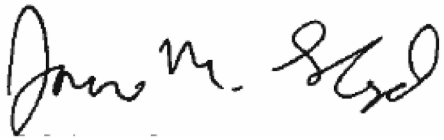
urban areas, as opposed to farther-flung regions in the state (and out of state). While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the Commission to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at www.calhdf.org.

Sincerely,



Dylan Casey
CalHDF Executive Director



James M. Lloyd
CalHDF Director of Planning and Investigations

Eva P. Nathanson
715 ½ N. Harper Ave
Los Angeles, CA 90046

Nashya Sadono-Jensen
Los Angeles City Planning
200 N. Spring St., Room 621
Los Angeles, CA 90012
(213) 978-1363
nashya.sadono-jensen@lacity.org
cpc@lacity.org

Katy Yaroslavsky
City Council District 5 Councilwoman
City Hall Office
200 N. Spring Street, Suite 440
Los Angeles, CA 90012
(213) 473-7005
Councilmember.Yaroslavsky@lacity.org

June 4, 2025

Re: Opposition to Proposed Development Project

Concerning Property at:
8251-8271 Melrose Ave. & 705-711 N. Harper Ave, Los Angeles CA 90046

Case Number: CPC-2024-3202-DB-PR-VHCA
Environmental Case Number: ENV-2024-3203-CE
Council District No. 5

Dear Councilmember Yaroslavsky and Members of the Planning Commission,

My name is Eva Nathanson and I am writing to express my deep opposition to the proposed development at 8251 Melrose Avenue.

My family has lived on this property since 1961 and I have owned it since 1988. This is not just my home — it is the foundation of my life in Los Angeles, the place where I raised my children and continue to be actively involved in my community. I am 84 years old, and I am deeply concerned that this development threatens not only the safety and character of our neighborhood, but also my personal health and well-being.

1. A Threat to Neighborhood Character

Over the past 60 years, I've watched this neighborhood evolve — but never at the expense of its soul. The small businesses along this stretch of Melrose, including Harper Salon, Reformation, Carrera Café, and Posh Pet Care, bring life, beauty, and human scale to our community.

Replacing these with a massive commercial development spanning 15,000 square feet and hosting three large tenants would forever change the spirit of the area. It would create something cold, oversized, and out of place — likely catering to corporate chains rather than neighborhood-serving businesses.

This neighborhood is not just a commercial zone. It is home to families, elders, and people like me who have lived here for decades. Our community deserves thoughtful development that enhances, not destroys, its character.

2. Troubling Developer Conduct

The developer, Illulian Group, promotes themselves as "rule breakers" and "disruptors." This is not what I want in a neighbor. Urban development should be based on transparency, respect, and long-term accountability — not marketing slogans.

The developer has already demonstrated a lack of consideration for neighbors. Trash and delivery trucks as well cars of customers of their current commercial tenants frequently block our shared alley. These seemingly small disruptions have major consequences for someone like me, whose only vehicle access is via that alley.

3. Inadequate and Unrealistic Parking Plans

The proposed project includes 90 residential units and three large commercial spaces — but only 96 parking spots. This is not just insufficient, it's dangerous. Overflow parking will flood our already congested side streets and alleyways.

The alley behind the property, which I rely on to access my garage, already suffers from frequent illegal parking and commercial obstruction. I fear that this project will create even more congestion and block emergency vehicle access — a frightening prospect for someone my age.

The development also calls for a loading zone across the alley from my vehicle entrance. That would bring in additional trucks, blocking access completely and creating conditions that would make it impossible for an ambulance or emergency personnel to reach my home.

4. Profound Personal and Psychological Impacts

I must speak frankly here. I am a Holocaust survivor. Between the ages of 2 and 4, I was hidden in dark, airless, windowless rooms as my mother and I eluded the Nazis hunting for us Jews. Being deprived of light and air for such a long period during my early childhood left deep emotional scars.

This proposed building — six stories high and directly beside my home — would cast new shadows over my property, depriving it of light and air. Worse still, the prolonged construction and the inevitable dust, noise, and blocked alley access would make me feel trapped once again — echoing those traumas I have spent a lifetime learning to live with.

At this stage in my life, my health and mental well-being are fragile. This project would compromise both. I do not want to live out my remaining years in darkness, anxiety, and fear. No one should have to.

5. A Risky Environmental Situation

I have already lived through the consequences of poorly planned development next door. When the property at 714-718 N. Sweetzer was developed (abutting my property to the west), they hit an underground aquifer during excavation. That mistake caused years of flooding, black mold, and ongoing discharge of water.

My home suffered structural damage, including cracks in the walls and misaligned doors. Despite repeated concerns, no one took responsibility.

The proposed project at 8251 Melrose will involve even deeper excavation, even closer to my home. I am terrified that this will lead to more flooding, more damage, and more risk to my health and property — with no real recourse or accountability.

6. Enforcement Gaps and Ongoing Impacts

I have little confidence that any mitigation measures proposed by the developer will be enforced once the project is approved. It will fall on me and my neighbors to deal with the traffic, noise, and health impacts — just as we have with past projects.

At my age, I cannot keep fighting battles that shouldn't exist in the first place. I am asking you now to intervene before harm is done.

In closing, I ask you from the bottom of my heart: please do not approve this development. Please consider the residents who have lived here, contributed to this neighborhood, and deserve to live in dignity, peace, and safety.

This is my home. Please help me protect it.

Sincerely,

Eva P. Nathanson

Resident of 715 ½ N. Harper Ave, 90046.

Planning CPC <cpc@lacity.org>

Fwd: Support New Project on Melrose

Jackson Brenford <jacksonbrenford@gmail.com> Thu, Jun 5, 2025 at 8:00 AM
To: cpc@lacity.org

Hi CPC - can you accept delivery of the below

---------- Forwarded message ---------
From: **Jackson Brenford** <jacksonbrenford@gmail.com>
Date: Tue, Jun 3, 2025 at 1:00 PM
Subject: Support New Project on Melrose
To: <nashya.sadono-jensen@lacity.org>
Cc: <Councilmember.Yaroslavsky@lacity.org>

Dear City Officials,

As the owner of a local store here on Melrose, I am writing to show my support for the project at 8251 Melrose Avenue. Our neighborhood has been in need of new housing options and an updated retail environment for years. Melrose is a famous street and pedestrian friendly - having new and modern projects here will only help the area.

Adding a dynamic mix of housing and inviting retail stalls will create a livelier atmosphere and bring more customers to all of us who rely on foot traffic. I especially appreciate that the retail spaces are designed to be “neighborhood-friendly,” helping small businesses like mine thrive.

Thank you for considering this project that will bring new life and vitality to Melrose Avenue!

Jackson

Planning CPC <cpc@lacity.org>

Fwd: Proceed with 8251 Melrose

Kimberly Taylor <kimberlytayorly@gmail.com> Wed, Jun 4, 2025 at 6:34 PM
To: cpc@lacity.org

Please see below email i was told to forward to you

---------- Forwarded message ---------
From: **Kimberly Taylor** <kimberlytayorly@gmail.com>
Date: Tue, Jun 3, 2025 at 7:13 AM
Subject: Proceed with 8251 Melrose
To: <nashya.sadono-jensen@lacity.org>

Hi Miss Jensen

I live in the Melrose neighborhood and I'm writing to support the new development at 8251 Melrose Avenue. As a young professional in the area, I know how difficult it is to find affordable housing near work. This project will add much-needed apartments to an area that has seen very little new construction in recent years.

The idea of incorporating neighborhood-friendly retail on the ground floor is also exciting. Spaces like coffee shops or studios bring life to the street and make it easier to connect with neighbors.

I believe this project is a great example of how we can adapt to our city's needs while creating vibrant and inclusive communities. Please support it!

Sincerely,
Kimberly

Crafting welcome interiors since 2017

Planning CPC <cpc@lacity.org>

CPC-2024-320-DB-PR-VHCA Address 8251-8271 West Melrose Ave. & N. Harper Ave., LA, 90046

matt berg <sqrlcrv@gmail.com>
To: cpc@lacity.org

Reference # CPC-2024-320-DB-PR-VHCA Address 8251-8271 West Melrose Ave. & N. Harper Ave., LA, 90046

Dear Hearing Officer,

Thank you for your good work for our city and its inhabitants.

Many of us who are opposed to this project are not against sensible development. We all want a more beautiful and functional city, but just building densely and building up is not good planning .

The present building is only 2 stories high and within the traditional character of our neighborhood . Only one building on Melrose in this area is 4 stories, the rest are 1-3 stories and that is what

The fact is that having a 6-story building with approximately 100 parking spaces means 100 more cars turning at that corner. We already have crazy traffic on Melrose and that will just shut dowr

And after this building, other developers will want 6 and 8 and 10 stories up and down the street and then we will have a concrete jungle of cars and fumes and pollution and noise. It's going to b

Let's talk reality. This project is not about replacing that building, it's solely about maximizing profit for a couple of people at the expense of the rest of us. Besides, Harper is too narrow to accoı

Our public officials should be working on creating public parking in this area for the local businesses rather than building for the sake of a few developers and stressing the traffic and parking situ

The homeless in this part of town are from other places and the few affordable units in that building are not going to the homeless population, many of the homeless population have dependency a

Additionally, I really question the veracity of the speakers in favor of the proposal. It sure seemed like many of them were organized by the developers. First, they all spoke at the end of the hear point that they were given. I highly doubt that even one of the families that lost their homes in Altadena or Palisades will be waiting for that building to be finished to move into it. Sixth, one fem is blocked?

We will have more fires when there is no cold air blowing from the ocean anymore because of all of the high rises and the cutting down of the trees and the carbon produced by all of these new ca

We don't have housing because the city never planned any housing or incentivized the developers to build or develop any part of the city except the West side could get the most profit. The city w

So, now the mantra is density without a transportation system and without any regard to the environment and the geography or the community. Once this is built, other developers will use it as a j

We are not required to go through this nightmare and destroy our quality of life so a couple already wealthy landlords can make a windfall at the expense of our families and our neighborhood. W

My daughter has been sick for over a year with respiratory illness and a lot of it has to do with the increased pollution and the dryness. We've had an unprecedented number of days with high pol

The proposed property plan just develops the property as much as possible without any restraint and not even parking spaces for the retail.
They need to scale down this building, provide public parking for the retail space

Below is a photo of morning (9:30 am) traffic at Harper off of Melrose at that we have every day. Which goes from the intersection of San Vicente through La Cienega, passing Harper and to f

Just imagine another 100 cars turning into and out of this building from Melrose! Melrose will be completely shutdown. It will be impossible to go anywhere in either direction and stressing eve

Already it's difficult enough for us to go to West Hollywood Park and to take my son to West Hollywood Elementary. Additionally, morecars will be racing down my street, La Jolla, to criss-cros


thiarper salon & beauty





Thank you, Matthew Berger, Marcele Berger, Taina Berger, Leonardo Berger

Planning CPC <cpc@lacity.org>

8251 Must Be Built

Macy Coquia <macycoquia@gmail.com>
To: nashya.sadono-jensen@lacity.org
Cc: cpc@lacity.org

Thu, Jun 5, 2025 at 8:57 AM

To the Planning Commission and Community Stakeholders,

As a business owner, resident, and economic development advocate in the Melrose corridor, I am writing in support of the proposed redevelopment at 8251 Melrose Avenue. This project aligns closely with both community development goals and market-based realities in Los Angeles, offering a rare example of sensitive densification and neighborhood-aligned growth.

This mixed-use development introduces a well-balanced program—integrating 5 stories of housing atop activated commercial space—that not only enhances land-use efficiency but also contributes to the city's broader efforts to mitigate the ongoing housing crisis. As vacancy rates for rental housing in central LA remain near historic lows, this project contributes meaningfully to supply while avoiding displacement, as it replaces a single-use commercial asset with a diversified, multi-use footprint.

Moreover, the proposed retail model is particularly thoughtful: instead of mono-brand flagships or passive retail facades, it incorporates neighborhood-scale, flexible-use stalls that can accommodate small businesses, wellness concepts, and community-serving services. These spaces will meaningfully enhance daytime and evening vibrancy along this stretch of Melrose, complementing existing retail without cannibalizing it.

From both an economic and livability standpoint, the project offers catalytic potential: it brings new residents, supports local commerce, and contributes to a more walkable and dynamic neighborhood fabric. I support its approval and encourage expeditious entitlement and permitting so that its benefits can be realized in a timely manner.

Warm regards,
Macy | TPG Events

Case # CPC-2024-3202-DB-PR-VHCA 8251-8291 W. Melrose Ave & 705-711 N. Harper Ave

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
C. Davidman	C. Davidman	750 No. Harper Ave.	cheeb255@sbcglobal.net	818-445-9911
JESSICA AGAPETUS		950 N KINGS RD #112 WEHO 90069	JESSICA@TENQUEMUSIC.COM	323 203 5196
Luella D. DuMont		1049 Haverhurst #12 Weho CA 90046	tpdan30@live.com	(213) 884-6433
Taiwo Sokan		1252 Havenhurst Dr #3	taiwosokan@gmail.com	862-205-9375
Brittany Elias		707 N Harper	BrittanymEliasG gmail	760-841-6577
ERIN HAWKINS		1038 N. HARPER	ERINSHAWNHAWKINS@gmail	(323)433-9457
INGRID SOLOMON	Ingrid Solomon	721 N. Harper Ave. (Landlords)	ingrsolomon@aol.com	(323)549-9527

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
Asaf Eisenberg	[illegible]	6021 Allott Ave		
Hagar Harpaz	[illegible]	715 N. Harper Ave		
Goyle Gole	1335 N. Fairfax	W.H. 90046	goylegole@aol.com	1 213 507 9033
Pan Sirota	[illegible]	9108 W 25th 90034		1 310 720 1658
Robert Rood	Robert Rood			1 310 435 6783
Ann Paikw	Ann Paikw			1 323 655 9830
Dillon Waxler	[illegible]	YFS-Pico Rd		1 323 821 4819

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
Laurie Sager	[signature]	919 E 65th St. Inglewood 90302		3106546062
Jorge	Jorge Gonzalez			323 4933440
THOMAS DALEY	Daley	919 E 65th St 90302 Inglewood, Ca		213 9490203
Charles	Perelman	11266 McDONALDS Culver Cit. 90230		310 3907036
Gregory Nathanson		1 McGuire Road #271 LADERS High 902697		1310 3430397
BRIDGE NATTANSON		1 McGuire Road #271 LADERS High 92694		1949 813 8900
AGI ARNOLD		1910 N. Von Ness Ave LA. 90068		1323 394 1559
Rek STAZSA		2508 Saint George St LA. 90027		1323 6610106

Case # CPC-2024-3202-DB-PR-VHCA 8251-8271 W. Melrose & 705-711 N. Harper Ave

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
Brian Watson		1003 N. Harper Ave W Hollywood CA 90046	wehobrian@gmail.com	310-494-1502
Oliver Alva		707 N. Harper Ave	oalva@yahoo	310-777-7787
Dina Jadallah		740 N Kings Rd	DINAJ.REALESTATE@GMAIL.com	(714) 473-6774
David Dazzerty		849 N. Kilkea Dr.	dave@chase.net	310 592 7458
Carina Schaili		728 N. Sweetzer	carina@carinaschaili.com	(310) 569-3538
AMY L HILKER		8220 WARING AVE	AMYLOUHIL@YAHOO	323 697 4945
Kathy Gronau		448 N. Kilkea	gronau.kathy@gronau.com	323-893-2941

NAME	SIGNATURE	ADDRESS	E-MAIL	PHONE #
IRA GOLDKLANG	[signature]	608 N LA JOLLA AVE	IRAJDMBA@gmail.com	323 782 9124
Philippe RAULT	[signature]	612 N. La Jolla	bastilleprod@gmail.com	323-6553803
Danielle Abramov	[signature]	626 N LA JOLLA AVE	dabramovaya@yahoo.com	310-922-7025
Blue Stacher	[signature]	652 N. La Jolla Ave	bluestacher@gmail.com	747-229-4299
Blue Stacher	Pat Ades	652 N. La Jolla Ave.	patades@hotmail.com	3023
ZION KALI	[signature]	646 N. LA JOLLA	ZK111@SBCGLob	323-5781218
Erin Corley	[signature]	8211 Melrose Ave	emcorley@gmail.com	760.208.3223

Dear City Planning Commission:

These are the reasons the neighbors oppose the project at 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A, 90046. This list was investigated, researched, discussed, & shared with the people surrounding the project, & most signed our petition in opposition. (about **250 signatures in opposition, which we sent you)**

Why You Should Oppose This Project
8251-8271 West Melrose Ave. & 705-711 No. Harper Ave.
Case # CPC-2024-3202-DB-PR-VHCA

1.Status Quo: The peaceful & safe status quo is just fine. Of course improvements could be made to the existing commercial building, like with paint & new windows. The existing other buildings like the dress shop, coffee shop, & grooming salon are attractive, quaint, & neighborhood favorites. Why do we have to suffer this huge impact for the Company to make more money, destroy the character of the neighborhood, & cause major traffic congestion.

2.Trustworthiness of Company On the company website, the Illulian Group states "We like to break the rules when deemed necessary….We disrupt conventional wisdom in our operations to achieve success with minimum time, investment and risk." The Mid City West Neighborhood Council was not notified of the impending project. The residents & businesses were not given enough notification & adequate time to prepare, hear, & connect to the Public Hearing on 2/24/25. Six of the last positive speakers at the end of the Hearing were suspicious like with their reasons, location of project, & did not live in surrounding area.

3. Parking There are 90 units & 3 ground floor commercial spaces. The project will provide 96 automobile spaces. Where will people who do not have/cannot find a parking space go? You guessed it, our permit parking streets that are not adequately patrolled.

. 4. Harm: The govt. Abundant housing advocates want over building & increased density, but when is enough, enough? People need space & sunlight to thrive not darkness & over-crowding. This 6 story monstrosity does not fit the character of Melrose Ave. with its mainly 1 & 2 with some 3 story quaint shops. Traffic congestion on our neighborhood streets will be horrendous. The demolition & excavation will be major, & will cause an increase of noise, pollution, tremors, & possible damage to at least nearby properties. Emergency vehicles will have a difficult time maneuver Ing the streets.

5.Accomodation Any accommodation with the company will surely create a situation where it will be violated, & we will constantly have to call the city & possibly the police with the future difficulty of en-forcement & even response. What right does this Company have to impact our lives, families, & neighborhood in such a negative way for their singular financial gain. What are they giving us except a nightmare of noise, traffic congestion, tremors, a monstrosity. & parking problems.

6. Hazardous Aquifer Near the Surface During the building & excavation for the luxury condos on the 700 block of Sweetzer a few years ago, an aquifer was struck when digging for underground parking despite the developer having conducted a hydrology study. The result was 100s & 1000s of gallons of water being discharged onto the street several times a day since 2018 All of this caused hazardous conditions including a layer of algae, broken-up pave-ment due to the repeated re-pouring of the building's foundation,

mosquitos breeding in the water & flooding leading to black mold in the building. It also risks unstable foundations should the water table rise in heavy rain. Given this high water table so close to this proposed project it's likely this construction would also hit an aquifer that could create a volume & velocity that could overwhelm the water system. This known unusually high water table directly adjacent to this project surely calls for further environmental review.

In conclusion, what will you as the City Planning Commission do to help the residents & businesses surrounding this proposed project? Once again, we ask you to look closely at the negative impacts of this project on our neighborhood; & at the very least, reduce the amount of stories proposed & require the necessary environmental studies of hydrology, soil, etc. BEFORE the demolition & excavation of the present buildings at 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A. 90046 & share them with us. This is so important because it will prevent buildings from being torn down & lives & businesses being disrupted/destroyed for nothing, & the land being vacant like 2 areas in West Hollywood.

Sincerely,
Mary Louise Monahan
(323) 651-1760
monahanm@att.net

June 4, 2025

Dear City Planning Commission:

This letter is from businesses & residents who oppose the construction of an enormous 6 story building in our neighborhood. It is located at 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A. 90046
Case # CPC-2024-3202-DB-PR-VHCA.

Under the CEQA Exemption paragraph, we do not feel that it is adequate for the "environmental review, (to be that) the applicant has submitted a Historic Resources Assessment, along with an air quality & noise report. After reading the documents, the Historical section is irrelevant at this point, but the air quality & noise reports were hypothetical & no way address what will actually take place. A major environmental issue of course is the shallow ground water that has not been addressed by the applicant. (700 block, east side of Sweetzer Ave, ongoing since 2018, documented by City & CD5) "The Class 32 Exemption is not available for any project that requires mitigation measures to reduce potential environmental impacts to less than significant.
'

According to Jennifer Torres from CD5, the water table studies seem to indicate that the hydrology & soil studies would be done by the "Grading Division, but only after a building permit is requested, which occurs post-entitlement." However, we feel strongly that soil & water table studies by a neutral party need to be done & shared with us BEFORE demolition & excavation to avoid buildings being torn down & lives & businesses being disrupted/destroyed for nothing & the land being left vacant like 2 present areas in West Hollywood.

We have therefore asked Councilwoman Yaroslavsky to amend/ add in addition to her letter to Nashya Sadonoo-Jensen that these **environmental studies like hydrology, soil, etc. be done BEFORE DEMOLITION & EXCAVATION & shared with us.**

In addition, the developer appears to have made some inconsistent statements in his application. "The CEQA review is intended to foster transparency & integrity in public decision making, while ensuring land use decisions take into account the full impact of development on natural & human environments." With that said, I would like to cite a few examples where the applicant's answers in his application seem incorrect:

(1) He stated NO under the Sensitive Uses designation, which asks "Is the project site located within 500 ft. of any of the following: residences - single family, apartments, condominiums…&/or retirement homes." That is not true; all of these are within 500 ft. There is also in the near future a 23 unit construction site a block away on Sweetzer.

(2)Under Grading, many items listed as TBD although if answered in the positive would be disqualifying, like "20,000 or more cubic yds. of soil exported." For the developer to build 2 subterranean parking lots, there will be a tremendous amount of soil that will need to be removed from the site. Plus the other construction site of 23 units a block awa on Sweetzer.

(3) Under Biological Resources…."Would project alter or encroach on any water resources?" He answered NO. Although, it has been historically documented with L.A. Street Maintenance & Shannan Calland of CD5 that an underground aquifer was struck during construction of a bldg. across the alley from the project on Sweetzer Ave. The water release, erosion, & hazardous conditions of algae growth, broken up pavement, etc. have been ongoing since 2018 & up to the present time.

(4) Under Transportation… "Is the project proposing new driveways or introducing new vehicle access to property from the public right of way on a street designated as a Blvd. or Ave. or on a collector or local street within 75 ft. from the intersecting street?" His answer was NO. However, the

egress & ingress to the bldg. Is located on Harper Ave & is a short distance to the traffic light & intersection of Harper Ave. & Melrose Ave. Plus a loading dock at the rear is located on an alley; & across it, is the driveway/parking area of 2 single family homes. Once again, neighboring streets are narrow, only 1 car can pass at a time, & they were not made for this kind of traffic before or after construction. In addition, there will be many construction trucks for the demolition/excavation & construction for this project & another at 806 N. Sweetzer going up & down Melrose Ave. & neighboring streets, which would cause major congestion. He has also checked a box incorrectly that indicates "this project would not result in any significant traffic,noise, air quality or water quality impacts." If it does LADOT needs to be contacted to initiate a Transportation Engineering Design Review by LADOT

Community Outreach.. We canvassed, walked, researched & spoke to many residents, businesses, & visitors about the enormous project; we collected over **250 signatures in opposition on a petition.** Our group also contacted many community groups & associations & many painted a dismal picture of the city & its politicians being in the "pocket of the developers" & not caring about our neighborhood & quality of life.

Once again, we ask you to look closely at the negative impacts of this project on our neighborhood; & at the least, reduce the amount of stories proposed & require the necessary environmental studies of hydrology, soil, etc. BEFORE the demolition & excavation of the present buildings at 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A. 90046 & share them with us. This is so important because it will prevent buildings from being torn down & lives & businesses being disrupted/destroyed for nothing & the land being left vacant, like 2 areas in West Hollywood.

Sincerely,
Mary Louise Monahan
Spokesperson for Opposition Group
monahanm@att.net

(323) 651-1760

June 1, 2025

Dear City Planning Commission

This letter is from the businesses & residents who are opposed to the huge 6 story building at 8251-8271 West Melrose Ave. & 705-711 No. Harper Ave. L.A.90046. Case # CPC-2024-3202-DB-PR-VHCA.

At a meeting on May 6, 2025 with Jennifer Torres, Planning Deputy CD5, our group told her that we canvassed, walked, researched, & spoke to many residents, businesses, & visitors about the enormous project - about 250 signatures in opposition. The few that approved of the building most of the time had no real investment in the community (of property, passion, business, residence). Most people were appalled at the enormity of the building, how out of character it would be for the area in appearance, scale, & height, nearby groundwater issues on Sweetzer, & how it would disrupt their daily life with traffic gridlock, tremors/pollution from the demolition & excavation, & safety concerns for emergency vehicles.

All the community groups I contacted painted a dismal picture of the City & the Councilwoman's office being in "the pocket of the developers" & not caring about the community & its quality of life on a daily basis. They voiced no hope for us in trying to oppose this development.

The Mid-City West Neighborhood Council was not even notified of the project until we made them aware; & then when they were because of us sending them notification & the petition of opposition, a virtual meeting (May 20, 2025) was scheduled, but without adequate time for us to respond at it. Another is scheduled for June 12, 2025

Early on in the beginning, I notified the CD5 office of our opposition with very few tangible results. We were not able to secure a meeting with Katie Yaroslavsky, & when I spoke to Jennifer Torres, Thao Tran, & Shannon Calland they all said immediately that developers were allowed to do this because of State law & in so many words just "too bad" what a sizable

portion of the neighborhood wants. (**250 signatures in opposition** on a petition) Our meeting with Jennifer Torres on May 6, 2025 was a step forward. After listening to us, studying, & researching the matter, she got back to us on May 30, 2025 In this reply, she said office would "submit a letter outlining the aquifer concern & requesting action to prevent damage to aquifer."

Sara Tuft, who was at our meeting with Jennifer Torres, contacted Street Maintenance & Shannan Calland about the aquifer issue on Sweetzer, which has been a problem since at least 2018. The service requests keep being closed even though there is still a daily problem with water release & erosion. Please refer to her detailed email narrative to you about the groundwater. The city enables public safety & environmental harm both by providing exceptions to developers in its regulations as well as looking past - literally denying- the damage after its been done.

In conclusion, most people don't feel their voices are being heard, & there is no one in the City that will take up their cause. I guess the City could go a step further like West Hollywood has done & deny the citizens a voice on development projects.

WHAT A SAD STATE OF AFFAIRS!! What will you as the City Planning Commission do to help the residents & businesses surrounding this proposed project?

Sincerely,
Mary Louise Monahan
Spokesperson for the Opposition
(323) 651-1760
monahanm@att.net

Planning CPC <cpc@lacity.org>

N Harper Ave Emergency Vehicle Access [CPC-2024-3202-DB-PR-VHCA]

R W <westcoastnative@gmail.com> Thu, Jun 5, 2025 at 9:37 AM
To: cpc@lacity.org

Hello

I am forwarding these additional concerns at the request of Nashya Sadono-Jensen. If you could kindly confirm receipt. Thank you!

-Reymond

---------- Forwarded message ---------
From: **R W** <westcoastnative@gmail.com>
Date: Wed, Jun 4, 2025 at 3:26 PM
Subject: N Harper Ave Emergency Vehicle Access [CPC-2024-3202-DB-PR-VHCA]
To: Jennifer Torres <Jenny.torres@lacity.org>, Nashya Sadono-Jensen <nashya.sadono-jensen@lacity.org>
Cc: Neighbors <savesweetzer@gmail.com>, <ingrsolom@aol.com>, Martin Kvitky <marsyl@flash.net>, <e.nathanson@att.net>, <brian@poshpetcare.com>, Keith Nakata <keithnakata@mac.com>, Kelly Duda <kellyduda8@gmail.com>, mary louise monahan <monahanm@att.net>, <stanton.shipley@gmail.com>, <hburgarella@midcitywest.org>, Shannan Calland <shannan.calland@lacity.org>

Hello Jennifer & Nashya-

Thank you Jennifer for receiving my last email! If I may also submit to you both the following: In our initial neighborhood outreach meeting with Jennifer, we raised concerns about vehicle ingress/egress for properties on the 700 block of N Harper, particularly regarding emergency service access.

In addition to the public safety of all local residents, Shalom Garden Inc. at 743-745 N Harper Ave is a licensed senior care facility (Lic 197607118 & 197607119) which regularly relies on emergency service vehicles and personnel. As you know, N Harper Ave is a narrow neighborhood street. Have the appropriate agencies been consulted to determine whether mitigation measures are needed based on the existing vehicle infrastructure?

Namely specific requirements by:

Los Angeles Fire Code/Fire Marshall: Will the entry and exit routes of the 700 block of N Harper remain navigable under all conditions? Has the Fire Marshall been notified of this project and made aware of the entry/exit design so that it may be determined if emergency access will be hindered?

CEQA – Emergency Access Impacts: As CEQA also has emergency access requirements, have studies concluded that emergency vehicle service will not be impeded—not only to the senior facility, but also to the regular residents on this block of N Harper?

California Department of Social Services: Given that Shalom Garden Inc. is licensed by CDSS, can the city confirm that emergency vehicle access will remain unobstructed in compliance with CDSS guidelines?

Please also keep in mind that in addition to this new Melrose prcject, N Harper is already uncharacteristically impacted by "Pink Wall" tourism.

Thank you for receiving these additional concerns.

-Reymond

Planning CPC <cpc@lacity.org>

8251 Melrose

Steven Neman <stevenneman@gmail.com> Thu, Jun 5, 2025 at 7:22 AM
To: cpc@lacity.org

Hello,

I am the owner of a boutique shop on Melrose Avenue, and I'm writing to express my enthusiastic support for the proposed development at 8251 Melrose Avenue. As a fellow small business operator, I see firsthand how the lack of foot traffic and housing density can be a challenge for local businesses. The added apartments above a floor of community-focused retail will be a major boost for everyone.

The new retail stalls will complement the existing businesses, making the street more vibrant and walkable. More residents also means more customers for our shops, and I see this as a win-win for the whole area.

Please consider approving this thoughtful project. I think this would be a strong development for the area and help local business.

Thank you,
Steven Neman

Planning CPC <cpc@lacity.org>

8251 Melrose project

Shawn Shayan <shawnshayan9@gmail.com> Wed, Jun 4, 2025 at 4:30 PM
To: cpc@lacity.org

Hello,

I live down the street from the proposed 8251 Melrose project. I wanted to send an email in regards to you in favor of this

I've lived in the area for over 5 years and have watched as housing has become increasingly out of reach for so many Angelenos. Many of my friends are unable to live here due to the lack of housing!! It's because other people are always shooting down new projects, but then complain about how there's no housing. I don't get it

More housing is needed in our city. This is exactly the kind of development we should be supporting. I fully support this project and i'm excited to finally start seeing more apartments available for rent in the area. Please keep up the good work and make it easier for our City to flourish

--
Thank you,

Shawn Shayan
(310) 890-2222

Planning CPC <cpc@lacity.org>

Fwd: Proceed with 8251 melrose project

Teresa Howard <teresajhoward1983@gmail.com> Wed, Jun 4, 2025 at 9:03 PM
To: cpc@lacity.org

Nashya from city planning asked me to please forward the email i initially sent her

---------- Forwarded message ---------
From: **teresajhoward1983** <teresajhoward1983@gmail.com>
Date: Mon, Jun 2, 2025 at 6:08 PM
Subject: Proceed with 8251 melrose project
To: <nashya.sadono-jensen@lacity.org>
Cc: <jenny.torres@lacity.org>, <Councilmember.Yaroslavsky@lacity.org>

Dear City Planning Department,

I am writing to voice my strong support for the proposed mixed-use development at 8251 Melrose Avenue. As a long-time resident living just two blocks away on Sweetzer Ave, I've seen how the area has struggled to keep up with the city's housing demand. Replacing the outdated office building on Melrose with a modern and beautiful structure that includes much-needed housing and neighborhood-friendly retail is exactly what we need.

We'll also finally have some new retail in the area. This is a beautiful neighborhood and this is one of the few projects I've seen that is actually improving it for the better.

Thank you for sending out the neighbor letters a few weeks ago
T.H.

Delivery via E-Mail: nashya.sadno-jensen@lacity.org

Nashya Sadono-Jensen
City Planning Associate, Central Project Planning
Los Angeles City Planning
200 N. Spring Street, Room 621
Los Angeles, CA 90012

Re: 8251 West Melrose Avenue proposal; Case No. CPC-2024-3202-DB-PR-VHCA

Dear Nashya:

We are writing to voice concerns regarding the proposed 6-story mixed-use building at 8251 West Melrose Avenue. Our understanding from the February 24 hearing was that the city is considering an unprecedented exemption for the C4-1XL Zone, to allow a massive mixed-use building of 69 feet and six stories and two subterranean levels on Melrose Avenue, where a 30 foot maximum height is allowed—**this appears to be a 302% increase above existing zoning regulations**. We are unsure of why the City would even be considering such a massive deviation from its zoning plan, especially given local residents' knowledge of our neighborhood and associated concerns from them expressed during the February 24 hearing. In fact, I did not hear a single local resident voice support at the hearing – only concerns. Toward the end of the hearing, some late-joiners to the Zoom spoke in support, but without any indication that they were actually local residents (and with some easy online searches during the hearing, it became clear to us that these late-joiners were actually commercial real estate agents, not local residents).

We live in the Ainsley Building a half-block away, at 728 N. Sweetzer, and we are very concerned about any hasty approval of a structure that has not been sufficiently vetted and that would deviate so significantly from the neighborhood's plan. Before expressing concerns with this particular project, we want to note our support more broadly to create more housing in Los Angeles, which is desperately needed. But development must be done in a smart and thoughtful way, and we have serious concerns that the appropriate assessments have not yet been performed for this proposed development.

First, we were concerned when an elderly Holocaust survivor who lives next to the building site brought up noise abatement at the hearing – such a massive construction project bordering on a residential neighborhood would cause significant noise and disruption. We, too, are concerned that noise abatement has not been properly assessed. No noise study has been conducted, and based on prior noise analyses the City has conducted for similar projects, it appears that construction of this massive structure will cause significant and unavoidable noise impacts on a single-family structure. **Therefore, an exception to the proposed categorical exemption pursuant to CEQA Guidelines Section 15300.2 does apply.**

Second, we are very familiar with the traffic on our block of Melrose, and are certain that this building would cause traffic and flow issues that would cause safety issues on Melrose, a very busy street, as well as on Harper Ave. and Sweetzer Ave. With commercial spaces planned on the ground floor, how would deliveries to those commercial spaces be made given that there is only a very small alleyway behind the building site, and Melrose was never contemplated for

buildings of this size? Further, with 90 units ordering deliveries of their own (Amazon, food deliveries) that are only increasing, the street is certain to be jammed up many times a day, with illegal parking (with hazards on, but still illegal) causing potential safety issues for existing residents. We would ask that the city conduct a study into the traffic and congestion that would stem from the proposed building, and also consider parking congestion as it appears that only 16 short-term spaces for parking are being contemplated, and not every one of the 90 dwelling units would have an assigned long-term parking space.

Third, we are concerned about this extremely heavy building resting on the same geographic layers that our Ainsley building is atop. I am on the HOA board for the Ainsley and am very familiar with the issues caused by water seepage from underneath our own residential building—we have sump pumps running continuously, with water directed into the gutters on Sweetzer in front of our building at various times throughout the day (an issue that the city has now taken issue with after the developer turned the building over to the HOA). And when it rains, the water issues are significant – we have had major water intrusions into our basement structures because of this particular area of the city. The HOA was only recently told by our developer that the entire block rests on an extremely watery base, and that the weight of our building means that our subterranean parking would flood (even on non-rainy days) if pumps were not continuously working. This begs the question: where would such a large building bordering on Melrose pump its water, particularly given this building size represents a 302% increase above existing zoning regulations? We would ask that the city investigate the ground water impacts that are certain to be caused by the massive proposed building.

Fourth, we do not understand how five lots that had one- to two-story commercial buildings can be changed into a massive 6-story-above-ground building and add significant population density (90 units) without changing the character of our section of the neighborhood. Melrose Avenue is a famed shopping district, and is not lined with large apartment buildings that break the flow of the pedestrian shopping experience. With a large building causing traffic situations with its ingress and egress, and commercial and residential deliveries going on, pedestrians strolling Melrose Avenue will be impacted. (And because pedestrians on Melrose are not accustomed to looking for cars crossing the sidewalk to go in and out of buildings, pedestrian safety is also a serious concern.)

In short, we were shocked to learn that the city is even considering allowing the exemptions requested by the developer here and allowing this building to be approved. There is so much more investigation that should be done by impartial inspectors, geologists, and specialists in the issues noted above. We will be present at the hearing in June, along with many of the residents who voiced concerns at the prior hearing. So we wanted to provide some of our serious concerns in advance.

Best regards,

Wade Ackerman
George King
Residents at 728 N. Sweetzer Ave.