APPENDIX J

SEWER STUDY&
PUBLIC SERVICE PROVIDER RESPONSES

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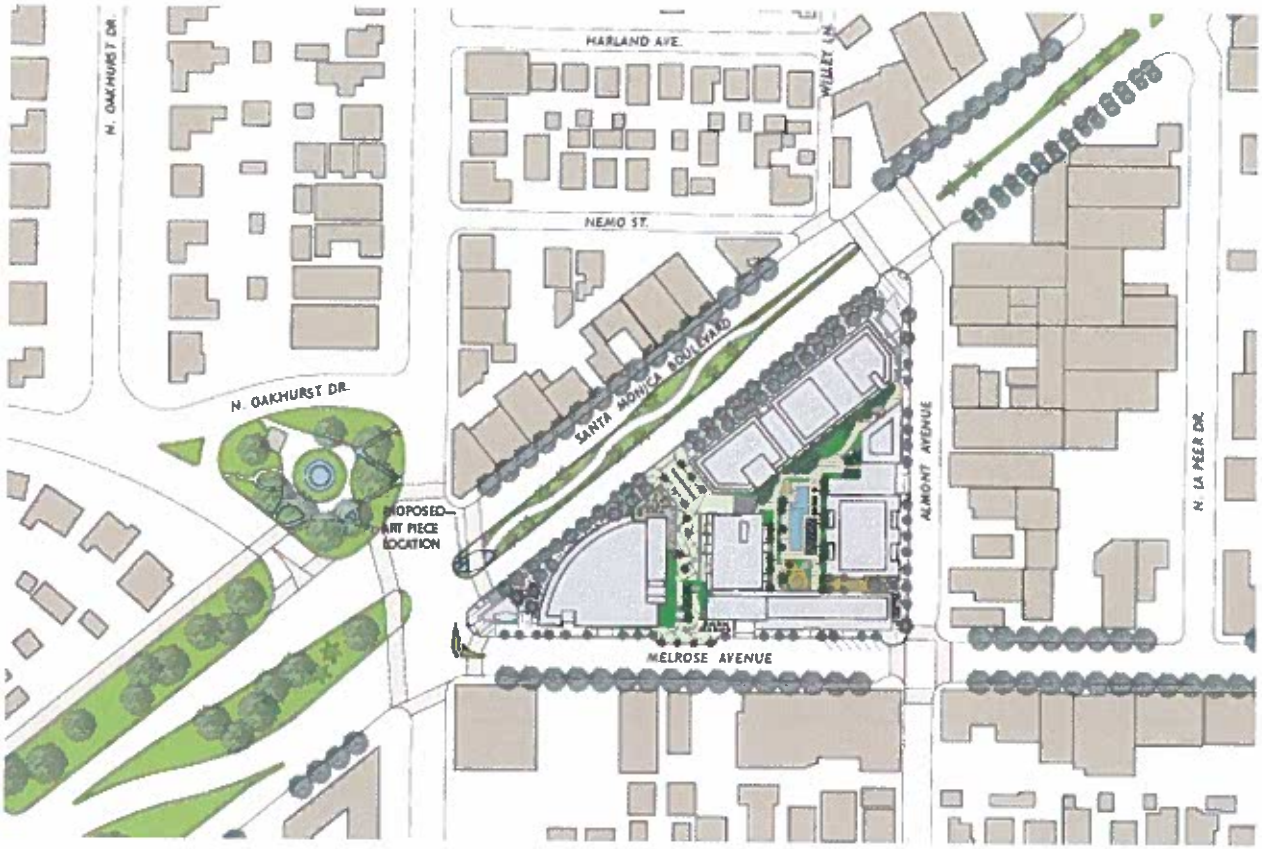
Sewer Area Study

Melrose Triangle Project

West Hollywood, California



October 15, 2012

Prepared for Charles Company

Prepared by: Infrastructure Engineers

INFRASTRUCTURE ENGINEERS

Attestation

This report has been prepared by, and under the direction of, the undersigned, a duly Registered Civil Engineer in the State of California. Except as noted, the undersigned attests to the technical information contained herein, and has judged to be acceptable the qualifications of any technical specialists providing engineering data for this report, upon which findings, conclusions, and recommendations are based.

Ray Abassi, P.E.
Registered Civil Engineer No. C48091
Exp. 6/30/14

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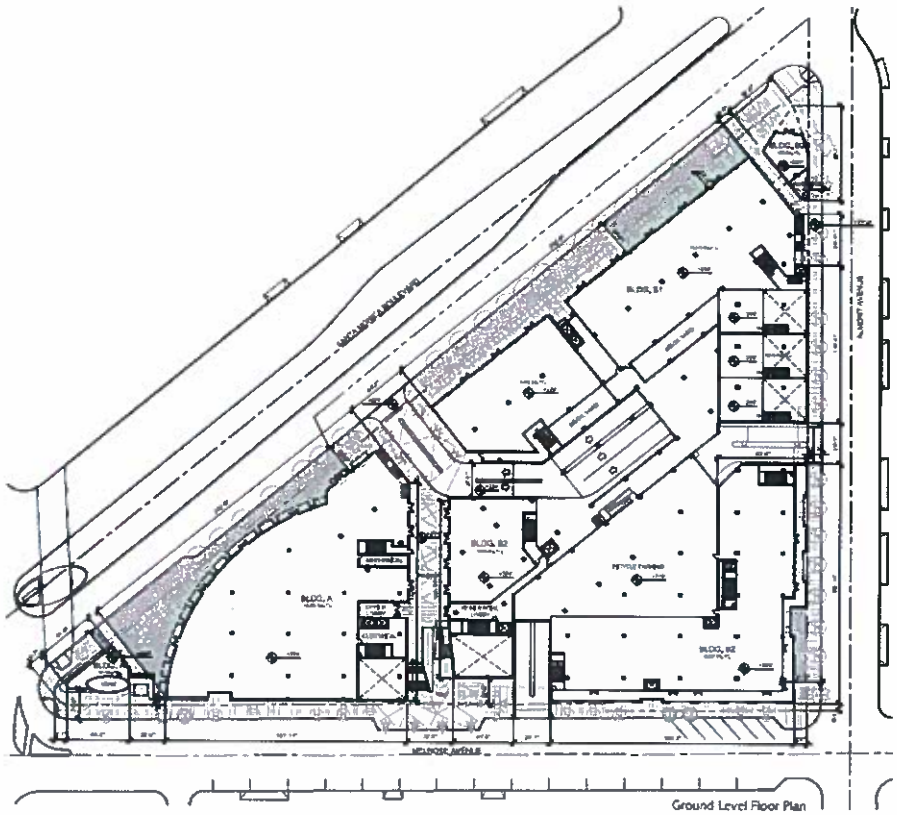
1.0 Introduction

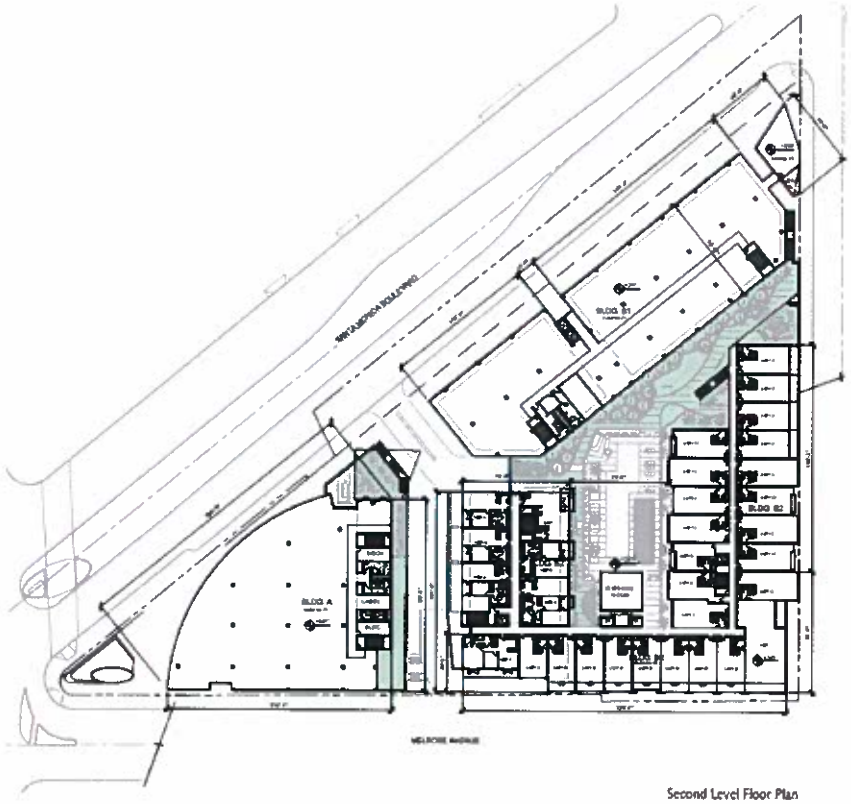
This report documents a Sewer Area Study for the proposed "Melrose Triangle" mixed-use project, in the City of West Hollywood, California. The purpose of the study was to identify and evaluate sewer capacity issues, if any, associated with the Project. The study was requested by the City of West Hollywood, commissioned by the Project Applicant, Charles Company, West Hollywood, California, and undertaken by Infrastructure Engineers, Orange, California. The study was prepared in compliance with the City of West Hollywood Sewer Capacity Study Requirements.

2.0 Project Description

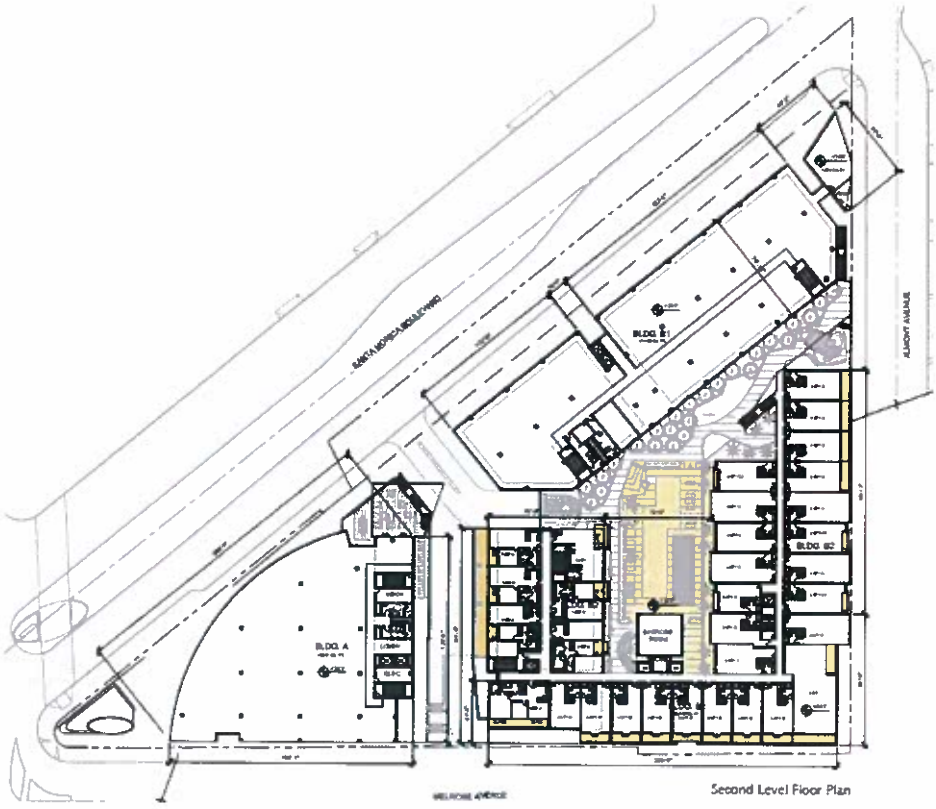
The Project would demolish all existing structures, including commercial and retail space, in the triangular area bordered by Santa Monica Boulevard, Melrose Avenue and Almont Drive in West Hollywood, California, and would construct the Melrose Triangle mixed-use project with 77,750 square feet of residential space (76 units), 137,000 square feet of office space, and 82,000 square feet of retail space. The Project's parking would extend four levels below grade. Figures 1 to 6 illustrate the conceptual site plan prepared by the Project architect, studioneleven at Perkowitz + Ruth Architects, for the levels containing the residential, office and retail space.

Figure 1 to 6 – Conceptual Site Plan (Street Level to Fifth Level)

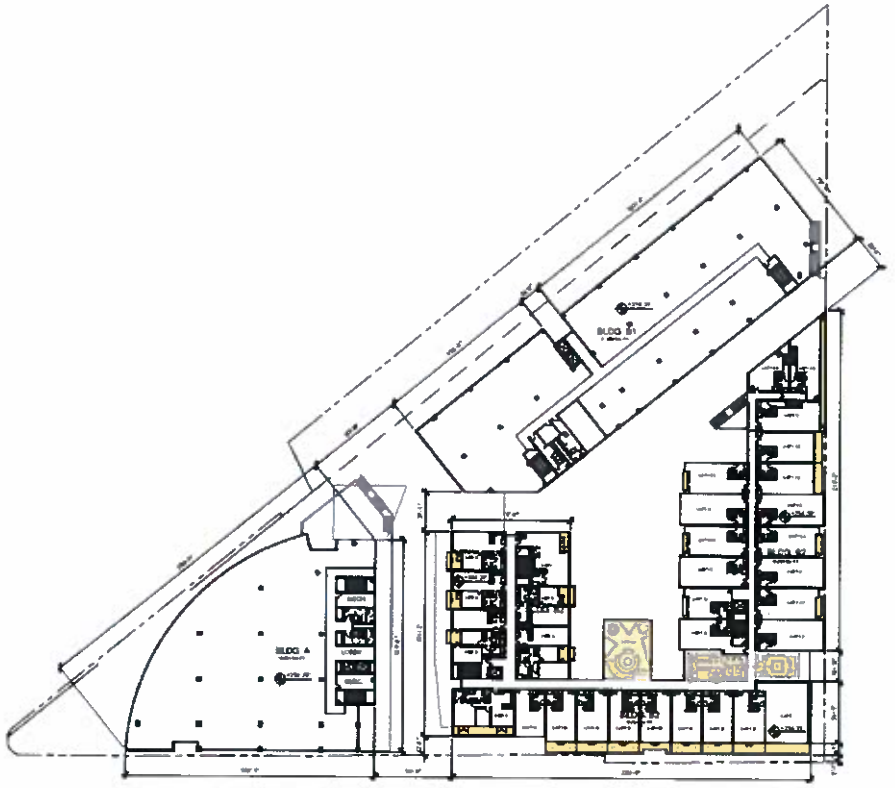




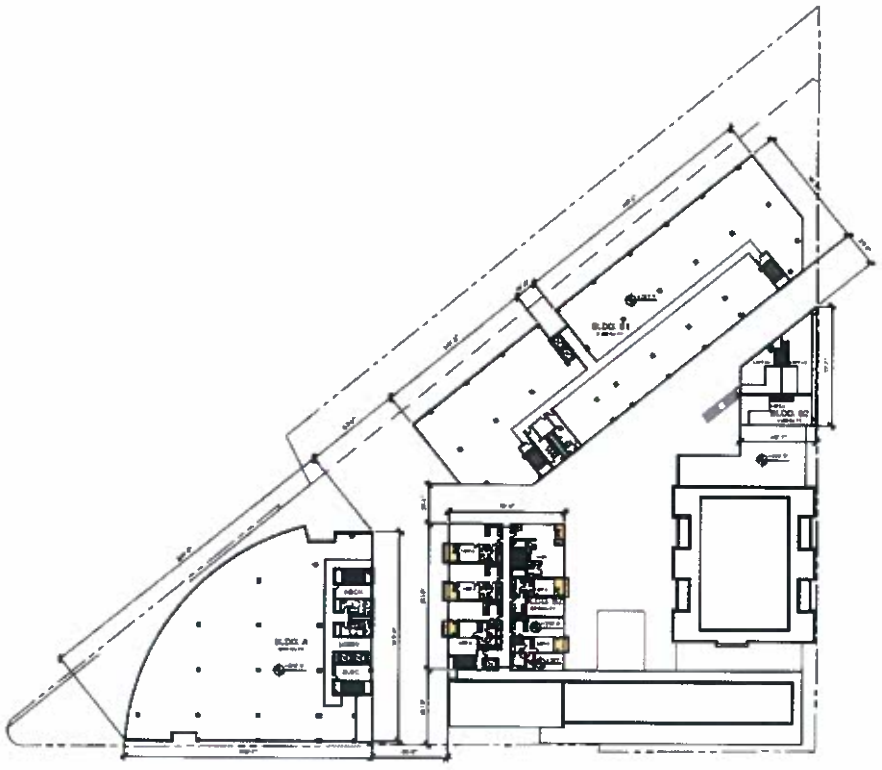
Second Level Floor Plan



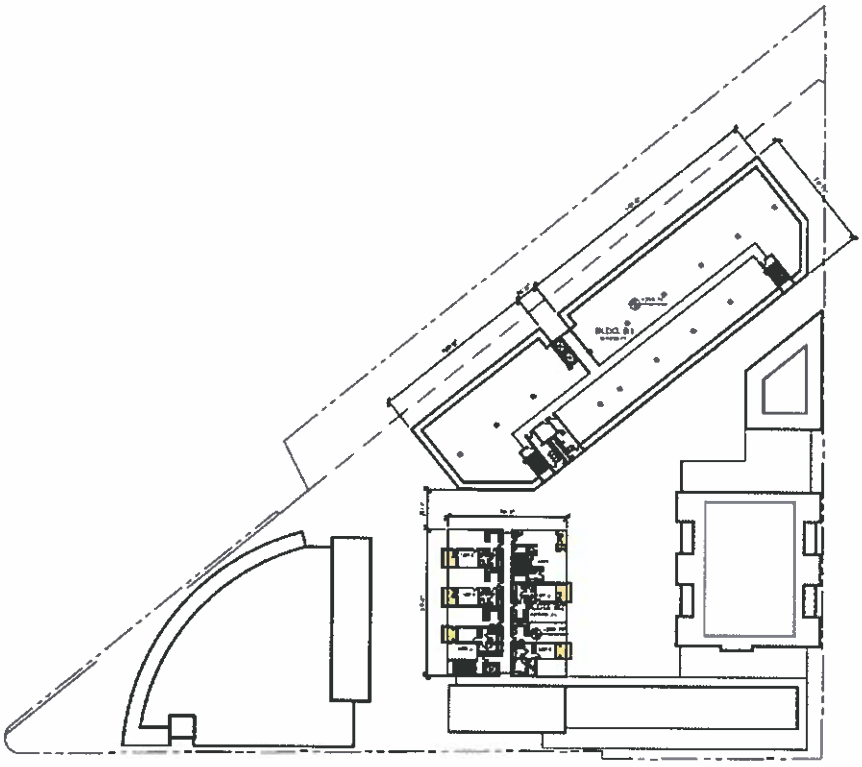
Second Level Floor Plan



Third Level Floor Plan



Fourth Level Floor Plan



Fifth Level Floor Plan

Table 1 depicts the Project square footage by proposed use for each floor.

Table 1 – Project Square Footage

Level	Proposed Uses (SF)				Total (SF)
	Retail/ Restaurant	Office	Residential	Shared[1]	
Melrose Level/B1	23,766	1,368	1,102[2]	3,868	30,104
Santa Monica/First Floor	58,255	2,718	1,895[2]	2,238	65,106
Second Floor		39,011	30,218		69,229
Third Floor		37,911	28,850		66,761
Fourth Floor		37,911	9,112		47,023
Fifth Floor		18,145	6,576		24,721
Total	**82,021**	**137,064**	**77,753**	**6,106**	**302,944**

Source: studioneleven at Perkowitz + Ruth Architects. Melrose Triangle Project Summary, January 10, 2012.

[1] Shared area comprises common access space and mechanical areas.

[2] Comprises lobby, stairwells, and elevator areas for residential uses.

Table 2 depicts the Project square footage breakdown and Floor Area Ratio.

Table 2 – Project Square Footage Breakdown

Floor Area Tabulation*									
		Retail/Restaurant Breakdown							
	Total Retail/ Restaurant	General Retail (55%)	Art Gallery (20%)	Design Showroom (15%)	Café/ Restaurant (10%)	Office	Residential	Shared	TOTAL
B1 - Melrose Level	23,766	13,071.3	4,753.2	3,564.9	2,376.6	1,368	1,102	3,868	**30,104**
+1 - Santa Monica Level	58,255	32,040.3	11,651.0	8,738.3	5,825.5	2,718	1,895	2,238	**65,106**
+2 - Level	-	-	-	-	-	39,011	30,218		**69,229**
+3 - Level	-	-	-	-	-	37,911	28,850		**66,761**
+4 - Level	-	-	-	-	-	37,911	9,112		**47,023**
+5 - Level	-	-	-	-	-	18,145	6,576		**24,721**
TOTAL	**82,021**	**45,112**	**16,404**	**12,303**	**8,202**	**137,064**	**77,753**	**6,106**	**302,944**
Floor Area Ratio*									
Total Floor Area									**302,944**
Site Area									**117,000**
Allowable F.A. @ 2.6									**304,200**
PROJECT F.A.R.									**2.59**

Existing uses on the Project site include office and retail spaces. Table 3 depicts the square footage and uses for the existing buildings.

Table 3 – Existing Building Square Footage

	Existing Uses (SF)			
Building	**Retail**	**Office**	**Vacant**	**Total (SF)**
Almont Dr.	6,801	7,110	0	13,911
9001-9013	5,882	0	100	5,982
9021	1,028	11,715	1,881	14,624
9050-9054	3,866	390	476	4,732
9056	709	9,255	4,189	14,153
9060-9080	1,521	707	25,163	27,391
Total	**19,807**	**29,177**	**31,809**	**80,793**

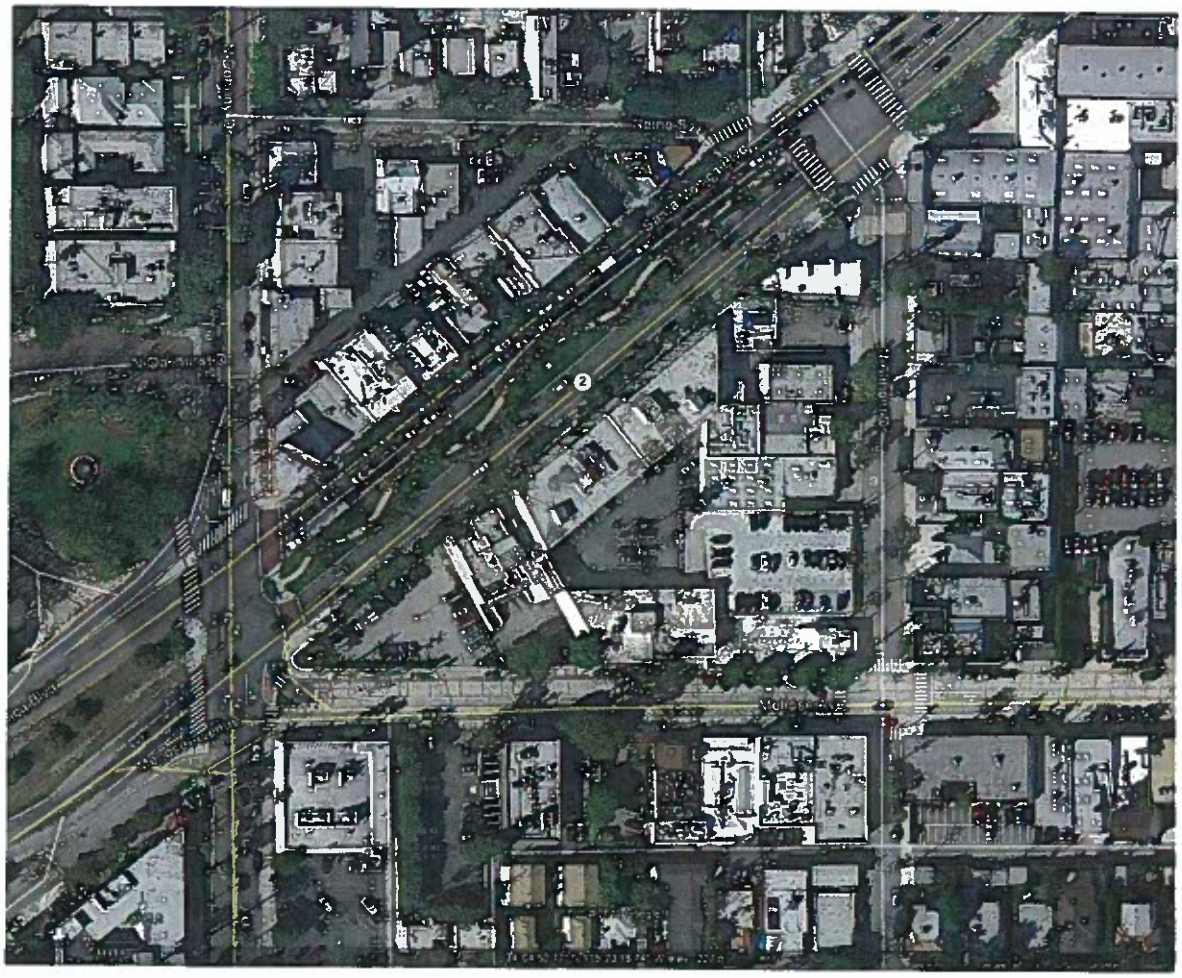
3.0 Site Description

The Project site is a 2.68-acre triangular area between Santa Monica Boulevard, Melrose Avenue and Almont Drive in West Hollywood, California (see Figure 7). The Project site addresses are 9040-9098 Santa Monica Boulevard, 603-629 Almont Avenue, and 9001-9021 Melrose Avenue, West Hollywood, California.

Figure 7 – Project Vicinity Map

Fully paved streets, curbs, gutters and sidewalks abut the Project site. Wet and dry utilities (i.e., sewer, water, and storm drain, gas, power, telephone and cable) are provided to the various existing uses on the Project site. Figure 8 provides an aerial perspective of the Project site as it currently exists.

Figure 8 – Aerial of Project Site and Surrounding Area



4.0 Existing Sewer Pipe Capacity Analysis

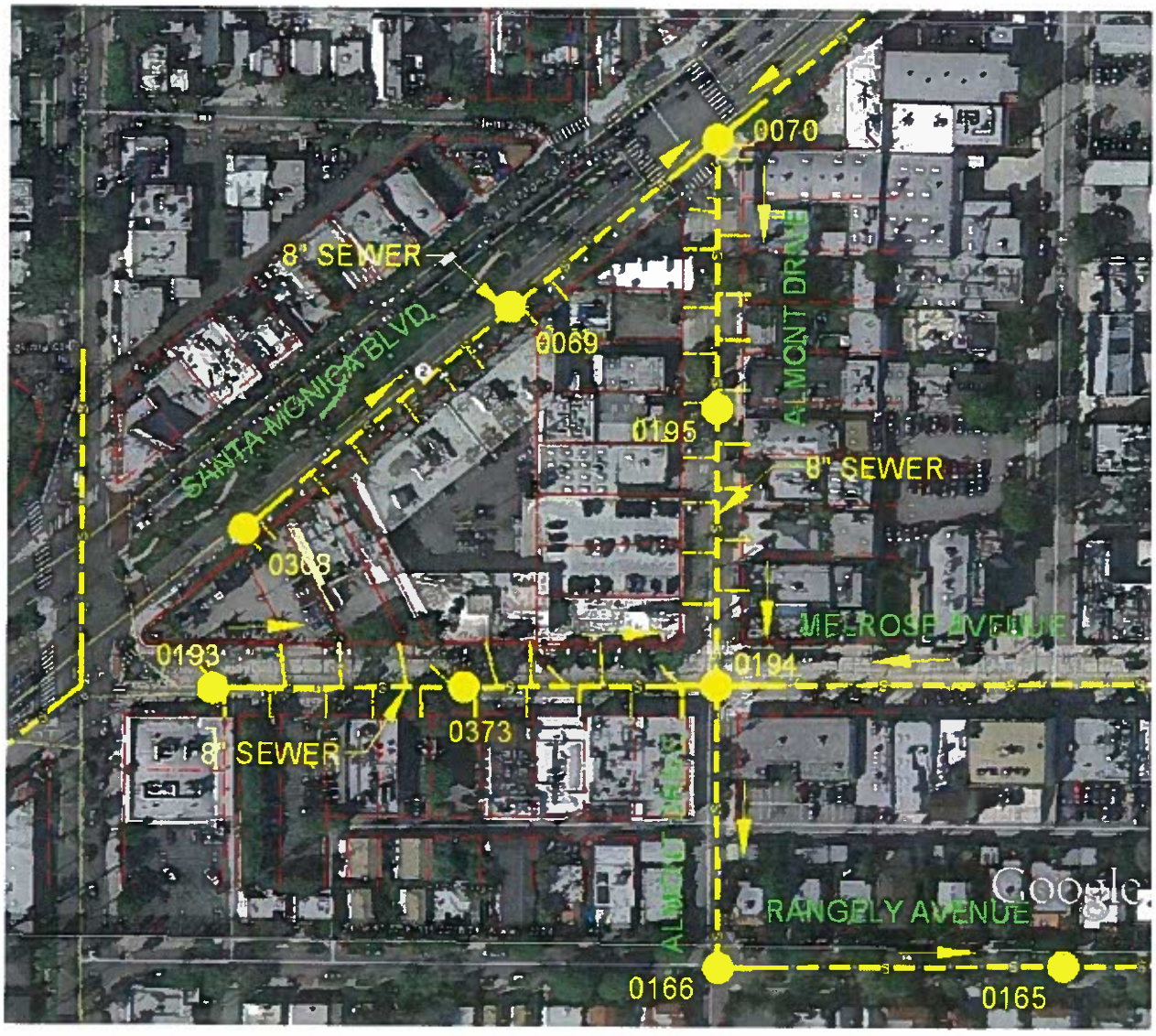
4.1 Existing Sewer System

The existing sewer system servicing the Project site consists of multiple sewer laterals connected to main lines of varying sizes adjacent to the Project site. Along the Santa Monica Boulevard frontage, there is an 8-inch diameter vitrified clay sewer pipe flowing from west to east. Along the Melrose Avenue frontage, there is an 8-inch diameter vitrified clay sewer pipe flowing from west to east. Along the Almont Drive frontage, there is a 8-inch diameter vitrified clay sewer pipe flowing from north to south. Finally, downstream from the Project site, there are vitrified clay sewer pipes in Melrose Avenue, Almont Drive, Rangeley Avenue, and San Vicente Boulevard with size varying between 8 inches and 12 inches. Ultimately, all sewage in the area is conveyed to the City of Los Angeles sewer system before ending at the Hyperion Treatment Plant in the southwestern part of the City known as Playa del Rey. The Hyperion Treatment

Plant is operated by the City of Los Angeles Department of Public Works, Bureau of Sanitation (BOS), and is the largest of four wastewater treatment and reclamation plants operated by BOS within a 600 square-mile service area. The Hyperion Treatment Plant is designed to process up to 450 million gallons of sewage per day (mgd).

The existing sewer system, including sewer mains, direction of flow, pipe sizes, the approximate location of existing Project site laterals and manhole locations, is depicted on Figure 9.

Figure 9 – Existing Area-wide Sewer System



According to the records of the City of West Hollywood and the City of Los Angeles, there are 9 existing sewer laterals from the Project site that tie into the 8-inch sewer main in Santa Monica Boulevard, 9 existing sewer laterals from the Project site that tie into the 8-inch sewer main in Almont Avenue, and 5 existing sewer laterals from the Project site that tie into the 8-inch sewer main in Melrose Avenue.

4.2 7-Day Flow Monitoring

As part of the City of West Hollywood's requirements for a "Sewer Capacity Study," a 7-day flow monitoring study was prescribed in order to establish the existing flow capacity of the sewer mains to which the Project would be connected. The maximum peak period and average flow of sewage in the Rangely Avenue main line was established by conducting 7 days of continuous sewer flow monitoring at sewer manhole numbers 165 (See Figure 9 for manhole locations.) Sewer flow monitoring was independently conducted by ADS Environmental Services (ADS), Huntington Beach, California. A copy of the flow verification study, dated September 27, 2012 and prepared by ADS, is included in the Appendix of this report.

The data provided by ADS indicates the Rangely Avenue main line at manhole number 165 is 10 inches in diameter with an average flow rate of 0.021 mgd and a maximum flow rate of 0.121 mgd.

4.3 Sewer Capacity

To calculate the capacity of the existing sewer lines, the following formulas were used:

$Q_{max} = (k/n) \times AR \cdot ^{67} s \cdot ^{5}$

$Q_{cap} = 1/2 Q_{max}$

Where,

n = Manning's friction factor (0.013 coefficient of roughness)
s = Pipeline slope
R = Hydraulic radius in feet (ft)
Π = 3.14159
A = Cross-sectional area of pipe in square feet (sf)
k = Conversion constant = 1.486
Q = Flow in cubic feet per second (cfs) or millions of gallons per day (mgd), with
1 cfs = 0.646 mgd
Q_{max} = pipe flowing full
Q_{cap} = pipe flowing at 50% full (Note: For capacity analysis purposes, a sewer line flowing at 50% of the full pipe capacity represents the maximum allowable design capacity flow)

4.3.1 Sewer Capacity of Santa Monica Boulevard Main Line

Based on information provided by the Los Angeles County Sanitation Districts, the Santa Monica Boulevard main line has the capacity to handle 0.3 mgd of sewage. Following is the calculation for the sewer main capacity:

r = 4 (inch)

n = 0.013
s = 0.6%

$R = \pi r^2 / 2\pi r = r/2 = 0.33/2 = 0.167$ (ft)
$\Pi = 3.14159$
$A = \pi r^2 = 0.35$ (sf)
$k = 1.486$
$Q = 0.93$ (cfs) 0.6 (mgd)
$Q_{cap} = 0.47$ (cfs) 0.3 (mgd)

4.3.2 Sewer Capacity of Melrose Avenue Main Line

Based on information provided by the Los Angeles County Sanitation Districts, the Melrose Avenue main line has the capacity to handle 0.5 mgd of sewage. Following is the calculation for the sewer main capacity:

$r = 4$ (inch)

$n = 0.013$
$s = 1.6$ %
$R = \pi r^2 / 2\pi r = r/2 = 0.33/2 = 0.167$ (ft)
$\Pi = 3.14159$
$A = \pi r^2 = 0.35$ (sf)
$k = 1.486$
$Q = 1.53$ (cfs) 0.99 (mgd)
$Q_{cap} = 0.77$ (cfs) 0.5 (mgd)

4.3.3 Sewer Capacity of Almont Drive Main Line

Based on information provided by the Los Angeles County Sanitation Districts, the Almont Drive main line north of the Melrose Avenue has the capacity to handle 0.54 mgd of sewage. Following is the calculation for the sewer main capacity:

$r = 4$ (inch)

$n = 0.013$
$s = 1.9$ %
$R = \pi r^2 / 2\pi r = r/2 = 0.33/2 = 0.167$ (ft)
$\Pi = 3.14159$
$A = \pi r^2 = 0.35$ (sf)
$k = 1.486$
$Q = 1.66$ (cfs) 1.07 (mgd)
$Q_{cap} = 0.83$ (cfs) 0.54 (mgd)

Based on information provided by the Los Angeles County Sanitation Districts, the Almont Drive main line south of the Melrose Avenue has the capacity to handle 0.54 mgd of sewage. Following is the calculation for the sewer main capacity:

r = 4 (inch)

n = 0.013
s = 1.9 %
R = $\pi r^2 / 2\pi r$ = r/2 =0.33/2 = 0.167 (ft)
Π = 3.14159
A = πr^2 = 0.35 (sf)
k = 1.486
Q = 1.66 (cfs) 1.07 (mgd)
Q_{cap} = 0.83 (cfs) 0.54 (mgd)

4.3.4 Sewer Capacity of Rangely Avenue Main Line

Based on information provided by the Los Angeles County Sanitation Districts, the Rangely Avenue main line has the capacity to handle 0.88 mgd of sewage. Following is the calculation for the sewer main capacity:

r = 5 (inch)

n = 0.013
s = 1.5 %
R = $\pi r^2 / 2\pi r$ = r/2 =0.42/2 = 0.21 (ft)
Π = 3.14159
A = πr^2 = 0.55 (sf)
k = 1.486
Q = 2.71 (cfs) 1.75 (mgd)
Q_{cap} = 1.36 (cfs) 0.88 (mgd)

5.0 Eliminated Sewer Discharge

The existing land uses (i.e., office and retail) currently produce average flow of 0.012 (cfs) into the sewer mains in Santa Monica Boulevard, Almont Drive and Melrose Avenue sewer mains. The flow of sewage from these existing uses will be eliminated with construction of the Project. The amount of eliminated sewage flow can be calculated based on the following sewage loading criteria provided by the Los Angeles County Sanitation Districts and the City of West Hollywood.

Table 4 – Existing Sewer Flows

Item No.	User Category	Unit	Flow (gpd)	Size	Avg Flow (gpd)
1	Office Buildings	1000 Sq.Ft.	200	29,177	5,836
2	Store: Retail	1000 Sq.Ft.	100	19,807	1,981
		Total Average Daily Volume (gal)			7,817
		Average Flow (cfs)			0.012
		Average Flow (gpd)			0.008
		Peak Flow (cfs)			0.03
		Peak Flow (gpd)			0.02

A copy of the Districts' and City's sewage loading rates for each class of land use is included in the Appendix of this report. The average flow from existing uses is 0.012 cfs and the peak flow from existing uses is 0.03 cfs.

6.0 Project Sewer Discharge

Projected sewer discharge from the Project is computed based on average sewage loading rates of flow. Pursuant to the City of West Hollywood Sewer Capacity Study Requirements, flow generation is determined by the user category that most closely matches the County Sanitation District No. 4 of Los Angeles County mean loading table. These loading rates may be found in the Appendix of this report. A complete set of calculations based on the City's Sewer Capacity Study Requirements and the proposed user categories for the Project is presented in Table 5.

Table 5 – Onsite Sewer Main Flow Calculation - Proposed

Item No.	User Category	Unit	Flow (gpd)	Size	Avg Flow (gpd)
1	Multi-Unit Residential	Dwelling Unit	156	76	11,856
2	Café/Restaurant	1000 Sq.Ft.	1000	8,202	8,202
3	Art Gallery/Design Showroom	1000 Sq.Ft.	100	28,707	2,871
4	Office Buildings	1000 Sq.Ft.	200	137,064	27,413
5	Store: Retail	1000 Sq.Ft.	100	45,112	4,511
		Total Average Daily Volume (gal)			54,853
		Average Flow (cfs)			0.08
		Average Flow (gpd)			0.052
		Peak Flow (cfs)			0.21
		Peak Flow (gpd)			0.14

Accordingly, the Project's total average daily volume would be 54,853 gallons per day, the Project's average flow would be 0.08 cfs, and the peak flow would be 0.21 cfs.

7.0 Existing Plus Proposed Sewage Flow

By adding the projected sewer discharge from the proposed Project (less credit for eliminated peak sewer flow) to the existing maximum peak flow of sewage in the Almont Avenue main line, a determination of the adequacy of available sewer capacity can be made. The peak sewage flow in the Rangely Avenue main line east of manhole No. 165 is projected to be 0.241 mgd (0.121 mgd existing maximum flow plus 0.12 mgd projected from Project), or approximately 27% of the calculated design capacity for the 10-inch lined sewer pipe (0.241 mgd divided by 0.88 mgd).

8.0 Findings and Conclusions

Based on the information presented herein, the following study findings are made:

1) Based on the flow monitoring report prepared by ADS Environmental Services, the existing main line in Rangely Avenue adjacent to the Project site is lined to be effectively 10 inches in diameter. Downstream of the Project site, the trunk line increases to a 12-inch diameter.

2) The County Sanitation Districts of Los Angeles County (Districts) plans indicated that the existing sewer main line in Santa Monica Boulevard, Almont Avenue and Melrose Avenue adjacent to the Project site are lined to be effectively 8 inches in diameter.

3) The calculated maximum flow of the existing 10-inch sewer main line in Rangely Avenue adjacent to the Project site using a more conservative friction coefficient for lined sewer pipe is 1.9 mgd.

4) The Districts' threshold for determining sewer capacity is 50% of the calculated maximum flow, or 0.95 mgd for the 10-inch segment of the Rangely Avenue trunk line.

5) The calculated maximum flow of the existing 8-inch sewer main in Santa Monica Boulevard adjacent to the Project site is 0.6 mgd.

6) The calculated maximum flow of the existing 8-inch sewer main in Melrose Ave adjacent to the Project site is 0.99 mgd.

7) The calculated maximum flow of the existing 8-inch sewer main in Almont Avenue adjacent to the Project site is 1.07 mgd.

8) The City of West Hollywood's (and Los Angeles') threshold for determining sewer capacity is 50% of the calculated maximum flow, or 0.3 mgd, 0.5 mgd, and 0.54 mgd respectively, for the Santa Monica Boulevard, Melrose Avenue and Almont Avenue sewer mains.

9) Flow monitoring of manhole No. 165 on the Rangely Avenue 10-inch main line near the Project site indicates that the maximum existing peak flow is 0.121 mgd.

10) The total eliminated peak sewer flow from the existing buildings is calculated to be 0.02 mgd.

11) This study takes into account the 0.12 mgd of sewage projected to be discharged from the proposed mixed-use Project, located at the southeast corner of Santa Monica Boulevard and Melrose Avenue.

Based on the above study findings, it is concluded that:

1) The Charles Company's proposed mixed-use development, consisting of 82,000 square feet of retail/restaurant space, 137,000 square feet of office space, and 77,700 square feet of residential space will not adversely impact the existing sewer system servicing the Project site.

2) The existing 8-inch sewer main line in Santa Monica Boulevard adjacent to the Project site has sufficient capacity to handle the existing upstream peak sewer flow as well as the

projected peak sewer flow from the proposed Project and the proposed mixed-use project at Santa Monica Boulevard and Melrose Avenue.

3) The existing 8-inch sewer main line in Melrose Avenue adjacent to the Project site has sufficient capacity to handle the existing upstream peak sewer flow as well as the projected peak sewer flow from the proposed Project and the proposed mixed-use project at Santa Monica Boulevard and Melrose Avenue.

4) The existing 8-inch sewer main line in Almont Avenue adjacent to the Project site has sufficient capacity to handle the existing upstream peak sewer flow as well as the projected peak sewer flow from the proposed Project and the proposed mixed-use project at Santa Monica Boulevard and Melrose Avenue.

5) The existing 10-inch main line in downstream of the Project site has sufficient capacity to handle the existing upstream peak sewer flow as well as the projected peak sewer flow from the proposed Project and the proposed mixed use project at Santa Monica Boulevard and Melrose Avenue.

Appendix "A"

Temporary Flow Monitoring Report

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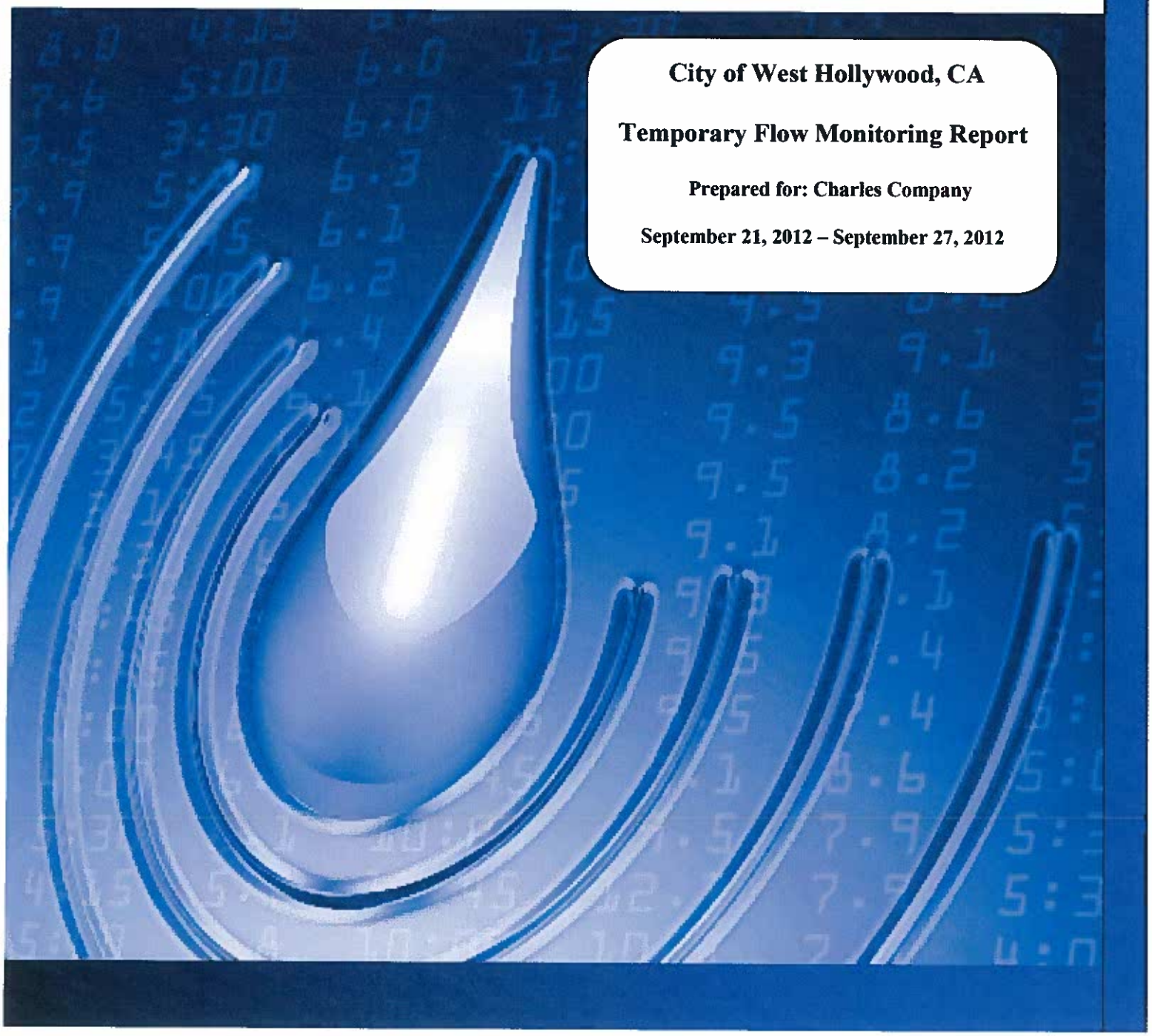
ADS ENVIRONMENTAL SERVICES



City of West Hollywood, CA

Temporary Flow Monitoring Report

Prepared for: Charles Company

September 21, 2012 – September 27, 2012

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Temporary Flow Monitoring in the City of

WEST HOLLYWOOD, CA

September 21, 2012 - September 27, 2012

Prepared for:

Mr. Jack Kurchian
Charles Company
9034 W. Sunset Blvd.
West Hollywood, CA 90069

Prepared by:

ADS, LLC
15205 Springdale Street
Huntington Beach, CA 92649

Letter of Transmittal

A Division of ADS LLC

15205 Springdale Street
Huntington Beach, CA 92649-1156

www.adsenv.com

September 5, 2012

Mr. Jack Kurchian
Charles Company
9034 W. Sunset Blvd.
West Hollywood, CA 90069

Dear Mr. Kurchian,

ADS is pleased to submit the Report for the Flow Monitoring Study in the City of West Hollywood, CA conducted on behalf of Charles Company. Metering was performed at one (1) location for the duration of 7 days from September 21, 2012 through September 27, 2012 . This data submittal includes two copies of the report. Included in the report are depth, velocity and quantity hydrographs as well as daily long tables for the metering period.

Also included with this report is a CD, which contains data for the report in Excel and PDF format. The Excel file contains Depth, Quantity, and Velocity entities for the flow monitoring location in 5-minute format.

In addition, we would be happy to further explain any details about the report that may seem unclear. Should you have any questions or comments, I can be reached at (256) 430-6391. You may also contact the Project Manager, Heather McPherson at (714) 379-9778 ext 230.

Thank you for choosing ADS products and services to meet your flow monitoring needs.

Sincerely,
ADS ENVIRONMENTAL SERVICES

Latisha Bennett

Data Analyst II

Methodology

Introduction

Background

Charles Company entered into agreement with ADS Environmental Services to conduct flow monitoring at (1) one metering point located in the City of West Hollywood, CA. The study was for a (7) seven day monitoring period. The objective of this study was to measure depth, velocity, and to quantify flows.

Project Scope

The scope of this study involved using a temporary flow monitor to quantify wastewater flow at the designated location. Specifically, the study included the following key components.

- Investigate the proposed flow-monitoring site for adequate hydraulic conditions.
- Flow monitor installation.
- Flow monitor confirmations and data collections.
- Flow data analysis.

Equipment installation was accomplished on September 20, 2012. The monitoring period began on September 21, 2012 and was completed on September 27, 2012 .

Equipment and Methodology

Flow Quantification Methods

There are two main equations used to measure open channel flow: the Continuity Equation and the Manning Equation. The Continuity Equation, which is considered the most accurate, can be used if both depth of flow and velocity are available. In cases where velocity measurements are not available or not practical to obtain, the Manning Equation can be used to estimate velocity from the depth data based on certain physical characteristics of the pipe (i.e. the slope and roughness of the pipe being measured). However, the Manning equation assumes uniform, steady flow hydraulic conditions with non-varying roughness, which are typically invalid assumptions in most sanitary sewers. The Continuity Equation was used exclusively for this study.

Continuity Equation

The Continuity Equation states that the flow quantity (Q) is equal to the wetted area (A) multiplied by the average velocity (V) of the flow.

$$Q = A * V$$

This equation is applicable in a variety of conditions including backwater, surcharge, and reverse flow. Most modern flow monitoring equipment, including the ADS Models, measure both depth and velocity and therefore use the Continuity Equation to calculate flow quantities.

Flow Monitoring Equipment

The monitor selected for this project was the ADS Model 3600-flow monitor. This flow monitor is an area velocity monitor that uses both the Continuity and Manning's equations to measure flow.

The ADS Model 3600-flow monitor consists of data acquisition sensors and a battery-powered microcomputer. The microcomputer includes a processor unit, data storage, and an on-board clock to control and synchronize the sensor recordings. The monitor was programmed to acquire and store depth of flow and velocity readings at 5-minute intervals.

Three types of data acquisition sensors are available for the Model 3600 flow monitor. The primary depth measurement device is the ADS quad-redundant ultrasonic level sensor. This sensor uses four independent ultrasonic transceivers in pairs to measure the distance from the face of the transceiver housing to the water surface (air range) with up to four transceiver pairs, of the available ones, active at one time. The elapsed time between transmitting and receiving the ultrasonic waves is used to calculate the air range between the sensor and flow surface based on the speed of sound in air. Sensors in the transceiver housing measure temperature, which is used to compensate the ultrasonic signal travel time. The speed of sound will vary with temperature. Since the ultrasonic level sensor is mounted out of the flow, it creates no disturbance to normal flow patterns and does not affect site hydraulics.

Redundant flow depth data can be provided by a pressure depth sensor, and is independent from the ultrasonic level sensor. This sensor uses a piezo-resistive crystal to determine the difference between hydrostatic and atmospheric pressure. The pressure sensor is temperature compensated and vented to the atmosphere through a desiccant filled breather tube. Pressure depth sensors are typically used in large size channels and applications where surcharging is anticipated. Its streamlined shape minimizes flow distortion.

Velocity is measured using the ADS V-3 digital Doppler velocity sensor. This sensor measures velocity in the cross-sectional area of flow. An ultrasonic carrier is transmitted upstream into the flow, and is reflected by suspended particles, air bubbles, or organic matter with a frequency shift proportional to the velocity of the reflecting objects. The reflected signal is received by the sensor and processed using digital spectrum analysis to determine the peak flow velocity. Collected peak velocity information is filtered and processed using field confirmation information and proprietary software to determine the average velocity, which is used to calculate flow quantities. The sensor's small profile, measuring 1.5 inches by 1.15 inches by 0.50 inches thick, minimizes the affects on flow patterns and site hydraulics.

Installation

Installation of flow monitoring equipment typically proceeds in four steps. First, the site is investigated for safety and to determine physical and hydraulic suitability for the flow monitoring equipment. Second, the equipment is physically installed at the selected location. Third, the monitor is tested to assure proper operation of the velocity and depth of flow sensors and verify that the monitor clock is operational and synchronized to the master computer clock. Fourth, the depth and velocity sensors are confirmed and line confirmations are performed. A typical flow monitor installation is shown in Figure 2.1.

The installations depicted in Figures 2.1 are typical for circular or oval pipes up to approximately 104-inches in diameter or height. In installations into pipes 42-inches or less in diameter, depth and velocity sensors are mounted on an expandable stainless steel ring and installed one to two pipe diameters upstream of the pipe/manhole connection in the incoming sewer pipe. This reduces the affects of turbulence and backwater caused by the connection. In pipes larger than 42 inches in diameter, a special installation is made using two sections of the ring installed one to two feet upstream of the pipe/manhole connection; one bolted to the crown of the pipe for the depth sensor, and the other bolted to the bottom of the pipe (bolts are usually placed just above the water line) to hold the velocity sensor.

Figure 2.1 Typical Installation

Large Pipe (> 42" Diameter)

Small Pipe (8" to 42" Diameter)

Data Collection, Confirmation, and Quality Assurance

During the monitoring period, field crews visit each monitoring location to retrieve data, verify proper monitor operation, and document field conditions. The following quality assurance steps are taken to assure the integrity of the data collected:

- **Measure Power Supply:** The monitor is powered by a dry cell battery pack. Power levels are recorded and battery packs replaced, if necessary. A separate battery provides back-up power to memory, which allows the primary battery to be replaced without the loss of data.

- **Perform Pipe Line Confirmations and Confirm Depth and Velocity:** Once equipment and sensor installation is accomplished, a member of the field crew descends into the manhole to perform a field measurement of flow rate, depth and velocity to confirm they are in agreement with the monitor. Since the ADS V-3 velocity sensor measures peak velocity in the wetted cross-sectional area of flow, velocity profiles are also taken to

develop a relationship between peak and average velocity in lines that meet the hydraulic criteria.

- **Measure Silt Level:** During site confirmation, a member of the field crew descends into the manhole and measures and records the depth of silt at the bottom of the pipe. This data is used to compute the true area of flow.
- **Confirm Monitor Synchronization:** The field crew checks the flow monitor's clock for accuracy.
- **Upload and Review Data:** Data collected by the monitor is uploaded and reviewed for comparison with previous data. All readings are checked for consistency and screened for deviations in the flow patterns, which indicate system anomalies or equipment failure.

Data Analysis and Presentation

Data Analysis

A flow monitor is typically programmed to collect data at either 15-minute or 5-minute intervals throughout the monitoring period. The monitor stores raw data consisting of (1) the air range (distance from sensor to top of flow) for each active ultrasonic depth sensor pair and (2) the peak velocity. If the monitor is equipped with a pressure sensor, then a depth reading from this sensor may also be stored. When the field personnel collects the data, the air range is converted to depth data based on the pipe height and physical offset (distance from the top of the pipe to the surface of the ultrasonic sensor). The data is imported into ADS's proprietary software and is examined by a data analyst to verify its integrity. The data analyst also reviews the daily field reports and site visit records to identify conditions that would affect the collected data.

Velocity profiles and the line confirmation data developed by the field personnel are reviewed by the data analyst to identify inconsistencies and verify data integrity. Velocity profiles are reviewed and an average to peak velocity ratio is calculated for the site. This ratio is used in converting the peak velocity measured by the sensor to the average velocity used in the Continuity equation. The data analyst selects which ultrasonic pairs and/or depth sensor entity will be used to calculate the final depth information. Silt levels present at each site visit are reviewed and representative silt levels established.

Selections for the above parameters can be constant or can change during the monitoring period. While the data analysis process is described in a linear manner, it often requires an iterative approach to accurately complete.

Data Presentation

This type of flow monitoring project generates a large volume of data. To facilitate review of the data, results have been provided in graphical and tabular formats. The flow data is presented graphically in the form of scattergraphs and hydrographs. Tables are provided in daily average format. These tables show the flow rate for each day, along with the daily minimum and maximums, the times they were observed, the total daily flow, and total flow for the month (or monitoring period). The following explanation of terms may aid in interpretation of the tables and hydrographs.

DEPTH - Final calculated depth measurement (in inches)

QUANTITY - Final calculated flow rate (in MGD)

VELOCITY - Final calculated flow velocity (in feet per second)

REPORT TOTAL - Total volume of flow recorded for the indicated time period (in MG)

AVERAGE - The average depth, velocity, and flow observed over the period indicated. Based on an 5-minute interval data points.

MINIMUM - The minimum depth, velocity, and flow observed over the period. Derived from 5-minute interval data points.

MAXIMUM - The maximum depth, velocity, and flow observed over the period indicated. Derived from 5-minute interval data points.

Site Commentary

Site Information

WEHO_01	
Pipe Dimensions	10 "
Silt Level	0.00"

Overview

Site WEHO_01 functioned under normal conditions during the period Friday, September 21, 2012 to Thursday, September 27, 2012 . No surcharge conditions were experienced at this location. The flow pattern indicates that this line is influenced by pump station activity. An increase in flow was exhibited on Thursday, September 27, 2012. Flows remained elevated through the morning of Friday, September 28, 2012 when the equipment was removed. Review of the scattergraph shows that flow in this line remained free-flowing throughout the study.

Flow depth and velocity measurements recorded by the flow monitor are consistent with field confirmations conducted to date and support the relative accuracy of the flow monitor at this location.

Observations

Average flow depth, velocity, and quantity data observed during Friday, September 21, 2012 to Thursday, September 27, 2012 , along with observed minimum and maximum data, are provided in the following table. In regards to depth, this site flows at 10.1% full at its recorded hourly averaged peak depth of 1.01 inches and approximately 6.4% full during the typical hourly average depth of 0.64 inches.

Observed Flow Conditions			
Item	Depth (in)	Velocity (ft/s)	Quantity (MGD)
Average	0.64	1.92	0.021
Minimum	0.19	0.47	0.003
Maximum	1.41	3.94	0.121
Time of Minimum	9/21/2012 3:55 PM	9/21/2012 4:00 AM	9/21/2012 3:55 PM
Time of Maximum	9/27/2012 1:10 PM	9/27/2012 1:10 PM	9/27/2012 1:10 PM

Data Quality

Data uptime observed during the Friday, September 21, 2012 to the Thursday, September 27, 2012 monitoring period is provided in the table below. Based upon the quality and consistency of the observed flow depth and velocity data, the Continuity equation was used to calculate flow rate and quantities during the monitoring period.

Percent Uptime	
Depth (in)	100
Velocity (ft/s)	100
Quantity (MGD)	100

Site Report

Site: WEHO_01	Book # / MH #		
Project/Phase: West Hollywood Temp Study	**Installed:** 9/20/12	Diameter: 10 x 10.13"	ADS Job #
Address / Location: 8902 Rangely Ave	**Initials:** TS		

Access: Vehicle

Landmark:

Drawings Not to Scale

Installation

3600, 3800, stainless steel ring with U/P/V sensors

Safety Std Safety Plan, Class 1

Gas Investigation

O2	20.9	%
H2S	0	ppm
CO	0	ppm
LEL	0	%

Traffic Light/moderate

Pipe Material VCP

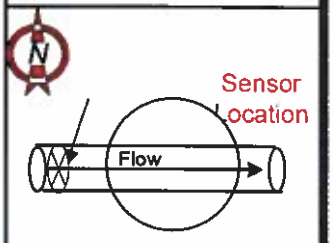
Manhole Depth

Pipe and M.H. Condition Good/good

Monitor S/N

GPRS S/N

IP #/Phone Number



Plan View

Hydraulics

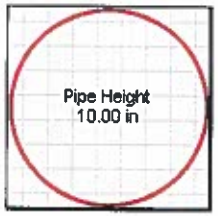
Surcharge : No evidence			**Height :** ---		
Time	**DOF**	**+/-**	**Velocity**	**Silt**	0

SCATTERGRAPH REPORT

WEHO_01

Flow Monitor

WEHO_01

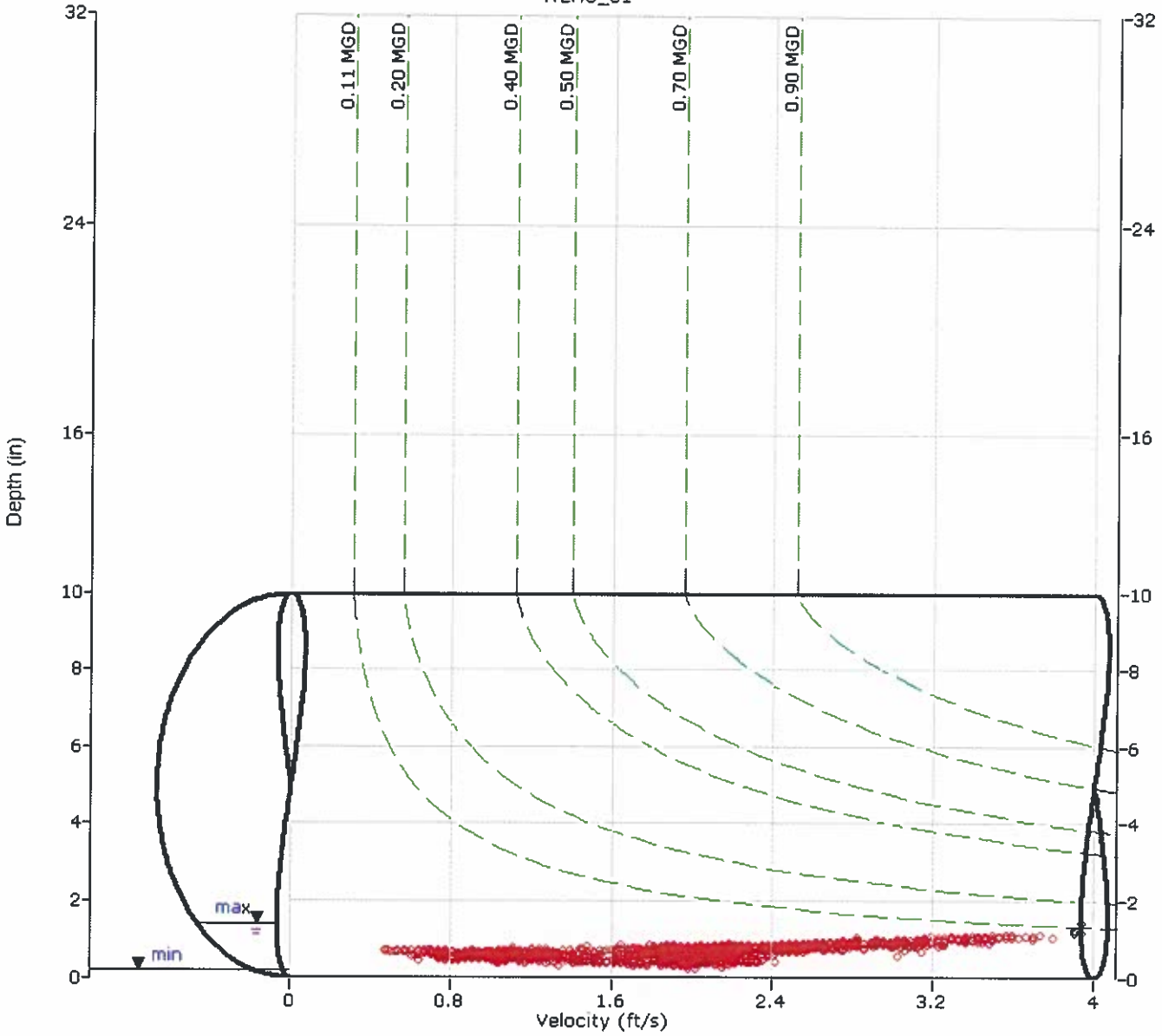


Report Period

9/21/2012
To
9/27/2012

Legend

- Depth - Velocity
- Iso-Q™
- Silt
- Min-Max Depth



HYDROGRAPH REPORT

WEHO_01

Flow Monitor

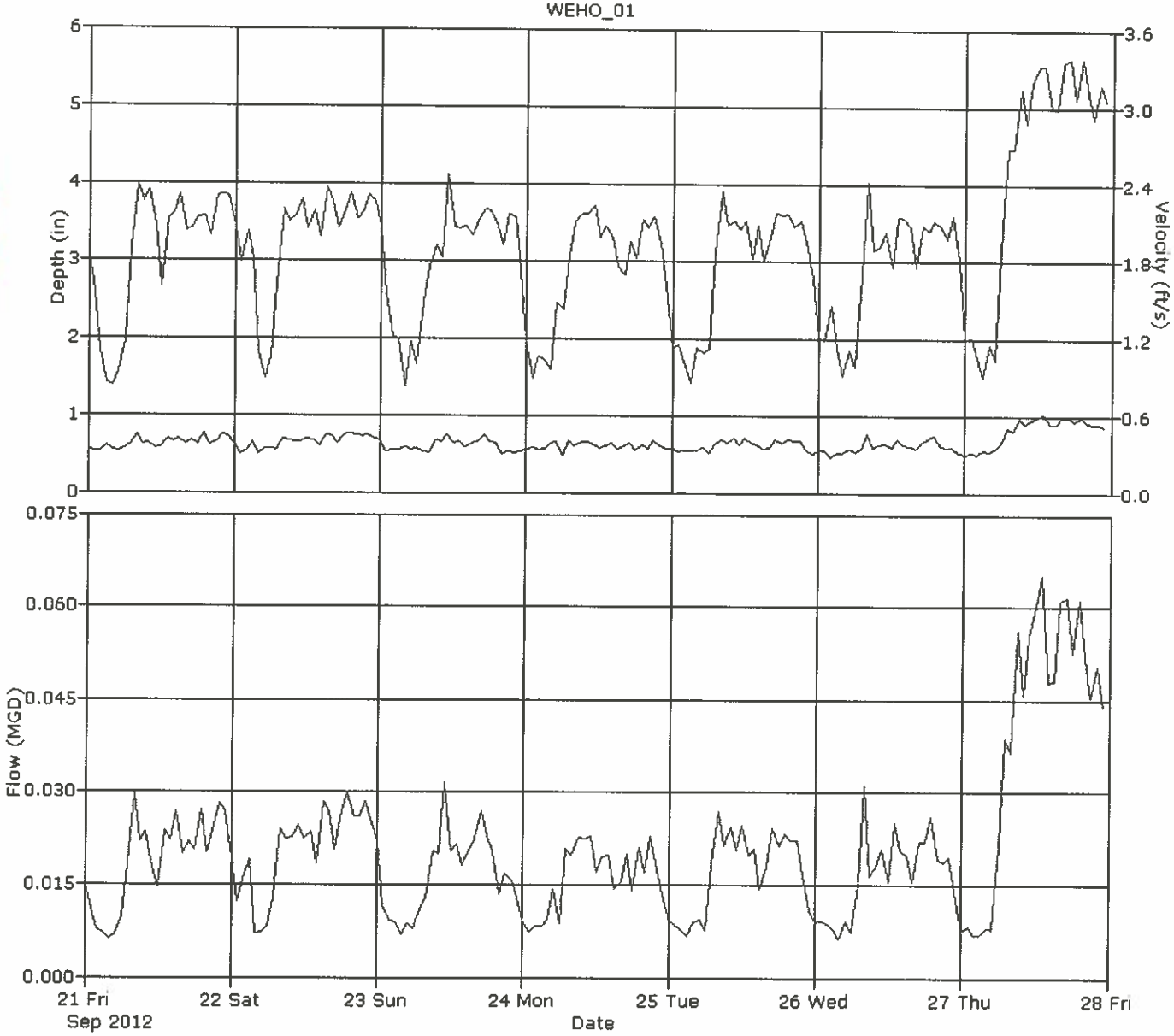
WEHO_01

Report Period

9/21/2012
To
9/27/2012

Legend

- Depth
- Velocity
- Quantity



Daily Tabular Report

Date	Depth (in)					Velocity (ft/s)					Quantity (MGD - Total MG)						Rain (in)
	Time	Min	Time	Max	Avg	Time	Min	Time	Max	Avg	Time	Min	Time	Max	Avg	Total	Total
9/21/2012	15:55	0.19	15:25	0.99	0.63	04:00	0.47	08:30	3.48	1.86	15:55	0.003	08:30	0.053	0.019	0.019	
9/22/2012	11:45	0.29	11:20	0.90	0.66	04:00	0.54	11:20	3.23	1.97	05:00	0.003	11:20	0.051	0.021	0.021	
9/23/2012	22:45	0.25	11:00	1.07	0.60	04:15	0.52	11:00	3.57	1.80	04:05	0.005	11:00	0.074	0.017	0.017	
9/24/2012	06:15	0.22	11:25	0.97	0.60	04:05	0.64	11:25	3.13	1.73	06:15	0.004	11:25	0.055	0.016	0.016	
9/25/2012	13:05	0.28	13:40	0.98	0.61	03:20	0.64	11:10	3.25	1.75	13:05	0.004	13:40	0.055	0.017	0.017	
9/26/2012	21:40	0.32	21:05	0.94	0.60	05:05	0.69	08:25	3.16	1.75	04:25	0.004	21:05	0.050	0.016	0.016	
9/27/2012	04:50	0.32	13:10	1.41	0.81	05:35	0.50	13:10	3.94	2.55	01:10	0.004	13:10	0.121	0.040	0.040	

Report Summary For The Period 9/21/2012 - 9/27/2012

	Depth (in)	Velocity (ft/s)	Quantity (MGD - Total MG)
Total			0.145
Avg	0.64	1.92	0.021

RESPONSE SHEET – MELROSE TRIANGLE PROJECT EIR QUESTIONNAIRE

Public Services – Fire and Emergency Medical Services

County of Los Angeles Fire Department (LACoFD)
P. Michael Freeman, Fire Chief
1320 North Eastern Avenue
Los Angeles, CA 90063

For your convenience, we have provided space on this questionnaire for your answers. If you choose to answer these questions in the form of a letter, please number your responses to correspond to the questions. Please fax your responses to (949) 553-8076. Mail originals to: LSA Associates, Inc., Attn: Erin Fickes, 20 Executive Park, Suite 200, Irvine, CA 92614.

1. Please evaluate the following statement and indicate any changes that should be made in the space below.

The project would change the demand for fire protection services in the area. Fire services are provided to the project site by the City of West Hollywood under contract with Los Angeles County Fire Department (LACoFD). The adequacy of fire protection services is largely based on the required fire flow, response distance from existing fire stations, and equipment access. Fire flows for high-density residential and commercial areas ranged from 4,000–9,000 gallons per minute (gpm). Five fire stations, including two LACoFD stations, one City of Los Angeles station, and two City of Beverly Hills stations, are located within a 2-mile radius of the project site. The nearest LACoFD station is Fire Station No. 7, located at 864 San Vicente Boulevard. Fire Station No. 7 has a six-person paramedic engine company, which is a fire company with full paramedic capabilities. In order to increase emergency services, the City of West Hollywood stations have a mutual aid agreement with surrounding City of Los Angeles and City of Beverly Hills fire stations. In the event that resources from the West Hollywood stations cannot adequately manage an emergency, firefighters from the adjacent jurisdictions would provide assistance.

2. Our research indicates the following four stations are closest to the proposed project site. Please verify this information and provide the statistics requested in the table below. If these stations are not the closest facilities to the project site, please provide the correct station information.

Department	Station No./ Location	Approximate Distance from Project Site	Approximate Response Time Currently	Approximate Response Time After Project is Constructed	Equipment	Personnel Per Shift
Los Angeles County	Station No. 7 864 San Vicente Blvd.	0.3 miles			1 Single Engine	6
Los Angeles County	Station No. 8 7643 W. Santa Monica Blvd.	1.75			2 Single Engines 1 Truck	13
City of Los Angeles	Station No. 41 1439 N. Gardner	1.75			1 Single Engine	4
City of Beverly Hills	Headquarters 445 N. Rexford	0.60			2 Engines 1 Truck 1 Battalion 2 Rescue Ambulances	25
City of Beverly Hills	Station No. 2 1100 Coldwater Canyon	3.5			1 Single Engine	7

3. Are the estimated response times given above consistent with the Department's response time goals?

4. Is it the goal of the LACoFD to respond to emergencies within three to five minutes? Based upon the location and proposed design of the project in relation to the existing fire stations, would the LACoFD still be able to maintain the desired response times through mutual aid response agreements with the surrounding fire stations?

5. Are there any current plans to expand LACoFD facilities or staff, construct a new facility, or otherwise adversely impact the types of services you provide? Please explain.

6. Will the proposed project create a need for expanding existing facilities/staff, constructing a new facility, or otherwise adversely impact the types of service you provide? Please explain.

7. Will the proposed project create a substantial increase in demand for staff, facilities, equipment, or other fire-related services that will pose serious health and safety risks by substantially increasing emergency response times?

8. What measures for mitigating project impacts can you recommend that might be incorporated into the project? Will these measures reduce the project's impact on the provision of services? Will the Authority continue to provide service at levels that meet the LACoFD goals and objectives?

9. Please provide any additional comments or questions you would like to see addressed in the environmental analysis for this project.

Prepared by: _____

Title: _____

Date: _____

Phone: _____

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

July 14, 2004

Ms. Erin Fickes
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Dear Ms. Fickes:

QUESTIONNAIRE FOR THE PROPOSED CONSTRUCTION OF THE MELROSE TRIANGLE PROJECT, "WEST HOLLYWOOD" -- (EIR #2022/2004)

The Questionnaire for the proposed Melrose Triangle Project has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

The fire station data appearing in the questionnaire are correct with respect to staffing. Station 7 is approximately 0.55 miles from the center of the project, with an estimated response time of 3.3 minutes. It has a 4-person paramedic engine and a 2-person paramedic squad. Station 8 is approximately 2.05 miles (about 8 minutes) distant. It has a light force consisting of a 3-person engine and a 4-person truck responding as a unit, plus a 4-person engine and a 2-person paramedic squad. There are no plans to expand service in the city of West Hollywood.

The nationally recognized response time goals in urban areas are 5 minutes for a basic life support (engine company) response and 8 minutes for an advanced life support (paramedic) response.

The proposed text reflects a basic misunderstanding of the nature of our aid agreements with other fire protection agencies. *Mutual* aid is provided only upon request. It can be subject to cost reimbursement and is contingent on the availability of resources. It is usually invoked only under exceptional circumstances. *Automatic* aid provides for the routine exchange of services across jurisdictional boundaries under pre-defined conditions. It is reciprocal and balanced in nature but limited in scope. The automatic aid agreement between the Los Angeles County Fire Department (LACoFD), not the City of West Hollywood, and the City of Los Angeles provides for the dispatch of one City engine to a 1st-alarm structure fire in the project area and one additional City light force to a 2nd- and a 3rd-alarm. The automatic aid agreement between the LACoFD and the City of Beverly Hills does not involve the project area. Therefore, it would be inappropriate and misleading to include City of Beverly Hills fire stations in the discussion of fire protection services available for this project.

The Fire Department tracks the net square footage of building space to be added by new development, i.e., new construction minus demolition. The description of the project site does not indicate whether it is currently vacant or occupied by structures proposed for demolition. Consequently, it is not possible to determine the project's net addition to the building stock.

Due to the fact that the information available on this project at the present time is limited, we are not able to respond completely as to how this project will affect our Department. We would like to reserve the right to respond further at a future date when more information is available.

LAND DEVELOPMENT UNIT – GENERAL REQUIREMENTS:

The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The Department may condition future development to provide additional means of access.

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

Fire access roads shall have an unobstructed vertical clearance clear-to-sky with the exception of protected tree species. Protected tree species overhanging fire access roads shall be maintained to provide a vertical clearance of 13 feet, 6 inches.

When involved with a subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.

Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

COMMERCIAL – HIGH-DENSITY RESIDENTIAL:

The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

3. Additional hydrants will be required if hydrant spacing exceeds specified distances.

Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28 feet width does not allow for parking, and shall be designated as a "Fire Lane," and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.

1. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.

2. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

LIMITED ACCESS DEVICES (GATES ETC.):

All access devices and gates shall meet the following requirements:

1. Any single-gated opening used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.

2. Any divided gate opening (when each gate is used for a single direction of travel - i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.

3. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.

4. All limited access devices shall be of a type approved by the Fire Department.

5. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.

TRAFFIC CALMING MEASURES:

All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation. Should any questions arise regarding design and construction, and/or water and access, please contact Inspector Marvin Dorsey at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. These issues should be fully addressed in the Final Environmental Impact Report.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:sc

Los Angeles Unified School District
Facilities Services Division

OFFICE OF THE SUPERINTENDENT **FACILITIES SERVICES DIVISION**

DATE: April 10, 2012

TO: LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614
Attn: Erin Fickes

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: ***MELROSE TRIANGLE PROJECT RFI,*** *located on 9040-9098 Santa Monica Boulevard, 603-633 Almont Drive, and 9001-9021 Melrose Avenue, West Hollywood, CA 90069.*

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools that may be impacted by the development project(s) in question. This report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note that the data in this report *already take into account* portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools. **Enrollment and capacity data are updated annually and become available after December 1 of each year.**

Additional information can be found in LAUSD's 2011 "Strategic Execution Plan" at www.laschools.org/sep/, on LAUSD's Facilities main webpage at www.laschools.org/, or on LAUSD's general website, at www.lausd.net.

The school fee justification study is updated annually. Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 for more information regarding fees and student generation rates.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Attendance area boundary descriptions for existing schools identified as serving the proposed project.

Sincerely,

Rena Perez, Director

Los Angeles Unified School District - Facilities Services Division:
333 S. Beaudry Ave., 23rd Floor, Los Angeles, CA 90017
Telephone (213) 241-8044 • Fax (213) 241-2076

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Melrose triangle Project RFI, located on 9040-9098 Santa Monica Boulevard, 603-633 Almont Drive and 9001-9021 Melrose Avenue, West Hollywood, CA 90069.

SCHOOL YEAR: 2011-2012

(Current and projected enrollments/capacities reflect data from School Year (SY) 2011-2012. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
7649	WEST HOLLYWOOD EL	1 TRK	396	107	362	289	**No**	231	148	83	**No**
8038	BANCROFT MS	1 TRK	1542	856	1001	686	**No**	1481	833	648	**No**
8621	FAIRFAX SH	1 TRK	2662	2501	2447	161	**No**	2393	2434	(41)	**Yes**

Schools Planned to Relieve Known Overcrowding

	NONE

DISCLAIMER: CURRENT AND PROJECTED DATA ARE UPDATED ANNUALLY AND BECOME AVAILABLE AFTER DECEMBER 1ST OF EACH CALENDAR YEAR.

NOTES:

[1] School's ID code.

[2] School's name

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Does not include capacity used by charter co-locations. Includes magnet students.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including magnet students.

[7] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school or service area. The school or area is currently overcrowded if any of these conditions exist:
-A school is currently on a multi-track calendar.
-There is currently a seating shortage.
-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.

[9] The capacity the school will have after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar without QEIA class-size reduction. Includes capacity currently used by charter co-locations. Includes magnet students.

[10] Projected 4-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[11] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-A school remains on a multi-track calendar.
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

[13] The anticipated capacity of new schools planned for the area. While these new seats will help offset projected overcrowding at the existing schools listed in this report, there may be other overcrowded schools not listed here that are also targeted to be relieved by these new schools. Therefore, it should not be assumed that these planned school capacities will be allocated solely towards offsetting overcrowding at the existing schools listed here.

* Independent Charter: Capacity and enrollment information is not reported for some independent charters.

** Current capacity shown for QEIA (Quality Education Investment Act) schools includes class-size reduction due to QEIA. Does not include capacity used by charter co-locations. Projected capacity does not include class-size reduction due to QEIA

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 7649

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR WEST HOLLYWOOD SCHOOL EFFECTIVE SEPTEMBER 1, 1982 (UPDATED 7-1-2005).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on September 1, 1982. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 6)

AREA I

CRESCENT DRIVE (BOTH SIDES EXCLUDED) EXTENDED EASTERLY FROM THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY TO THE INTERSECTION OF CRESCENT DRIVE AND SUNSET PLAZA DRIVE * SUNSET PLAZA DRIVE (BOTH SIDES EXCLUDED) TO AND EXCLUDING 1972 AND 1973 SUNSET PLAZA DRIVE * A LINE SOUTHERLY BETWEEN RISING GLEN ROAD AND EVANVIEW DRIVE * STEBBINS TERRACE (BOTH SIDES) TO THE INTERSECTION OF STEBBINS TERRACE AND SUNSET PLAZA DRIVE * BELFAST DRIVE (BOTH SIDES) * LONDONDERRY PLACE * SUNSET BOULEVARD * OLIVE DRIVE * SANTA MONICA BOULEVARD * SAN VICENTE BOULEVARD (BOTH SIDES) * MELROSE AVENUE * ROBERTSON BOULEVARD * BEVERLY BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

AREA II

MULHOLLAND DRIVE * A LINE FROM AND INCLUDING 8600 MULHOLLAND DRIVE EAST OF BRIARCREST LANE, BRIARCREST ROAD, ALTO CEDRO DRIVE AND MEREDITH PLACE TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY INCLUDING COLDWATER CANYON DRIVE AND ITS TRIBUTARY STREETS (BOTH SIDES) TO AND EXCLUDING 12500 MULHOLLAND DRIVE.

OPTIONAL: WEST HOLLYWOOD AND ROSEWOOD AVENUE SCHOOLS

(GRADES K – 5)

BEVERLY BOULEVARD * SAN VICENTE BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 633-7606.

APPROVED: JAMES A. McCONNELL, JR., Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:

School	Master Planning and Demographics
Pupil Statistics	School Traffic and Safety Education Section
Transportation Branch	Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8038

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR HUBERT HOWE BANCROFT MIDDLE SCHOOL EFFECTIVE JULY 1, 2009 (UPDATED 7-1-2010).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2009. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

AREA I

MULHOLLAND DRIVE * LAUREL CANYON BOULEVARD (BOTH SIDES EXCLUDED, INCLUDING LAUREL CANYON PLACE, AMOR ROAD, CORNETT DRIVE, AND ELRITA DRIVE) TO THE INTERSECTION OF ELRITA DRIVE AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO WILLOW GLEN ROAD * A LINE EASTERLY AND NORTHERLY FROM LAUREL CANYON BOULEVARD AT WILLOW GLEN ROAD (EXCLUDING WILLOW GLEN ROAD, THAMES STREET, AND LEICESTER DRIVE) TO WALK THROUGH BETWEEN WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * A LINE SOUTHERLY FROM WALK THROUGH AT WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE INCLUDING JOVENITA CANYON DRIVE, TO AND INCLUDING 8101 LAURELMONT DRIVE * A LINE SOUTHEASTERLY FROM AND INCLUDING 8100 LAURELMONT DRIVE, EAST OF LAUREL CANYON BOULEVARD AND ITS TRIBUTARY STREETS, TO THE INTERSECTION OF LAUREL CANYON BOULEVARD AND HONEY DRIVE * LAUREL CANYON BOULEVARD * A LINE SOUTHWESTERLY FROM THE INTERSECTION OF LAUREL CANYON BOULEVARD AND GOULD AVENUE, EXCLUDING CRESCENT HEIGHTS BOULEVARD, TO THE INTERSECTION OF YUCCA TRAIL AND GRAND VIEW DRIVE * GRAND VIEW DRIVE (BOTH SIDES) * MAGNOLIA DRIVE (BOTH SIDES) * COLE CREST DRIVE (BOTH SIDES) * McLEOD DRIVE (BOTH SIDES EXCLUDED) * SUNSET PLAZA DRIVE (BOTH SIDES) * CRESCENT DRIVE (BOTH SIDES) EXTENDED WESTERLY TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY, EAST OF MEREDITH PLACE, ALTO CEDRO DRIVE, BRIARCREST ROAD, AND BRIARCREST LANE TO AND EXCLUDING 8600 MULHOLLAND DRIVE.

AREA II

MELROSE AVENUE * BEACHWOOD DRIVE * BEVERLY BOULEVARD * ROSSMORE AVENUE * ROSEWOOD AVENUE AND EXTENSION * OAKWOOD AVENUE AND EXTENSION * HIGHLAND AVENUE.

(OVER)

(GRADES 7 - 8)

CRESCENT DRIVE (BOTH SIDES EXCLUDED) EXTENDED EASTERLY FROM THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY TO THE INTERSECTION OF CRESCENT DRIVE AND SUNSET PLAZA DRIVE * SUNSET PLAZA DRIVE (BOTH SIDES EXCLUDED) TO McLEOD DRIVE * McLEOD DRIVE (BOTH SIDES) * COLE CREST DRIVE (BOTH SIDES EXCLUDED) * MAGNOLIA DRIVE (BOTH SIDES EXCLUDED) * GRAND VIEW DRIVE AND EXTENSION (BOTH SIDES EXCLUDED) TO THE INTERSECTION OF GOULD AVENUE AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO HONEY DRIVE * A LINE NORTHERLY, EAST OF LAUREL CANYON BOULEVARD AND ITS TRIBUTARY STREETS, THROUGH AND EXCLUDING 8100 AND 8101 LAURELMONT DRIVE * A LINE NORTHERLY AND EASTERLY EXCLUDING BOTH SIDES OF LAUREL CANYON BOULEVARD AND JOVENITA CANYON DRIVE TO WALK THROUGH BETWEEN WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * WOODSTOCK ROAD (BOTH SIDES EXCLUDED) TO THE INTERSECTION OF WOODSTOCK ROAD AND WILLOW GLEN ROAD * A LINE NORTHERLY, EXCLUDING BOTH SIDES OF WOODSTOCK ROAD, ADA STREET, AND CARDWELL PLACE, THROUGH AND EXCLUDING 7800 AND 7801 WOODROW WILSON DRIVE * A LINE EASTERLY INCLUDING BOTH SIDES OF WOODROW WILSON DRIVE AND ITS CONTRIBUTING STREETS * NICHOLS CANYON ROAD (BOTH SIDES) * A LINE WESTERLY THROUGH AND INCLUDING 3050 AND 3051 CHANDELLE ROAD AND NORTH OF BRIAR SUMMIT DRIVE TO AND INCLUDING 7950 MULHOLLAND DRIVE * MULHOLLAND DRIVE * A LINE FROM MULHOLLAND DRIVE AT FLOYE DRIVE TO CAHUENGA BOULEVARD AT FREDONIA DRIVE, INCLUDING BOTH SIDES OF MULTIVIEW DRIVE * A LINE FROM CAHUENGA BOULEVARD AT FREDONIA DRIVE TO THE LOS ANGELES RIVER AT TERMINUS OF FORMAN AVENUE * LOS ANGELES RIVER * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY TO TERMINUS OF CALIFORNIA STREET * A LINE SOUTHERLY THROUGH THE HOLLYWOOD RESERVOIR TO HOLLYWOOD FREEWAY AT VINE STREET * HOLLYWOOD FREEWAY * CAHUENGA BOULEVARD * HOLLYWOOD BOULEVARD * VINE STREET * SANTA MONICA BOULEVARD * GOWER STREET * MELROSE AVENUE * HIGHLAND AVENUE * OAKWOOD AVENUE * LA BREA AVENUE * SANTA MONICA BOULEVARD * ORANGE GROVE AVENUE * FOUNTAIN AVENUE * HAVENHURST DRIVE * SUNSET BOULEVARD * OLIVE DRIVE * SANTA MONICA BOULEVARD * SWEETZER AVENUE * WARING AVENUE * HARPER AVENUE * MELROSE AVENUE * CRESCENT HEIGHTS BOULEVARD * OAKWOOD AVENUE * ORLANDO AVENUE * ROSEWOOD AVENUE * LA CIENEGA BOULEVARD * MELROSE AVENUE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

(GRADE 8)

SUNSET BOULEVARD * HAVENHURST DRIVE * FOUNTAIN AVENUE * ORANGE GROVE AVENUE * SANTA MONICA BOULEVARD * LA BREA AVENUE * OAKWOOD AVENUE * SIERRA BONITA AVENUE * BEVERLY BOULEVARD * CRESCENT HEIGHTS BOULEVARD * MELROSE AVENUE * HARPER AVENUE * WARING AVENUE * SWEETZER AVENUE * SANTA MONICA BOULEVARD * OLIVE DRIVE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities **S**ervices **D**ivision

LOC. CODE: 8621

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR FAIRFAX HIGH SCHOOL EFFECTIVE JULY 1, 2009.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 2007 (updated 7-1-2008).

This is an official copy for your file.

(GRADES 9 – 12)

SUNSET BOULEVARD * FULLER AVENUE * FOUNTAIN AVENUE * GREENACRE AVENUE * SANTA MONICA BOULEVARD * VAN NESS AVENUE * MELROSE AVENUE * KINGSLEY DRIVE * BEVERLY BOULEVARD * WESTERN AVENUE * FIRST STREET * GRAMERCY PLACE SECOND STREET * GRAMERCY PLACE * FIFTH STREET * IRVING BOULEVARD * WILSHIRE BOULEVARD * LA BREA AVENUE * REDONDO BOULEVARD * 21ST STREET * DUNSMUIR AVENUE * WASHINGTON BOULEVARD * HAUSER BOULEVARD * VENICE BOULEVARD * AIRDROME STREET * FAIRFAX AVENUE * WHITWORTH DRIVE * PICO BOULEVARD * BEDFORD STREET * LA CIENEGA BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: FAIRFAX AND HOLLYWOOD SENIOR HIGH SCHOOLS

MULHOLLAND DRIVE * LAUREL CANYON BOULEVARD (BOTH SIDES EXCLUDED, INCLUDING LAUREL CANYON PLACE, AMOR ROAD, CORNETT DRIVE, AND ELRITA DRIVE) TO THE INTERSECTION OF ELRITA DRIVE AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO WILLOW GLEN ROAD * A LINE EASTERLY AND NORTHERLY FROM LAUREL CANYON BOULEVARD AT WILLOW GLEN ROAD (EXCLUDING WILLOW GLEN ROAD, THAMES STREET, AND LEICESTER DRIVE) TO THE INTERSECTION OF WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * WOODSTOCK ROAD (BOTH SIDES EXCLUDED) TO THE INTERSECTION OF WOODSTOCK ROAD AND WILLOW GLEN ROAD * A LINE NORTHERLY, EXCLUDING BOTH SIDES OF WOODSTOCK ROAD, ADA STREET, AND CARDWELL PLACE, TO AND EXCLUDING 7800 AND 7801 WOODROW WILSON DRIVE * A LINE EASTERLY INCLUDING BOTH SIDES OF WOODROW WILSON DRIVE AND ITS CONTRIBUTING STREETS * NICHOLS CANYON ROAD (BOTH SIDES) * A LINE WESTERLY THROUGH AND INCLUDING 3050 AND 3051 CHANDELLE ROAD AND NORTH OF BRIAR SUMMIT DRIVE TO AND INCLUDING 7950 MULHOLLAND DRIVE * MULHOLLAND DRIVE * RUNYON CANYON ROAD * VISTA STREET * HAWTHORN AVENUE * VISTA STREET * SUNSET BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY EAST OF MEREDITH PLACE, ALTO CEDRO DRIVE, BRIARCREST ROAD AND BRIARCREST LANE TO AND EXCLUDING 8600 MULHOLLAND DRIVE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
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Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

OEHS

Office of Environmental Health and Safety
333 South Beaudry Avenue, 20th Floor
Los Angeles, CA 90017
(213) 241-3199

Fax (213) 241-6816

To:	Ms. Erin Fickes	**From:**	Ray Dippel
Fax:	(949) 553-8076	**Pages:**	3 including this one
Phone:		**Date:**	August 11, 2004
Re:	MELROSE TRIANGLE PROJECT	**CC:**	

Comments: The attached information has been prepared by LAUSD's Master Planning & Demographics Department.

Page 1 of 3

ROY ROMER
Superintendent of Schools

ANGELO BELLOMO
Director, Office of Environmental Health and Safety

Environmental Review File
Demographic Study

August 11, 2004

Ms. Erin Fickes
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

SUBJECT: MELROSE TRIANGLE PROJECT, CITY OF WEST HOLLYWOOD

Dear Ms. Fickes:

Enclosed is the demographic information per your request of July 15, 2004.

Should you need additional information please call me at (213) 241-3923.

Sincerely,

Raymond E. Dippel
Assistant Environmental Planning Specialist

RD:rd
Attachment

Page 2 of 3

pay 3g 3

03 Aug 2004

INFORMATION REQUEST FOR AN ENVIRONMENTAL IMPACT REPORT

ICB6182

SCHOOL NAME	CONFIG	EST * OPCAP	YRS?	SCHOOL CAPPED	OCT 03 ENROLL	03.. R2 ENR	MAG... AUTH	03 FSLL EXCHANGE	2004 R2 PROJ	2005 R2 PROJ	2006 R2 PROJ	2007 R2 PROJ	2008 R2 PROJ
WEST ROCKINGHAM EL	K- 5	366	NC	NO	278	41	C	278	42	47	53	52	54
	6- 8	1742	NO	NO	1035	1085	460	1458	1034	1023	1375	1091	1087
BANCROFT MS													
FAIRGLY SH	9-12	3600	NO	NO	2553	2763	358	2949	2855	2909	2905	2938	2942

[404] 3 items listed out of 3 items.

* ESTIMATED OPCAP INCLUDING MAGNET AUTHORIZATION

LSA

LSA ASSOCIATES, INC.

TELEPHONE CONVERSATION RECORD

Date: 9/12/07 Staff: Erin Razban

Project Number: CWH430 Project Name: Melrose Triangle

Subject: Public Services and Utilities – School Enrollment

Contact:

Name: Shane Cherry

Title: Environmental Health Specialist with the Office of Health and Safety

Organization: Los Angeles Unified School District

Phone Number: (213) 241-3199

Notes:

According to Shane it is difficult to project the number of students entering into an elementary school because there is no feeder school (such as a Middle School feeding into a High School). However, he was able to release the past enrollment numbers at West Hollywood Elementary School
Past enrollments are as follows:

2002-2003	255 students
2003-2004	278 students
2004-2005	270 students
2005-2006	325 students
2006-2007	288 students

Shane suggested that I contact West Hollywood Elementary School to get their current enrollment for 2007-2008 year.

LSA

LSA ASSOCIATES, INC.

TELEPHONE CONVERSATION RECORD

Date: 9/12/07 Staff: Erin Razban

Project Number: CWH430 Project Name: Melrose Triangle

Subject: Public Services and Utilities – School Enrollment

Contact:

Name: Juan Arias

Title: Office Assistant

Organization: West Hollywood Elementary

Phone Number: 310-274-5313

Notes:

The current enrollment for 2007-2008 school year is 300 students at West Hollywood Elementary School.

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Margaret Donnellan Todd
County Librarian

March 7, 2012

Amy Walters
Assistant Environmental Planner
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Dear Ms. Walters:

MELROSE TRIANGLE PROJECT

Attached is the revised EIR questionnaire for the proposed Melrose Triangle Project.

If you have any questions, or need additional information, please feel free to call Mosie Blow at (562) 940-8455.

Sincerely,

Yolanda De Ramus
Acting Chief Deputy

YD:mb
G:\STAFFSERVICES\DEVELOPER FEE\EIR\Melrose Triangle Project Cover Letter.doc

Attachment

c: Beth Wilson, Library Administrator, Public Services

COUNTY OF LOS ANGELES PUBLIC LIBRARY

REVISED RESPONSE SHEET
MELROSE TRIANGLE PROJECT EIR QUESTIONNAIRE

1. **Please evaluate the following statement and indicate any changes that should be made in the space below.**

   The West Hollywood Library is the nearest library to the project site. Operated by the County of Los Angeles Public Library (Public Library), the West Hollywood Library is a 33,150 square-foot building. The Public Library determines the adequacy of library service according to a ratio of the resident population to the total floor area and to the collection size using the standards of 0.5 square feet of library space per capita, 2.75 items per capita and 1.0 public access computer per 1,000 people served. The population of West Hollywood is estimated as 35,828 (2000 U.S. Census).

2. **Will the project create a further need to expand existing and planned library facilities or staff, construct a new facility, or otherwise adversely impact the types of services you provide? Please note that the proposed project would contain 76 dwelling units. The estimated population would be 276, assuming 3.63 persons per household (3.63 x 76 units).**

   The County Library's current service level guidelines for planning purposes are a minimum of 0.50 gross square foot of library facility space per capita, 2.75 items (books and other library materials) per capita, and 1.0 public access computer per 1,000 people served. Based on its service area population of 35,828 (2000 U.S. Census), the population increase that would result from the 76 dwelling units in the proposed project would not create a further need to expand the existing West Hollywood Library or purchase additional computers. However, the West Hollywood Library does not currently meet the service level guidelines for items (books and other library materials) when providing library service to the residents it serves.

3. **Based on the information provided above, will the proposed project adversely affect library services near the project area? If yes, can you recommend any measures for mitigating project impacts that might be incorporated into the project?**

   New housing developments, such as the proposed project, adversely affect the ability of libraries to adequately provide service to its existing service area population. While indeterminable, the commercial component of the proposed project may also create additional demand for library services. People who work, but do not live, in the Project site are likely to use local library services during their time at work or while commuting to and from work.

COUNTY OF LOS ANGELES PUBLIC LIBRARY

REVISED RESPONSE SHEET
MELROSE TRIANGLE PROJECT EIR QUESTIONNAIRE

On October 27, 1998, the Board of Supervisors approved a Library Facilities Mitigation Fee (Developer Fee) which established a fee structure to mitigate the impact of new residential developments in the unincorporated areas on existing library facilities. Developers who build in the Los Angeles County unincorporated areas are required to pay a library facilities mitigation fee for each new residential unit.

The Melrose Triangle Project is located within the City of West Hollywood. Currently, the Public Library does not have a mechanism to mitigate the impact of new population on its library services within the City.

4. **Please provide any additional information, including tables and maps that may be helpful in preparing an environmental assessment of the proposed project with relation to library services. Please provide any additional comments or questions you would like to see addressed in the environmental assessment for the project.**

   Since the Public Library does not currently have a mechanism to mitigate the impact of the proposed population increase of 276 persons on the West Hollywood Library as a result of proposed Melrose Triangle Project, the Public Library would like the environmental assessment to recommend an alternative mitigating measure.

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County of Los Angeles Public Library
7400 East Imperial Hwy., P.O. Box 7011, Downey, CA 90241-7011
(562) 940-8461, TELEFAX (562) 803-3032

Library

MARGARET DONNELLAN TODD
COUNTY LIBRARIAN

page 143

July 6, 2004

Erin Fickes
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

MELROSE TRIANGLE PROJECT

Dear Ms. Fickes:

Attached is the completed EIR questionnaire for the proposed Melrose Triangle Project.

If you have any questions, or need additional information, please feel free to call Malaisha Hughes at (562) 940-8455.

Sincerely,

Malou Rubio
Head, Staff Services

MR:MH
U:\STAFFSERVICES\DEVELOPER FEE\EIR\MTP Cover Letter.doc

Attachment

c: David Flint, Assistant Director, Finance & Planning, Public Library
Malaisha Hughes, Public Library

LSA
LSA ASSOCIATES, INC

JUL 07 2004

RECEIVED
IRVINE

COUNTY OF LOS ANGELES PUBLIC LIBRARY

RESPONSE SHEET
MELROSE TRIANGLE PROJECT EIR QUESTIONNAIRE

1. **Please evaluate the following statement and indicate any changes that should be made in the space below.**

   The West Hollywood Library is the nearest library to the project site. Operated by the County of Los Angeles ~~County~~ Public Library (Public Library) ~~System~~, the West Hollywood Library is a 5,170 square-foot building. The ~~Los Angeles County~~ Public Library determines the adequacy of library service according to a ratio of the resident population to the ~~between~~ total floor area and ~~resident population~~ to the collection size using the standards of 0.5 square feet of library space per capita and 2.75 items per capita. The population of West Hollywood is estimated as 35,716 (according to the 2000 U.S. Census). Under this criterion, the West Hollywood Library would need approximately 17,858 square feet of floor area, and the existing ~~5,710~~ 5,170-square-foot library would be considered overutilized.

   Overall services and physical capacity at the West Hollywood Library are currently deemed inadequate by the City. To address the shortfall in library space, the City of West Hollywood has applied for funding for the construction of a new library under the California Bond Act of 2000. The total proposed library facility would contain approximately 42,000 square feet, with 32,000 square feet specifically dedicated to library services.

2. **Will the project create a further need to expand existing and planned library facilities or staff, construct a new facility, or otherwise adversely impact the types of services you provide? Please note that the proposed project would contain 191 dwelling units. The estimated population would be 327, assuming 1.71 persons per household (1.71 x 191 units).**

   Demand for library services is typically determined based on the size of the resident population. Increase in population results in a need for additional facility space and library items. Using the Public Library's Service Level Guidelines, the proposed Melrose Project would generate a need for approximately 164 (327 x 0.5) square feet of facility space and approximately 900 (327 x 2.75) books and other materials. Currently, the Public Library does not have plans to construct a replacement facility for the West Hollywood Library or expand the existing library.

3. **Based on the information provided above, will the proposed project adversely affect library services near the project area? If yes, can you recommend any measures for mitigating project impacts that might be incorporated into the project?**

   New housing developments, such as the proposed project, adversely affect the ability of libraries to adequately provide service to its existing service area population.

RESPONSE SHEET
MELROSE TRIANGLE PROJECT EIR QUESTIONNAIRE

On October 27, 1998, the Board of Supervisors approved a Library Facilities Mitigation Fee (Developer Fee) which established a fee structure to mitigate the impact of new residential developments in the unincorporated areas on existing library facilities. Developers who build in the Los Angeles County unincorporated areas are required to pay a library facilities mitigation fee for each new residential unit.

The Melrose Triangle Project is located within the City of West Hollywood. Currently, the Public Library does not have a mechanism to mitigate the impact of new population on its library services within the City.

4. **Please provide any additional information, including tables and maps that may be helpful in preparing an environmental assessment of the proposed project with relation to library services. Please provide any additional comments or questions you would like to see addressed in the environmental assessment for the project.**

Since the Public Library does not currently have a mechanism to mitigate the impact of the estimated population increase of 327 persons on the West Hollywood Library as a result of proposed Melrose Triangle Project, the Public Library would like the environmental assessment to recommend an alternative mitigating measure.

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SOUTHERN CALIFORNIA EDISON®
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July 21, 2004

Ms Erin Fickes
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Subject: Melrose Triangle Project, West Hollywood

Dear Ms Fickes:

We have been requested to advise you that the Southern California Edison Company stands ready to install electrical distribution facilities within the subdivision known as the **Melrose Triangle Project** in the County of Los Angeles, State of California, in accordance with the then applicable tariff schedules which are the effective rates and rules of the Southern California Edison Company on file with and approved by the California Public Utilities Commission and subject to receipt of such permits or other authorization from public agencies as may be required for such installation.

Also, rules hereinafter referred to in this letter include such changes, modifications, and amendments which the Public Utilities Commission may from time to time direct in the exercise of its jurisdiction.

Should a shortage of energy and/or generating capacity ever occur, the Utility will apportion its available supply of electricity among its customers as set forth in Rule No. 14, Shortage of Supply and Interruption of Delivery.

When requested by the developer, underground facilities within the tract or parcel require advances under provision set forth in Rule No. 15.

Requirements for advances from the developer for underground lines to reach the subdivision are set forth in Rule No. 15. An underground service lateral from the installed underground distribution system within the development to individual parcels will be in accordance with Rule No. 16.

Should an individual applicant require service to his parcel prior to the installation of an underground distribution system to and within the development, as may be

1721 22nd St.
Santa Monica, CA 90404

SOUTHERN CALIFORNIA
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Installed at the expense of a developer, or within a development for which the developer has undertaken no obligation for the installation of an underground Distribution system, an advance will be required from the individual as set for in Rule No. 15.

Should you have any questions, please do not hesitate to call me at (310) 315-3214.

Sincerely

Marcus Bland
Customer Service Planner

1721 22nd St.
Santa Monica, CA 90404

761551N25A - SH-AD-32A (2/72)

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

A Tradition of Service

DATE: February 27, 2012

OFFICE CORRESPONDENCE FILE NO.

FROM: KELLEY S. FRASER, CAPTAIN
WEST HOLLYWOOD STATION

TO: GARY TSE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: ENVIRONMENTAL IMPACT REPORT (E.I.R.), MELROSE TRIANGLE PROJECT

The purpose of this memorandum is to revise our previously tendered memorandum concerning possible environmental impacts (public services, traffic and noise) in relation to a proposed commercial/residential development. The project site is comprised of a triangular block bounded by Santa Monica Boulevard, Melrose Avenue and Almont Drive. Project addresses are 9040-9098 Santa Monica Boulevard, 9001-9021 Melrose Avenue and 603-629 Almont Drive. The shape of the project is formed by the merging of Melrose Avenue into Santa Monica Boulevard at the west terminus of Melrose Avenue. Doheny Drive serves as the boundary between the cities of Beverly Hills and West Hollywood and is located at the west end of the project site. The city of Beverly Hills is located west of Doheny Drive.

Based upon recent discussions with West Hollywood city planning staff, traffic engineers and management personnel, it appears that this project would not place an additional burden upon Sheriff's personnel and resources. After reviewing the City's already completed roadway alignment, engineering and traffic pattern mitigation efforts, I believe the additional traffic volume generated by approximately 90 residents would be nominal. The projected project would be mostly self-contained, have adequate parking for residents, patrons, and visitors and would not adversely affect the traffic pattern in the surrounding streets.

I would also estimate that any projected police resources necessary to respond to additional calls-for-service would be nominal. West Hollywood Sheriff's Station currently has adequate personnel and resources available to manage any additional calls-for-service generated by the projected project residents. We are prepared to monitor calls-for-service and activities generated by the project and if at some future date additional assets or resources are deemed to be necessary, the City has promised to respond by increasing contractual service levels.

The remaining pages of this EIR answers questions posed in the response sheets. The responses to questions 5 and 6 have been modified to reflect our revised assessment of the potential impact of the proposed project.

ENVIRONMENTAL IMPACT REPORT

1. *Please indicate the location of the police stations(s) that would serve the Project area.*

   a. The City of West Hollywood contracts with the Los Angeles County Sheriff's Department for police services. The West Hollywood Station, located at 780 North San Vicente Boulevard, provides services for the City of West Hollywood, and unincorporated Universal City.

2. *What is the geographical area and total population that is served by the station?*

   a. The City of West Hollywood is approximately 1.9 square miles in size and has a diverse demographic population. The total residential population is just over 37,000, however, the nighttime population swells to between 80,000and 100,000 with a high of over 500,000 during major events such as Halloween or the Gay and Lesbian Pride Parade.

3. *How many law enforcement officers and patrol cars presently serve the project area vicinity?*

   a. The current station complement consists of 129 sworn personnel, with only 52 assigned to patrol duties.

4. *What is the approximate response time to the Project site? Please breakdown response time into categories (e.g., emergency, non-emergency, etc.) as available.*

   a. Response times are currently within established norms for routine, priority and emergency calls.

5. *Do you anticipate any significant impact from the Project on current service around the Project area, such as increasing service calls or the need for additional manpower and patrol vehicles. Please provide generation factors if it is determined that additional manpower or patrol cars are required.*

   a. A recent review with regards to the proposed project suggests that an increase of approximately 90 residents would not result in an increased demand for police services due to the project's residential population and would not result in increased traffic congestion.

6. *Do you anticipate that the Project implementation would result in the need for physical additions to your agency (i.e., construction of a new police station)?*

West Hollywood Station currently has adequate personnel and resources available to manage any additional calls for service generated by the projected project residents.

Prepared for: LSA Associates Inc.
20 Executive Park, Suite 200
Irvine, CA. 92614-4731

Re: Melrose Triangle Project

Prepared by: James Farrell
Title: Sergeant
Date: February 27, 2012
Phone: (310) 855-8850

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

Leroy D. Baca, Sheriff

March 7, 2012

David DeGrazia, Senior Planner
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, California 90069

Dear Mr. DeGrazia:

REVIEW COMMENTS
NOTICE OF PREPARATION
MELROSE TRIANGLE PROJECT
(SCH NO. 2004081014)

The Los Angeles County Sheriff's Department (Department) submits the following review comments on the Notice of Preparation (NOP), dated February 1, 2012, for the Melrose Triangle Project (Project). The proposed Project is located at 9040-9098 Santa Monica Boulevard, 603-629 Almont Drive, and 9001-9021 Melrose Avenue, in the City of West Hollywood (City). The proposed Project is the demolition of existing structures on site and the construction of a mixed-use development consisting of 76 residential units and 82,021 square feet of retail, showroom, gallery, and restaurant space.

The NOP for the proposed Project was reviewed by the Department's West Hollywood Station (see the attached correspondence, dated February 27, 2012, from Captain Kelley S. Fraser). The Station also provides responses to a questionnaire received from the City's environmental consultant (LSA Associates) regarding Station resources and Project assessment.

In summary, the proposed Project, as described in the NOP, is not expected to have a significant impact on the Department's resources or the Station's operations. The Department has no other comments to submit at this time, but reserves the right to further address this matter in subsequent reviews of the proposed Project.

Thank you for including the Department in the environmental review process for the proposed Project. Should you have any questions of the Department regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012 and refer to Facilities Planning Bureau Tracking No. 12-010. You may also contact Mr. Miyoshi, via e-mail, at Lhmiyosh@lasd.org.

Sincerely,

LEROY D. BACA, SHERIFF

Gary T.K. Tse, Director
Facilities Planning Bureau

GTKT:LM:lm/mm

Attachment

c: Kelley S. Fraser, Captain, West Hollywood (WHS) Station
James C. Farrell, Sergeant, WHS Station
Lester Miyoshi, Project Manager, Facilities Planning Bureau
Chrono
(EIR-MelroseTriangleProject)

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

A Tradition of Service

DATE: February 27, 2012

OFFICE CORRESPONDENCE FILE NO.

FROM: KELLEY S. FRASER, CAPTAIN
WEST HOLLYWOOD STATION

TO: GARY TSE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: ENVIRONMENTAL IMPACT REPORT (E.I.R.), MELROSE TRIANGLE PROJECT

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Amy Lester CC'Cathe

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   a. A recent review with regards to the proposed project suggests that an increase of approximately 90 residents would not result in an increased demand for police services due to the project's residential population and would not result in increased traffic congestion.

6. *Do you anticipate that the Project implementation would result in the need for physical additions to your agency (i.e., construction of a new police station)?*

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Prepared for:	LSA Associates Inc. 20 Executive Park, Suite 200 Irvine, CA. 92614-4731	Prepared by: Title: Date: Phone:	James Farrell Sergeant February 27, 2012 (310) 855-8850
Re:	Melrose Triangle Project		

LSA

LSA ASSOCIATES, INC.

TELEPHONE CONVERSATION RECORD

Date: March 27, 2012 Staff: Amy Walters

Project Number: CWH1002 Project Name: Melrose Triangle

Subject: Impact to landfills from the proposed project

Contact:

Name: Tommy Ouzoonian

Title: Planning Director

Organization: Athens Services

Phone Number: (888) 336-6100

Notes: I confirmed information with Mr. Ouzoonian from our last contact in 2004. He stated that a net increase of 3,330 pounds per day from the proposed project will not have a significant impact on their services and the ability to serve the proposed project.

March 12, 2012

David DeGrazia, Senior Planner
City of West Hollywood
8300 Santa Monica Blvd
West Hollywood, CA 90029-6219

RE: Notice of Intent to Prepare a Draft Environmental Impact Report - Melrose Triangle Project
9040-9098 Santa Monica Boulevard
603-629 Almont Drive
9001-9021 Melrose Avenue

Dear Mr. DeGrazia:

Included in this letter is a list of issues the City of Beverly Hills would like studied in the draft Environmental Impact Report (EIR) that is to be completed for the Melrose Triangle Project. It is our understanding that the Melrose Triangle Project includes the properties between Santa Monica Boulevard and Melrose Avenue, from Doheny Drive to Almont Drive. This would include the properties addressed: 9040-9098 Santa Monica Boulevard, 603-629 Almont Drive, 9001-9021 Melrose Avenue. The project would involve demolition of all existing structures and the construction of four below ground parking levels and three buildings each with five floors above ground. The project would include retail, restaurant, art gallery/showroom, office, residential, and parking.

Due to the project's close proximity to the City boundary and the projects magnitude, we believe there is a potential that the City of Beverly Hills and its residents could experience negative impacts both during the construction of this project and as a result of operation thereafter. The Notice of Preparation (NOP) states that prior NOPs were circulated for this project in 2004 and again in 2007, and that changes to the project and the adoption of a new general plan require updated analysis for potential Air Quality, Geology and Soils, Noise, Traffic, Soils, and Hydrology/Water Quality impacts. This project has a potential to create negative impacts in all categories

under the California Environmental Quality Act and therefore the City of Beverly Hills requests that, as necessary, all environmental impact analysis be updated and presented in the draft EIR, to include any and all analysis conducted for the following categories of impacts under the California Environmental Quality Act (CEQA):

- Aesthetics
- Air Quality
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Traffic and Circulation
- Utilities and Service Systems

In addition to the above environmental impact analysis, the City of Beverly Hills requests that the following specific issues be studied in the draft EIR:

TRAFFIC

1. Please conduct traffic analyzes for the following intersections located in the City of Beverly Hills but near the project site. This list should be considered as the minimum amount of analysis to conduct to estimate traffic impacts from the project. Based on results in the upcoming draft EIR, the City of Beverly Hills may request additional streets studied. Please conduct the analysis using City of Beverly Hills thresholds and methodology.
   a. The Intersection of Santa Monica and Doheny Dr. (using Beverly Hills criteria)
   b. the intersection of Civic Center-Melrose-Doheny (as a separate intersection)
   c. The intersection of Santa Monica Boulevard and Beverly Boulevard-Palm Dr.
   d. The intersection of Doheny Drive/Elevado Ave (stop controlled)
   e. The intersection of Doheny Drive/Burton Way
   f. The intersection of Doheny Drive/Beverly Boulevard (using Beverly Hills criteria)
   g. The intersection of Doheny Drive/Wilshire Boulevard
   h. The intersection of Carmelita Ave and Doheny Drive (stop controlled)

2. Please analyze the following residential street segments using City of Beverly Hills residential impact thresholds and methodology:
   a. "Civic Center Drive between Oakhurst and Doheny",
   b. "Oakhurst Drive between Beverly Boulevard and Civic Center Drive" and
   c. "Carmelita Ave. between Sierra Drive and Doheny Drive".

3. Please estimate cumulative traffic generated from all projects (approved/pending) within a one mile radius of the project site. The City of Beverly Hills Transportation Division maintains up to date lists of all major projects occurring and pending in the City of Beverly Hills. The Transportation Division can be reached at (310) 285-2556.

4. When studying intersections and street segments in the City of Beverly Hills, including shared intersections and street segments, please use City of Beverly Hills thresholds and methodology for calculating Level of Service. Please contact the City's Transportation Division at (310) 285-2556 for the methodology and thresholds of significant impact criteria.

5. All construction related issues for the proposed project should be studied in detail, and when applicable, mitigation measures should be proposed. This includes, but is not limited to all of the following:

   a. Heavy haul routing,
   b. Frequency,
   c. Truck size,
   d. Hours of operation,
   e. Location of construction ramps and driveways,
   f. Construction parking supply and demand,
   g. Duration of the project and calendar,
   h. Dust control and trucks wheels washing practice,
   i. pavement quality control, and
   j. Any other construction related issues and information that could impact City of Beverly Hills neighborhoods.

6. Please include a focused analysis of the Doheny Drive and North Santa Monica- Melrose Boulevard intersection. Currently traffic delays and congestion are occurring in both jurisdictions at this intersection. The study should explore the possibility of geometric design modifications and/or signal operation adjustments to mitigate the present and any potential future problems.

INFRASTRUCTURE

7. Please consider the following infrastructure issues and upgrading in the project and conduct all necessary environmental analysis regarding:

   a. The existing City of Beverly Hills Cast Iron (CI) waterlines in Almont Drive (10" CI), Melrose Avenue (12" CI) and Santa Monica Boulevard North (6" CI) will need to be replaced with the following: Almont Drive (10" Ductile Iron(DI)), Melrose Avenue (12" DI) and Santa Monica Boulevard North (10" DI)

   b. There is an abandoned 16" steel line in Melrose Avenue.

   c. The City of Beverly Hills owns and operates a Pressure Reducing Valve Station (PRV) at the intersection of Santa Monica Boulevard North and Melrose that will need to be replaced

with new DI piping and Cla-Valves. The new vault must be traffic rated with a hydraulically-operated access hatch.

d. The City of Beverly Hills intends to reconstruct Santa Monica Boulevard North from Doheny Drive to Wilshire Drive beginning in January, 2014 and lasting for at least one year. Please assume that during construction, Santa Monica Boulevard will, at times be unavailable to construction vehicles, and in general will have limited availability during this time period.

e. The City of Beverly Hills is planning to improve the intersection of Santa Monica Boulevard and Doheny Drive. The project should be studied for any potential impacts to the Doheny Drive/ Santa Monica Boulevard intersection gateway in terms of siting, architecture, and any other feature that could result in negative impacts in regards to CEQA. Information on the City of Beverly Hills gateway can be found at: http://www.beverlyhills.org/government/pwtrans/engineering/bid_12_27_gateway_monuments.asp

Thank you for this opportunity to provide input on the environmental review of this project. Please list me as primary contact for the City of Beverly Hills, and please place my name on the project's list of interested parties and to receive copies of all notices issued regarding. Please also provide a copy of any notice of determination that may be filed with respect to the Project, pursuant to the provisions of Public Resources Code Section 21197 (f).

If you have any questions regarding this letter, please feel free to contact me at (310) 285-1127 or by email at pnoonan@beverlyhills.org.

Sincerely,

PETER NOONAN, AICP CEP
Associate Planner, Community Development

cc: Jeff Kolin, City Manager
Susan Healy Keene, AICP, Director of Community Development
Jonathan Lait, AICP, City Planner
David Gustavson, Director of Public Works
Aaron Kunz, AICP, Deputy Director of Public Works - Transportation

PUBLIC WORKS DEPARTMENT
(310) 285-2467
FAX: (310) 278-1838

345 Foothill Road
Beverly Hills, CA 90210-3713

April 12, 2012

Amy Walters, Assistant Environmental Planner
LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614
Phone 949.553.0666

Re: Will Serve Letter for Proposed Melrose Triangle Project.

Dear Ms. Amy Walters:

Please be advised that the Beverly Hills Water Utility has completed review of all City-owned water infrastructures and appurtenances contiguous to the project site. Beverly Hills Water Utility is able to provide water services according to the preliminary information provided under the following conditions:

The proposed project estimates the water demand to be about 46,184 gallons per day.

1. The following infrastructure issues and upgrading in the project must be completed for the City of Beverly Hills Water Utility to supply the estimated flow with adequate pressure:

    a. The existing City of Beverly Hills Cast Iron (CI) waterlines in Almont Drive (10" CI), Melrose Avenue (12" CI) and Santa Monica Boulevard North (6" CI) will need to be replaced with the following: Almont Drive (10" Ductile Iron(DI)), Melrose Avenue (12" DI) and Santa Monica Boulevard North (10" DI)

    b. The City of Beverly Hills owns and operates a Pressure Reducing Valve Station (PRV) at the intersection of Santa Monica Boulevard North and Melrose that will need to be replaced with new DI piping and Cla-Valves. The new vault must be traffic rated with a hydraulically-operated access hatch.

If you have any questions or if I can be of any assistance, please contact me at (310) 285-2495.

Sincerely,

Kevin Watson
Water Operations Manager

Cc:
File
Jeff Kolin, City Manager
Jonathan Lait, AICP, City Planner
David Gustavson, Director of Public Works
Chris Theisen, Assistant Director of Public Works
Anne Garvey-Zaworski, Principal Engineer