

Appendices

Appendix FEIR-1

Draft EIR Comment Letters



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

June 4, 2019

RECEIVED
CITY OF LOS ANGELES
JUN 10 2019
MAJOR PROJECTS
UNIT

Kathleen King
Los Angeles, City of
221 North Figueroa St, Suite 1350
Los Angeles, CA 90012

Subject: Modera Argyle
SCH#: 2017081039

Dear Kathleen King:

The State Clearinghouse submitted the above named EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on 6/3/2019, and the comments from the responding agency (ies) is (are) available on the CEQA database for your retrieval and use. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

Check the CEQA database for submitted comments for use in preparing your final environmental document: <https://ceqanet.opr.ca.gov/2017081039/2> . Should you need more information or clarification of the comments, **we recommend that you contact the commenting agency directly.**

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Resources Agency



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

June 11, 2019

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CITY OF LOS ANGELES

JUN 14 2019

MAJOR PROJECTS
UNIT

Kathleen King
Los Angeles, City of
221 North Figueroa St, Suite 1350
Los Angeles, CA 90012

Subject: Modera Argyle
SCH#: 2017081039

Dear Kathleen King:

The comment (s) on your EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on 6/3/2019. **Please check the CEQA database for these comments:** <https://ceqanet.opr.ca.gov/2017081039/2> because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2017081039) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Resources Agency

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, MS16

LOS ANGELES, CA 90012

PHONE (213) 897-6536

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*Making Conservation
a California Way of Life.*

May 30, 2019

Ms. Kathleen King
Major Projects Section
City of Los Angeles
221 N. Figueroa Street, Room 1350
Los Angeles, CA 90012

RE: Modera Argyle
Vic. LA-101/PM 6.524-7.22
SCH # 2017081039
GTS # LA-2017-02420-DEIR

Dear Ms. King:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes to develop a new mixed-use project on a 1.1-acre site located within the Hollywood community of the City of Los Angeles. The Project includes 276 residential units, up to 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, and up to 412 vehicle parking spaces. Alternatively, up to 27,000 square-foot grocery store could be constructed in lieu of the proposed retail and restaurant uses.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. For future project, you may reference to The Governor's Office of Planning and Research (OPR) for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, future development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

We encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths, and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts is needed. Any mitigation involving transit or Transportation Demand Management (TDM) is encouraged and should be justified to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access.

After reviewing the Draft Environmental Impact Report (DEIR) and Transportation Impact Study (TIS) date in March 2018 for this project, Caltrans has the following comments:

1. On page 8 of TIS, "Caltrans facilities were evaluated according to the requirements of the Caltrans Agreement which identifies a series of screening criteria that, if any are met by the Project, require a more detailed analysis of Caltrans facilities." On Appendix A of the TIS, Memorandum of Understanding, the memo was signed in June 2017 and the Notice of Preparation is prepared on August 18, 2017. However, the agreement between Caltrans and LADOT expired in December 2016. As a reminder, please do not use the agreement for any future TIS. Instead, Caltrans consultation for future methodology, study locations, and significant threshold is recommended.

2. On page 65 of TIS, Table 8 (Trip Generation) stated that the project would generate a net of 2,013 new project daily trips and 170/179 AM/PM peak hour trips. Table 14 (Trip Generation-Supermarket Option) stated that the project would generate a net of 1,971 new project daily trips and 117/192 AM/PM peak hour trips. This TIS identified 108 related projects in the project vicinity including the Hollywood Center Project (previously named Millennium Hollywood Project). As you know, the existing LOS on US-101 is operating at or near capacity. Many of the project's and trips generated by other nearby projects would be traveling on the State facilities once the projects are built. As such, Caltrans anticipates potential significant cumulative traffic impacts on the State facilities. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate potential significant cumulative traffic impacts.
3. On page 71 of TIS, Table 9 Existing with Project Conditions, "LOS based on field observation...the calculated average operating conditions may appear better than is observed." Caltrans cannot verify this statement as neither the referenced date of the observation nor the field data are provided in the TIS.
4. Please provide the data supporting the existing condition description at Location No. 1 Vine Street & Franklin Avenue/US-101 SB Off-ramp and Location No. 2 Argyle Avenue & Franklin Avenue/US-101 NB on-Ramp. For example, Location No. 1, we are not able at this time to concur with the LOS "A" for both AM/PM peak hour in Table 5, page 33 of TIS.
 - a. The Project is expected to add 85 and 118 vehicles per hour (vph) during AM and PM peak periods respectively (Figure 6, page 43 of TIS).
 - b. This off-ramp, with a length of about 1,400 feet, has a 2017 demand of 1,578 vph and 1,143 vph during the 2017 AM/PM peak hours respectively.
 - c. There is one lane at the entrance, 2 lanes at it terminus with Vine St. with a total storage distance of about 2,400 feet equivalent to a capacity of about 85 vehicles. Based on the data, the LOS is lower than LOS "A".
5. On page G-11 of TIS, the segment of US-101 between Western Ave. and Highland Ave. represents one of the congested bottlenecks in Los Angeles County with speeds well below the posted limit of 55 mph for both its north and south directions. The existing condition analysis on the mainline should reflect the existing demand and meet drivers' perception. Therefore, we do not concur with the existing conditions as listed in Table G-4, Existing Operating Conditions Freeway Segment Level of Service Evaluation.

6. For queuing analysis from pages G-19 to G-21, the analysis does not appear to reflect the existing conditions.
 - a. For example, Location No. 1, SB US-101 off-ramp at Vine St./Franklin Ave., the movements allowed are thru and right only with the right-turn movement that has an existing demand of 1,148 vhp vs. the thru movement with 130 vph. When calculating que length from those numbers, the results differ from those reflected in Table G-12.
 - b. As a reminder, Caltrans is concerned that additional traffic exiting the freeway may potentially back into the mainline through lanes if the queue exceeds the storage capacity on the off ramps. A queuing analysis should be performed using HCM methodology. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with a safety factor. The existing queue length should be calculated from the traffic counts, actual signal timing, and the actual percent of truck assignments with an adequate passenger car equivalent factor.
 - c. Signal optimization should be considered as a mitigation measure.
7. From page 79 to page 83, Signal Warrant Analysis, before making a determination on the need of a traffic signal at every studied intersection, the warrant analysis needs to be conducted for all warrant cases including other safety measures, pedestrian, etc., and not just the peak-hour warrant. We note that, based on Table 13 (page 83 of TIS) Signal Warrant Analysis, a signal is needed at Location No. 25, Gower Street & US-101 Southbound Off-ramp/Yucca Street.
8. Storm water run-off is an important issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.
9. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large-size truck trips be limited to off-peak commute periods.

Ms. Kathleen King
May 30, 2019
Page 5

Per phone the conversation with traffic consultant, Gibson Transportation Consulting, Inc. on May 28, 2019, the developer understands Caltrans's traffic concerns and is willing to discuss further and possibly enter into a fair share agreement in the future. We may provide additional comments or concurrence based on any follow-up meetings. If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # 07-LA-2016-02420AL-DEIR.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Acting Director
9211 Oakdale Avenue
Chatsworth, California 91311



Gavin Newsom
Governor

June 4, 2019

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JUN 10 2019

**MAJOR PROJECTS
UNIT**

Kathleen King
Department of City Planning
221 N. Figueroa Street Suite 1350
Los Angeles, CA 90012

NOTICE OF AVAILABILITY OF AN ENVIRONMENTAL DOCUMENT FOR THE MODERA ARGYLE PROJECT (PROJECT)

Dear Ms. King:

The Department of Toxic Substances Control (DTSC) has received the document for the above-mentioned project.

Based on the review of the document, the DTSC comments are as follows:

- 1) The document needs to identify and determine whether current or historic uses at the project site have resulted in any release of hazardous wastes/substances at the project area.
- 2) The document needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the document needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The document should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil exists, the document should identify how any required investigation or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Ms. Kathleen King
June 4, 2019
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation, and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6555 or Pete.Cooke@dtsc.ca.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Pete Cooke', with a long horizontal flourish extending to the right.

Pete Cooke
Site Mitigation and Restoration Program - Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Dave Kereazis
Hazardous Waste Management Program, Permitting Division
CEQA Tracking
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

June 3, 2019

Kathleen King
City of Los Angeles, Department of City Planning
221 N. Figueroa Street Suite 1350
Los Angeles, CA 90012
Sent by Email: Kathleen.king@lacity.org

RE: Modera Argyle – Comments on Draft Environmental Impact Report
Case No. ENV-2016-3743-EIR

Dear Ms. King:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Modera Argyle (Project) located at 1546 North Argyle Avenue in the City of Los Angeles (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

The purpose of this letter is to outline recommendations from Metro concerning issues that are germane to our agency's statutory responsibility in relation to Metro bus facilities and services, which may be affected by the proposed Project. In addition to the specific comments outlined below, Metro would like to provide the Applicant with the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro-owned right-of-way (ROW). The document and additional resources are available at www.metro.net/projects/devreview/.

Project Description

The Project is adjacent to Metro bus services and includes a new mixed-use project on a 1.1-acre site located within the Hollywood community of the City of Los Angeles. The Project includes 276 residential units, 13 of which would be restricted to Very Low Income households, up to 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, and up to 412 vehicle parking spaces.

Comments

Bus Stop Adjacency

1. Bus Layover: Metro Bus Line 757 uses two layovers on Selma Avenue (Ave.) adjacent to the Project. The first bus layover is on eastbound Selma Ave. east of Argyle Ave., and the second is on eastbound Selma Ave. west of El Centro Ave. Both layovers are crucial to the operations function, as Metro is obligated under State laws and by contract to provide Bus Operators with

a 15 to 20 minute “recovery time” at the end of the line. Losing access to either layover zone on Selma Ave. will cause a severe hardship on the operation of Line 757. As Line 757 needs access to the bus layover area on eastbound Selma from 6:30 AM to 7 PM Monday through Friday, we suggest that any construction closures of eastbound Selma Ave. only be allowed at night or on weekends so as not to interfere with Bus Operations. If these times are not suitable to the Applicant, we request that the City of LA help Metro identify an alternate layover location for Line 757 before approving the project. We expect that at the end of construction, Metro Line 757 buses would return to the two curbside bus layovers locations on eastbound Selma Ave. between Argyle Ave. and El Centro Ave. In addition, Metro uses an off-street layover facility on the northwest corner of Selma/Argyle used by Lines 180, 212, and 217. We need to maintain bus access to this essential off-street facility 24 hours per day/7 days a week (buses enter from southbound Argyle Ave. and exit to westbound Selma Ave.).

Temporary or permanent loss of these layover facilities could constitute a significant impact to transit. The EIR should analyze the Project’s potential impacts on the layover facilities (during construction and operation) and incorporate specific project design features and/or mitigation measures to address these impacts, as appropriate.

Transit Orientation

Considering the Project’s proximity to the Hollywood/Vine Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Land Use: Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City and Applicant to be mindful of the Project’s proximity to the Hollywood/Vine Station, including orienting pedestrian pathways towards the station.
2. Walkability: Metro strongly encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby rail station. The City should consider requiring the installation of such amenities as part of the conditions of approval for the Project.
3. Access: The Project should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting transportation with housing and employment centers. For reference, please view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at:
http://media.metro.net/docs/sustainability_path_design_guidelines.pdf
4. Active Transportation: Metro encourages the Applicant to promote bicycle use through adequate short-term bicycle parking, such as ground level bicycle racks, as well as secure, access-controlled, enclosed long-term bicycle parking for residents, employees and guests. Bicycle parking facilities should be designed with best practices in mind, including highly visible siting, effective surveillance, easy to locate, and equipment installed with preferred spacing dimensions, so they can be safely and conveniently accessed. Additionally, the Applicant should help facilitate safe and convenient connections for pedestrians, people riding

bicycles, and transit users to/from the Project site and nearby destinations. The Applicant is also encouraged to support these connections with wayfinding signage inclusive of all modes of transportation.

5. Wayfinding: Any temporary or permanent wayfinding signage with content referencing Metro services, or featuring the Metro brand and/or associated graphics (such as bus or rail pictograms) requires review and approval by Metro Art & Design. Please contact Lance Glover, Senior Manager of Signage and Environmental Graphic Design, at 213-922-2360 or GloverL@metro.net.
6. Multi-modal Connections: With an anticipated increase in traffic, Metro encourages an analysis of impacts on non-motorized transportation modes and consideration of improved non-motorized access to the Project and nearby transit services, including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.
7. Parking: Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.
8. Transit Pass: Metro would like to inform the Applicant of Metro's employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, contact Devon Deming at DemingD@metro.net.

Congestion Management Program

Beyond impacts to Metro facilities and operations, Metro must also notify the Applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached).

Modera Argyle
Completion of DEIR – Metro Comments
June 3, 2019

If you have any questions regarding this response, please contact me by phone at 213-922-2671, by email at LingS@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza MS 99-22-1
Los Angeles, CA 90012-2952

Sincerely,

A handwritten signature in black ink, appearing to read "Shine Ling", with a stylized flourish at the end.

Shine Ling, AICP
Manager, Transit Oriented Communities

Cc: Clayton Williams, MCRT Investments LLC, clwilliams@mctrust.com

Attachments and links:

- Adjacent Development Handbook: <https://www.metro.net/projects/devreview/>
- CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

Los Angeles County
Metropolitan Transportation Authority

METRO ADJACENT DEVELOPMENT HANDBOOK

A GUIDE FOR CITIES AND DEVELOPERS

MAY 2018



Metro®

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Introduction

The Metro Adjacent Development Handbook provides guidance to local jurisdictions and developers constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities to support transit-oriented communities, reduce potential conflicts, and facilitate clearance for building permits. The Handbook should be used for guidance purposes only. The Metro Adjacent Construction Design Manual and Metro Rail Design Criteria are documents that shall be strictly adhered to for obtaining approval for any construction adjacent to Metro facilities.

Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail and bus service throughout Los Angeles County. Metro moves close to 1.3 million riders on buses and trains daily, traversing many jurisdictions in Los Angeles County. With funding from the passage of *Measure R* (2008) and *Measure M* (2016), the Metro system will expand significantly, adding over 100 miles of new transit corridors and up to 60 new stations. New and expanded transit lines will improve mobility across Los Angeles County, connecting riders to more destinations and expanding opportunities for adjacent construction and *Transit Oriented Communities (TOCs)*. Metro's bus and rail service spans over 1,433 square miles and includes the following transit service:



Metro Rail connects close to 100 stations along 98.5 miles of track and operates underground in tunnels, at grade within roadways and dedicated *rights-of-way (ROW)*, and above grade on aerial guideways. The Metro Rail fleet includes *heavy rail* and *light rail* vehicles. Heavy rail vehicles are powered by a third rail through a conductor along the tracks and light rail vehicles are powered by an *overhead catenary system (OCS)*. To operate rail service, Metro owns traction power substations, maintenance yards and shops, and supporting infrastructure.



Metro Bus-Rapid-Transit (BRT) operates accelerated bus transit, which serves as a hybrid between rail and traditional bus service. *BRT* operates along a dedicated ROW, separated from vehicular traffic to provide rapid service. Metro BRT may run within the center of a freeway or may be separated from traffic in its own corridor. BRT station footprints vary from integrated, more spacious stations to compact boarding areas along streets.



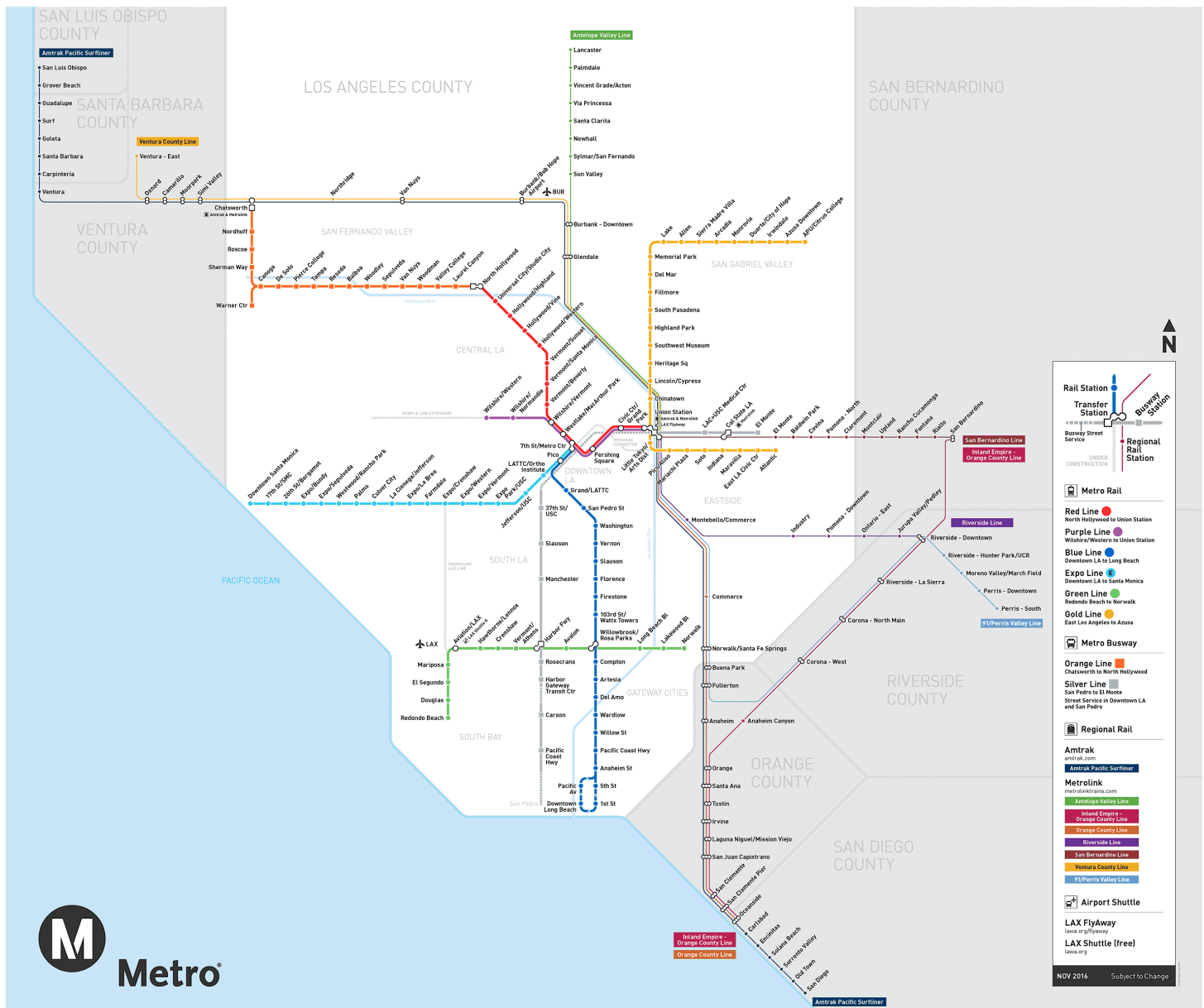
Metro Bus serves 15,967 bus stops, operates 170 routes and covers 1,433 square miles with a fleet of 2,228 buses. Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions.



Metrolink/Regional Rail: Metro owns much of the ROW within Los Angeles County on which the *Southern California Regional Rail Authority (SCRRA)* operates *Metrolink* service. Metrolink is a commuter rail system with seven lines that span 388 miles throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metrolink ROW.

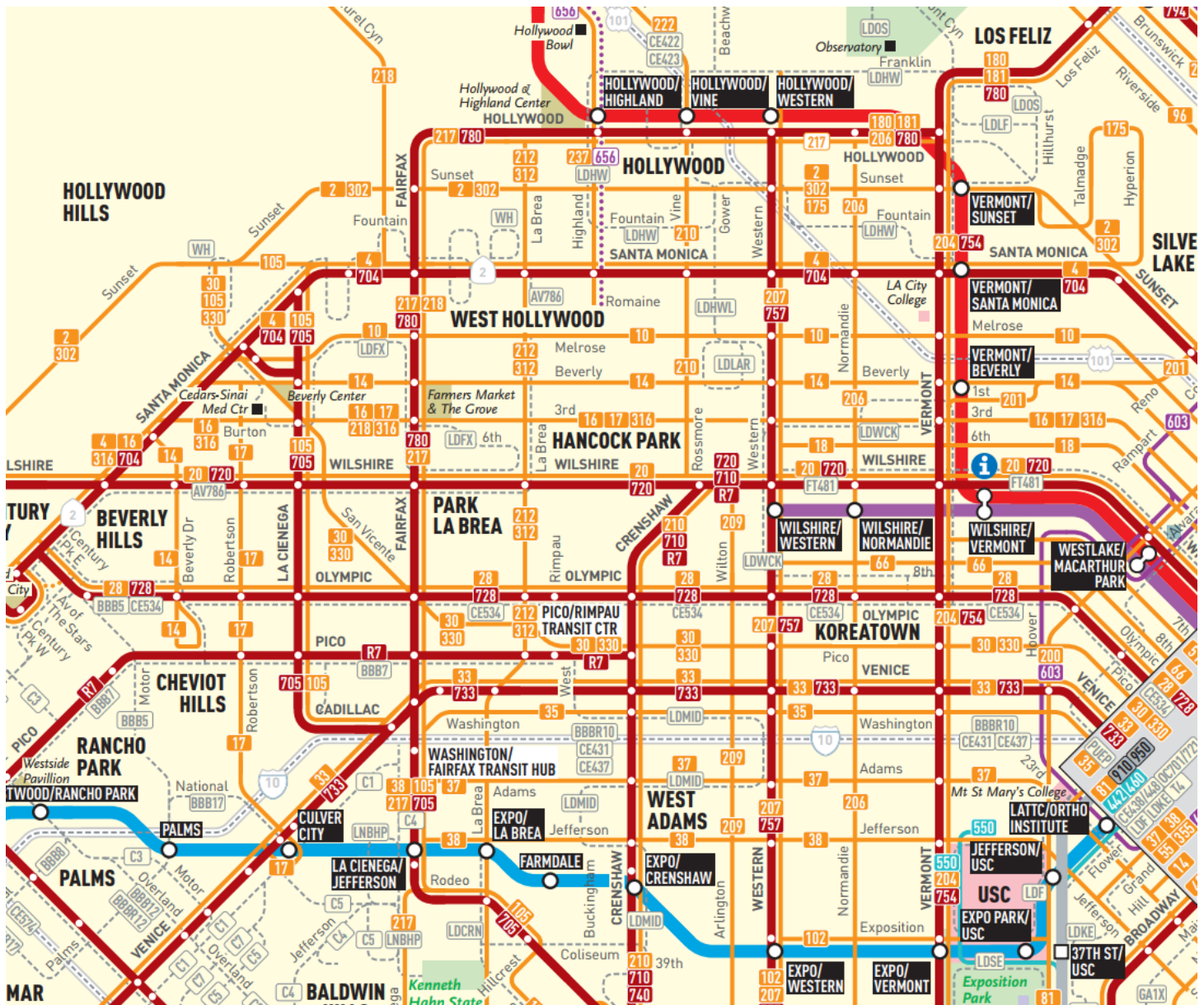
Introduction

Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing fixed guideway system presents new adjacency challenges, but also new opportunities to catalyze land use investment and shape livable communities along routes and around stations.

Metro Bus and Rail System Map (Excerpt)



As a street-running transit service, Metro’s “Rapid” and “Local” buses share the public ROW with other vehicles, cyclists, and pedestrians, and travel through the diverse landscapes of Los Angeles County’s 88 cities and unincorporated areas.

Introduction

Why is Metro Interested in Adjacent Development?

Metro Supports Transit Oriented Communities

Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout Los Angeles County. Leading in this effort is Metro's vision to create TOCs, a mobility and development approach that is community-focused and context-responsive at its core. The TOC approach goes beyond the traditional transit oriented development (TOD) model to focus on shaping vibrant places that are compact, walkable, and bikeable community spaces, and acknowledge mobility as an integral part of the urban fabric.

Adjacent Development Leads to Transit Oriented Communities

Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options for users of developments. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to reduce car dependency and greenhouse gas emissions; promote walkable and bikeable communities that accommodate more healthy and active lifestyles; improve access to jobs and economic opportunities; and create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

Metro is committed to working with stakeholders across the County to support the development of a sustainable, welcoming, and well-designed environment around its transit services and facilities. Acknowledging an unprecedented opportunity to influence how the built environment throughout Los Angeles County develops along and around transit and its facilities, Metro has created this Handbook – a resource for municipalities, developers, architects, and engineers to use in their land use planning, design, and development efforts. This Handbook presents a crucial first step in active collaboration with local stakeholders; finding partnerships that leverage Metro initiatives and support TOCs across Los Angeles County; and ensuring compatibility with transit infrastructure to minimize operational, safety, and maintenance issues.



Metro Adjacent Development Handbook

What are the Goals of the Handbook?

Metro is committed to partnering with local jurisdictions and providing information to developers early in project planning to identify potential synergies associated with building next to transit and reduce potential conflicts with transit infrastructure and services. Specifically, the Handbook is intended to guide the design, engineering, construction, and maintenance of structures within 100 feet of Metro ROW, including underground easements, on which Metro operates or plans to operate service, as well as in close proximity to or on Metro-owned non-revenue property and transit facilities.

Metro is interested in reviewing projects within 100 feet of its ROW – measured from the edge of the ROW outward – both to maximize integration opportunities with adjacent development and to ensure the structural safety of existing or planned transit infrastructure. As such, the Handbook seeks to:

- Improve communication, coordination, and understanding between developers, municipalities, and Metro.
- Streamline the development review process by coordinating a seamless, comprehensive agency review of all proposed developments near Metro facilities and properties.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for patrons and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Make project review transparent, clear, and more efficient.
- Assist in the creation of overall marketable and desirable developments.

Who Should Use the Handbook?

The Handbook is intended to be used by:

- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility
- Developers, Project sponsors, architects, and engineers
- Entitlement consultants
- Property owners
- Builders/contractors
- Real estate agents
- Utility owners
- Environmental consultants

Metro Adjacent Development Handbook

How Should the Handbook be Used?

The Handbook complements requirements housed in the *Metro Adjacent Construction Design Manual*, which accompanies the *Metro Rail Design Criteria (MRDC)* and other governing documents that make up the *Metro Design Criteria and Standards*. This Handbook provides an overview and guide related to opportunities, common concerns, and issues for adjacent development and is organized into three categories to respond to different stages of the development process:



1 Site Planning & Design



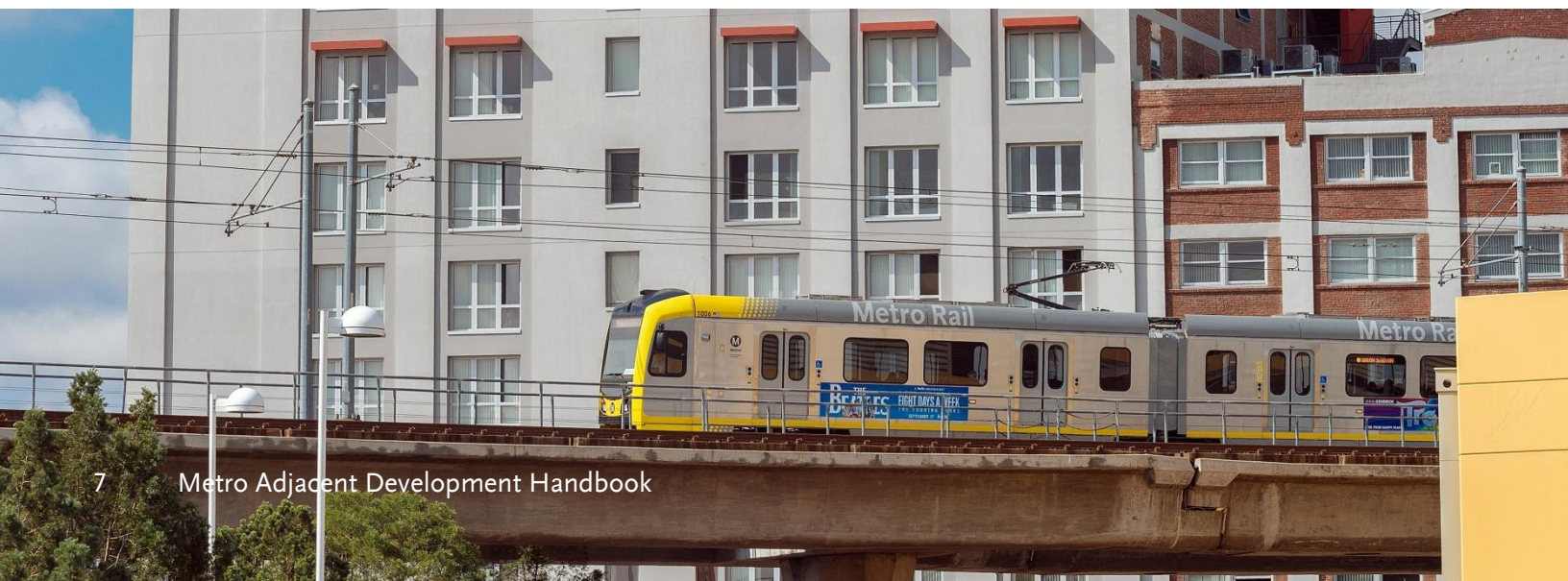
2 Engineering









3 Construction Safety & Monitoring

Each page of the Handbook focuses on a specific issue and provides best practices to avoid potential conflicts and/or create compatibility with the Metro transit system. Links to additional resources listed at the bottom of each page may be found under Resources at the end of the Handbook. Definitions for words listed in *italics* may also be found at the end of this Handbook in the Glossary.

Metro will continue to revise the Handbook, as needed, to capture input from all parties and reflect evolving Best Practices in safety, operations, and transit-supportive development.



Types of Metro ROW & Transit Assets

Conditions	Description	Common Concerns for Metro with Adjacent Development
 <p>UNDERGROUND ROW</p>	Transit operates below ground in tunnels.	<ul style="list-style-type: none"> • Excavation support/tiebacks • Underground utilities • Shoring and structures • Ventilation shafts and street/sidewalk surface penetrations • Appendages (emergency exits, vents, etc.) • Surcharge loading of adjacent construction • Explosions • Noise and vibration/ground movement
 <p>ELEVATED ROW</p>	Transit operates on elevated structures, typically supported by columns.	<ul style="list-style-type: none"> • Upper level setbacks • Excavation support/tiebacks • Clearance from the OCS • Crane swings & overhead protection • Column foundations
 <p>OFF-STREET ROW</p>	Transit operates in dedicated ROW at street level, typically separated from private property or roadway by a fence or wall.	<ul style="list-style-type: none"> • Building setbacks from ROW • Travel sight distance/cone of visibility • Clearance from OCS • Crane swings & overhead protection • Storm water drainage for low impact development • Noise/vibration • Trackbed stability
 <p>ON-STREET ROW</p>	Transit operates within roadway at street level and is separated by fencing or a mountable curb.	<ul style="list-style-type: none"> • Setbacks from ROW • Travel sight distance/cone of visibility impeded by structures near ROW • Clearance from OCS • Crane swings & overhead protection • Driveways near ROW crossings • Noise/vibration • Trackbed stability
 <p>ON-STREET BUSES</p>	Metro buses operate on city streets. Bus stops are located on public sidewalks.	<ul style="list-style-type: none"> • Lane closures and re-routing • Bus stop access and temporary relocation
 <p>NON-REVENUE/ OPERATIONAL ASSETS</p>	Metro owns and maintains non-operational ROW and property used to support the existing and planned transit system (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride lots).	<ul style="list-style-type: none"> • Adjacent structure setbacks • Adjacent excavation support/tiebacks • Ground movement • Underground utilities • Drainage • Metro access

Metro Adjacent Development Handbook

Metro Review Phases

To facilitate early and continuous coordination with development teams and municipalities, and to maximize opportunities for project-transit synergy, Metro employs a four-phase development review process for projects within 100 feet of its ROW and properties:



PRELIMINARY CONSULTATION

Project sponsor submits Metro In-Take Form and conceptual plans. Metro reviews and responds with preliminary considerations.

1. Project information is routed to impacted Metro departments for review and comment.
2. Metro coordinates a meeting at the request of the project sponsor or if Metro determines it necessary following preliminary review.
3. Metro submits comment letter with preliminary considerations for municipality and/or project sponsor. Metro recorded drawings and standards are provided as necessary.

2 Weeks



ENTITLEMENT

Metro receives CEQA notice from local municipality and responds with comments and considerations.

1. If project has not previously been reviewed, Metro routes project information to stakeholder departments for review and comment. If Project has been reviewed, Metro transmits the correspondence to departments to determine if additional comments are warranted. Municipality and project sponsor are contacted if additional information is required.
2. Metro coordinates design review meetings at the request of the project sponsor or if Metro determines them necessary following drawings review.
3. Metro prepares comment letter in response to CEQA notice and submits to municipality. Metro Engineering coordinates with project sponsor as necessary to approve project drawings.

2-4 Weeks



ENGINEERING & REFINEMENT

Dependent on the nature of the adjacent development, project sponsor submits architectural plans and engineering calculations for Metro review and approval.

1. Metro Engineering reviews project plans, calculations, and other materials. Review fees are paid as required.
2. Metro Engineering provides additional comments for further consideration or approves project drawings.
3. If required, Metro and project sponsor host additional meetings and maintain on-going coordination to ensure project design does not adversely impact Metro operations and facilities.

2-4 Weeks



CONSTRUCTION SAFETY & MONITORING

Dependent on the nature of the adjacent development, Metro coordinates with project sponsor to facilitate and monitor construction near transit services and structures.

1. As requested by Metro, project sponsor submits a Construction Work Plan for review and approval.
2. Project sponsor coordinates with Metro to temporarily relocate bus stops, reroute bus service, allocate track, and/or complete safety procedures in preparation for construction.
3. Metro representative monitors construction and maintains communication with project sponsor to administer the highest degree of construction safety provisions near Metro facilities.

Varies

Metro Coordination

Best Practices for Municipality Coordination

Metro suggests that local jurisdictions take the following steps to streamline the coordination process:

1. **Update GIS instruments with Metro ROW:** Integrate Metro ROW files into City GIS and/or Google Earth Files for all planning and development review staff.
2. **Flag Parcels:** Create an overlay zone through Specific Plans and/or Zoning Ordinance that “tags” parcels within 100’ from Metro ROW to require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZIMAS)].
3. **Provide Resources:** Direct all property owners and developers interested in parcels within 100’ from Metro ROW to Metro resources (e.g. website, Handbook, In-Take Form, etc.).

Best Practices for Developer Coordination

Metro suggests that developers of projects adjacent to Metro ROW take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies:** The Metro Adjacent Development Review webpage and Handbook provide important resources for those interested in constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities. Developers should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.
2. **Contact Metro early during design process:** Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval.
3. **Maintain communication:** Frequent communication with stakeholder Metro departments during project design and construction will reinforce relationships and allow for timely project completion.







1

Site Planning & Design



1.1 Supporting Transit Oriented Communities

Adjacent development plays a crucial role in shaping TOCs along and around Metro transit services and facilities. TOCs require an intentional orchestration of physical, aesthetic, and operational elements, and close coordination by all stakeholders, including Metro, developers, and municipalities.

Recommendation: Conceive projects as an integrated system that acknowledges context, builds on user needs and desires, and implements elements of placemaking. Metro is interested in collaborating with projects and teams that, in part or wholly:

- Integrate a mix of uses to create lively, vibrant places that are active day and night.
- Include a combination of buildings and public spaces to define unique and memorable places.
- Explore a range of densities and massing to optimize building functionality while acknowledging context-sensitive scale and architectural form.
- Activate ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Prioritize pedestrian scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Provide seamless transitions between uses to encourage non-motorized mobility, improve public fitness and health, and reduce road congestion.
- Reduce and hide parking to focus on pedestrian activity.
- Prevent crime through environmental design.
- Leverage regulatory TOD incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Utilize Metro policies and programs supporting a healthy, sustainable, and welcoming environment around transit service and facilities.



The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. The project accommodates portal access into the Metro Rail system and on-street bus facilities.

Links to Metro policies and programs may be found in the [Resources Section](#) of this Handbook.



1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multimodal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit patrons as well as users of the developments.

Recommendation: Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:

- Orient major entrances to transit service, making access and travel intuitive and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.



The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Expo Line Station.

Additional Resources:

[Metro Active Transportation Strategic Plan](#)

[Metro Complete Streets Policy](#)

[Metro First/Last Mile Strategic Plan](#)

[Metro Transit Supportive Planning Toolkit](#)



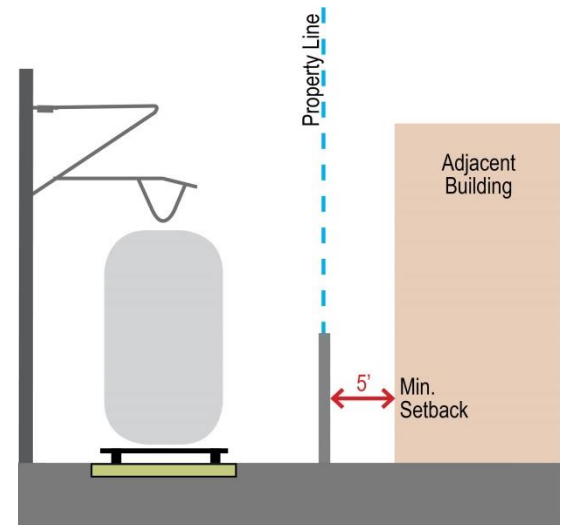
1.3 Building Setback

Buildings and structures with a zero lot setback abutting Metro ROW are of prime concern to Metro. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

Recommendation: Metro strongly encourages development plans include a minimum setback of five (5) feet to buildings from the Metro ROW property line to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro *Right of Entry Permit* must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Refer to Section 3.2 –Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

1 Site Planning & Design



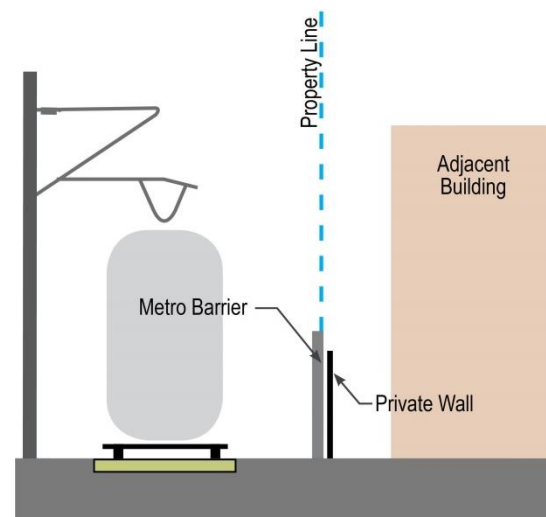
1.4 Shared Barrier Construction & Maintenance

In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can rise to be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

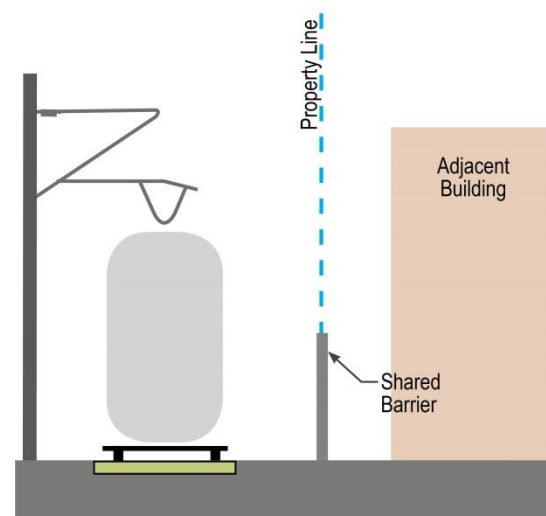
Recommendation: Metro strongly prefers a single barrier condition along its ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout Los Angeles County, Metro recommends the following, in order of preference:

1. Enhance existing Metro barrier: if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.
2. Replace existing barrier(s): if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared-financing, and construction.



Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.



Metro prefers a single barrier condition along its ROW property line.



1.5 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, and can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

Recommendations: Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

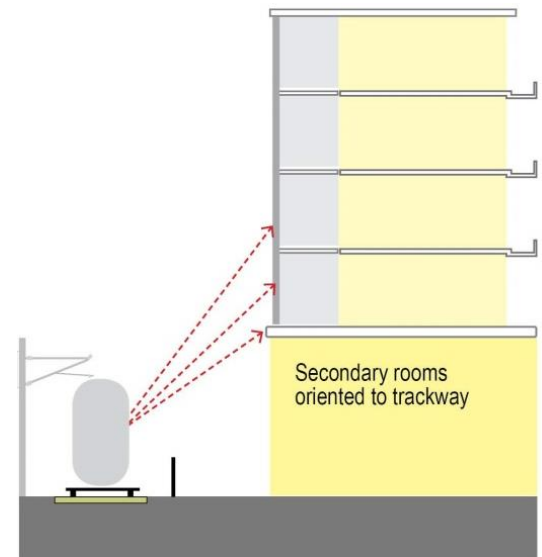
- Locate “back of house” rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than noise sensitive rooms (e.g. bedrooms and family rooms)
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease/sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded *Noise Easement Deed* in favor of Metro may be required for projects within 100' of Metro ROW to ensure notification to tenants and owners of any proximity issues.

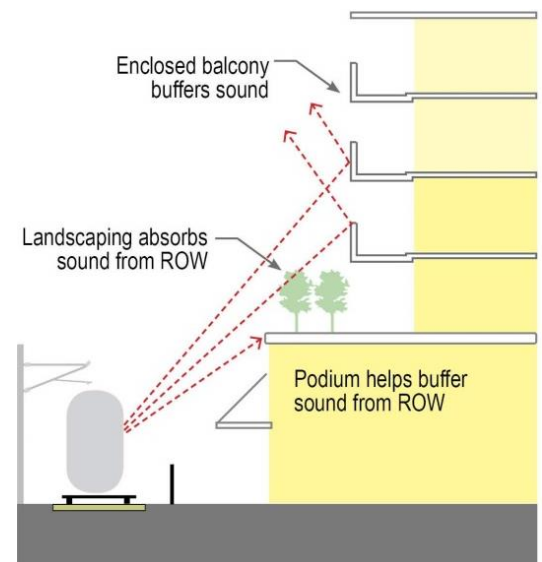
Additional Resources:

[Noise Easement Deed](#)

[MRDC, Section 2 – Environmental Considerations](#)



Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.



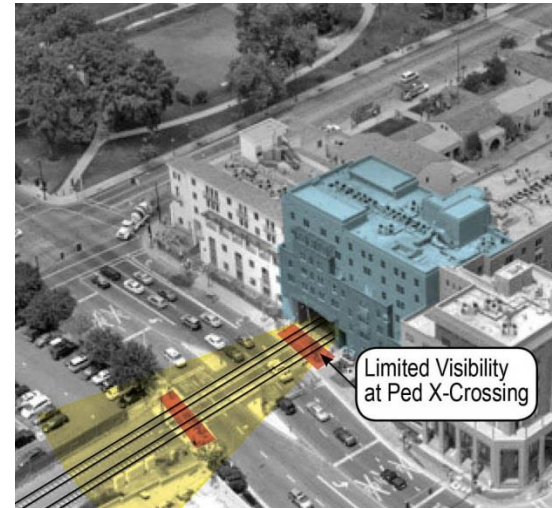
Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.



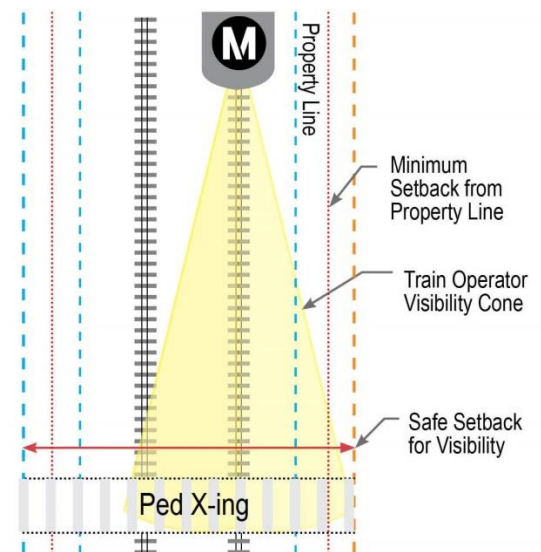
1.6 Sightlines at Crossings

Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sightlines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases the efficiency of transit service.

Recommendation: Design buildings to maximize transit service sightlines at crossings, leaving a clear *cone of visibility* to oncoming vehicles and pedestrians. Metro Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be needed to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



Limited sightlines for trains approaching street crossings create unsafe conditions.



Visibility cones allow train operators to respond to safety hazards.

Additional Resources:

[MRDC, Section 4 – Guideway and Trackwork](#)

[MRDC, Section 12 – Safety, Security, & System Assurance](#)

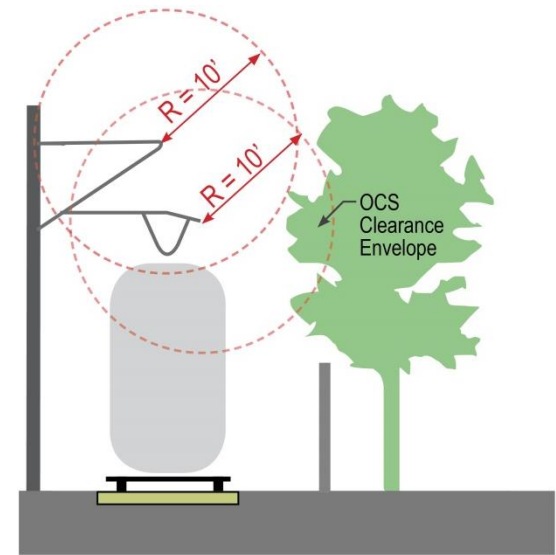


1.7 Transit Envelope Clearance

Metro encourages density along and around transit service as well as greening of the urban environment through the addition of street trees and landscaping. However, building appurtenances, such as balconies, facing rail ROW may pose threats to Metro service as clothing or other décor could blow into the OCS. Untended landscaping and trees can also grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains.

Recommendation: Project elements facing or located adjacent to the ROW should be designed to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures.
- Plan for landscape maintenance from private property and not allow growth into the Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide direct access to ROW access.



Adjacent structures and landscaping should be sited to avoid conflicts with the rail OCS.

Additional Resources:

[MRDC, Section 4 – Guideway and Trackwork](#)

[MRDC, Section 6 – Architectural](#)

[MRDC, Section 12 – Safety, Security, & System Assurance](#)

1 Site Planning & Design



1.8 Bus Stops & Zones Design

Metro Bus serves 15,967 bus stops throughout the diverse landscape that is Los Angeles County. Typically located on sidewalks within the public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdiction to create a vibrant public realm around new developments by strengthening multi-modal access to/from Metro transit stops and enhancing the pedestrian experience.

Recommendation: When designing around existing or proposed bus stops, Metro recommends project teams:

- Review Metro's Transit Service Policy: Appendix D, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops. In particular, adjacent projects should:
 - Accommodate 6' x 8' landing pads at bus doors.
 - Install a concrete bus pad within each bus stop zone to avoid asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Ensure final design of stops and surrounding sidewalk allows passengers with disabilities a clear path of travel.
- Place species of trees in quantities and spacing that will provide a continuous shade canopy in paths of travel to access transit stops. These must be placed far enough away from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity.
- Locate and design driveways to avoid conflicts with on-street services and pedestrian traffic.

Additional Resources:

[Metro Transit Service Policy](#)



Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.

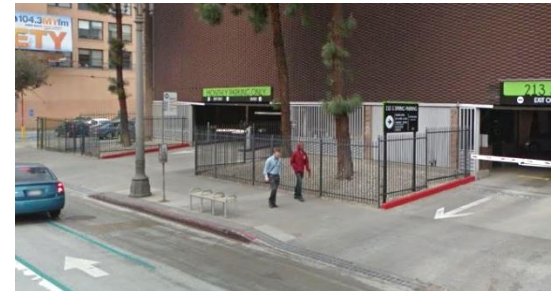


1.9 Driveways/Access Management

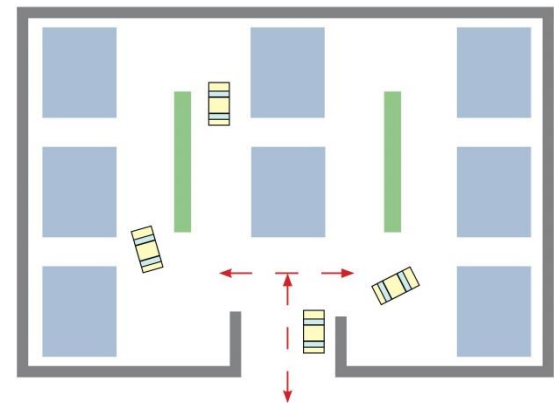
Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking and loading at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity with fast moving trains and buses.

Recommendation: Metro encourages new developments to promote a lively public space mutually beneficial to the project and Metro by providing safe, comfortable, convenient, and direct connections to transit. Metro recommends that projects:

- Place driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active tracks, transit vehicles, and people, as well as queuing on streets.
- Locate vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Program loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidate vehicular entrances and reduce width of driveways.
- Raise driveway crossings to be flush with the sidewalk, slowing automobiles entering and prioritizing pedestrians.
- Separate pedestrian walkways to minimize conflict with vehicles and encourage safe non-motorized travel.



Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.



A consolidated vehicular entrance greatly reduces the possibility for vehicle-pedestrian conflicts.

Additional Resources:

[Metro First/Last Mile Strategic Plan](#)
[MRDC, Section 3 – Civil](#)







2 Engineering

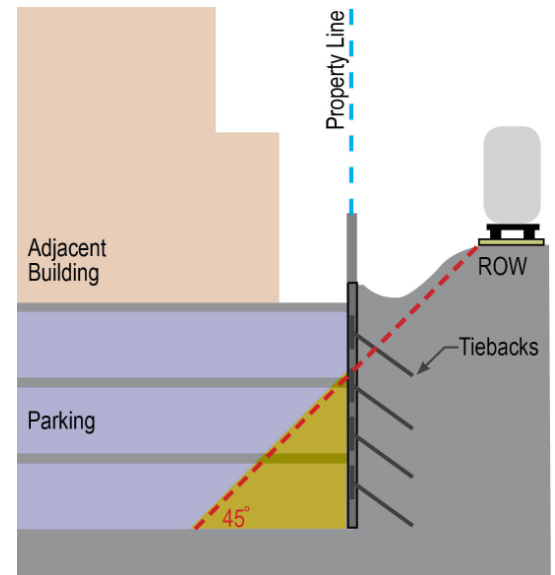


2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize the support of existing Metro infrastructure. Any excavation which occurs within the geotechnical *foul zone* is subject to Metro review and approval. The geotechnical zone of influence shall be defined as the area below the track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and safety and triggers additional safety regulations.

Recommendation: Coordinate with Metro Engineering staff for review and approval of structural and support of excavation drawings prior to the start of excavation or construction. Tie backs encroaching into Metro ROW may require a tie back easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW would require compliance with Metrolink Engineering standards and guidelines.



An underground structure located within the ROW foul zone would require additional review by Metro.

Additional Resources:

[Metrolink Engineering & Construction Requirements](#)

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)

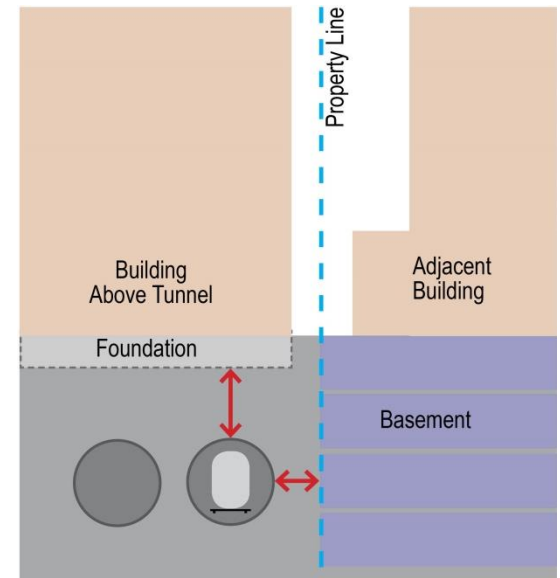


2.2 Proximity to Stations & Tunnels

Metro supports development of commercial and residential properties near transit services and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. However, construction adjacent to, over, or under underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

Recommendation: Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety or continued efficient operation of Metro facilities.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. Additional information regarding monitoring requirements, which will be determined on a case-by-case basis, may be found in Section 3.4, Excavation Drilling/Monitoring.



Underground tunnels in close proximity to adjacent basement structure.

Additional Resources:

[MRDC, Section 3 – Civil](#)

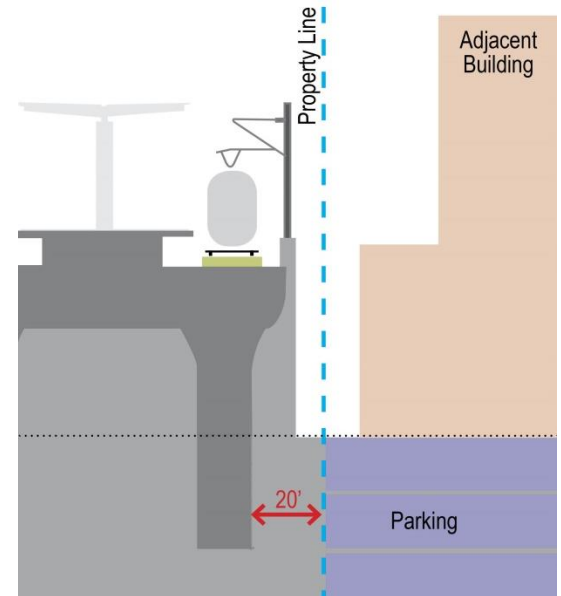
[MRDC, Section 5 – Structural/Geotechnical](#)



2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at grade locations, situated below elevated *guideways* or stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

Recommendation: Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments which are within this 20-foot envelope may be required to undergo a *Threat Assessment and Blast/Explosion Study* subject to Metro review and approval.



An underground structure proposed within twenty (20) feet of a Metro structure may require a threat assessment and blast/explosion study.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)







3

Construction Safety & Monitoring

3 Construction Safety & Monitoring



3.1 Pre-Construction Coordination

Metro is concerned with impacts on service requiring single tracking, line closures, speed restrictions, and *bus bridging* occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe operations and passenger wellbeing.

Recommendation: Following an initial screening of the project, additional coordination may be determined to be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:



Metro staff oversees construction for the Purple Line extension.

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of shutdown per contingency plan.
- Confirm a ROW observer or other safety personnel and an inspector from the parties.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

Project teams will be responsible for the costs of adverse impacts on Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems. Additionally, a review fee may be assessed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRRA Engineering Standards and Guidelines.

Additional Resources:

[Metrolink Engineering & Construction Requirements](#)

[Metro Adjacent Construction Design Manual](#)

3 Construction Safety & Monitoring



3.2 Track Access and Safety

Permission is needed from Metro to enter Metro property for construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

Recommendation: To work in or adjacent to Metro ROW, the following must be obtained and/or completed:

- Right-of-Entry Permit/Temporary Construction Easement: All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.
- Track Allocation: All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity.
- Safety Training: All members of the project construction team will be required to attend Metro Safety Training in advance of work activity.
- Construction Work Plan: Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and patrons.



Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[Safety Training](#)

[Track Allocation](#)

3 Construction Safety & Monitoring

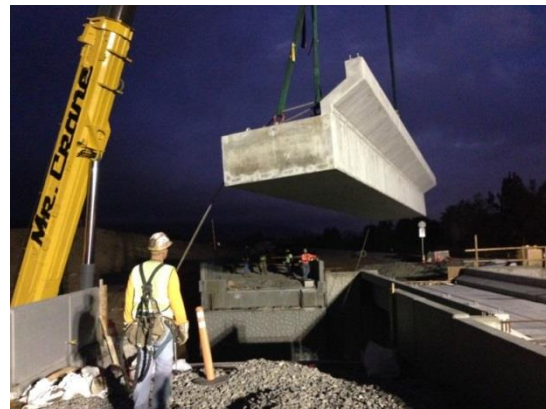


3.3 Construction Hours

To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance. Metro may limit hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service.

Recommendations: In addition to receiving necessary construction approvals from the local municipality, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction that has the potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1:00a.m.-4:00a.m.) or during non-peak hours to minimize impacts to service. The project sponsor may be responsible for additional operating costs resulting from disruption to normal Metro service.



Construction during approved hours ensures the steady progress of adjacent development construction as well as performance of Metro's transit service.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[MRDC, Section 10 – Operations](#)

[Track Allocation](#)

3 Construction Safety & Monitoring



3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

Recommendation: Excavation and shoring plans adjacent to the Metro ROW shall be reviewed and approved by Metro Engineering prior to commencing construction.

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's *geotechnical zone of influence*, where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring



Rakers and tiebacks provide temporary support during construction.



A soldier pile wall supports adjacent land during construction.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)

3 Construction Safety & Monitoring

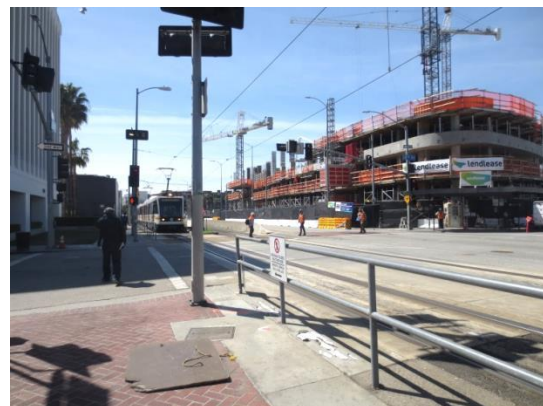


3.5 Crane Operations

Construction activities adjacent to Metro ROW will often require moving large, heavy loads of building materials and machinery by cranes. Cranes referred to in this section include all power operated equipment that can hoist, lower, and horizontally move a suspended load. There are significant safety issues to be considered for the operators of crane devices as well as Metro patrons and operators.

Recommendations: Per California Occupational Safety and Health Administration (Cal/OSHA) standards, cranes operated near the OCS must maintain a twenty (20) foot clearance from the OCS. In the event that a crane or its load needs to enter the 20-foot envelope, OCS lines must be de-energized.

Construction activities which involve swinging a crane and suspended loads over Metro facilities or bus passenger areas shall not be performed during revenue hours. The placement and swing of this equipment are subject to Metro review and possible work plan.



Construction adjacent to the Pico Rail Station in Downtown Los Angeles.



Construction adjacent to the Chinatown Rail Station.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)
[Cal/OSHA](#)

3 Construction Safety & Monitoring



3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities, and pose a safety concern to the patrons accessing them.

Recommendations: Vertical construction barriers and overhead protection compliant with Metro and Cal OSHA requirements shall be constructed to prevent objects from falling into the Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.



A construction barrier is built at the edge of the site to protect tracks from adjacent work.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

3 Construction Safety & Monitoring



3.7 Pedestrian & Emergency Access

Metro's ridership relies on the consistency and reliability of access and *wayfinding* to/from stations, stops, and facilities. Construction on adjacent developments must not obstruct fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, patrons, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained.

Recommendations: The developer shall ensure pedestrian access to Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices and in coordination with Metro Art and Design Standards.
- Emergency exits shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.



Sidewalk access is blocked for construction project, forcing pedestrians into street or to use less direct paths to the Metro facility.

Additional Resources:

[California Manual on Uniform Traffic Control Devices](#)

[Metro Adjacent Construction Design Manual](#)

[Metro Signage Standards](#)

3 Construction Safety & Monitoring



3.8 Impacts to Bus Routes & Stops

During construction, bus stops and routes may need to be temporarily relocated. Metro needs to be informed of activities that require removal and/or relocation in order to ensure uninterrupted service.

Recommendations: During construction, existing bus stops must be maintained or relocated consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the transit service. Metro Bus Operations Control Special Events and Metro Stops & Zones Department should be contacted at least 30 days in advance of initiating construction activities



Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators, and local jurisdictions.

Additional Resources:

[Metro Transit Service Policy](#)
[MRDC, Section 3 – Civil](#)

3 Construction Safety & Monitoring



3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include but are not limited to: condenser water piping, potable/fire water, and storm and sanitary sewer lines, as well as electrical/telecommunication services.

Recommendations: Temporary and permanent utility impacts and relocation near Metro facilities should be addressed during project design and engineering to avoid conflicts during construction.

The contractor shall protect existing aboveground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be verified, used, interrupted, or disturbed.

When electrical power outages or support functions are required, the approval must be obtained through Metro Track Allocation.



Coordination of underground utilities is critical.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

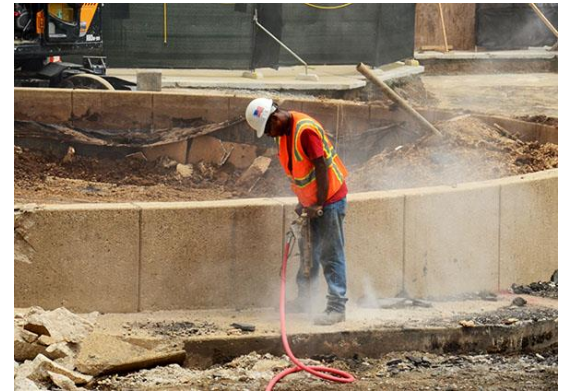
3 Construction Safety & Monitoring



3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

Recommendation: Hot or foul air, fumes, smoke, and steam from adjacent facilities must not be discharged within 40 feet of existing Metro facilities, including but not limited to: ventilation system intake shafts or station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.



A worker breaks up concrete creating a cloud of silica dust.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)
[MRDC, Section 8 – Mechanical](#)

Resources

The following provides Metro contact information and a list of programs, policies, and online resources that should be considered when planning projects within 100 feet of Metro ROW – including underground easements – and in close proximity to non-revenue transit facilities and property:



Metro encourages developers and municipalities to leverage digital resources and data sets to maximize opportunities inherent in transit adjacency.

Metro Adjacent Development Contact Information & Resources

Please direct any questions to the Metro Adjacent Development team at:

- 213-418-3484
- DevReview@metro.net

Metro Adjacent Development Review Webpage:

<https://www.metro.net/projects/devreview/>

Metro Right-of-Way GIS Data

Metro maintains a technical resource website housing downloadable data sets and web services. Developers and municipalities should utilize available Metro right-of-way GIS data to appropriately plan and coordinate with Metro when proposing projects within 100' of Metro right-of-way:

<https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data/>

Metro Design Criteria & Standards

Metro standard documents are periodically updated and are available upon request:

- Metro Adjacent Construction Design Manual
- Metro Rail Design Criteria (MRDC)
- Metro Rail Directive Drawings
- Metro Rail Standard Drawings
- Metro Signage Standards

Metrolink Standards & Procedures

Engineering & Construction

<https://www.metrolinktrains.com/about/agency/engineering--construction/>

Metro Policies & Plans

Active Transportation Strategic Plan, 2016

<https://www.metro.net/projects/active-transportation-strategic-plan/>

Complete Streets Policy, 2014

<https://www.metro.net/projects/countywide-planning/metros-complete-streets-policy-requirements/>

Countywide Sustainability Planning Policy & Implementation Plan, 2012

https://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf

First/Last Mile Strategic Plan, 2014

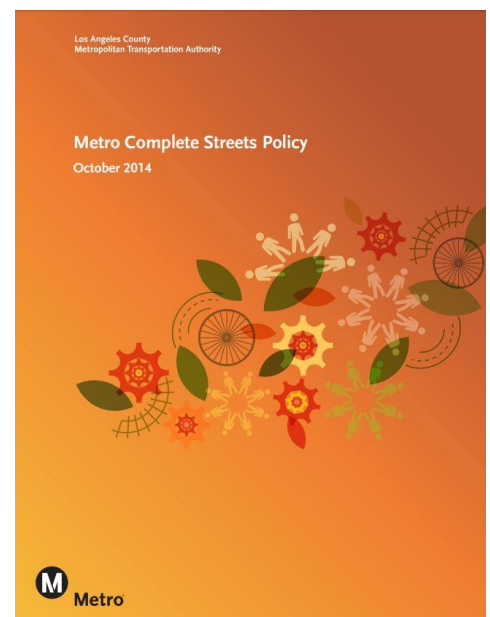
https://media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf

Transit Service Policy, 2015

https://media.metro.net/images/service_changes_transit_service_policy.pdf



Major construction at the Metrolink San Bernardino Station.



Metro Complete Streets Policy

Resources



Metro Bike Hub at Los Angeles Union Station

Metro Programs & Toolkits

Bike Hub

<https://bikehub.com/metro/>

Bike Share for Business

<https://bikeshare.metro.net/for-business/>

Green Places Toolkit

<https://www.metro.net/interactives/greenplaces/index.html>

Transit Oriented Communities

<https://www.metro.net/projects/transit-oriented-communities/>

Transit Passes

Annual and Business Access Passes

<https://www.metro.net/riding/eapp/>

College/Vocational Monthly Pass

<https://www.metro.net/riding/fares/collegevocational/>

Transit Supportive Planning Toolkit

<https://www.metro.net/projects/tod-toolkit/>

Useful Policies & Resources

ADA Standards for Accessible Design, 2010

U.S. Department of Justice.

https://www.ada.gov/2010ADASTandards_index.htm

California Manual on Uniform Traffic Control Devices.

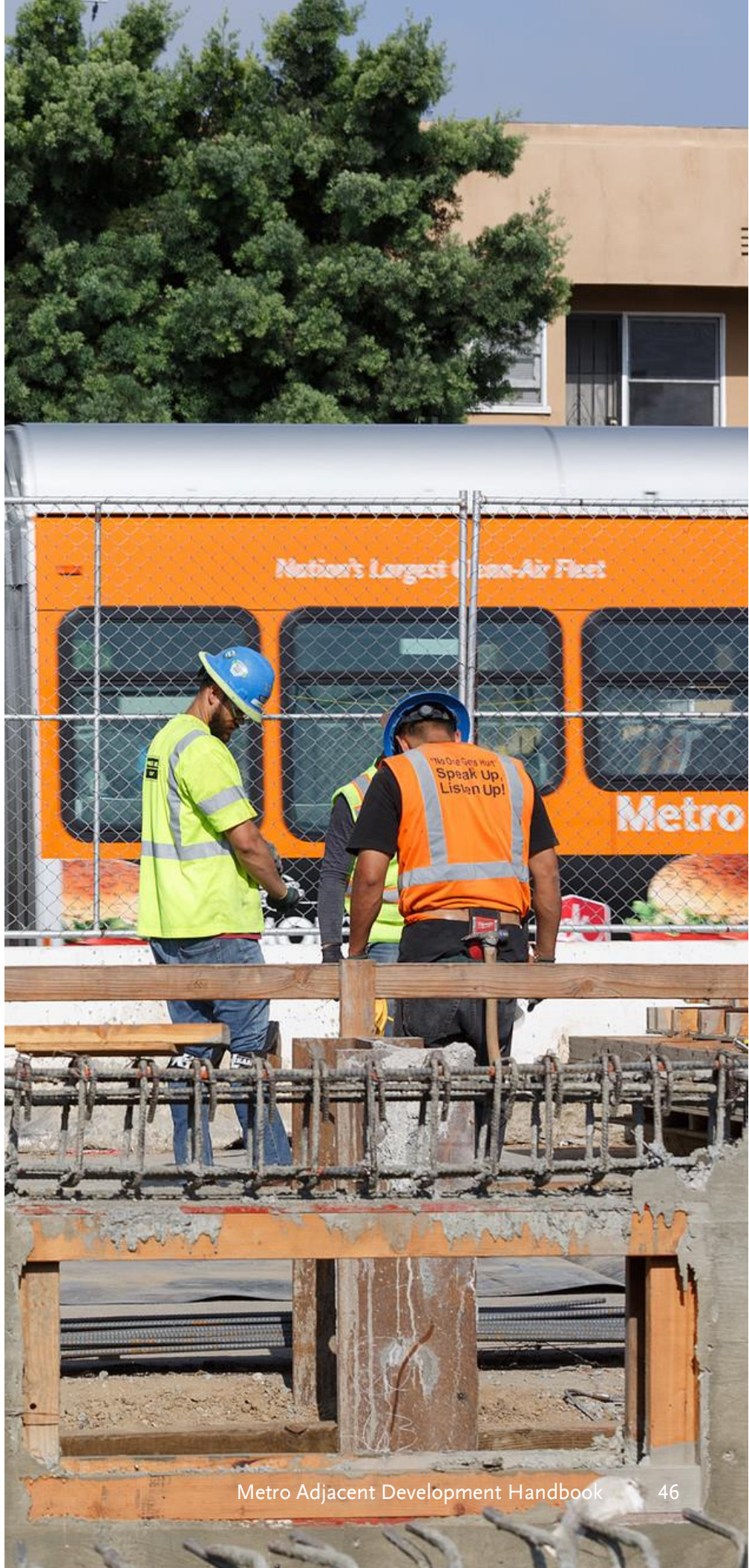
State of California Department of Transportation

<http://www.dot.ca.gov/trafficops/tcd/signcharts.html>

California Occupational Safety and Health Administration (Cal/OSHA)

State of California Department of Industrial Relations

<http://www.dir.ca.gov/dosh/>



Glossary

Cone of Visibility – a conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

Construction Work Plan (CWP) – project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

Flagger/Flagman – person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

Geotechnical Foul Zone – area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

Guideway – a channel, track, or structure along which a transit vehicle moves.

Heavy Rail Transit (HRT) – Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

Light Rail Transit (LRT) – Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

Measure R – half-cent sales tax for Los Angeles County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

Measure M – half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

Metrolink – a commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority.

Metro Adjacent Construction Design Manual – Volume III of the Metro Design Criteria & Standards which outlines the Metro adjacent development review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

Metro Bus – Metro “Local” and “Rapid” bus service runs within the street, typically alongside vehicular traffic, though occasionally in “bus-only” lanes.

Metro Bus Rapid Transit (BRT) – high quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all door boarding, and intersection crossing priority. Metro BRT generally runs within the center of freeways and/or within dedicated corridors.

Metro Design Criteria and Standards – a compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

Metro Rail – urban rail system serving Los Angeles County consisting of six lines, including two subway lines (Red and Purple Lines) and four light rail lines (Blue, Green, Gold, and Expo Lines).

Metro Rail Design Criteria (MRDC) – Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Project.

Metro Transit Oriented Communities – land use planning and community development program that seeks to

maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements and first/last mile facilities that support ridership and reduce auto dependency.

Noise Easement Deed – easement completed by property owners abutting Metro ROW acknowledging use and possible results of transit vehicle operation on the ROW.

Overhead Catenary System (OCS) – one or more electrified wires (or rails, particularly in tunnels) situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

Right of Entry Permit – written approval granted by Metro Real Estate to enter Metro ROW and property.

Right of Way (ROW) –the composite total requirement of all interests and uses of real property needed to construct, maintain, protect, and operate the transit system.

Southern California Regional Rail Authority (SCRRA) – a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

Threat Assessment and Blast/Explosion Study – analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

Track Allocation/Work Permit – permit granted by Metro Rail Operations Control to allocate a section of track and perform work on Metro Rail ROW. This permit should be

submitted for any work that could potentially foul the envelope of a train.

Wayfinding – signs, maps, and other graphic or audible methods used to convey location and directions to travelers.



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Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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Congestion Management Program

Metro must notify the Project Sponsor of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the “2010 Congestion Management Program for Los Angeles County,” Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed Project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed Project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the Project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions, please contact David Lor by phone at 213-922-2883, by email at lord@metro.net, or by mail at the following address:

**Metro Development Review
One Gateway Plaza MS 99-22-3
Los Angeles, CA 90012-2952**

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- ☐ Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- ☐ Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- ☐ Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- ☐ All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- ☐ If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- ☐ Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- ☐ Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- ☐ The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- ☐ The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ☐ Evidence that affected transit operators received the Notice of Preparation.
- ☐ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- ☐ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- ☐ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- ☐ Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- ☐ Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- ☐ Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- ☐ Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- ☐ Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- ☐ Any project contribution to the improvement, and
- ☐ The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES


1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: April 23, 2019

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: Kathleen King, City Planner
Department of City Planning

FROM:  Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

**SUBJECT: MODERA ARGYLE - NOTICE OF COMPLETION AND AVAILABILITY
OF DRAFT ENVIRONMENTAL IMPACT REPORT**

This is in response to your April 18, 2019 Notice of Completion and Availability of Draft Environmental Impact Report for the proposed mixed-use project located at 1546 N Argyle Ave and 6224 W Selma Ave, Los Angeles CA 90028. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, there were no changes to the project and the previous response is valid. Please notify our office in the instance that additional environmental review is necessary for this project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org

CD/AP: sa

c: Kosta Kaporis, LASAN
Cyrus Gilani, LASAN
Christopher DeMonbrun, LASAN

April 22, 2019

Kathleen King
Department of City Planning
221 N. Figueroa Street., Suite 1350
Los Angeles, CA 90012
kathleen.king@lacity.org

To whom it may concern,

We are writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. We urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many desirable neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, we urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Best Regards,

The Abundant Housing LA Steering Committee:



Matt Dixon
620 W Wilson Ave, Unit H
Glendale 91203



Mark Vallianatos
3591 Canada St
Los Angeles 90065



Brent Gaisford
Downtown LA resident, CD 14
Los Angeles 90013



Leonora Camer
1013 16th St, Unit 102
Santa Monica 90403



Gabe Rose



Chelsea Byers



HOLLYWOOD HERITAGE, INC.

P.O. Box 2586

Hollywood, CA 90078

(323) 874-4005 • FAX (323) 465-5993

June 2, 2019

Kathleen King
City of Los Angeles
Department of City Planning
221 N. Figueroa Street
Suite 1350
Los Angeles, CA 90012
kathleen.king@lacity.org

Re: Environmental Impact Report for Modera Argyle Project (Case No. ENV-2016-3743-EIR)

Dear Ms. King:

1. The proposed project occupies a portion of a very important site in Hollywood History.

Hollywood Heritage appreciates the opportunity to respond to the DEIR for the Project called Modera Argyle (ENV-2016-3743-EIR). The Project, as currently outlined in the DEIR, is to be built in the historic core of Hollywood, most specifically on land which was the first site of the Lasky Studio in Hollywood. The western most block of the Lasky Studio bordered by Argyle, Vine, Selma, and Sunset has already been redeveloped. The project area encompasses the eastern most part of the Lasky site. As the steward of the Hollywood Heritage Museum, a building which was formerly located on this property, Hollywood Heritage has as its mission to continue to keep the story of this important studio site alive.

The historic assessment contained in the Appendix of the DEIR, provides an overview of this important piece of property. It correctly identifies two existing buildings, which are important property types to the movie industry. Hollywood Heritage acknowledges that the film lab building, now Ametron headquarters, has been substantially altered and does not convey any of its former significance. Hollywood Heritage would however like to encourage the applicant to work with Hollywood Heritage to interpret the history of this site and film lab on site.

2. Hollywood Heritage requests further analysis of the significance of the film vault, a significant property type in Hollywood.

Also identified on the site is a series of film vaults. The assessment did not evaluate these vaults as significant. Hollywood Heritage would like the City to reconsider this evaluation in light of the fact that this particular property type is extraordinarily rare and that there are few if any examples of film vaults left, which are not on studio sites. Just recently the only other identified set of film vaults not on a studio site was demolished at 1040 Seward Street. Film vaults have been identified in the entertainment context for SurveyLA as a character defining feature of studio sites. The assessment and cultural resources section should be amended to include accurate information about the number and location of film vaults in Los Angeles and in particular any film vaults that are not located within working studio sites. Hollywood Heritage disagrees with the consultant assessment that these film vaults are not significant and would like more consultation with the applicant regarding the disposition of this potential resource.

An overlooked historical element of film production related sites is the sequential ownership and operation of sites by like industries. On this parcel, in addition to Ametron as its most current operator, was also the Burns Revier Studio and Laboratory, the Lasky Feature Play Company, Famous Players Lasky studio, Otto K. Olesen lighting, and NBC radio city, all entertainment industry entities whose business involved interaction with other production companies which informed operations and subsequently services and construction on properties they owned or managed. It is through this lineage of production that these vaults were built and used, contributing to the historic industrial life of Hollywood.

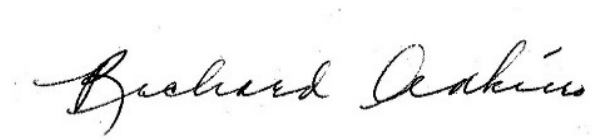
Do to its settlement Agreement with the CRA/LA Hollywood Heritage continues to review demolition permits for proposed projects in the CRA area. To date we have not received a demolition request for these buildings, which we assume is because the project has not yet been approved. Our comments on the demolition permit will reflect some of the concerns noted above unless further information regarding the vaults and documentation of the project is forthcoming.

3. About Hollywood Heritage

Hollywood Heritage is a non-profit organization dedicated to preservation of the historic built environment in Hollywood and to education about the early film industry and the role its pioneers played in shaping Hollywood's history. Our mission is not just the protection of individual "landmark" buildings but of the collection of historic resources as a whole, preserving patterns of connectivity that tell the story of Hollywood's historic development, the "setting". This includes preserving structures from each period of development so that historic patterns can be perceived physically. Hollywood Heritage does not oppose growth, but believes that the majority of sites in the historic core (mostly now identified in land use designations as "regional center") should be developed to be compatible "infill" which should support, not further compromise, the Hollywood that attracts millions of visitors a year with its historic "sense of place."

Hollywood Heritage looks forward to further communication with the applicant in order to resolve these concerns.

Sincerely,

A handwritten signature in black ink, reading "Richard Adkins". The signature is written in a cursive style with a large, stylized "R" and "A".

Richard Adkins
President, Hollywood Heritage, Inc.

CC: Council District 13 and Dennis Hance (CRA/LA)



To:

Kathleen King
City of Los Angeles
Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

From:

Susan Hunter
Housing is a Human Right
6500 Sunset Blvd.
Los Angeles, CA 90028

5/31/2019

RE: ENV-2016-3743-EIR/ 1546 North Argyle Ave., Los Angeles CA 90028

Ms. King,

It has come to our attention that the proposed project is in violation of the CRA Hollywood Redevelopment Plan as the Plan Area does not meet with Health & Safety Code DIV 24, PART 1, Chapter 4 (2) (A) (i) Prior to the time limit on the effectiveness of the redevelopment plan established pursuant to Sections 33333.2, 33333.6, and 33333.10 at least 15 percent of all new and substantially rehabilitated dwelling units developed within a project area under the jurisdiction of an agency by public or private entities or persons other than the agency shall be available at affordable housing cost to, and occupied by, persons and families of low or moderate income. Not less than 40 percent of the dwelling units required to be available at affordable housing cost to, and occupied by, persons and families of low or moderate income shall be available at affordable housing cost to, and occupied by, very low income households. Proposed project is in violation of Health & Safety Code §50052.5, to persons and families of low- or moderate-income, as defined in Health & Safety Code §50093, very low-income households, as defined in Health & Safety Code §50105, and extremely low-income households as defined in Health & Safety Code §50106.

The proposed project must conform to all local Community and CRA Redevelopment Plans. Per AB 1505 (Bloom), the proposed project lacks a large amount of affordable housing to help with the deficit of over 2,000 units that the current CRA Redevelopment Plan area has. We are not within compliance of the law, which the agency has a right to enforce and deem that the project should supply 100% affordable housing in order to help with the current deficit. At the least should be 15%, which will only mean the deficit in affordable housing won't be met as quickly.



CEQA fails to examine the lack of meeting affordable housing requirements area wide, therefore the proposed project will have to include 15% (41 units of) affordable housing to help diminish the overall lack of affordable housing available. Until such time as the Plan Area meets the affordable housing requirements deemed under State law, then any future projects moving forward will have to include enough affordable housing in all categories in order to reach compliance.

Thank you for your time,
Susan Hunter
Housing Justice Organizer



Kathleen King <kathleen.king@lacity.org>

RE: [Support] Modera Argyle - 1546 N. Argyle Ave development

2 messages

Alek <alek3773@gmail.com>
Reply-To: Alek <alek3773@gmail.com>
To: kathleen.king@lacity.org

Thu, Apr 18, 2019 at 10:42 PM

Dear City Representative:

Project Details:

Environmental Case No.: [ENV-2016-3743-EIR](#)

State Clearinghouse No.: [2017081039](#)

Project name: [Modera Argyle](#)

Project Address: [1546 N. Argyle Avenue / 6224 W. Selma Avenue, Hollywood CA 90028](#).

I am a resident of Hollywood, living just walking distance (!) from the proposed project at [1546 N. Argyle Avenue](#) / 6224 W. Selma Avenue, Hollywood CA 90028. I am truly excited about the project, and would like to express my full **SUPPORT**. The area definitely needs an improvement, and this proposed contemporary development will, no doubt, bring positive transformation to the area.

I love the proposed design, especially the color scheme of the building - elegant white & light-grayish, and glass balconies. This will give this area a nice, fresh feel - and a vibrant atmosphere.

To be honest, the proposed development is MUCH better than most projects recently built... So, I am happily giving the developer **4 stars** for the style and design (by the way, I have experience in architecture and urban development advocacy).

And I am referring to the latest post on Urbanize.LA:

<https://urbanize.la/post/new-look-hollywoods-modera-argyle-apartments>

I do have one suggestion -- in regards to the development. I believe, the sidewalks adjacent to the proposed building should definitely have decorative sidewalks / **pavers**. As I'm sure you know, most U.S. cities offer sidewalks with much better covering than L.A. does. Even in San Diego, Santa Barbara, and San Francisco you see much more attractive sidewalk pavement than in L.A.; hence many more pedestrians in those cities! Thankfully, some parts of L.A. (incl. Downtown, the Sunset Strip, Westwood, and mid-Wilshire area) started using decorative pavers.

In order to promote walkability in Hollywood and improve the look of a new mixed-use development, a major improvement to sidewalks is needed. **Decorative pavers is a "Must"** for the Modera Argyle project! Therefore, I strongly urge the developer to consider adding decorative **pavers**.

Thank you so much for reviewing my comments, and for consideration. *Please forward this suggestion to all parties fo interest. Thanks again!

You can contact me, should you have any questions or concerns.

Sincerely,

~ Alek Friedman
*URBAN DEVELOPMENT ADVOCATE,
GRAPHIC DESIGNER, COMPUTER CONSULTANT*
323 . 465 . 8511
Hollywood, California

Kathleen King <kathleen.king@lacity.org>
To: Alek <alek3773@gmail.com>

Fri, Apr 19, 2019 at 6:55 AM

Mr. Friedman,

Thank you for your comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Modera Argyle EIR

2 messages

Lloyd Joseph Princeton <lloyd@dmcnyc.com>
To: "kathleen.king@lacity.org" <kathleen.king@lacity.org>

Mon, Apr 22, 2019 at 3:21 PM

Dear Ms. King:

I just received notice that the Draft EIR is available for a proposed project next door to where I live. My question: what type of influence can the public have at this stage? Modify/cancel/delay/revise the project?

Thank you!

DESIGN MANAGEMENT COMPANY

CONSULTING | RECRUITING | SPEAKING

Lloyd J. Princeton

+1(310)697-7700 x6 office

www.dmcnyc.com

www.idtalentsearch.com

Bringing Together People, Ideas and Success

"History will be kind to me for I intend to write it" Winston Churchill

Kathleen King <kathleen.king@lacity.org>
To: Lloyd Joseph Princeton <lloyd@dmcnyc.com>

Mon, Apr 22, 2019 at 3:40 PM

Mr. Princeton,

The Modera Argyle Draft EIR is available for public review and comments (please note all comments must be submitted in writing in accordance with the directions included on the Notice of Completion and Availability). At this time the public is welcome to submit comments pertaining to the Draft EIR and/or the project in general. Please note that any comments regarding the Draft EIR must be submitted by Monday June 3, 2019 at 4 PM. Comments not focused on the Draft EIR can be submitted throughout the planning process and will be included as part of the record (as long as they are submitted in writing).

Please feel free to call or email me if you have any further questions.

Thank you,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR1 message

David Barboza <dejaybe@everyactioncustom.com>

Wed, Apr 24, 2019 at 8:44 PM

Reply-To: dejaybe@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

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This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by David Barboza using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
David Barboza
Whittier, CA 90602
dejaybe@gmail.com



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Liz Barillas <trunkschan90@everyactioncustom.com>

Mon, Apr 22, 2019 at 5:02 PM

Reply-To: trunkschan90@yahoo.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Liz Barillas using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Liz Barillas
Glendale, CA 91201
trunkschan90@yahoo.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:04 AM

To: trunkschan90@yahoo.com

Ms. Barillas,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]

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Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

patricia Bijvoet <patriciabijvoet@everyactioncustom.com>

Mon, Apr 22, 2019 at 9:26 PM

Reply-To: patriciabijvoet@mac.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Patricia Bijvoet, using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
patricia Bijvoet
Culver City, CA 90232
patriciabijvoet@mac.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:08 AM

To: patriciabijvoet@mac.com

Ms. Bijvoet,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]

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Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argly Ave, Case ENV-2016-3743-EIR2 messages

Joshua Blumenkopf <jblumenkopf@everyactioncustom.com>

Mon, Apr 22, 2019 at 1:17 PM

Reply-To: jblumenkopf@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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Personally sent by Joshua Blumenkopf using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Joshua Blumenkopf
Pasadena, CA 91101
jblumenkopf@gmail.com

Kathleen King <kathleen.king@lacity.org>

Mon, Apr 22, 2019 at 4:57 PM

To: jblumenkopf@gmail.com

Mr. Blumenkopf,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argly Ave, Case ENV-2016-3743-EIR

2 messages

Lauren Borchard <laurenborchard@everyactioncustom.com>

Mon, Apr 22, 2019 at 3:06 PM

Reply-To: laurenborchard@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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Personally sent by Lauren Borchard using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Lauren Borchard
Los Angeles, CA 90036
laurenborchard@gmail.com

Kathleen King <kathleen.king@lacity.org>

Mon, Apr 22, 2019 at 4:58 PM

To: laurenborchard@gmail.com

Ms. Borchard,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Jamison Bradley <jsbradley523@everyactioncustom.com>

Tue, Apr 23, 2019 at 7:13 AM

Reply-To: jsbradley523@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Jamison Bradley using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Jamison Bradley
Los Angeles, CA 90034
jsbradley523@gmail.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:14 AM

To: jsbradley523@gmail.com

Mr. Bradley,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR

1 message

Nicholas Burns III <nkburns3@everyactioncustom.com>

Mon, Apr 22, 2019 at 3:39 PM

Reply-To: nkburns3@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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Personally sent by Nicholas Burns III using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Nicholas Burns III
Los Angeles, CA 90025
nkburns3@gmail.com



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argly Ave, Case ENV-2016-3743-EIR

1 message

Leonora Camner <leonorasc@everyactioncustom.com>

Mon, Apr 22, 2019 at 11:05 AM

Reply-To: leonorasc@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Leonora Camner using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Leonora Camner
Santa Monica, CA 90403
leonorasc@gmail.com



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Alex Chen <aznyellojersey@everyactioncustom.com>

Mon, Apr 22, 2019 at 11:46 PM

Reply-To: aznyellojersey@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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Personally sent by Alex Chen using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Alex Chen
Los Angeles, CA 90012
aznyellojersey@gmail.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:10 AM

To: aznyellojersey@gmail.com

Mr. Chen,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]

--



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Anthony Dedousis <anthonydpdedousis@everyactioncustom.com>

Mon, Apr 22, 2019 at 10:21 PM

Reply-To: anthonydpdedousis@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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Personally sent by Anthony Dedousis using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Anthony Dedousis
Los Angeles, CA 90034
anthonydpdedousis@gmail.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:09 AM

To: anthonydpdedousis@gmail.com

Mr. Dedousis,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Andy Freeland <andy@everyactioncustom.com>

Mon, Apr 22, 2019 at 4:10 PM

Reply-To: andy@andyfreeland.net

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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Personally sent by Andy Freeland using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Andy Freeland
Los Angeles, CA 90015
andy@andyfreeland.net

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:00 AM

To: andy@andyfreeland.net

Mr. Freeland,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Steve Gifford <stevegifford@everyactioncustom.com>

Mon, Apr 22, 2019 at 9:45 PM

Reply-To: stevegifford@outlook.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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Personally sent by Steve Gifford using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Steve Gifford
Los Angeles, CA 90027
stevegifford@outlook.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:08 AM

To: stevegifford@outlook.com

Mr. Gifford,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Steven Guerry <steven.guerry@everyactioncustom.com>

Mon, Apr 22, 2019 at 3:53 PM

Reply-To: steven.guerry@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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Personally sent by Steven Guerry using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Steven Guerry
Los Angeles Afb, CA 90027
steven.guerry@gmail.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 7:51 AM

To: steven.guerry@gmail.com

Mr. Guerry,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR

2 messages

Tami Kagan-Abrams <tami@everyactioncustom.com>

Mon, Apr 22, 2019 at 4:24 PM

Reply-To: tami@abramsgroup.org

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Tami Kagan-Abrams using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Tami Kagan-Abrams
Los Angeles, CA 90046
tami@abramsgroup.org

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:02 AM

To: tami@abramsgroup.org

Ms. Kagan-Abrams,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Luke Klipp <lukeklipp@everyactioncustom.com>

Mon, Apr 22, 2019 at 5:04 PM

Reply-To: lukeklipp@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing, in a location that is perfect for this kind of development. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

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Personally sent by Luke Klipp using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Luke Klipp
Los Angeles, CA 90027
lukeklipp@gmail.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:05 AM

To: lukeklipp@gmail.com

Mr. Klipp,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Gerald Lam <geraldlam05@everyactioncustom.com>

Mon, Apr 22, 2019 at 3:55 PM

Reply-To: geraldlam05@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Gerald Lam using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Gerald Lam
Palos Verdes Peninsula, CA 90274
geraldlam05@gmail.com

Kathleen King <kathleen.king@lacity.org>

Mon, Apr 22, 2019 at 4:59 PM

To: geraldlam05@gmail.com

Mr. Lam,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Matthew Luery <matthew.luery@everyactioncustom.com>

Mon, Apr 22, 2019 at 3:33 PM

Reply-To: matthew.luery@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Matthew Luery using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Matthew Luery
Los Angeles, CA 90027
matthew.luery@gmail.com

Kathleen King <kathleen.king@lacity.org>

Mon, Apr 22, 2019 at 4:58 PM

To: matthew.luery@gmail.com

Mr. Luery,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

andy may <andymay@everyactioncustom.com>

Mon, Apr 22, 2019 at 3:30 PM

Reply-To: andymay@yahoo.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by andy may using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
andy may
Los Angeles, CA 90027
andymay@yahoo.com

Kathleen King <kathleen.king@lacity.org>

Mon, Apr 22, 2019 at 4:58 PM

To: andymay@yahoo.com

Mr. May,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Sean McKenna <sean-mckenna@everyactioncustom.com>

Wed, Apr 24, 2019 at 7:02 AM

Reply-To: sean-mckenna@outlook.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

The City of LA needs to double down on the Hollywood neighborhood for producing housing. And within Hollywood, this project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Sean McKenna using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Sean McKenna
Los Angeles, CA 90019
sean-mckenna@outlook.com

Kathleen King <kathleen.king@lacity.org>

Wed, Apr 24, 2019 at 7:28 AM

To: sean-mckenna@outlook.com

Mr. McKenna,

Thank you for your comment regarding the Modera Argyle Project. Your comment has been included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]

--



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Mark Montiel <mrkmontiel@everyactioncustom.com>

Mon, Apr 22, 2019 at 3:56 PM

Reply-To: mrkmontiel@yahoo.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Mark Montiel using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Mark Montiel
Los Angeles, CA 90014
mrkmontiel@yahoo.com

Kathleen King <kathleen.king@lacity.org>

Mon, Apr 22, 2019 at 4:59 PM

To: mrkmontiel@yahoo.com

Mr. Montiel,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR1 message

Paul Moorman <pmoorman@everyactioncustom.com>

Mon, Apr 22, 2019 at 3:36 PM

Reply-To: pmoorman@illinoisalumni.org

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Paul Moorman using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Paul Moorman
West Hollywood, CA 90069
pmoorman@illinoisalumni.org



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR1 message

Prabhu Reddy <prabhu.r.reddy@everyactioncustom.com>

Mon, Apr 22, 2019 at 3:38 PM

Reply-To: prabhu.r.reddy@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Prabhu Reddy using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Prabhu Reddy
Long Beach, CA 90803
prabhu.r.reddy@gmail.com



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Derek Ryder <derekryder.101@everyactioncustom.com>

Tue, Apr 23, 2019 at 9:31 AM

Reply-To: derekryder.101@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Derek Ryder using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Derek Ryder
Los Angeles, CA 90065
derekryder.101@gmail.com

Kathleen King <kathleen.king@lacity.org>

Wed, Apr 24, 2019 at 6:56 AM

To: derekryder.101@gmail.com

Mr. Ryder,

Thank you for your comment regarding the Modera Argyle Project. Your comment has been included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Judd Schoenholtz <judd@everyactioncustom.com>

Mon, Apr 22, 2019 at 5:06 PM

Reply-To: judd@openlistings.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Judd Schoenholtz using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Judd Schoenholtz
Los Angeles, CA 90039
judd@openlistings.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:06 AM

To: judd@openlistings.com

Mr. Schoenholtz,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Daniel Schreiner <dan000419@everyactioncustom.com>

Mon, Apr 22, 2019 at 4:39 PM

Reply-To: dan000419@aol.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Daniel Schreiner using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Daniel Schreiner
Los Angeles, CA 90027
dan000419@aol.com

Kathleen King <kathleen.king@lacity.org>

Mon, Apr 22, 2019 at 4:59 PM

To: dan000419@aol.com

Mr. Schriener,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR

1 message

Zennon Ulyate-Crow <zennonuc@everyactioncustom.com>

Mon, Apr 22, 2019 at 5:19 PM

Reply-To: zennonuc@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low-Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much-needed housing. By creating new places to live in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. The housing challenges of our age will only be addressed if everyone in the county does their part.

This project is in an excellent location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service four blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. This project is one of many that needs to be approved, so our affordable housing programs that depend on inclusionary housing requirements have a profound impact. The proposal for a Conditional Use to allow higher density in return for greater affordability shows that the appetite for an even more extensive Density Bonus program is there in the development community.

This project is a excellent project for Los Angeles and the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Zennon Ulyate-Crow using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Zennon Ulyate-Crow
Topanga, CA 90290
zennonuc@gmail.com



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

Ryan Welch <ry@everyactioncustom.com>

Mon, Apr 22, 2019 at 4:04 PM

Reply-To: ry@rywelch.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is one block away from the Metro Red Line, which runs from North Hollywood to downtown LA, as well as DASH Hollywood. There is frequent Metro bus service 4 blocks away (Line 2 which runs between Westwood and downtown LA). There are an elementary school, middle school, and high school all within one mile, and many neighborhood amenities such as restaurants, retail, and theaters are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring both market rate and badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus. The proposal for a Conditional Use to allow greater density in return for greater affordability shows that the appetite for an even larger Density Bonus program is there in the development community.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by Ryan Welch using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
Ryan Welch
Los Angeles, CA 90048
ry@rywelch.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 7:58 AM

To: ry@rywelch.com

Mr. Welch,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]

--



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012



Kathleen King <kathleen.king@lacity.org>

Support for 1546 N Argyle Ave, Case ENV-2016-3743-EIR2 messages

William Wright <willrobwright@everyactioncustom.com>

Mon, Apr 22, 2019 at 4:11 PM

Reply-To: willrobwright@gmail.com

To: kathleen.king@lacity.org

Dear Kathleen King,

I am writing to you in support of the proposed 276-unit mixed-use development, including 33 dedicated Extremely Low Income units, at 1546 North Argyle Avenue, case ENV-2016-3743-EIR. It will also include either 24,000 square feet of neighborhood-serving commercial retail and restaurant uses, or a 27,000 square foot grocery store. The project will encompass up to 260,250 square feet of floor area and have a maximum Floor Area Ratio (FAR) of 5:4:1. I urge the city to grant the incentive and waiver to permit the 14% Density Bonus, 20% increase in allowable FAR and 20% reduction in the project's rear yard.

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This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the Density Bonus On-Menu Incentives and the Waivers of Development Standards.

Personally sent by William Wright using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is a grassroots pro-housing organization.

Sincerely,
William Wright
Los Angeles, CA 90026
willrobwright@gmail.com

Kathleen King <kathleen.king@lacity.org>

Tue, Apr 23, 2019 at 8:01 AM

To: willrobwright@gmail.com

Mr. Wright,

Thank you for comment regarding the Modera Argyle Project. Your comment will be included in the project file.

Thank you again,



Kathleen King

Department of City Planning

(213) 847-3624

221 N. Figueroa Street Suite 1350

Los Angeles, CA. 90012

[Quoted text hidden]



Kathleen King

Department of City Planning

(213) 847-3624

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Los Angeles, CA. 90012



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1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

Via Email and U.S. Mail

August 2, 2019

Kathleen King
Department of City Planning
City of Los Angeles
221 N. Figueroa Street., Suite 1350
Los Angeles, CA 90012
kathleen.king@lacity.org

Lisa M. Webber, AICP Deputy Director
Department of City Planning
City of Los Angeles
200 N. Spring Street, Room 525
Los Angeles, CA 90012
lisa.webber@lacity.org

Holly L. Wolcott, City Clerk
City Clerk's Office
City of Los Angeles
200 North Spring Street, Room 360
Los Angeles, CA 90012
cityclerk@lacity.org

**Re: Comment on Draft Environmental Impact Report, Modera Argyle
Project aka ENV-2016-3743-EIR and SCH #2017081039**

Dear: Ms. King, Ms. Webber, and Ms. Wolcott

I am writing on behalf of Supporters Alliance For Environmental Responsibility ("SAFER"), regarding the Draft Environmental Impact Report; ("DEIR") prepared for the Project known as Modera Argyle Project aka ENV-2016-3743-EIR and SCH #2017081039, including all actions related or referring to the proposed development of a new 260,250 square feet, mixed use seven story building consisting of a ground level mezzanine and six residential floors, containing 276 units, above four subterranean parking levels located at 1546 North Argyle Avenue and 6224 West Selma Avenue in the City of Los Angeles ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. SAFER requests that the Department of City Planning address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project.

August 2, 2019

Comment on Draft Environmental Impact Report, Modera Argyle Project aka ENV-2016-3743-EIR and SCH #2017081039

Page 2 of 2

Galante Vineyards v. Monterey Peninsula Water Management Dist., 60 Cal. App. 4th 1109, 1121 (1997).

We hereby request that City of Los Angeles (“City”) send by electronic mail, if possible or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act (“CEQA”), including, but not limited to:
 - Notices of any public hearing held pursuant to CEQA.
 - Notices of determination that an Environmental Impact Report (“EIR”) is required for a project, prepared pursuant to Public Resources Code Section 21080.4.
 - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
 - Notices of preparation of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21092.
 - Notices of availability of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
 - Notices of approval and/or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
 - Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
 - Notices of determination that a project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
 - Notice of any Final EIR prepared pursuant to CEQA.
 - Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092,**

August 2, 2019

Comment on Draft Environmental Impact Report, Modera Argyle Project aka ENV-2016-3743-EIR and SCH #2017081039

Page 3 of 2

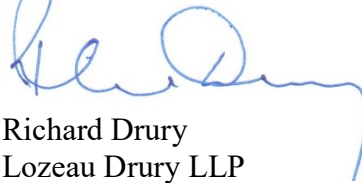
which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail, if possible or U.S. Mail to:

Richard Drury
Stacey Osborne
Komalpreet Toor
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
510 836-4200
richard@lozeaudrury.com
stacey@lozeaudrury.com
komal@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,



Richard Drury
Lozeau Drury LLP