



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

City Planning Commission

Date: April 26, 2018
Time: After 8:30 A.M.
Place: Van Nuys, Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, California 91401

Public Hearing Completed: February 28, 2018
Appeal Status: Appealable to City Council
Expiration Date: April 30, 2018
Multiple Approval: Pursuant to Section 12.36 of the LAMC (Multiple Entitlements), appealable to City Council by any party; Off-Menu items not appealable.

Case No.: CPC-2013-3319-DB-SPR
CEQA No.: ENV-2013-3320-EIR
Related Cases: VTT-72553, VTT-72552-SL
Council No.: 1 – Cedillo
Plan Area: Silver Lake – Echo Park – Elysian Valley
Specific Plan: None
Certified NC: Greater Echo Park Elysian
General Plan: General Commercial

Zone: C2-1VL
Applicant: Fred Shaffer, Aragon (Sunset/Everett) Properties Corporation
Representative: Dave Rand, Armbruster, Goldsmith & Delvac, LLP

PROJECT LOCATION: 1185, 1187, 1193, 1195, 1197, 1201, 1201½, 1205, 1205½, 1207, 1207½, 1211, 1215, 1221, 1225, 1229, 1233, 1239, 1243, 1245, 1247, 1247½ W. Sunset Boulevard, 917 N. Everett Street

PROPOSED PROJECT: The Project would remove all uses on the Project Site, including a 3,000-square foot warehouse, a two-unit apartment building, two bungalow apartments, a 4,800-square foot commercial building, surface parking lots and a car wash/repair shop along Sunset Boulevard to construct a mixed-use development (Sunset & Everett Mixed-Use Development) consisting of a 148,345-square foot Building A along Sunset Boulevard, containing 161 residential units and 3,078 square feet of ground-level retail, and a 49,513-square foot Building B, at the corner of Sunset Boulevard and Everett Street, containing 43 residential units and 8,256 square feet of ground-level retail space. Buildings A and B would contain a total of 204 residential units, 11,334 square feet of retail, a total of 294 parking spaces, and 236 bicycle parking spaces.

REQUESTED ACTIONS:

ENV-2013-3320-EIR

1. Pursuant to CEQA Guidelines, Sections 15162 and 15164, in consideration of the whole of the administrative record, that the Project was assessed in the previously certified Sunset Everett Mixed-Use Development Project and Everett Small Lot Subdivision Environmental Impact Report (EIR) No. ENV-2013-3320-EIR, SCH No. 2015061025, certified on March 29, 2018; and no subsequent EIR or addendum is required for approval of the Project.

CPC-2013-3319-DB-SPR

1. Pursuant to LAMC Section 12.22-A,25, a Density Bonus Compliance Review, reserving seven percent, or 15 units, for Very Low Income Households, and utilizing Parking Option 1, for the mixed-

use development (Sunset & Everett Mixed-Use Development) at 1185, 1187, 1193, 1195, 1197, 1201, 1201½, 1205, 1205½, 1207, 1207½, 1211, 1215, 1221, 1225, 1229, 1233, 1239, 1243, 1245, 1247, 1247½ West Sunset Boulevard and 917 North Everett Street, seeking the following incentives:

- a. Pursuant to LAMC Section 12.22-A,25(F), an On-Menu Incentive to permit a 25 percent increase in Floor Area Ratio (FAR) to permit a 1.85 FAR in lieu of 1.5 FAR otherwise permitted in the C2-1VL Zone.
 - b. Pursuant to LAMC 12.22-A,25(G), a Waiver of Development Standard (Off-Menu) to permit:
 - i. A 15-foot height increase for a maximum height of 72 feet as measured from grade (66 feet as measured from plumb height) in lieu of a 57-foot base height for Building A;
 - ii. A 4-foot increase for a maximum height of 61 feet as measured from grade (59 feet as measured from plumb height) in lieu of a 57-foot base height for Building B;
 - iii. A six-story mixed-use building in lieu of a three-story building for Building A and a five-story mixed-use building in lieu of a three-story building for Building B; and
2. Pursuant to LAMC Section 16.05, a Site Plan Review for a project resulting in an increase of 50 or more dwelling units.

RECOMMENDED ACTIONS:

ENV-2013-3320-EIR

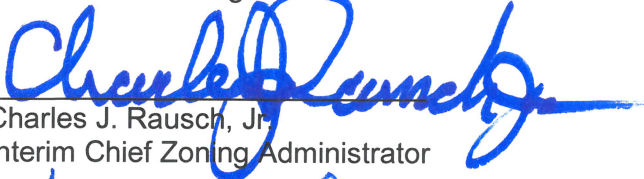
1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the Sunset Everett Mixed-Use Development Project and Everett Small Lot Subdivision Environmental Impact Report (EIR), ENV-2013-3320-EIR, SCH No. 2015061025, certified on March 29, 2018; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required for approval of the Project.

CPC-2013-3319-DB-SPR

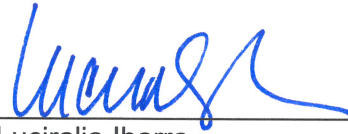
2. **Approve** a Density Bonus Compliance Review, reserving seven percent, or 15 units, for Very Low Income Households, and utilizing Parking Option 1, for the mixed-use development (Sunset & Everett Mixed-Use Development) at 1185, 1187, 1193, 1195, 1197, 1201, 1201½, 1205, 1205½, 1207, 1207½, 1211, 1215, 1221, 1225, 1229, 1233, 1239, 1243, 1245, 1247, 1247½ West Sunset Boulevard and 917 North Everett Street, with the following incentives:
 - a. Pursuant to LAMC Section 12.22-A,25(F), an On-Menu Incentive to permit a 25 percent increase in Floor Area Ratio (FAR) to permit a 1.85 FAR in lieu of 1.5 FAR otherwise permitted in the C2-1VL Zone.
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 - i. A 15-foot height increase for a maximum height of 72 feet as measured from grade (66 feet as measured from plumb height) in lieu of a 57-foot base height for Building A;
 - ii. A 4-foot increase for a maximum height of 61 feet as measured from grade (59 feet as measured from plumb height) in lieu of a 57-foot base height for Building B;
 - iii. A six-story mixed-use building in lieu of a three-story building for Building A and a five-story mixed-use building in lieu of a three-story building for Building B; and
3. **Approve** a Site Plan Review pursuant to LAMC 16.05 for a project that would result in an increase of 50 or more dwelling units.

VINCENT P. BERTONI, AICP

Director of Planning



Charles J. Rausch, Jr.
Interim Chief Zoning Administrator



Luciralia Ibarra
Senior City Planner



Alejandro A. Huerta
City Planner

(213) 847-3674 (New phone number as of April 9, 2018)

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, 200 North Spring Street, Room 532, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent out the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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Exhibit:

A – Site Plans

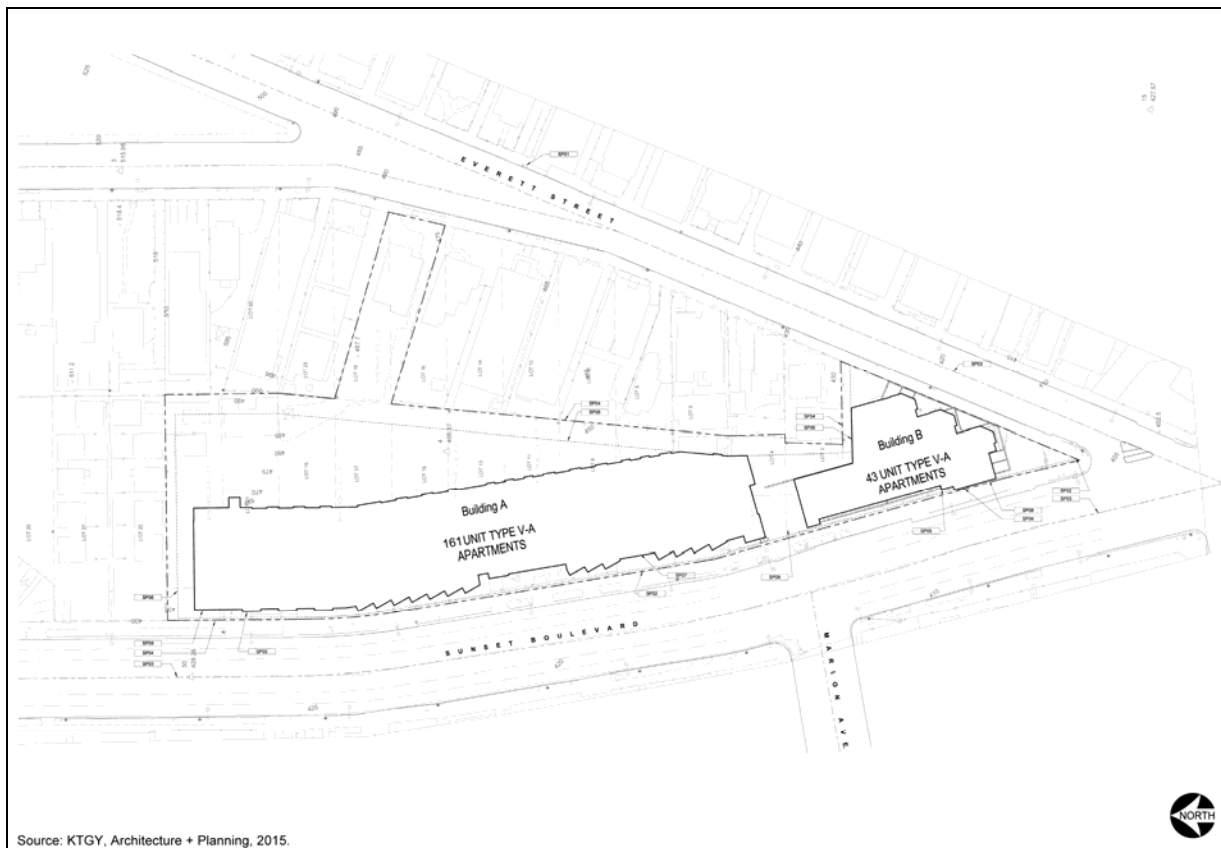
EIR: https://planning.lacity.org/eir/Sunset_and_EverettMixed-UseDevProj_and_EverettSmallLotSubdiv/DEIR/index.html

PROJECT ANALYSIS

Project Description

The "Project" analyzed in the EIR involved two parcels, a site at 1185-1247½ Sunset Boulevard and 917 N. Everett Street, and a site at 959 North Everett Street, with the following components: 1) a mixed-use residential/retail development (Sunset & Everett Mixed-Use Development) consisting of Building A located along Sunset Boulevard, and Building B located at the corner of Sunset Boulevard and Everett Street and 2) a Small Lot Division (Everett Small Lot Subdivision), fronting Everett Street, resulting in six single-family residences, with a combined square footage of 10,887 square feet, pursuant to the Small Lot Subdivision Ordinance. The Everett Small Subdivision at 959 North Everett Street is not part of the actions considered under Case No. CPC-2013-3319-DB-SPR.

The Project Site contains a 3,000 square foot warehouse, a 2-unit apartment building, a 4,800 square foot commercial building and a 2 stall car wash with two bay car repair shop on Sunset Boulevard. All of these uses will be removed. Building A will total 148,345 square feet, provide 161 residential units and include 3,078 square feet of retail space on the ground floor that will be divided into four tenant spaces. Building B will total 49,513 square feet, provide 43 residential units and include 8,256 square feet of retail space that will be divided into six tenant spaces on the ground floor level. Together, Buildings A and B will contain a total of 204 residential units, with seven percent, or 15 units, set aside for Very Low Income Households, 11,334 square feet of retail, a total of 294 parking spaces, and 236 bicycle parking spaces. The two mixed-use buildings will range in height from 61 feet to 72 feet tall, and include up to two semi-subterranean parking garage levels and up to two subterranean parking garage levels. The Project would have a floor area ratio of 1.85:1.



Residential Component

The residential portion of the Sunset & Everett Mixed-Use Development includes a mix of studio, one-, and two-bedroom units. As mentioned above, the project proposes a seven percent set aside for Very Low Income Households (15 units). The sum of the total floor area for the 204 residential units in Buildings A and B of the Sunset & Everett Mixed-Use Development is 168,471 square feet. Table 1 provides a summary of the residential mix.

TABLE 1: RESIDENTIAL MIX, Sunset & Everett Mixed-Use Development	
Unit Type	Quantity
Studio	49
1 Bed	100
2 Bed	55
Total	204

Commercial Component

The commercial component of the Sunset & Everett Mixed-Use Development includes 11,334 square feet of neighborhood-serving commercial space. Building A will include 3,078 square feet, while Building B will include 8,256 square feet.

Building Heights

The Sunset & Everett Mixed-Use Development site is zoned C2-1VL which allows a maximum height of 45 feet from grade and 3 stories in a building with a commercial component. Pursuant to LAMC 12.21.1-B,2, whenever the highest point of elevation of the adjoining sidewalk or ground surface within a five-foot horizontal distance measured from the exterior wall of a building exceeds grade level by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this section by not more than 12 feet. Because the grade differential of the Project Site meets this criterion (i.e., there is a grade differential of approximately 100 feet from the highest elevation at the northwest corner of the Project Site to the lowest point at the southeast corner at Sunset and Everett), the buildings heights described below factor in the additional 12 feet (i.e., 45 feet height plus 12 feet = 57 feet grade height). The Sunset & Everett Mixed-Use Development includes a Density Bonus Compliance Review and will provide seven percent, or 15 units, restricted for Very Low Income Households. The Project seeks an On-Menu Incentive to permit a 25 percent increase in Floor Area Ratio (FAR) to permit a 1.85 FAR in lieu of 1.5 FAR otherwise permitted in the C2-1VL Zone. The Project also seeks a Waiver of Development Standard (Off-Menu) for the following: a 15-foot height increase for a maximum height of 72 feet as measured from grade (66 feet as measured from plumb height) in lieu of a 57-foot base height, and for a six-story mixed-use building in lieu of a three-story building, for Building A; and a 4-foot increase for a maximum height of 61 feet as measured from grade (59 feet as measured from plumb height) in lieu of a 57-foot base height, and for a five-story mixed-use building in lieu of a three-story building, for Building B.

Open Space

The Sunset & Everett Mixed-Use Development will provide a variety of open space amenities to its residents. Private open space would be available to each unit in the form of private balconies. Rooftop amenities will include terraces on top of both Building A and Building B. Landscape planters and hardscape features would be distributed throughout the site, and

perimeter landscaping would be installed at the ground level, including landscaping on the slope to the north. Planters and two pedestrian plazas will be incorporated into the design: one plaza on the Sunset frontage, and a second plaza at the intersection of Sunset Boulevard and Everett Street.

A total of 21,775 square feet of open space is required on the Project Site. The project meets the open space requirement by providing 24,077 square feet of open space in the form of the following: common open space, private balconies, roof-level terraces, a recreation/fitness room, and other amenities. There will also be a common open space along the rear of Building A in the form of patio space. An enclosed dog run will be provided between Buildings A and B for residents only.

Site Access

The Project would provide residential pedestrian access to the Sunset & Everett Mixed-Use Development via two lobbies, one midblock on Sunset Boulevard for Building A and one on Everett Street for Building B. The pedestrian access for residents of Building A is to the north of the vehicular entrance (see below) to Building A. The retail pedestrian entrances for Building A and Building B are located along Sunset Boulevard. The resident pedestrian entrance for Building B is located on Everett Street, on the second level of the building. Additionally, all ground floor stoop units in Building A facing Sunset Boulevard will have entries directly onto the street.

Vehicular access is to be provided by three driveways located along Sunset Boulevard:

1. The main driveway will be located at the intersection of Sunset Boulevard and Marion Avenue.
2. The second driveway will be located approximately 170 feet north of the driveway at Sunset and Marion.
3. The third driveway will also be located at the northern end of Building A along Sunset.

Vehicle Parking. Parking for commercial and residential uses of the Sunset & Everett Mixed-Use Development will be located at ground level, and at subterranean and semi-subterranean parking garage levels fully integrated into Buildings A and B. The project proposes to utilize Parking Option 1 as part of LAMC Section 12.22-A,25 as part of the Density Bonus application. A total of 282 spaces are required and 294 parking spaces are provided for the Project Site. Parking for commercial uses will be provided at a rate of two parking spaces for each 1,000 square feet of commercial uses for a total of 23 required spaces.

Bike Parking. Residents will be able to access bike parking through each side, as detailed below, of the Sunset & Everett Mixed-Use Development, with short-term spaces on both Sunset Boulevard and Everett Street.

Patrons and visitors as well as residents of the Sunset & Everett Mixed-Use Development who need to park their bicycles will be able to utilize short-term bike parking, located throughout the property at grade levels. Specifically, there will be six short-term bike parking spaces near the corner of Sunset and Everett in front of Building B, adjacent to retail storefronts. There will be six additional short-term spaces along the Everett Street frontage of Building B, adjacent to the location of the lobby. Similarly, there will be a total of 14 short-term spaces along Sunset Boulevard in front of the lobby and entry plaza to Building A. In addition, long term spaces will be located from Level G1 to Level 5 in Building A, and Level G1 in Building B. Specifically, there will be 29 long-term spaces on Level G1 of the parking level of Building A. On Level L2 of Building A there will be a total of 32 long-term spaces located in two rooms accessible off a

hallway and adjacent to stairs and elevators. On the next floors up, Level L3 of Building A there will be a total of 25 long-term spaces; 25 spaces on Level L4; and 25 spaces on Level L5. Additionally, there will be a 102-square foot bicycle repair area on Level G1 in Building B next to a bike storage area with 82 long-term spaces.

Table 2 below provides a summary of the required and provided number of parking spaces bicycles for both the residential and commercial components of the Project.

TABLE 2: BICYCLE PARKING						
Use	Amount	Parking Ratio	Required Short-term	Required Long-term	Total Required	Provided
Residential	204	1 per 10 units (short-term) 1 per unit (long-term)	20	204	224	224
Retail	11,334 sf	1 per 2,000 sf (short-term) 1 per 2,000 sf f	6	6	12	12
Total Project			26	210	236	236

BACKGROUND

The Project Site is located in the Silver Lake-Echo Park-Elysian Valley Community Plan in the City of Los Angeles, approximately ½-mile north of Downtown Los Angeles. The Project Site is located in the Echo Park subarea of the Community Plan, considered one of the oldest neighborhoods of the City of Los Angeles. The area's primary land use is residential (42 percent), divided between single-family residential use (14 percent) and multiple family (28 percent). The Community Plan Area is noted for its fairly dense, hillside neighborhoods with steep slopes and narrow streets. With abutting Elysian Park, Dodger Stadium area, Silver Lake area, and the Los Angeles River, the Community Plan Area contains more open space than most of the other community plan areas in the LA metropolitan area.

The Project Site is a sloping, irregularly-shaped, 2.46-acre site, consisting of 14 lots, along Sunset Boulevard, at the intersection with Everett Street. The site has a westerly descending slope toward Sunset Boulevard. The project area has a frontage along Sunset Boulevard of approximately 820 feet and a lot depth ranging from 105 to 200 feet. The site has additional frontage on Everett Street of approximately 220 feet. As shown in the aerial photograph below, Everett Park is located within 500 feet northeast of the Project Site. The portion of the Project Site which is undeveloped in the aerial photograph is the slope covered by ground cover and trees.

This project was originally filed in 2013 and included 214 live-work units and 8,406 square feet of commercial space. The commercial space would have been in Building B only. This project was analyzed in Mitigation Negative Declaration No. ENV-2013-3320-MND, which was released for a comment period from July 10, 2014 to July 30, 2014. An Advisory Agency/Hearing Officer hearing was held on August 6, 2014. In response to comments at the hearing, the project was modified to add a commercial component to Building A. As a result of the addition of more

commercial space, the number of residential units decreased to 210 residential units. This revised project was analyzed in ENV-2013-3320-MND-REC1, and subsequently approved by the Advisory Agency, in conjunction with tract map No. VTT-72553-CN, on September 26, 2014. On October 6, 2014, an appeal was filed of the Advisory Agency's approval of Vesting Tentative Tract No. VTT-72553-CN and certification of Mitigated Negative Declaration No. ENV-2013-3320-MND-REC1. In light of the appeal, the Project Applicant volunteered an Environmental Impact Report (EIR). On April 9, 2015, the City Planning Commission granted the appeal in part and remanded the case back to the Advisory Agency for consideration after completion of the EIR. The Project analyzed in the EIR, Case No. ENV-2013-3320-EIR, is similar to the project analyzed in the MND, but has fewer residential units (204 dwelling units versus 210) and slightly less commercial square footage (11,334 square feet versus 11,906 square feet).

Adjacent Uses

Adjacent uses to the Sunset & Everett Mixed-Use Development include the following:

North – Multi-family housing and commercial/retail uses on Sunset Boulevard. These buildings are 1-and 2-stories. The area north is zoned C2-IVL.

South – Commercial/retail uses, auto repair, a former church, and multifamily housing along Sunset Boulevard. The area is zoned C2-1VL on the west side of Sunset Boulevard and C2-2D for the church on the east side of Sunset Boulevard.

West – Commercial/retail uses (tattoo parlor, beauty salon, botanical shop, and clothing/upholstery), a former bar, and multi-family housing along Sunset Boulevard. The area is zoned C2-1VL.

East – Multi-family housing and Everett Park along Everett Street. The housing is zoned [Q]R3-1VL and the park is zoned OS-1XL.



Streets and Circulation

Sunset Boulevard is a designated Avenue I in the Mobility Plan 2035 with a variable width of 96 feet to 98 feet, and improved with a gutter, curb, and sidewalk along the project's western street frontage. Sunset Boulevard is a two-way street with on-street parking and a peak-hour bus only lane on the east and west sides of Sunset Boulevard.

Everett Street is a designated Local Street - Standard in the Mobility Plan 2035 with a variable width of 56 feet to 58 feet, and improved with a gutter, curb, and sidewalk along the project's eastern street frontage. Everett Street is a two-way street with on-street parking.

Freeway Access and Surrounding Public Transit

Regional access to the Project Site is provided by the Harbor Freeway (I-110), located approximately 1,600 feet south of the Project Site and the Hollywood Freeway (US-101) located approximately 975 feet southwest of the Project Site. The major arterials providing regional and sub-regional access to the Project Site vicinity include Sunset Boulevard, Figueroa Street, Glendale Boulevard, Temple Street, and Bellevue Avenue.

The Los Angeles County Metropolitan Transportation Authority (Metro) provides bus service to the Project Site. Sunset Boulevard carries one Metro Rapid line (704), which provides service to Santa Monica Downtown Los Angeles, and two Metro Local Bus lines (2/302 and 4) which provides service to Westwood/UCLA, Florence-Pacific, and West LA-Sepulveda Boulevard. Sunset Boulevard beginning on Cesar Chavez Street at Union Station, continuing along Sunset Boulevard beyond the Project Site, has a bus only lane that operates at peak hours from 7am to 9am on the west side of Sunset and 4pm to 7pm on the east side, Monday through Friday. The Metro Red Line provides service to Downtown Los Angeles, Koreatown, Hollywood, and North Hollywood and has the Civic Center/Grand Park Station approximately 0.89 mile south, and Union Station stop approximately 1.0 mile south.

Land Use Designation and Zoning

The Sunset & Everett Mixed-Use Development has a General Commercial land use designation in the Silver Lake – Echo Park – Elysian Valley Community Plan, with corresponding zones of C1.5, C2, CR, C4, and RAS3.

The following explains in detail the zoning for the Project:

C2-1VL:

- C2 – Commercial Zone, allows C1.5 Uses (Limited Commercial), Retail with Limited Manufacturing, Service Stations and Garages, Retail Contract Business, Churches, Schools, Auto Sales, R4 Uses (Multiple Dwelling).
- 1VL – Height District 1VL, pursuant to LAMC 12.21.1-A,1, allows up to 45 feet, 3 stories, and a Floor Area Ratio (FAR) of 1.5:1 FAR.

2010 Bicycle Plan and Surrounding Bike Lanes

The 2010 Bicycle Plan, adopted in March 1, 2011, identifies streets near the Project Site as part of the plan. Specifically, Sunset Boulevard north of the Project Site at approximately Innes Avenue has a Class II Bike Lane. In addition, Sunset Boulevard, beginning on Cesar Chavez Street at Union Station, and continuing along Sunset Boulevard beyond the Project Site has a bus lane that operates at peak hours, and bicycles are allowed in this lane. The plan designates

Sunset Boulevard, Temple Boulevard to the south, Bellevue Avenue to the west, and Beaudry Avenue as bicycle lanes. Kensington Road is designated as a Bicycle Friendly Street. Sunset Boulevard is designated as a backbone of the citywide bikeway network, and, in addition, Bellevue Avenue, Beaudry Avenue and Kensington Road south and west of the Project Site, are designated as neighborhood Bikeway Network streets.

Environmental Impact Report

The City of Los Angeles released the Final Environmental Impact Report (FEIR) ENV-2013-3320-EIR, on December 19, 2017, detailing the relevant environmental impacts as a result of the Project.

The EIR concluded that the Project would result in a significant and unavoidable impact due to traffic with Future with Project with Dodger Game conditions during the PM Peak Hour at the Figueroa and Cesar Chavez intersection.

On March 29, 2018, the Advisory Agency certified the Environmental Impact Report, in conjunction with approval of Vesting Tentative Tract Map No. 72553.

On-Site Related Cases

ENV-2013-3320-MND: On July 10, 2014, Mitigation Negative Declaration No. ENV-2013-3320-MND was released for public comment until July 30, 2014. This Mitigated Negative Declaration analyzed a project which included 214 live-work units and 8,406 square feet of commercial space. The commercial space would have been in Building B only. Subsequent to the Advisory Agency/Hearing Officer hearing for VTT-72553-CN, which was held on August 6, 2014, the project was modified to add a commercial component to Building A. As a result of the addition of more commercial space, the number of residential units decreased to 210 residential units. This revised project was analyzed in ENV-2013-3320-MND-REC1, described below.

ENV-2013-3320-MND-REC1: On September 26, 2014, in conjunction with approval of VTT-72533-CN, the Advisory Agency certified Mitigated Negative Declaration No. ENV-2013-3320-MND-REC1 for the development of two separate buildings (A & B) containing of total of 210 residential condominiums and 10 commercial condominiums.

VTT-72553-CN: On September 26, 2014, the Advisory Agency approved Vesting Tentative Tract Map No. VTT-72553-CN for the development of 210 residential condominiums and 10 commercial condominiums. Note: this tract map and the appeal described below apply to the original project analyzed in the Mitigated Negative Declaration and addendum above.

VTT-72553-CN-1A: On October 6, 2014, an appeal was filed relative to the Advisory Agency's approval of Vesting Tentative Tract No. VTT-72553-CN and certification of Mitigated Negative Declaration No. ENV-2013-3320-MND-REC1. On April 9, 2015, the City Planning Commission granted the appeal in part and remanded the case back to the Advisory Agency for consideration after completion of an Environmental Impact Report (EIR), Case No. ENV-2013-3320-EIR.

VTT-72553: On March 29, 2018, the Advisory Agency approved Vesting Tentative Tract Map No. VTT-72553 for the Project analyzed in the EIR, Case No. ENV-2013-3320-EIR, for the construction of a mixed-use development (Sunset & Everett Mixed-Use Development) consisting of 204 residential units, 11,334 square feet of retail, located in two separate buildings (Building A and Building B), providing a total of 294 parking spaces, and 236 bicycle parking

spaces on 2.46 acres in the C2-1VL Zone. The site is located at 1185, 1187, 1193, 1195, 1197, 1201, 1201½, 1205, 1205½, 1207, 1207½, 1211, 1215, 1221, 1225, 1229, 1233, 1239, 1243, 1245, 1247, 1247½ West Sunset Boulevard and 917 North Everett Street. This determination supersedes the Letter of Determination issued on March 16, 2018 as well as the Letter of Determination that was previously issued on September 26, 2014 with the Mitigated Negative Declaration No. ENV-2013-3320-MND-REC1.

Off-Site Related Cases

VTT 72552-SL: On March 16, 2018, the Advisory Agency approved Vesting Tentative Tract Map No. VTT-72552-SL for six residential lots in accordance with the Small Lot Ordinance No. 176,354 on 0.2 net acres in the [Q]R3-1VL Zone with 12 parking spaces. The site is located at 959 North Everett Street. This determination dated supersedes the Letter of Determination dated September 26, 2014 for the same project.

DIR-2016-1039-DB: On November 15, 2017, the Director of Planning approved a project for a multifamily residential development at 1013 North Everett Street with 50 units, with five units set aside for Very Low Income Households, including approval of two incentives: a 35 percent increase in the height requirement, allowing for a total of 52-feet 6-inches feet in height, and a 20 percent decrease from the open space requirement. The project includes 2 apartment buildings, one with 13 units (Building A), and one with 37 units (Building B). A total of 79 parking spaces will be provided on two levels of below-grade parking, one in Building A and one in Building B.

Public Outreach

Comments from identified responsible and trustee agencies, as well as interested parties, on the scope of the EIR were solicited through a **Notice of Preparation** (NOP) process. The NOP for the EIR was circulated for a 32-day review period starting on June 11, 2015 and ending on July 13, 2015. A **scoping meeting** was held on June 30, 2015 at the Barlow Respiratory Hospital. The Draft EIR was released for public comment on May 26, 2016. The comment period ended on July 11, 2016, meeting the 45-day review period required by the California Environmental Quality Act (CEQA). During that time, the Planning Department received **35 comment letters on the Draft EIR** from six agencies and organizations, and twenty-nine individuals, in the form of emails and letters.

A **Public Hearing** was held on February 28, 2018 at 10:00 a.m. in City Hall (see Public Hearing and Communications, Page P-1).

Issues

Approximately 15 members of the public attended the public hearing and five people provided testimony. Two of the speakers spoke in support of the Project and three opposed the Project. The following is a list of general objections to the project:

- Traffic in general, and specifically Dodger traffic;
- Lack of street parking in the neighborhood;
- No affordable housing;
- Noise from the roof decks;
- Height and massing impacts on the neighborhood; and
- Concerns about geology and soils, dust and vibration

PROJECT ANALYSIS

Site Planning and Architectural Design

The Sunset & Everett Mixed-Use Development locates Building A and Building B along the flatter parts of the Project Site on Sunset Boulevard. In addition, as detailed below, the primary residential and commercial entries are located along this street frontage. The rear portion of the Sunset & Everett Mixed-Use Development abuts the existing hillside slope to the east. The site plan also includes a plaza at the corner of Sunset Boulevard and Everett Street and another plaza in front of the residential lobby in Building A along Sunset Boulevard, as well as a vehicular driveway at the intersection of Sunset Boulevard and Marion Avenue separating Building A and Building B.

In terms of the architecture, the Project utilizes a contemporary architectural style with a variety of materials to create visual interest. Specifically, the materials would be exterior plaster with a fine sand finish, brick veneer cladding, cement siding with wood finish, corrugated metal panels, metal and glass railings, canopies, wood trellis/canopy, and wood slats.

Walkability Analysis

Walkability is a measure of how interesting, inviting, and comfortable the street and sidewalk environment is for pedestrians. The City of Los Angeles Walkability Checklist for Site Plan Review ("Walkability Checklist") was created by the City's Urban Design Studio of the Department of City Planning. The Walkability Checklist consists of a list of design principles intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form and is to be used by decision-makers and/or hearing officers to assess the pedestrian orientation of a project when making the required findings for approval of a project. The design elements are consistent with the General Plan and applicable Urban Design Chapters of the Community Plans. Guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

An analysis of site plans, community context, and building elevations is essential to improve and ensure walkability. The Project is consistent with many of the goals and implementation strategies of the Department of City Planning's Walkability Checklist.

While the guidance provided by the Walkability Checklist is not mandatory and is not a part of the LAMC, incorporating the criteria listed to the maximum extent feasible would create a more walkable environment and a higher quality urban form for the proposed project. The essential purpose of the Walkability Checklist is to guide City Planning staff in working with developers to make developments more "walkable" by way of enhancing pedestrian activity, access, comfort, and safety. In addition, the Walkability Checklist encourages planners and developers to protect neighborhood character and pursue high-quality urban form. The following is an analysis of the proposed project's consistency with the applicable guidelines.

- a) **Building Orientation.** Buildings A and B of the Sunset & Everett Mixed-Use Development are oriented to face Sunset Boulevard, with the main facades of the buildings featuring residential and commercial entrances accessible directly from Sunset Boulevard.
- b) **Building Frontage.** Building frontage along Sunset Boulevard of Buildings A and B will have vehicular entry in addition to pedestrian entrances. Specifically, the commercial retail portion at ground level of Buildings A and B will have an aluminum storefront

between brick veneer cladding, with stained fibre cement siding with a wood finish and painted metal canopy or painted metal awning with wood soffit above. Patrons will be able to enter the commercial uses from Sunset Boulevard. Residents and guests of the Sunset & Everett Mixed-Use Development can enter the main entry lobby of Building A from Sunset Boulevard located near the Marion Avenue intersection. The lobby will feature an aluminum storefront and stained fibre cement siding with a wood finish. Above the lobby, the frontage will be differentiated from ground level uses with painted metal siding, and wood slats, with a painted wood trellis/canopy above.

- c) **On-Site Landscaping.** The Sunset & Everett Mixed-Use Development will include on-site landscaping that would be substantially consistent with Walkability Checklist guidelines. Specifically, the existing sidewalks along Sunset Boulevard will be improved with turf parkways and new street trees. Similarly, the Everett Street side of the Sunset & Everett Mixed-Use Development will include a 24" planted parkway. Multiple tree types, shrubs and ground cover would be included on the Sunset & Everett Mixed-Use Development Project Site, including one 24" Pink Melaleuca Multi-Trunk tree, six 24" box California Sycamore Standard trees, and shrubs such as Agave, Coral aloe, Blue hibiscus, Lavender cotton, etc. In addition, the slope at the rear of the Sunset & Everett Mixed-Use Development will be landscaped with trees and ground cover (i.e., hydroseed grass mix). Finally, the residents of the Sunset & Everett Mixed-Use Development will be able to use roof terraces in Building A and Building B which feature planting such as trees (i.e., Evergreen Pear tree) and shrubs such as Agave attenuata, Artemisia californica Montara, etc.
- d) **Off-Street Parking and Driveways.** The Project supports the walkability guidelines discussing off-street parking and driveways, which states that the safety of the pedestrian is primary in an environment where pedestrians and automobiles must both be accommodated. There are currently eleven existing on-site driveways along Sunset Boulevard and one driveway along Everett Street where Building B will be located. All of these existing driveways will be closed, and three new driveways created. Specifically, the Project involves the creation of a new driveway located at the intersection of Marion Avenue and Sunset Boulevard, a second driveway farther to the north, approximately midblock between Everett Street and Innes Avenue, and a third driveway at the northern end of Building A. All three driveways are at a sufficient distance from adjacent intersections to not interfere with driver and pedestrian visibility and safety in accordance with LADOT standards and approvals.
- e) **Building Signage and Lighting.** The Project would include low-level exterior lights adjacent to the proposed building for security and wayfinding purposes. Low-level accent lighting to highlight architectural features, landscape elements, and the Project's signage would also be incorporated. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. Identity signs would be located on Sunset Boulevard and would consist of a cutout lettering presenting the project name and/or address and the name of the retail establishments atop the ground level lobby and retail store canopies. All signs will be consistent with Code requirements.
- f) **Sidewalks.** The Project generally supports the walkability guidelines discussing sidewalks, which describes that pedestrian corridors should be delineated by creating a consistent rhythm, should be wide enough to accommodate pedestrian flow, and provide pedestrian safety, specifically creating a clear separation from the roadway and from traffic. The Project results in improved sidewalks along Sunset Boulevard that are 12.5' feet wide, and along Everett Street that are 10.4' feet wide adjacent to Building B.

Sidewalks will be continuous to ensure continuous pedestrian flow in the northbound and southbound on both sides of the street.

- g) Utilities.** The Project generally supports the walkability guidelines discussing utilities, which describe that ideally utilities should be placed underground in order to improve and preserve the character of the neighborhood, increase visual appeal, and minimize obstructions in the pedestrian travel path. The Project would place utility equipment underground and/or in the specified zones outlined in the Walkability Checklist. Therefore, the proposed project would be substantially consistent with Walkability Checklist guidelines related to utilities.

Urban Design Studio and the Professional Volunteer Program

The Project was presented to the Professional Volunteer Program (PVP) by the Urban Design Studio on February 4, 2014. The comments made by the professional architects for the original project include the following:

- **Building A**
 - The southern end of Building A does not appear to be at pedestrian scale (appears to be 20' high above street level) – Should consider alternative ways to accentuate the façade at pedestrian level.
 - Consider placing a small retail space at the southern corner of Building A that interacts with the sidewalk and driveway entrance.
 - This will help create for a more inviting and vibrant pedestrian realm.
 - Also include a window that faces the driveway for maximum visibility and transparency.
 - The building façade is very long and massive, and in some areas looks too uniform. Consider providing options for residents to personalize their front stoops – this would help to improve the rhythm of the façade.
 - Provide individualized unit access on ground floor & differentiate with color/canopies (also great for tenants who may be working from home.)
- **Building 'B'**
 - Rather than choosing between 2 options for corner entrance articulation, should modify the tower option to be less massive.
 - Consider stair-stepping the corner tower piece so that it is more compatible with the changes in elevation of the slope.
 - Corner edge at Sunset & Everett feels intersection feels too harsh - Should create a more permeable front.
- **Open Space**
 - Should provide residents with access to the local park and view of DTLA.
 - Treat the local park as a beautiful community asset and link this park to the development.
 - Consider replacing the proposed small lot project with a linear parkway or open space that will connect to the local park
 - Additional open space provision may also act as incentives for additional density, if applicable

- General Feedback

- Consensus: The project is architecturally a good project, especially considering the location and changes in elevation. It only requires a few changes for improvements

The comments were submitted to the Project Applicant, and the Project Applicant implemented the following recommendations: a commercial space was added to the southern end of Building A to activate the street; individualized unit access from the ground floor was added to the residential stoop units along the Sunset Boulevard façade of Building A; the corner of Building B was made more permeable by adding landscaping in front of a corner plaza.

CONCLUSION

Based on the information submitted, the testimony received at the public hearing, and the analysis in the EIR, the Department of City Planning is recommending that the City Planning Commission approve the Project as proposed as it would result in a total of 204 new housing units, including 15 Very Low Income Household units, in the Echo Park area. The proposed development is allowable under the current adopted zone and the land use designation, and helps achieve the goals of the Silver Lake – Echo Park – Elysian Valley Community Plan to achieve adequate housing supplies and to promote Mixed-Boulevards and higher residential densities along major bus routes. In addition, the Project helps achieve the Community Plan's policies to create pedestrian-oriented areas by replacing older structures on an underutilized site with new development featuring ground floor retail and new residential uses, thus activating the streetscape along this portion of Sunset Boulevard.

CONDITIONS OF APPROVAL

Density Bonus Conditions of Approval

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum of 204 residential units.
3. **Residential Automobile Parking.** Vehicle parking shall be provided consistent with LAMC 12.22-A.25(d) Density Bonus Parking Option 1, which permits one on-site parking space for each restricted affordable unit of 0-1 bedroom, and two on-site parking spaces for each restricted affordable unit of 2-3 bedrooms, for a minimum of 282 code-required parking spaces.
4. **Commercial.** The project shall be limited to 11,334 square feet of commercial uses. The use of the subject property shall be limited to those uses permitted in the C2 Zone as defined in Section 12.16.A of the LAMC.
5. **Commercial Parking.** A minimum of 23 parking for commercial uses shall be provided in compliance with LAMC Section 12.21-A,4.
6. **Floor Area Ratio (FAR).** The requested On-Menu Incentive allows for the Floor Area Ratio to be limited to a maximum 1.85:1.
7. **Height.** The requested Waiver of Development Standard (Off-Menu) allows for an increase of the height limit with a maximum of 15 additional feet for Building A and 4 additional feet for Building B. Building A shall be limited to a maximum height of 72 feet as measured from grade (66 feet as measured from plumb height) in lieu of a 57-foot base height; and Building B shall be limited to a maximum height of 61 feet as measured from grade (59 feet as measured from plumb height) in lieu of a 57-foot base height, as shown in "Exhibit A".
8. **Building Stories.** The requested Waiver of Development Standard (Off-Menu) allows a six-story mixed-use building in lieu of a three-story building for Building A and a five-story mixed-use building in lieu of a three-story building for Building B.
9. **Affordable Units.**
 - a. A minimum 15 units, that is seven percent of the 204 base dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915(C)(2).
 - b. Changes in Restricted Units. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.
 - c. Adjustment of Parking. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of

bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.

10. **Calculation of Residential Density.** For the purposes of calculating the total number of dwelling units allowed at the site, any land required to be dedicated for street or alley purposes may be included as lot area.
11. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 15 units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

Other Entitlement Conditions of Approval

12. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21-A,16. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one per ten dwelling units or guest rooms, with a minimum of two short-term bicycle parking spaces. Short-term and long term bicycle parking for general retail stores and restaurants requires one bicycle parking per 2,000 square feet, with a minimum of two bicycle parking spaces for both long- and short-term bicycle parking. Based upon the number of dwelling units and commercial square footage, 210 long-term and 26 short-term bicycle parking spaces shall be provided on-site.
13. **Public Improvements.** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department.
14. **Electric Vehicle Charging Stations.** The project shall include at least 20 percent (20%) of the total automobile parking spaces developed on the project site capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. In addition, five percent (5%) of the total automobile parking spaces developed on the project site, and all parking spaces in excess of LAMC-required spaces for the use, shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a

conspicuous place at the service panel or subpanel and next to the raceway termination point.

15. **Solar.** A minimum of 1,000 square feet of roof area shall be reserved for the installation of a solar photovoltaic system. The system shall be installed prior to the issuance of a certificate of occupancy.
16. **Tree Maintenance.** All newly planted trees must be appropriately sized, staked and tied; provided with a watering moat; and shall be properly watered and maintained.
17. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

This Mitigation Monitoring Program ("MMP") has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that:

In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

The City of Los Angeles is the Lead Agency for the project and therefore is responsible for administering and implementing the MMP. Where appropriate, the project's Draft and Final EIRs identified mitigation measures and project design features to avoid or to mitigate potential impacts identified to a level where no significant impact on the environment would occur, or impacts would be reduced to the extent feasible. This MMP is designed to monitor implementation of the project's mitigation measures as well as its project design features.

As shown on the following pages, each required mitigation measure and proposed project design feature for the project is listed and categorized by impact area, with an accompanying identification of the following:

Enforcement Agency: The agency with the power to enforce the Mitigation Measure/Project Design Feature.

Monitoring Agency: The agency to which reports involving feasibility, compliance, implementation and development are made.

Monitoring Phase: The phase of the project during which the Mitigation Measure/Project Design Feature shall be monitored.

Monitoring Frequency: The frequency at which the Mitigation Measure/Project Design Feature shall be monitored.

Action Indicating Compliance: The action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure/Project Design Feature has been implemented.

The project's MMP will be in place throughout all phases of the project. The project applicant will be responsible for implementing all mitigation measures and project design features unless otherwise noted. The applicant shall also be obligated to provide a certification report to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure or project design feature has been implemented. The City's existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

The certification report shall be submitted to the Major Project's Section at the Los Angeles Department of City Planning. Each report will be submitted to the Major Project's Section annually following completion/implementation of the applicable mitigation measures and project design features and shall include sufficient information and documentation (such as building or demolition permits) to reasonably determine whether the intent of the measure has been satisfied. The City, in conjunction with the applicant, shall assure that project construction and operation occurs in accordance with the MMP.

The project shall be in substantial conformance with the project design features and mitigation measures contained in this Mitigation Monitoring Program. The enforcing departments or agencies may determine substantial conformance with project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a project design feature or mitigation measure may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, complies with CEQA Guidelines, Sections 15162 and 15164, including by preparing an addendum or subsequent environmental clearance to analyze the impacts from the modifications to or deletion of the project design features or mitigation measures. Any addendum or subsequent CEQA clearance shall explain why the project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure. Under this process, the modification or deletion of a project design feature or mitigation measure shall not require a modification to any project discretionary approval unless the Director of Planning also finds that the change to the project design features or mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

18. **Mitigation Monitor (Construction).** During the construction phase and prior to the issuance of building permits, the applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP

The Construction Monitor shall also prepare documentation of the applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the applicant and Construction Monitor and be included as part of the applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two business days if the applicant does not correct the non-compliance within a reasonable time of notification to the applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

19. **Mitigation Measures and Project Design Features.** The development of the project site is hereby bound to the following Mitigation Measures and Project Design Features, which are conditions of approval for the project.

Aesthetics

AES-PDF-1 (Landscape Plan – Operation)

A minimum five-foot landscape buffer shall be planted adjacent to the off-site residential uses on all but a small section of the Sunset Portion adjacent to 923 Everett Street, except where the landscaping would conflict with the required building staircase accesses and site arrangement constraints, in accordance with the Project's landscape plan.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at Plan Check

Action Indicating Compliance: Plan approval

AES-PDF-2 (Landscape Plan – Operation)

All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of Building and Safety during the building permit process.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at Plan Check

Action Indicating Compliance: Plan approval

AES-PDF-3 (Light)

Outdoor lighting shall be shielded such that the light source cannot be seen from adjacent residential properties, the public right-of-way, and shall be dark-sky compliant. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at Plan Check

Action Indicating Compliance: Plan approval

AES-PDF-4 (Glare)

Glass used in building facades shall be anti-reflective or treated with an anti-reflective coating in order to minimize glare (e.g., minimize the use of glass with mirror coatings). Consistent with applicable energy and building code requirements, including Section

140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at Plan Check; once during field inspection

Action Indicating Compliance: Plan approval; field inspection sign-off

Air Quality

AQ-MM-1 (Demolition, Grading, and Construction Activities)

All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where available, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

During plan check, the Project representative shall make available to the lead agency and the South Coast Air Quality Management District a comprehensive inventory of all off-road equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit.

Enforcement Agency: South Coast Air Quality Management District

Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once at Plan Check; once during field inspection

Action Indicating Compliance: Field inspection sign off

AQ-MM-2 (Demolition, Grading, and Construction Activities)

Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

Biological Resources**BIO-MM-1 (Nesting Native Birds, Hillside)**

Project activities (including disturbances to native and non-native vegetation, structures and substrates) shall take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

If project activities cannot feasibly (feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors) avoid the breeding bird season, then beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

- a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

BIO-MM-2 (Existing Tree Report recommendation)

Final approval of the tree removal shall be determined by the City's Chief Forester. Replacement trees for the 4 *Juglans californica* trees shall be a total of 8 (eight) 15-gallon *Platanus racemosa*.

Enforcement Agency: Los Angeles Urban Forestry Division
Monitoring Agency: Los Angeles Urban Forestry Division
Monitoring Phase: Pre-Construction
Monitoring Frequency: Once, during field inspection
Action Indicating Compliance: Approval of tree removal by City's Urban Forestry Division

BIO-MM-3 (Non-Protected Trees)

Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multitrunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree.

Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

Enforcement Agency: Los Angeles Urban Forestry Division
Monitoring Agency: Los Angeles Urban Forestry Division
Monitoring Phase: Pre-Construction
Monitoring Frequency: Once, during field inspection
Action Indicating Compliance: Approval of tree removal by Urban Forestry Division

BIO-PDF-4 (Locally Protected Species)

All protected tree removals require approval from the Board of Public Works.

A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.

A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.

The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.

Bonding (Tree Survival):

a. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of

three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.

b. The City Engineer shall use the provisions of Los Angeles Municipal Code Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

Enforcement Agency: Los Angeles Urban Forestry Division

Monitoring Agency: Los Angeles Urban Forestry Division

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Approval of tree removal by Urban Forestry Division

Geology and Soils

GEO-PDF-1 (Geological Engineering)

All structures and buildings shall be constructed to industry standards and agency regulations consistent with City of Los Angeles requires (see 2008 Los Angeles Building Code Section 1802.1 or the applicable section in effect at the time of preparation of the site specific report) for all geotechnical considerations, including seismic, soil excavation, de-watering requirements, grading, foundation design, settlement, pavement recommendations, retaining walls, drainage, shoring, and any other relevant recommendations within the Geotechnical Engineering Investigation, and Geotechnologies' "Response to Geotechnical and Engineering Geology Response to Comments and Review", dated May 18, 2017.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at Plan Check

Action Indicating Compliance: Plan approval and issuance of building permit

Greenhouse Gas Emissions

GHG-PDF-1 (Architectural Coatings)

Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at Plan Check; once, during field inspection

Action Indicating Compliance: Plan approval and issuance of building permit; field inspection sign-off

GHG-PDF-2 (Electric Vehicles)

At least twenty (20) percent of the total code-required parking spaces provided for all types of parking facilities shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway methods(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20 percent results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

In addition, at least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. Plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based on Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5 percent requirement results in a fractional space, round up to the next whole number.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at Plan Check

Action Indicating Compliance: Plan approval

Hazards and Hazardous Materials

HAZ-MM-1 (Methane Zone)

The Project shall comply with the Mitigation Requirements (passive methane mitigation) for Methane Zone, Design Level II, with less than 2 inches of water-column gas-pressure, established in Table 1-A of Site Methane Investigation Report, Methane Specialists, March 4, 2013.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: During construction

Monitoring Frequency: Ongoing during field activities

Action Indicating Compliance: Confirmation by contractor or Construction Monitor

HAZ-PDF-2 (Asbestos-Containing Materials Operation & Maintenance Plan)

The property owner shall implement an Operations and Maintenance (O & M) Plan which stipulates that assessment, repair and maintenance of damaged materials be performed to protect the health and safety of the building occupants.

An asbestos survey adhering to Asbestos Hazard Emergency Response Act (AHERA) sampling protocol shall be performed prior to demolition or renovation activities that may disturb asbestos-containing materials (ACMs). This requirement shall be enforced by the

South Coast Air Quality Management District (SCAQMD), and specifies that all suspect ACMs be sampled to determine the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants.

Prior to the issuance of any permit for the demolition of the existing structure(s), the Applicant shall provide a letter to the Los Angeles Department of Building and Safety from a qualified asbestos abatement consultant indicating that no ACMs are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the SCAQMD's Rule 1403 as well as all other applicable State and Federal rules and regulations.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Plan check prior to issuance of demolition permit

Action Indicating Compliance: Plan approval and issuance of demolition permit

HAZ-PDF-3 (Lead-Based Paint Operation & Maintenance Plan)

Prior to issuance of any demolition permit, actual material samples shall be collected or an X-Ray Fluorescence Analyzer (XRF) survey performed in order to determine if lead-based paint (LBP) is present. Construction activities that disturb materials or paints containing any amount of lead shall be subject to certain requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62.

The property owner shall consult with a certified Lead Risk Assessor to determine options for control of possible LBP hazards. Should LBP materials be identified, the Applicant would provide evidence to the Los Angeles Department of Building and Safety demonstrating that the demolition contract provides that standard handling and disposal practices would be implemented pursuant to OSHA regulations.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Plan Check prior to issuance of demolition permit

Action Indicating Compliance: Plan approval and issuance of demolition permit

HAZ-MM-4 (Hillside Construction Staging and Parking Plan)

Prior to the issuance of a grading or building permit, the Applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:

No construction equipment or material shall be permitted to be stored within the public right-of-way.

If the property fronts on a designated Red Flag Street, on noticed "Red Flag" days, all the workers shall be shuttled from an off-site area, located on a non-Red Flag Street, to and from the site in order to keep roads open on Red Flag days.

During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time. The drivers shall be required to follow the designated travel plan or approved Haul Route.

Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.

All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.

A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.

During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.

Enforcement Agency: Los Angeles Police Department; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Police Department; Los Angeles Department of Building and Safety

Monitoring Phase: During construction

Monitoring Frequency: Ongoing during field activities

Action Indicating Compliance: Field inspection sign-off

HAZ-MM-5 (Emergency Evacuation Plan)

Prior to the issuance of a building permit, the Applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Enforcement Agency: Los Angeles Fire Department; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-operation; Operation

Monitoring Frequency: Once, for Plan approval prior to operation

Action Indicating Compliance: Plan approval

Hydrology and Water Quality

HYDRO-MM-1 (Temporary Dewatering)

Temporary dewatering shall consist of gravel-filled drainage trenches leading to a sump area. The collected water shall be pumped to an acceptable disposal area.

Dewatering wells shall be considered, based on the recommendation of an experienced dewatering contractor.

Enforcement Agency: Los Angeles Department of Public Works

Monitoring Agency: Los Angeles Department of Public Works

Monitoring Phase: During construction

Monitoring Frequency: Ongoing during field activities

Action Indicating Compliance: Field inspection sign-off

HYDRO-MM-2 (Stormwater Infiltration Facility)

The infiltration facility shall not be located near the proposed slope. The infiltration facility shall be located downgradient of the slope and the subterranean levels.

All infiltration devices shall be provided with overflow protection. Once the device is full of water, additional water flowing to the device shall be diverted to another acceptable disposal area, or disposed offsite in an acceptable manner.

All connections associated with stormwater infiltration devices shall be sealed and watertight.

Excavations proposed for the installation of stormwater facilities shall comply with the "Temporary Excavations" sections of the Geotechnical Engineering Investigation (from Geotechnologies, Inc.) as well as Cal/OSHA Regulations, where applicable.

Enforcement Agency: Los Angeles Department of Public Works

Monitoring Agency: Los Angeles Department of Public Works

Monitoring Phase: During construction

Monitoring Frequency: Ongoing during field activities

Action Indicating Compliance: Field inspection sign-off

HYDRO-MM-3 (Site Drainage)

The proposed structure shall be provided with roof drainage.

Drainage from downspouts, roof drains, and scuppers shall not be permitted on unprotected soils within five feet of the building perimeter.

Drainage shall not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall.

Drainage shall not be allowed to flow uncontrolled over any descending slope.

Planters which are located within a distance equal to the depth of a retaining wall shall be sealed to prevent moisture adversely affecting the wall.

Planters which are located within five feet of a foundation shall be sealed to prevent moisture affecting the earth materials supporting the foundation.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Plan Check; once during field inspection

Action Indicating Compliance: Plan approval; field inspection sign-off

Noise**NOISE-MM-1 (Construction)**

Construction staging areas shall be as far from sensitive receptors as possible. Sensitive receptors include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds and parks (as defined in L.A. CEQA Thresholds Guide).

The Applicant or its successor shall design a Construction Noise Mitigation Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Mitigation Plan may include the following:

- a) Stationary source equipment which is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest feasible distance from off-site noise-sensitive land uses;
- b) The staging of high noise-generating activities shall take place during mid-day and/or when fewer people are at home or ambient noise levels in the receptor areas are at their highest levels;
- c) Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-2 (Sound Barriers)

Temporary sound barriers, capable of achieving a sound attenuation of at least 22 dBA (e.g., construction sound wall with sound blankets) and blocking the line-of-sight between the adjacent sensitive receptors shall be installed as feasible.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-3 (Equipment)

All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices (consistent with manufacturers' standards) capable of achieving a sound attenuation of at least 3 dBA at 50 feet of distance. Construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with manufacturers' specifications.

Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-4 (Notification)

Two weeks prior to commencement of construction, notification shall be provided to the immediate adjacent surrounding off-site residential, school, and church uses that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-5 (Scheduling)

Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-6 (Portable Noise Shed)

Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible. Equipment shall include the use of plug-in electrical or solar-powered generators.

Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-7 (Acoustical Assemblies)

Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413. At Plan Check, plans shall include documentation verifying compliance with this measure.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at Plan Check; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of building permit

NOISE-MM-8 (Parking Structure Ramps)

Concrete, not metal, shall be used for construction of parking ramps.

The interior ramps shall be textured to prevent tire squeal (i.e., paving finishes that are not smooth, "broom finishes") at turning areas.

Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once at Plan Check; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of building permit; Field inspection sign-off

NOISE-PDF-9 (Noise Levels Residential)

All exterior windows having a line of sight of Sunset Boulevard shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

The Applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit demonstrating any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. At Plan Check, plans shall include documentation verifying compliance with this measure.

Enforcement Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of City Planning; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, during Plan Check; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of building permit; Field inspection sign-off

NOISE-MM-10

Construction activities shall utilize rubber-tired equipment in place of steel-track equipment.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-11

Construction haul trucks shall avoid driving over potholes and dips when arriving at or leaving each project site.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-12

The construction contractor shall stage and warm-up construction equipment as far from nearby sensitive receptors as possible. Sensitive receptors include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds and parks.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-13

The construction contractor shall avoid utilizing high vibration construction equipment (e.g. large bulldozers) near surrounding sensitive receptors. Sensitive receptors include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds and parks.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-14

The construction contractor shall avoid using vibratory rollers and packers near sensitive areas. Sensitive receptors include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds and parks.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

NOISE-MM-15

The construction contractor shall use drilled piles or the use of a sonic or vibratory pile driver where geological conditions permit their use. The construction contractor shall

avoid impact pile-driving except in locations where the underlying geological conditions render drilled piles or sonic or vibratory pile drivers ineffective.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

Public Services – Fire Protection

PS-PDF-1 (Fire)

The following recommendations of the LAFD relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the LAFD either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Enforcement Agency: Los Angeles Fire Department

Monitoring Agency: Los Angeles Fire Department

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, prior to issuance of building permit

Action Indicating Compliance: Issuance of building permit

PS-PDF-2 (Hydrants)

The Project shall ensure that there are sufficient numbers of public hydrants around the Project Site. According to the Fire Department, the Inspector shall ask for two or three additional public hydrants: one on the same side of the street as the Project on Sunset Boulevard, and one or two on Everett Street, depending on the plot plan and entrances to the Project. The number and exact location shall be decided in consultation with the Fire Department.

Enforcement Agency: Los Angeles Fire Department

Monitoring Agency: Los Angeles Fire Department

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once, at Plan Check, once, during field inspection

Action Indicating Compliance: Plan approval and issuance of building permit

PS-PDF-3 (Proper Maintenance)

The construction contractors and work crews shall properly maintain the mechanical equipment according to best practices and the manufacturers' procedures, ensure proper storage of flammable materials, and cleanup of spills of flammable liquid. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications.

Enforcement Agency: Los Angeles Fire Department

Monitoring Agency: Los Angeles Fire Department

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection
Action Indicating Compliance: Field inspection sign-off

PS-PDF-4 (Traffic Flow)

If there are partial closures to streets surrounding the Project Site, flagmen shall be used to facilitate the traffic flow until the street closure around the construction is complete.

Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department
Monitoring Phase: Construction
Monitoring Frequency: Once during field inspection
Action Indicating Compliance: Field inspection sign-off

PS-PDF-5 (LAFD Access)

During demolition and construction, LAFD access to Sunset Boulevard shall remain clear and unobstructed.

Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department
Monitoring Phase: Construction
Monitoring Frequency: Once during field inspection
Action Indicating Compliance: Field inspection sign-off

PS-PDF-6 (LAFD Firefighting Personnel and Apparatus Access)

The design of the Project Site shall provide adequate access for LAFD equipment and personnel to the structures. The Project will comply with all requirements of the LAMC, LA Fire Code, and any other regulations that apply.

Enforcement Agency: Los Angeles Fire Department
Monitoring Agency: Los Angeles Fire Department
Monitoring Phase: Pre-construction
Monitoring Frequency: Once prior to issuance of building permit
Action Indicating Compliance: Issuance of building permit

Public Services – Police Protection

PS-PDF-7 (Police – Demolition/Construction Sites)

During Project construction, the Applicant shall implement security measures including security fencing (e.g., chain-link fencing), low-level security lighting, and locked-entry (e.g., padlock gates or guard-restricted access) to limit access by the general public. During construction activities, the Contractor shall document the security measures and the documentation shall be made available to the Construction Monitor.

Enforcement Agency: Los Angeles Police Department; Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Once during field inspection
Action Indicating Compliance: Field inspection sign-off

PS-PDF-8 (Police)

Prior to the issuance of a building permit, the Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit and incorporate crime prevention features appropriate for the design of the building, including, but not limited to, applicable features from the Los Angeles Police Department's Design Out Crime Guidelines.

Enforcement Agency: Los Angeles Police Department; Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at Plan Check

Action Indicating Compliance: Issuance of building permit

PS-PDF-9 (Diagram of Property)

Upon completion of the Project, the Central Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.

Enforcement Agency: Los Angeles Police Department; Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Pre-Occupancy

Monitoring Frequency: Once, prior to occupancy

Action Indicating Compliance: Police Department confirmation of receiving diagram

Transportation/Traffic**TRANS-MM-1 (Sunset Boulevard & Marion Avenue)**

Widen the Project driveway to include two exiting lanes, implement traffic signal improvements to accommodate the modified eastern leg of the intersection (Project driveway) and to re-stripe the eastbound approach of Marion Avenue to provide an exclusive right-turn lane.

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior issuance of Certificate of Occupancy

Action Indicating Compliance: Los Angeles Department of Transportation approval; issuance of Certification of Occupancy

TRANS-MM-2 (Sunset Boulevard & Beaudry Avenue)

Add left-turn protective phasing to both the northbound and southbound approaches to the intersection (Beaudry Avenue). Restripe the northbound approach from one shared left/thru/right lane to one left turn lane and one shared thru/right lane. Restripe southbound approach from one shared left/thru lane, one thru lane and one right turn lane to one left-turn lane, one thru lane and one right turn lane.

Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
Monitoring Phase: Pre-occupancy
Monitoring Frequency: Once; prior issuance of Certificate of Occupancy
Action Indicating Compliance: Los Angeles Department of Transportation approval

TRANS-MM-3 (LADOT Requirements)

The Project shall comply with the Project Requirements listed in LADOT's Approval Letter, including, but not limited to, preparation of a preliminary Transportation Demand Management (TDM) Program - to reduce the use of single occupant vehicles by increasing the number of trips by walking, bicycle, etc. - provided for LADOT review prior to the issuance of the first building permit and a final TDM program approved by LADOT prior to the issuance of the first certificate of occupancy.

Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
Monitoring Phase: Pre-occupancy
Monitoring Frequency: Once; prior issuance of Certificate of Occupancy
Action Indicating Compliance: Los Angeles Department of Transportation approval

TRANS-MM-4 (Sunset Boulevard & Everett Traffic Signal)

Prior to the City's issuance of the certificate of occupancy for the Project, the applicant shall construct and install, at its own expense, a traffic signal at the Sunset/Everett intersection pursuant to plans and specifications approved by LADOT and the Bureau of Engineering. The Applicant shall not be required to construct and install the traffic signal prior to the City's issuance of certificate of occupancy if, prior to the City's issuance of the certificate of occupancy for the Project, LADOT makes a written determination that the traffic signal should not be constructed and installed until the intersection of Sunset/Everett meets warrants for the installation of the traffic signal. If such a written determination is made, prior to issuance of the certificate of occupancy for the Project, Applicant shall record a covenant, in a form acceptable to LADOT and approved as to form by the City Attorney, that obligates the Applicant, and its successors in interest, to install the traffic signal, at its own expense, when LADOT determines the intersection meets warrants for the installation of the traffic signal and requests its installation.

Enforcement Agency: Los Angeles Department of Transportation
Monitoring Agency: Los Angeles Department of Transportation
Monitoring Phase: Prior to City's issuance of the certificate of occupancy, and as further described below under Monitoring Frequency.
Monitoring Frequency: If traffic signal is not installed prior to issuance of certificate of occupancy, the Applicant shall monitor traffic volumes under the direction of LADOT at least annually for three years after the issuance of certificate of occupancy or until traffic signal is installed and in operation, whichever is sooner. After the three years of monitoring, LADOT shall make a written determination as to whether further monitoring is required, and, if so, for how many more years. At the conclusion of the years of monitoring required by LADOT, Applicant shall have no further obligation to monitor the traffic volumes.

Action Indicating Compliance: Applicant's monitoring of traffic volumes and Applicant's installation of traffic signal. If during the monitoring period the intersection fails to meet warrants for the installation of the traffic signal, Applicant shall not have any further obligation to install the traffic signal and, therefore, will have complied with this mitigation measure.

TRANS-PDF-5 (Construction Traffic Control Plan)

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

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once, at Plan check; once during field inspection

Action Indicating Compliance: Los Angeles Department of Transportation approval; field inspection sign-off

TRANS-MM-6 (Transportation - Haul Route)

The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

(Hillside and Subdivisions): Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.

(Hillside Projects):

All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.

The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.

The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.

The Applicant shall be limited to no more than two trucks at any given time within the site's staging area.

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once, at Plan check; once during field inspection

Action Indicating Compliance: Los Angeles Department of Transportation approval; field inspection sign-off

TRANS-MM-7 (Safety Hazards)

The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic, and overhead protection, due to sidewalk closure or blockage, at all times.

Temporary pedestrian facilities should be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

Covered walkways should be provided where pedestrians are exposed to potential injury from falling objects.

Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction and/or construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Field inspection sign-off

TRANS-MM-8 (Metro Bus Service)

The Applicant shall work with Metro (Los Angeles County Metropolitan Transportation Authority) to ensure continued access to the bus stop on the east side of Sunset Boulevard at Marion Avenue for Metro bus lines 2/302 and 4. If a sidewalk closure is anticipated to occur during construction, and there is no feasible temporary pedestrian accessway, Metro and the applicant shall work together to provide appropriate directional signage and placement of the temporary relocated stop, according to Metro's temporary bus stop relocation best practices and policies. Signage shall provide the dates of the expected temporary relocated stop.

Enforcement Agency: Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Agency: Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Phase: Construction

Monitoring Frequency: Periodic, if relocation is anticipated

Action Indicating Compliance: Field inspection sign-off

TRANS-PDF-9 (Inadequate Emergency Access)

The Applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at Plan Check

Action Indicating Compliance: Los Angeles Department of Transportation and Los Angeles Department of Public Works, Bureau of Engineering approval; issuance of building permit

TRANS-MM-10 (Hillside Streets – Construction Activities)

No parking shall be permitted on the street during Red Flag Days in compliance with the “Los Angeles Fire Department Red Flag No Parking” program.

All demolition and construction materials shall be stored on-site and not within the public right-of-way during demolition, hauling, and construction operations.

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field in section sign-off

Administrative Conditions

20. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
21. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
22. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
23. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
24. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
25. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
26. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the

Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

- 27. Graffiti Removal.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
- 28. Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
- 29. Trash/Storage.**
- a. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
 - b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
 - c. Trash/recycling containers shall be locked when not in use.
- 30. Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.
- 31. On-site Landscaping.** All planters containing trees shall have a minimum depth of 48 inches.
- 32. Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
- 33. Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any

judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

1. **General Plan Land Use Designation.** The subject property is located within the Silver Lake – Echo Park – Elysian Valley Community Plan area, which was adopted by the City Council on August 11, 2004 (pursuant to Council File 00-2217). The Plan Map designates the subject property for General Commercial land use with corresponding zones of C1.5, C2, CR, C4 and RAS3. The Project Site is zoned C2-1VL. The zone permits uses consistent with commercial and multi-family residential uses. The Project is consistent with the land use and zoning and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

2. **General Plan Text.** The Silver Lake – Echo Park – Elysian Valley Community Plan, a part of the Land Use Element of the City's General Plan, states the following objectives and policies that are relevant to the Project:

Silver Lake – Echo Park – Elysian Valley Community Plan

Goal 1: A safe, secure and high quality residential environment for all economic, age and ethnic segments of the plan area.

Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population to the year 2010.

Policy 1-1.1: Maintain an adequate supply and distribution of multiple family, low income and special needs housing opportunities in the Community Plan Area.

Policy 1-1.2: Improve the quality of existing single family and multiple family housing throughout the Plan Area.

Policy 1-1.7: Promote the unique quality and functionality of the Community Plan Area's mixed single and multiple family residential neighborhoods by encouraging infill development that continues to offer a variety of housing opportunities that capitalize on the eclectic character and architectural styles of existing development.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.

Policy 1-2.2: Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers and along Mixed Use Boulevards (see Figure 1) and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Policy 1-4.2: Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability (see Figures 1, 2, and 3).

Policy 2-2.3: The first floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.

Policy 2-4.2: Require that mixed-use projects and development in pedestrian-oriented areas be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.

The Project helps achieve Goal 1, Objective 1-1 and Policies 1-1.1, 1-1.2, 1.2-1 and 1-4.1 by increasing the supply of housing with the construction of 204 new residential units and also by locating higher residential densities near commercial centers (i.e., commercial areas along Sunset Boulevard in Silver Lake and Echo Park) and major bus routes (i.e., Metro bus lines #s 4 and 2/302, with the nearest stop at Sunset and Marion, which collectively had an annual ridership of 9,633,904 trips in 2017) where public service facilities, utilities and topography will accommodate this development. Specifically, as disclosed in the Draft EIR, public services and utilities can accommodate this Project. The Project has also been designed to fit into the existing topography by being primarily located on the relatively flatter part of Sunset Boulevard. In addition, the Project promotes greater choice in type of housing by providing studios, one-bedroom units and two bedroom units that include 15 units for Very Low Income Households.

The Project also supports Policies 1-1.7, 1-2.2, 1.4.2, 2-2.3 and 2-4.2 by resulting in an infill mixed-use residential/retail development with ground floor retail fronting Sunset Boulevard, which is a Mixed-Use Boulevard identified in the General Plan Framework. In addition, the Project promotes pedestrian-oriented areas by creating a street frontage along Sunset Boulevard. The development is pedestrian oriented along Sunset Boulevard with storefront glazing to provide transparency, and pedestrian entrances to the retail uses. In addition, the Project includes street level landscaping, i.e., new street trees and parkways along Sunset Boulevard. The Project also proposes multifamily residential uses and is seeking a Density Bonus On-Menu Incentive to permit a 25 percent increase in Floor Area Ratio (FAR), which is an incentive for mixed-use development referenced in Policy 1-2.2. Finally, the architectural design uses a material palette (i.e., brick veneer cladding, corrugated metal panels, wood slats, stained fibre cement siding with wood finish) that reflects the eclectic character and architectural styles of existing development in the area.

Therefore, the Project is consistent with the Silver Lake – Echo Park – Elysian Valley Community Plan, a part of the Land Use Element of the City's General Plan.

Framework Element. The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Specifically, the proposed development would be consistent with the following objectives and policies of the Framework Element:

Policy 3.12.1: Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

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

Policy 3.13.1: Encourage the development of commercial uses and structures that integrate housing units with commercial uses in areas designated as “Boulevard-Mixed Use” in accordance with Tables 3-1 and 3-8. The range and density/intensity of uses permitted in any area shall be identified in the community plans.

Policy 3.13.6: Design multi-family residential units to minimize the impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of the residents.

The Project Site is currently underutilized and contains older structures that are all vacant. It is one of the few under-improved properties along this stretch of Sunset Boulevard. Development of this site is an infill of an otherwise area of mixed uses; i.e., commercial, mixed-use and residential uses. By enabling the construction of a residential and commercial mixed-use development, jobs would be created from the construction of the development, housing would be built, including 15 Very Low Income Housing units satisfying needs of all economic segments, and retail would be able to serve the community. In addition, public transportation could be utilized (i.e., Metro bus lines #s 4 and 2/302, with the nearest stop at Sunset and Marion, which collectively had an annual ridership of 9,633,904 trips in 2017). Finally, the Project is consistent with Figure 3-1 Long Range Land Use Plan (General Plan Framework), as this Metro Long Range Land Use Diagram (Figure 3-1) identifies both sides of Sunset Boulevard, including the Project Site, as a Mixed-Use Boulevard. Mixed-Use Boulevards are intended to connect the City's neighborhood districts and community, regional, and Downtown centers. Mixed-use development is encouraged along these corridors with floor area ratios up to 4:1 and building heights up to six stories.

Housing Element. The 2013-2021 Housing Element, the Housing Element of the General Plan, is the City's blueprint for meeting housing and growth challenges. The Housing Element identifies the City's housing conditions and needs, identifies goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City has committed to in order to implement and create sustainable, mixed-income neighborhoods across Los Angeles. The Project is consistent with the following objectives and policies of the Housing Element:

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities services and transit.

Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.1: Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.

The Project includes 204 residential units. As part of the total 204 units, the Project will set aside 15 units for Very Low Income Households. Residential units are offered in studio, one- and two-bedroom configurations. The variety in dwelling unit types will accommodate a variety of family sizes within a mixed-use development. The project's 204 residential units will help further achieve the Mayor's goal of producing 100,000 dwelling units by 2021. The mixed-use project will replace underutilized, older buildings, creating a safe and livable environment adjacent to existing employment centers (i.e., Downtown Los Angeles) and several public transportation lines (i.e., Metro bus lines #s 4 and 2/302, with the nearest stop at Sunset and Marion, which collectively had an annual ridership of 9,633,904 trips in 2017). The Project also includes several amenities for residents and visitors including retail establishments and two plazas.

3. **The Mobility Element.** Mobility Plan 2035, the Mobility Element of the General Plan, will not be negatively affected by the recommended action herein. The Project is consistent with the five goals of the plan to provide:

1. Safety First
2. World Class Infrastructure
3. Access for All Angelenos
4. Collaboration, Communication and Informed Choices
5. Clean Environments & Healthy Communities

Rights-of-way immediately abutting the Project Site include the following:

Sunset Boulevard is a designated Avenue I in the Mobility Plan 2035 with a variable width of 96 feet to 98 feet, and improved with a gutter, curb, and sidewalk along the project's western street frontage.

Everett Street is a designated Local Street - Standard in the Mobility Plan 2035 with a variable width of 56 feet to 58 feet, and improved with a gutter, curb, and sidewalk along the project's eastern street frontage.

The Project includes mitigation measures TRANS-MM-1 through TRANS-MM-6 and project design feature TRANS-PDF-5 aimed at addressing transportation-related impacts associated with the proposed project. In addition, the Bureau of Engineering has required improvements including the construction of a 15-foot by 15-foot cut corner or a 20-foot radius property line return be dedicated at the intersection of Sunset and Everett Street.

The Project Site is well served by public transportation. Specifically, the Los Angeles County Metropolitan Transportation Authority (Metro) provides bus service to the Site. Sunset Boulevard carries one Metro Rapid line (704), which provides service to Santa Monica-Downtown Los Angeles, and two Metro Local Bus lines (2/302 and 4) which provides service to Westwood/UCLA, Florence-Pacific, and West LA-Sepulveda Boulevard. Metro bus lines 4 and 2/302 collectively had an annual ridership of 9,633,904 trips in 2017. In addition, the Metro Red Line provides service to Downtown Los

Angeles, Koreatown, Hollywood, and North Hollywood and has the Civic Center/Grand Park Station approximately 0.89 mile south, and Union Station approximately 1.0 mile south. The Metro Gold Line provides service to East Los Angeles, Little Tokyo, Chinatown, and Pasadena and has the Chinatown Station approximately 0.83 mile southeast.

In addition, Sunset Boulevard north of the Project Site at approximately Innes Avenue has a Class II Bike Lane. Sunset Boulevard, beginning on Cesar Chavez Street at Union Station, and continuing along Sunset Boulevard beyond the Project Site, has a bus lane that operates at peak hours, and bicycles are allowed in this lane. The plan designates Sunset Boulevard, Temple Boulevard to the south, Bellevue Avenue to the west, and Beaudry Avenue as bicycle lanes. Kensington Road is designated as a Bicycle Friendly Street. Sunset Boulevard is designated as a backbone of the citywide bikeway network, and, in addition, Bellevue Avenue, Beaudry Avenue and Kensington Road south and west of the Project Site, are designated as neighborhood Bikeway Network streets. The Project includes 236 total bicycle parking spaces for residential and commercial uses, in conformance with LAMC requirements, as well as bike repair area for residents.

4. **The Sewerage Facilities Element.** Improvements may be required for the construction or improvement of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants, which will assure compliance with the goals of this General Plan Element.
5. **Health & Wellness Element.** Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, seeks the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The project is consistent with the following policies:

Policy 2.2: Healthy building design and construction: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Policy 2.6: Repurpose underutilized spaces for health: Work proactively with residents to identify and remove barriers to leverage and repurpose vacant and underutilized spaces as a strategy to improve community health.

Policy 5.7: Land use planning for public health and GHG emission reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

The Project includes construction of 204 residential units, and 11,334 square feet of retail uses. New construction will comply with all L.A.M.C regulations, including the Los Angeles Green Building Code. In addition, the Project will convert an underutilized site with old structures that are vacant with two new buildings that include two ground level plazas, one at the corner of Sunset and Everett adjacent to one of the retail uses and another in front of the residential lobby to Building A. The project's location, near several public transportation lines, and the inclusion of retail uses at the ground level, with new parkways and street trees in the sidewalks, will encourage pedestrian circulation. The Project is also located within walking distance of several public transportation lines and

is adjacent to designated bicycle routes and lanes. Project residents, employees and visitors will be within walking distance of retail, restaurants and jobs. In addition, the project provides 236 total bicycle parking spaces and EV ready parking spaces, to encourage alternative means of transportation, thus reducing air pollution from vehicles.

6. Density Bonus/Affordable Housing Incentives Program Findings

Pursuant to Section 12.22-A,25(g)(2)(i)(c) of the LAMC and Government Code Section 65915(d), the City Planning Commission shall approve a density bonus and requested incentive(s) unless the Director finds that:

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

On-Menu Incentive (Floor Area Ratio)

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentive is not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, which defines “affordable housing cost” having the same meaning as affordable rent as defined in Section 50053. Section 50053 of the California Health and Safety Code defines affordable rent, including a reasonable utility allowance shall not exceed 30 percent times 50 percent of the area median adjusted for family size appropriate for the unit for Very Low Income Households. Affordable housing costs are a calculation of residential rent or ownership pricing to not be less than 15 percent of gross income nor exceed 25 percent gross income based on area median income thresholds.

The list of on-menu incentives in 12.22-A,25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the City Planning Commission will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Pursuant to LAMC Section 12.22-A,25(F)(4)(i), a project qualifies for a percentage increase in the allowable floor area ratio equal to the percentage of Density Bonus for which the housing development is eligible, not to exceed 35%. The Project is setting aside 15 units for Very Low Income Households (seven percent). In exchange, the Project is eligible for a 25 percent Density Bonus (67 additional units). However, the Project is not utilizing the Density Bonus to provide additional units. Specifically, the Project Site lot area consists of 107,170 square feet, which would permit 268 units (107,170 square feet / 400 square feet). The Project is proposing only 204 units. With the seven percent set aside for Very Low Income Households, the project is eligible for one on-menu incentive. In this instance, the Project is seeking approval of an On-Menu

Incentive to permit a 25 percent FAR increase to permit a 1.85 (Floor Area Ratio) FAR in lieu of 1.5 FAR otherwise permitted in the C2-1VL Zone, explained further below.

The Project is seeking approval of an On-Menu Incentive to permit a 25 percent FAR increase to permit a 1.85 FAR. The C2-1VL Zone permits a 1.5 FAR, or maximum floor area of 160,755 square feet (1.5 x 107,170 square feet). Approval of the 1.85 FAR increase would permit a maximum floor area of approximately 197,858 square feet, which would allow the construction of the Project. The increase in FAR will allow the mixed-use development to be built, with ground level retail. Absent the increased FAR there would be a reduction in the Project's ability to provide the range of unit configurations or a reduction in the marketable commercial area that will be providing a commercial resource for on-site residents and others in the neighborhood.

As required by Section 12.22-A,25(e)(2), the Project meets the eligibility criterion that is required for projects requesting on-menu incentives in that the project: i) provides facade articulation; ii) provides street orientation; iii) also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or a property on the City of Los Angeles list of Historical-Cultural Monuments; and iv) is not located on a substandard street in a Hillside Area or Very High Fire Hazard Severity Zone. Therefore, there is no substantial evidence that the incentives for the Project will have a specific adverse impact on the physical environment, or on public health and safety, or on any property listed in the California Register of Historical Resources.

Waiver/Modification of any Development Standard(s) Not on the Menu (Height; Stories)

The requested Waiver of Development Standard (Off-Menu), which are requests for height increases and additional building stories, are not expressed in the Menu of Incentives Per LAMC Section 12.22-A,25(f) and are not limited as to the number of requests that can be made. The Off-Menu provisions in LAMC Section 12.22-A,25(g)(3) state that that the decision-maker (City Planning Commission) shall approve a Density Bonus and requested waiver or modification of any development standard(s) unless the City Planning Commission, based on substantial evidence, makes either of the two findings set forth in LAMC Section 12.22-A,25(g)(2)(i)(c) (above).

The requested incentives and waivers would result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives and waivers allow the developer to expand the building envelope so the additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The incentives and waivers support the applicant's decision to set aside 15 dwelling units for Very-Low Income Households for 55 years.

The Project proposes a 15-foot height increase for a maximum height of 72 feet as measured from grade (66 feet as measured from plumb height) in lieu of a 57-foot base height for Building A; and a 4-foot increase for a maximum height of 61 feet as measured from grade (59 feet as measured from plumb height) in lieu of a 57-foot base height for Building B. In addition, the Project proposes a six-story mixed-use building in lieu of a three-story building for Building A and a five-story mixed-use building in lieu of a three-story building for Building B. The increases in height and stories would physically enable the Project to provide the retail spaces on the ground floor, while providing a mix of residential unit types, parking and residential amenities on a site with complex topography and changes in grade.

There is no substantial evidence that the proposed incentive will have a specific adverse impact. A “specific adverse impact” is defined as “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22-A,25(b)). The comments on record do not identify any written objective health or safety standards that are exceeded or violated. Nor does the record provide any evidence that significant, quantifiable, direct and unavoidable impacts will occur. Finally, pursuant to the CEQA clearance prepared for the project, substantial evidence supports that the project will not result in a specific adverse impact to public health or safety caused by physical impacts on the environment from the project. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on public health and safety.

7. Site Plan Review Findings

- a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.

The mixed-use project is consistent with several objectives of the Silver Lake – Echo Park – Elysian Valley Community Plan, a part of the Land Use Element of the City’s General Plan. The following objectives and policies are relevant to the Project:

Silver Lake – Echo Park – Elysian Valley Community Plan

Goal 1: A safe, secure and high quality residential environment for all economic, age and ethnic segments of the plan area.

Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population to the year 2010.

Policy 1-1.1: Maintain an adequate supply and distribution of multiple family, low income and special needs housing opportunities in the Community Plan Area.

Policy 1-1.2: Improve the quality of existing single family and multiple family housing throughout the Plan Area.

Policy 1-1.7: Promote the unique quality and functionality of the Community Plan Area’s mixed single and multiple family residential neighborhoods by encouraging infill development that continues to offer a variety of housing opportunities that capitalize on the eclectic character and architectural styles of existing development.

Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.

Policy 1-2.2: Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers and along Mixed Use Boulevards (see Figure 1) and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Policy 1-4.2: Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability (see Figures 1, 2, and 3).

Policy 2-2.3: The first floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.

Policy 2-4.2: Require that mixed-use projects and development in pedestrian-oriented areas be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.

The Project helps achieve Goal 1, Objective 1-1 and Policies 1-1.1, 1-1.2, 1.2-1 and 1-4.1 by increasing the supply of housing with the construction of 204 new residential units and also by locating higher residential densities near commercial centers (i.e., commercial areas along Sunset Boulevard in Silver Lake and Echo Park) and major bus routes (i.e., Metro bus lines #s 4 and 2/302, with the nearest stop at Sunset and Marion, which collectively had an annual ridership of 9,633,904 trips in 2017) where public service facilities, utilities and topography will accommodate this development. Specifically, as disclosed in the Draft EIR, public services and utilities can accommodate this Project. The Project has also been designed to fit into the existing topography by being primarily located on the relatively flatter part of Sunset Boulevard. In addition, the Project promotes greater choice in type of housing by providing studios, one-bedroom units and two bedroom units that include 15 units for Very Low Income Households.

The Project also supports Policies 1-1.7, 1-2.2, 1.4.2, 2-2.3 and 2-4.2 by resulting in an infill mixed-use residential/retail development with ground floor retail fronting Sunset Boulevard, which is a Mixed-Use Boulevard, as identified in the General Plan Framework. In addition, the Project promotes pedestrian-oriented areas by creating a street frontage consistent with the existing mixed-use buildings along Sunset Boulevard. The development is pedestrian oriented along Sunset Boulevard with storefront glazing to provide transparency, and pedestrian entrances to the retail uses. In addition, the Project includes street level landscaping, i.e., new street trees and parkways along Sunset Boulevard. The Project also proposes multifamily residential uses and is seeking a Density Bonus On-Menu Incentive to permit a 25 percent increase in Floor Area Ratio (FAR), which is an incentive for mixed-use development referenced in Policy 1-2.2. Finally, the architectural design uses a material palette (i.e., brick veneer cladding, corrugated metal panels, wood slats, stained fibre cement siding with wood finish) that reflects the eclectic character and architectural styles of existing development.

Therefore, the mixed-use project is consistent with the objectives of the Silver Lake – Echo Park – Elysian Valley Community Plan.

In addition, the proposed Project helps achieve several objectives and policies of the 2013-2021 Housing Element of the General Plan, the City's blueprint for meeting the housing and growth needs. The objectives and policies relevant to this project include:

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities services and transit.

Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.1: Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed-use development, Transit Oriented Districts and designated Centers.

The proposed Project contributes to the advancement of the Objectives, Purposes and Policies set forth in the General Plan, including the Silver Lake – Echo Park – Elysian Valley Community Plan and the Housing Element by accommodating the growing demand for mixed-use housing near established employment centers and near transit, as well as providing diverse housing options for a range of income levels. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan, the Silver Lake – Echo Park – Elysian Valley Community Plan and does not conflict with any applicable regulations or standards.

Finally, as conditioned, the Project will provide five percent (5%) of the total automobile parking spaces, and all parking spaces in excess of the code requirement, with immediate installation of electric vehicle (EV) charging stations. In addition, as conditioned, the Project will reserve a minimum of 1,000 square feet of roof area for the installation of a solar photovoltaic system. The condition requiring EV ready parking spaces (installed with chargers) will support the adoption of low and zero emission transportation fuel sources by the Project's visitors, residents, and employees. The condition requiring a solar photovoltaic system will support the use of renewable sources of energy. These conditions provide for the public welfare and public necessity by reducing the level of pollution from air quality and greenhouse gas emissions to the benefit of the neighborhood and the City. Therefore, the Project is in substantial conformance with the General Plan Health and Wellness Element Policies 2.2 (encourage the design of buildings for healthy living) 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); and Mobility Element Policy 4.1 (expand access to transportation choices). The EV condition is also good zoning practice because it provides a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on-site for other functions. These conditions allow the Project to improve the health, wellness, air and mobility of the residents, visitors, employees and neighborhood, but within the context of the Project's proposed density, uses, and features.

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

The surrounding area is highly urbanized and land uses within the general vicinity of the Project Site are characterized by a mix of low- to medium-intensity mixed-use, commercial, and residential uses. Specific uses around the Project Site consist of a mix of residential uses, including single-family and multiple-family residential structures, primarily along Everett Street, and mixed-use commercial/residential and commercial uses along Sunset Boulevard, which make up the general character of the surrounding area around the project site. To the north, the adjoining property is zoned C2-1VL and improved with a 10 unit residential development, containing 10 individual structures that are accessed from a shared staircase. To the south, across Everett Street, the adjoining property is zoned C2-1VL and improved with an auto repair establishment. To the east, the adjoining properties are zoned [Q]R3-1VL and improved with single- and multiple-family residential buildings that front along Everett Street; and to the west, across Sunset Boulevard, the adjoining properties are zoned C2-1VL and are improved with commercial and mixed-use commercial/residential uses. Everett Park is located within 500 feet northeast of the Project Site.

The following elements are incorporated into the project design in a manner that is compatible with both existing and future development in the surrounding area:

Building Design. The Project is designed in a contemporary architectural style. The top stories are stepped back from Sunset Boulevard to create horizontal articulation and reduce the massing of the Buildings A and B. To create a pedestrian oriented area, the Project will locate retail uses on the ground floor, as well as some residential uses with direct entries from Sunset Boulevard in Building A. In addition, there will be a corner plaza and a second plaza in front of the residential lobby of Building A. Finally, the architectural design uses a material palette (i.e., brick veneer cladding, corrugated metal panels, wood slats, stained fibre cement siding with wood finish) that reflects the eclectic building materials and architectural styles of existing development.

Building Orientation/Frontage. The majority of the mixed-used development will be oriented toward Sunset Boulevard. Specifically, Building A will be face Sunset Boulevard, while Building B will have frontages toward both Sunset and Everett Street. Building A will feature a lobby for residents with a plaza accessible via steps down from Sunset Boulevard. In addition, this frontage will feature four retail establishments, all directly accessible up steps from Sunset Boulevard. Building B's frontage along Sunset Boulevard contains six retail establishments, all directly accessible from the sidewalk. Because Everett Street slopes up from Sunset Boulevard, Building B's frontage facing Everett Street features a residential lobby entrance on Level L2 at the northeastern corner of the building.

Architectural features will enhance the ground level of each building. Building A will feature a primary residential entryway that is articulated with glazing and signage above. In addition, the four retail establishments to the south of the residential entry will be articulated with glazing, canopies with signage and horizontal wood slats above. Building B will feature a corner plaza with landscaping at the corner of Sunset and Everett. In addition, each retail establishment will feature a primary entrance articulated with signage over the entryway, and each entrance will be surrounded by a brick veneer clad architrave. The rest of the Building B frontage along Sunset Boulevard will feature aluminum storefronts with glazing and painted metal awnings with wood soffits.

All sidewalks will be improved and include planting of new street trees and turf parkways, and installation of bicycle racks. Street tree types include Pink Melaleuca

multi-trunk and California sycamore standard. In summary, the Project will enhance the streetscape through its building orientation and frontage.

Height/Bulk. The mixed-use buildings would be variable in height, with a maximum plumb height of 66 feet for Building A and 59 feet for Building B. While the Project would utilize a Waiver of Development Standard (Off-Menu) to increase the building height, the upper two stories of Building A would be set back from the street wall to reduce the perceived bulk of that Building. Similarly, Building B's upper story would be set back from the street wall in order to minimize the perceived bulk of the building. In addition, the upper story of Building A and Building B would feature roof terraces, which further diminish the perceived bulk of the buildings.

The primary facade of the mixed-use development along Sunset Boulevard is articulated through changes in material, and breaks in the planes of the facade to reduce the perceived bulk of the building. Specifically, Building A features a central bay where the residential lobby, community room and roof terrace are located, which is recessed from the rest of the facade and is articulated primarily as an aluminum storefront on the first four levels with glazing, painted metal siding and vertical wood slats. Flanking the central bay to the north and the south, the rest of the facade is further broken up two 'wings' that feature the residential units, which are articulated as staggered, angled bays. Building A and Building B are also differentiated from each other because the residential units in Building A are primarily contained in the angled bays, while the Building B elevation is primarily flat. The elevation of Building B facing Sunset Boulevard is broken up by featuring balconies with glass railing and wood slats at the corner of Sunset and Everett, which is differentiated from the rest of that elevation primarily clad in fine sand finish plaster interspersed with wood finish fibre cement siding. Vertical articulation on this elevation is created by the expression of the staircase as a solid tower with brick veneer cladding. Through architectural design and site planning, the Project's perceived height and bulk are reduced. Finally, the changes in materials and planes on the facade create visual interest.

Setbacks. The Project does not have a front yard setback. The Project provides a nine-foot side yard setback (i.e., between the northern end of Building A and adjacent residential uses to the north), and an 18-foot rear yard setback (i.e., behind the rear of Building A, adjacent to the existing residential uses along Everett Street). In addition, Building B provides an eight-foot setback between the building and existing residential uses along Everett Street. There is also a landscape buffer behind Building A on the existing slope, consisting of hydroseed and 15 gallon trees to further create space between the Project Site and adjacent residential uses along Everett. While the C2 Zone does not require a project to have a front yard setback, landscaping is provided to enhance the streetscape. Specifically, there will be landscaping in planters in the front of the residential and commercial units on the first level of Building A and Building B. Therefore, the Project provides an appropriate transition from the existing residential properties to the north and east of the Project Site while at the same time enhancing the streetscape along Sunset Boulevard.

Off-Street Parking and Driveways. The Project includes 294 vehicle parking spaces within parking levels integrated into the design of Buildings A and B. Because of the varying topography of the Project Site, Building A has two subterranean parking levels and one above-grade parking level behind the residential units at the northern end of the building. At the center of Building A, there is one subterranean level and two above-grade parking levels behind the lobby and fitness room. At the southern end of Building A there are one subterranean level and two above-grade subterranean levels behind the

retail uses. Building B has one subterranean parking level. Vehicular access to the parking levels is from three driveways, all accessible from Sunset Boulevard. One driveway is located where Marion dead ends at Sunset Boulevard. At this location, between Building A and Building B, there is an ingress/egress ramp down into the parking at Level G1 of Building B, and a ramp down into parking at Level G3 of Building A. A second at-grade ingress/egress driveway is located directly south of the residential lobby of Building A, which leads into Parking Level G2. The third at-grade ingress/egress driveway is located at the northern end of Building A at Level G1. The driveway locations ensure that there is no interference with the driver and pedestrian visibility and safety.

Building Signage and Lighting. Lighting for the project during construction and operation will comply with all LAMC regulations. The Project is required to comply with AES-PDF-3, which states that outdoor lighting shall be shielded such that the light source cannot be seen from adjacent residential properties, the public right-of-way, and shall be dark-sky compliant. Low-Level pedestrian lighting at the street level will be provided. Lighting at commercial storefronts will be provided with a combination of lighting integrated into the building design. Street lighting, in coordination with LADOT, will comply with all City standards. Signage would include project identity signage, and commercial tenant signage. Wayfinding signs would be located at parking garage entrances and pedestrian entrances. All signage would comply with LAMC regulations.

Open Space and On-Site Landscaping. Pursuant to LAMC requirements, the Project is required to provide 21,775 square feet of open space; however, a total of 24,077 square feet of open space will be provided, exceeding the minimum open space requirements. Specifically, the Project would provide 10,200 square feet of private open space in the form of balconies. In addition, Building A includes a 1,320 square foot roof terrace, and Building B will include a 1,329 square foot roof terrace. In addition, there will be a 4,543 square foot recreation/fitness room and 6,685 square feet of common open space which includes patio space at the rear of Building A. In terms of on-site landscaping, Level 1 of Building B will include 500 square feet of planting (shrubs, ground cover and vines), 1,781 square feet of turf and seven new street trees (24" box). The southern half of Building A, including the plaza in front of the residential lobby, will include 459 square feet of planting, 1,701 square feet of turf and four new street trees. The northern half of Building A, north of the residential lobby, will include 659 square feet of planting, 2,530 square feet of turf, and nine new street trees. Finally, the slope behind Building would be landscaped with 27,768 square feet of hydroseed, and 67 trees (15 gallon).

Trash Collection. The residential trash areas are located within enclosed trash rooms within Levels 1-5 of Building B, and not visible to the public. Similarly, the trash rooms for Building A are enclosed and located at the rear of Building A, Levels G1, L2, L3, L4 and L5. The commercial trash room is located in Level 1 of Building B and is fully enclosed and not visible to the public.

Loading Areas. Any deliveries to the commercial spaces will occur before business hours and not affect pedestrian access or street parking. In addition, the loading areas for the Project are integrated into the parking garage levels of Buildings A and B.

In conclusion, the Project consists of mixed-use buildings with off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that are compatible with existing and future planned development on adjacent and neighboring properties.

- c. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

As previously mentioned, the Project includes 24,077 square feet of open space in the form of private balconies, roof terraces, a recreation/fitness room and common space in the form of patio space at the rear of Building A. In addition, a 5,453 square foot recreation/fitness room is located in Level L1 of Building A, and a 2,401 square foot community room is on Levels L2 and L3 of Building A. Finally, the roof terraces on Buildings A and B and patio space behind Building A feature seating and tables. In addition, the Draft EIR prepared found that with implementation of regulatory requirements, such as the payment of Quimby Fees, impacts to local parks and recreation facilities will be less than significant. Therefore, it is determined that the project provides sufficient recreational and service amenities to serve residents without creating negative impacts on neighboring properties.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at Los Angeles City Hall in Downtown Los Angeles, Room 1050 on February 28, 2018 at 10:00 a.m.

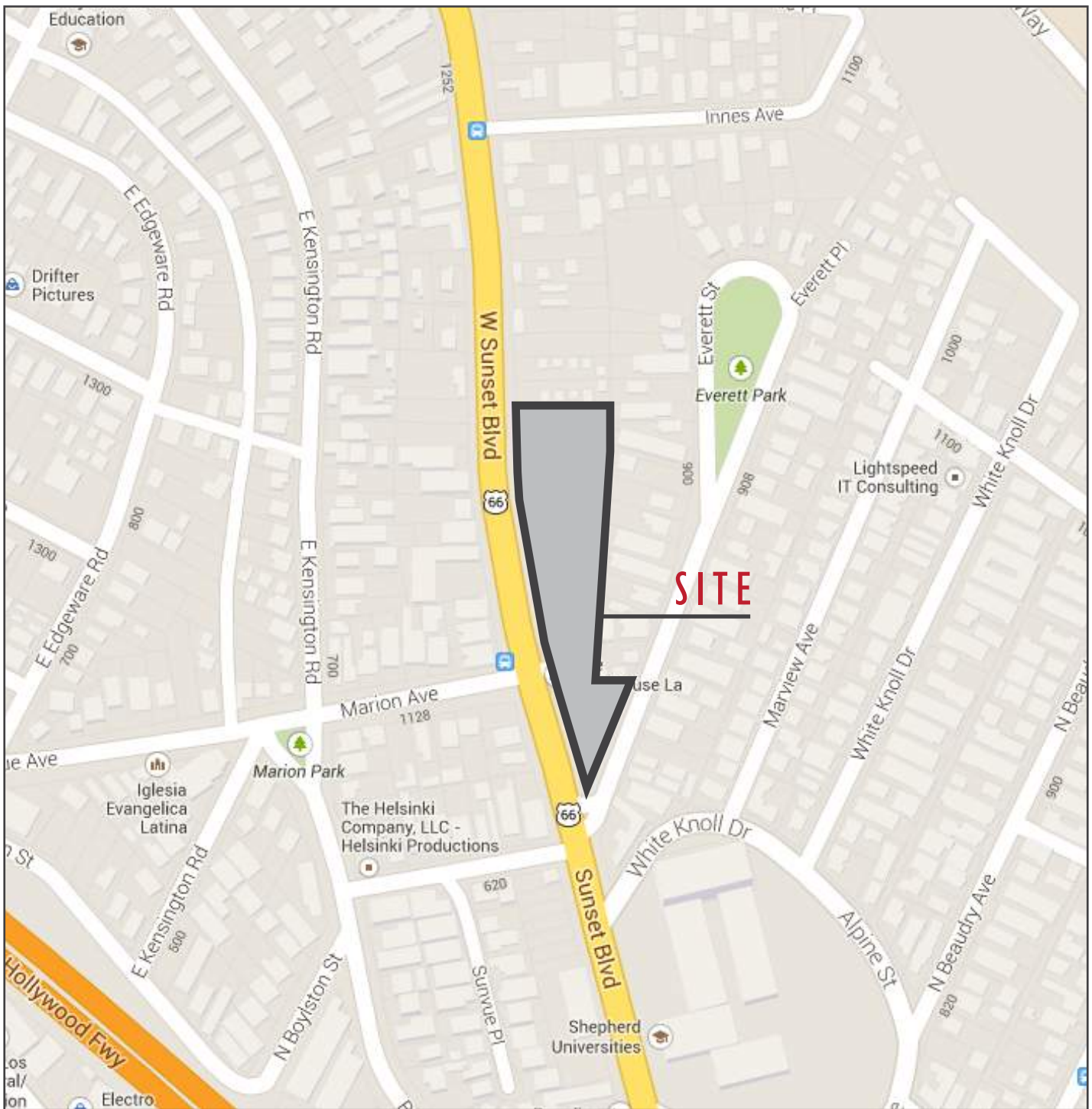
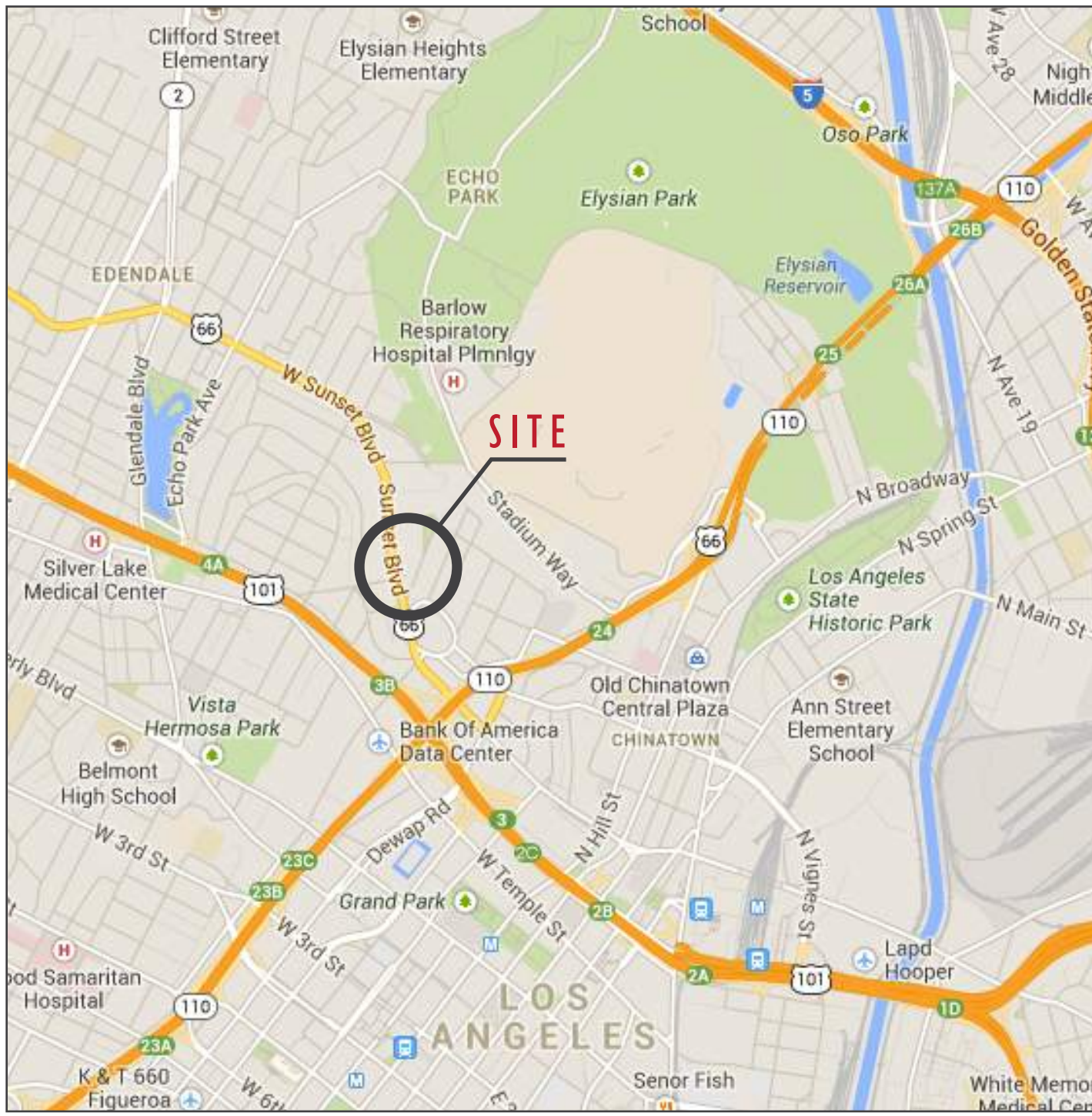
1. Present: Approximately 15 people attended: The applicant and representative, and neighbors.
2. Public Speakers: 5 public speakers. 2 in support; 3 opposed.
3. A representative of the Applicant, Dana Sayles, spoke at the hearing and made the following statements:
 - The project history dates to 2013. In 2014, the project was appealed to CPC, and put on hold in order for full EIR to be completed.
 - Design of the Small Lot Subdivision features individual entries for each unit.
 - The Sunset Mixed-Use Development would result in 204 unit with a mix of unit types including studios, one- and two-bedroom units.
 - In response to community input, the originally proposed all-residential project was modified to include retail uses. The project is parked to accommodate these retail uses, and includes EV charge-ready parking.
 - The project includes two public plazas.
 - Community outreach included 23 meetings, with various groups such as the Greater Echo Park Neighborhood Council.
 - Revised architectural design includes reduced height and stepped back upper levels.
 - City prepared the EIR, which disclosed a traffic impact. Since EIR was prepared, SB 743 took effect regarding projects in Transit Priority Areas, and the project would be fall under Tier 1 of the TOC guidelines, which would permit an additional 15% FAR.
 - Project is below base density.
 - The project is consistent with the General Plan Framework's designation of the Project Site as a Mixed-Use Boulevard, and consistent with the Frameworks' allowance of 3-6 stories and 4:1 FAR and in keeping with the goal to activate Sunset Boulevard.
4. Speakers at the Public Hearing
 - Nora Sanchez, resident at 1253 Sunset Boulevard
 - Is opposed to the project because of Dodger traffic and lack of street parking.
 - Environment will be impacted by noise effects on old buildings.
 - Opposition because there is no affordable housing.
 - Clay Bush, resident at nearby property on Everett Street
 - Mentions that there was a lot of communication between the Applicant and community.
 - Is opposed to the project because noise from the project's roof decks would be a nuisance to neighbors and users of Everett Park.
 - The mixed-used portion of the project along Sunset Boulevard is too big.
 - Project residents and users would exit from Marion Avenue, and will lead to traffic in the Angelino Heights Historic Preservation Overlay Zone.
 - The proposed height and massing impact the neighborhood.

- Everett Street is a cul-de-sac and there is currently up to a 10-minute back-up. There would be a cumulative impact.
- Parking is a problem. There is currently no parking past 7:00 p.m.
- David Bernemen, resident at 958 Everett Street
 - States that he supports the project.
 - Project meets community need for housing.
- Chase Rummons, resident at 943 White Knoll Drive
 - Commends community and developer working together on project.
 - Supports the addition of retail.
 - Had questions about the whether the rear garden would be publicly accessible and about a traffic signal at the corner of Sunset and Everett.
- Augustine Acebada, resident at 1253 Sunset Boulevard.
 - States that the mitigation is not good and project needs an EIR.
 - Has concerns about water and soils. Says the project site's hill is crumbling and that water pools on the project site.
 - Concerned about traffic, since the traffic is backed up to Vin Scully Avenue.
 - States that this is another example of giving money to developers.
 - Concerned about homelessness situation, wonders whether the City will require a Homeless Study.
 - Discusses impacts from dust and vibration on toddlers and adjacent users/residents.
 - Claims that the project is only for the middle class.

Exhibit A - Site Plans

PROJECT INFO	
Developer:	Aragon Properties LTD. 1590 Rosecrans Ave., Suite #D-303 Manhattan Beach, CA 90266 Contact: Fred Shaffer 310.213.6560
Architect:	KTGY Group, Inc. Architecture+Planning 12555 W. Jefferson Boulevard, Suite 100 Los Angeles, CA 90066 ktgy.com Contact: Keith McCloskey 310.394.2623
Landscape Architect:	Design Studio @ Landscape Development 28447 Witherspoon Pkwy. Valencia, CA 91355 Contact: Richard DePalma 661.295.1970
Civil:	SITETECH Inc. 38248 Potato Canyon Road Oak Glen, CA 92399 Contact: Bernie Mayer 909.289.2104

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A2.2	BLDG A - Level G2 / BLDG B - Level 2
A2.3	BLDG A - Level L1(G1) / BLDG B - Level 3
A2.4	BLDG A - Level L2 / BLDG B - Level 4
A2.5	BLDG A - Level L3 / BLDG B - Level 5
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	Landscape Plans - BLDG B Level 1
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	Landscape Plans - BLDG A Level 2
	Landscape Plans - BLDG A Level 4/ B Level 5



VICINITY MAP

SUNSET AND EVERETT APARTMENTS

INFORMATION SHEET

A0.0

Sunset and Everett Apartments Project Summary

	Site Area	F.A.R. Ratio	Max S.F.	Proposed S.F	Proposed F.A.R.	SF of Land per unit	Max Units
C2-1VL Zone	107,170	1.5:1	160,755	197,858	1.85	400	267
(Per Density Bonus On-Menu Incentive 25%)							

Unit Mix Total	# of units	%	Avg Unit SF
Studio	49	24%	548
Loft	42	21%	757
1 Bedroom	58	28%	747
2 Bedroom	55	27%	1120
Total	204	100%	802

Unit Mix per Building	Building A		
1st Floor	# of units	%	
Studio	0	0%	
Loft	0	0%	
1 Bedroom	3	50%	1-A1c-a, 1-A1c-b, 1-A1c-c
2 Bedroom	3	50%	1-B1e-a, 1-B1e-b, 1-B1g-a
Total	6	100%	
2nd Floor			
Studio	7	16%	5-S1a, 2-S2a
Loft	21	48%	3-L1a, 1-L1b, 14-L1c, 3-L1d
1 Bedroom	12	27%	6-A1a, 1-A1b, 1-A1c, 4-A1e
2 Bedroom	4	9%	1-B2d, 1-B2g, 1-B3b, 1-B4b
Total	44	100%	
3rd Floor			
Studio	8	18%	6-S1a, 2-S2a
Loft	21	47%	3-L1a, 1-L1b, 14-L1c, 3-L1d
1 Bedroom	12	27%	6-A1a, 1-A1b, 1-A1c, 4-A1e
2 Bedroom	4	9%	1-B2d, 1-B2g, 1-B3b, 1-B4b
Total	45	100%	
4th Floor			
Studio	6	17%	6-S1a
Loft	0	0%	
1 Bedroom	19	53%	6-A1a, 1-A1b, 1-A1c, 1-A1d, 4-A1e, 4-A1f, 2-A2a
2 Bedroom	11	31%	4-B2b, 1-B2b-a, 1-B2d, 1-B2f, 1-B2h, 1-B2g, 1-B3c, 1-B4c
Total	36	100%	
5th Floor			
Studio	4	13%	4-S1a
Loft	0	0%	
1 Bedroom	12	40%	6-A1a, 1-A1b, 1-A1c, 4-A1e
2 Bedroom	14	47%	3-A1a, 1-B1c, 2-B1d, 5-B1e, 1-B2c, 1-B2d, 1-B2g, 1-B3g, 1-B4a
Total	30	100%	
Building Totals			
Studio	25		
Loft	42		
1 Bedroom	58		
2 Bedroom	36		
Total Units	161		

Building B		
# of units	%	
RETAIL FLOOR		
6	55%	6-S1b
0	0%	
0	0%	
5	45%	1-B2a, 1-B3a, 1-B3e, 1-B3f, 1-B5a
11	100%	
6	55%	6-S1b
0	0%	
0	0%	
5	45%	1-B3a, 1-B3d, 1-B3e, 1-B3f, 1-B5a
11	100%	
6	60%	6-S1b
0	0%	
0	0%	
4	40%	1-B3a, 1-B3d, 1-B3e, 1-B3f
10	100%	
24		
0		
0		
19		
43		

Unit Types			
Studio	Area (sf)	# of Units	Total Area
S1a	549	21	11529
S1b	538	24	12912
S2a	605	4	2420
Total		49	26861
Average Unit SF			548
Loft			
L1a	749	6	4494
L1b	736	2	1472
L1c	759	28	21252
L1d	765	6	4590
Total		42	31808
Average Unit SF			757
1 Bedroom			
A1a	732	24	17568
A1b	739	4	2956
A1c	764	4	3056
A1c-a	761	1	761
A1c-b	761	1	761
A1c-c	761	1	761
A1d	739	1	739
A1e	773	16	12368
A1f	719	4	2876
A2a	753	2	1506
Total		58	43352
Average Unit SF			747
2 Bedroom			
B1a	936	1	936
B1c	940	1	940
B1d	938	2	1876
B1e	977	5	4885
B1e-a	948	1	948
B1e-b	948	1	948
B1g-a	984	1	984
B2a	1088	1	1088
B2b	1082	4	4328
B2b-a	1202	1	1202
B2c	1021	1	1021
B2d	1069	4	4276
B2f	1113	1	1113
B2g	1073	4	4292
B2h	1105	1	1105
B3a	1127	4	4508
B3b	1171	2	2342
B3c	1210	1	1210
B3d	1153	3	3459
B3e	1075	4	4300
B3f	1180	4	4720
B3g	1181	1	1181
B4a	1197	1	1197
B4b	1260	2	2520
B4c	1417	1	1417
B5a	1604	3	4812
Total		55	61608
Average Unit SF			1120

SUNSET AND EVERETT APARTMENTS



Aragon Properties LTD.
#201 - 1628 W. 1st Ave
Vancouver, BC, Canada V6J 1G1
604.732.6170
www.aragon.ca

PROJECT DATA

LOS ANGELES, CA

K T G Y # 2012-0710

DATE: 03-28-2018

Architecture + Planning
12555 W. Jefferson Blvd., Suite 100
Los Angeles, CA 90066
ktgy.com
310 394 2623



Sunset and Everett Apartments Project Summary

Residential Parking Required			Retail Parking Required		
Studio	1 per unit	49	Area	Ratio	
Loft	1 per unit	42	8256	2/1000	17
1B	1 per unit	58			
2B	2 per unit	110	3078	2/1000	6
(Per Section 12.22A.25(d)(1))		259			23

Total Parking Required282

Parking Provided						Habitable Rooms (for parking)		# Per Unit
	Standard	Compact	Tandem	Disabled	Total	Studio		2
Level G1	24	16	34	4	78	Loft		3
Level G2	20	29	36	2	87	1 Bedroom		3
Level G3	40	36	30	0	106	2 Bedroom		4
Building A / G2 Retail Parking	21	0	0	2	23			
	105	81	100	8	294			

Bicycle Storage Required				Habitable Rooms (for open space)		# Per Unit
	Long-term	Short-term	Total	Studio		1
Residential	204	20	224	Loft		2
Commercial	6	6	12	1 Bedroom		2
Total			236	2 Bedroom		3
Bicycle Storage Provided						
Bldg A						
Residential	128	8				
Commercial		6				
Bldg B						
Residential	82	6				
Commercial		6				
Total	210	26	236			

Open Space Required	per unit	# of units	total per unit type		Habitable Rooms (for open space)		# Per Unit
Studio	100	49		4,900	Studio		1
Loft	100	42		4,200	Loft		2
1B	100	58		5,800	1 Bedroom		2
2B	125	55		6,875	2 Bedroom		3
Total required				21,775			

Open Space Provided	per unit	# of units	total per unit type
Private Open Space (balconies)			
Studio	50	49	2,450
Loft	50	42	2,100
1B	50	58	2,900
2B	50	55	2,750
Subtotal			10,200
Public Open Space			
Roof Terrace - Bldg A			1,320
Roof Terrace - Bldg B			1,329
Recreation room			4,543
Common Open Space			6,685
Subtotal			13,877

Total24,077

Floor Area	Bldg A	Bldg B	TOTAL
Retail	3,078	8,256	11,334
1st Floor	7,221	10,778	
2nd Floor	38,044	10,778	
3rd Floor	38,572	10,533	
4th Floor	33,268	9,168	
5th Floor	28,162		
Subtotal	148,345	49,513	
Total	197,858		

Project Height	Bldg. A	Bldg. B
Grade Point	416'	408'
Top of Roof / Parapet	488'	469'
Bldg Height from grade	72'	61'
Allowable Height from grade	57'	57'
Discretionary Height Request	15'	4'

Max Plumb Height	66'	59'
Allowable Plumb Height	45'	45'
Discretionary Plumb Height Request	21'	14'
Avg. Plumb Height	57'	60'

Setbacks	
Front Yard	0ft
Side Yards	9ft
Rear Yard	18ft

SUNSET AND EVERETT APARTMENTS



Aragon Properties LTD.
#201 - 1628 W. 1st Ave
Vancouver, BC, Canada V6J 1G1
604.732.6170
www.aragon.ca

PROJECT DATA

LOS ANGELES, CA

K T G Y # 2012-0710

DATE: 03-28-2018

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Architecture + Planning
12555 W. Jefferson Blvd., Suite 100
Los Angeles, CA 90066
ktgy.com
310 394 2623





7



6



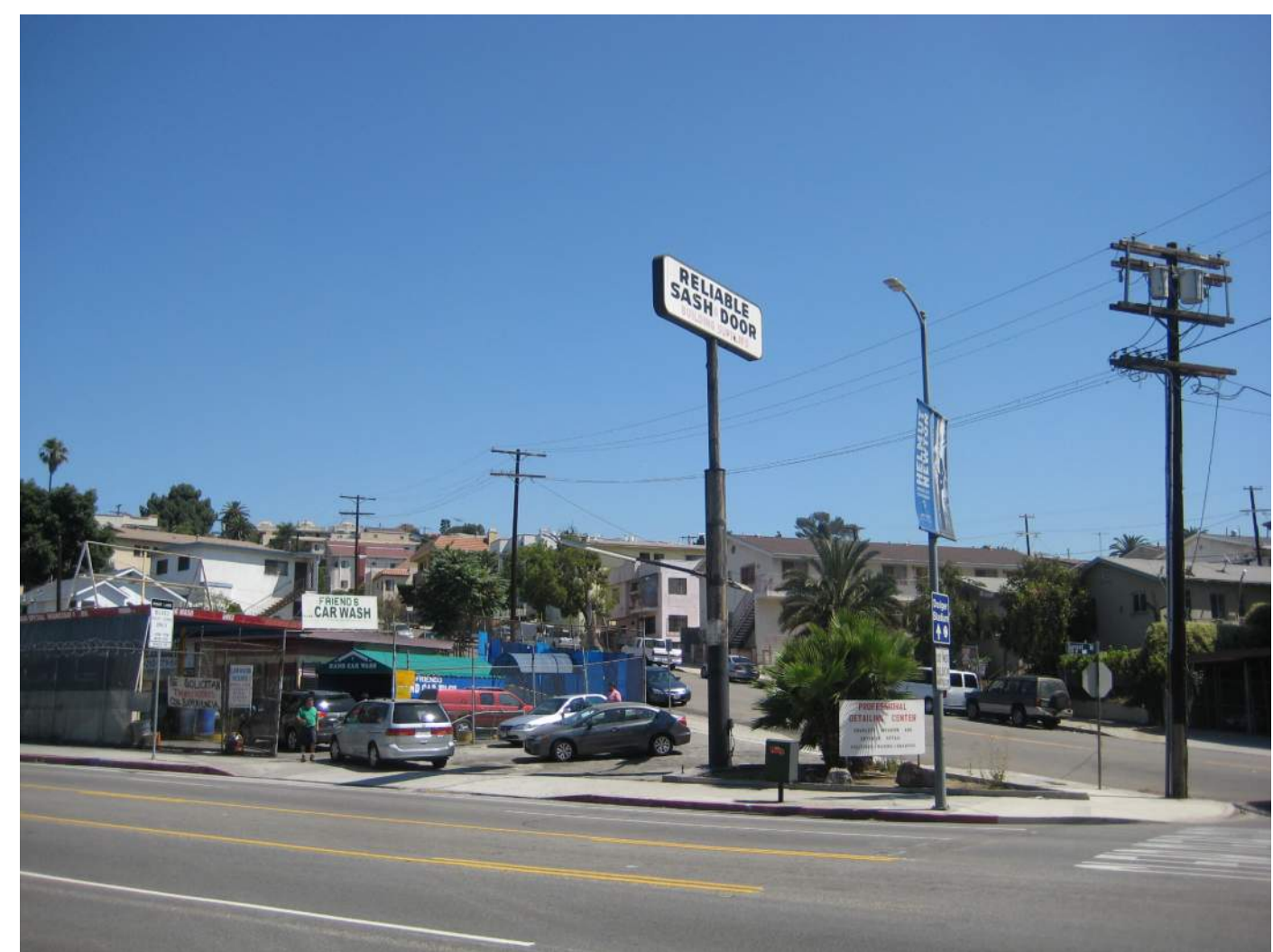
1



2



3



4



5



EXISTING ELEVATION ALONG SUNSET BLVD.

SUNSET AND EVERETT APARTMENTS



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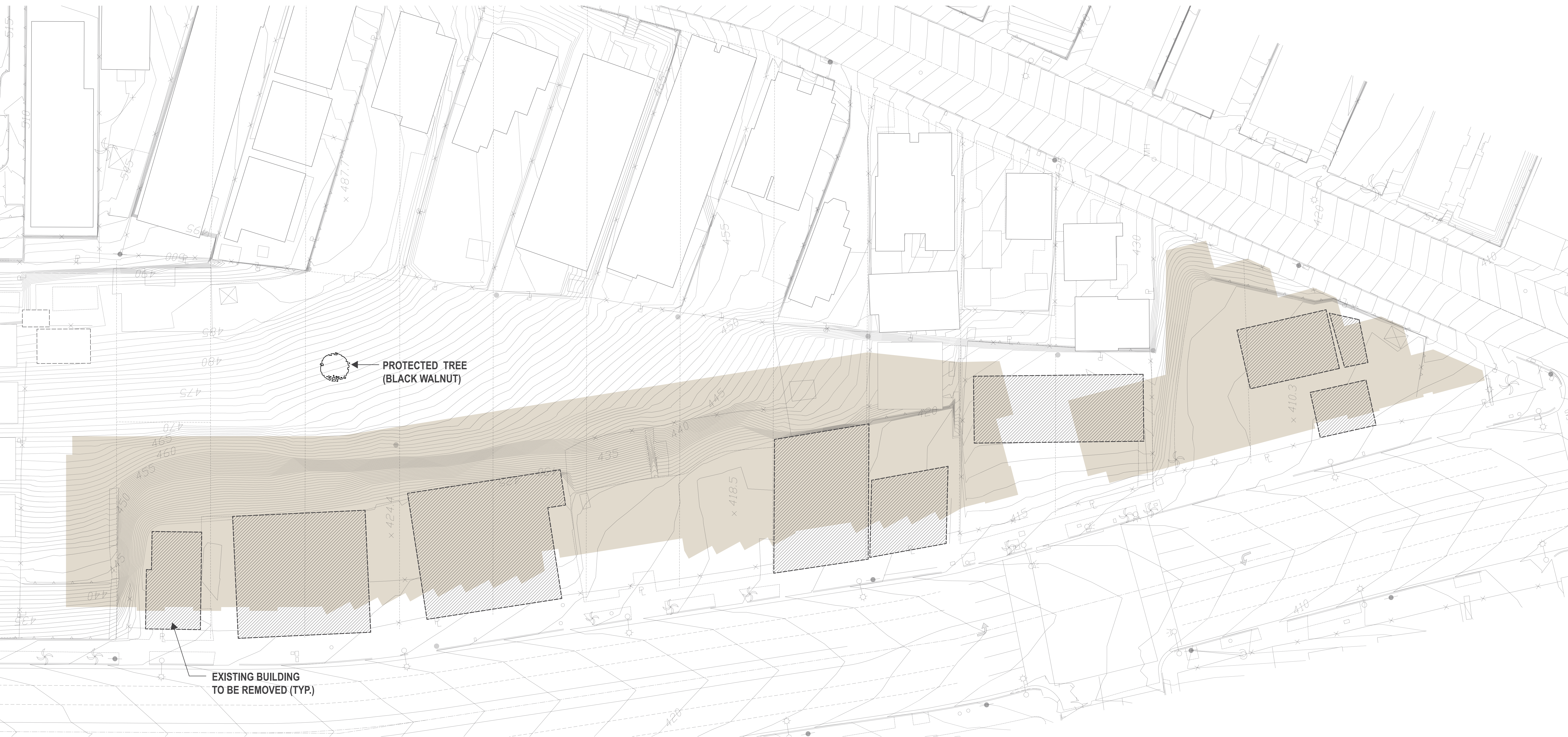
SITE PHOTOS

LOS ANGELES, CA
 K T G Y # 2012-0710 DATE: 03-28-2018

Exhibit A page 4/41 A0.3

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PLOT PLAN

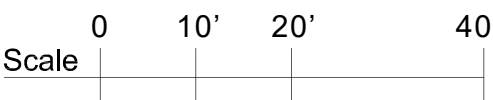
Exhibit A page 5/41

A0.4

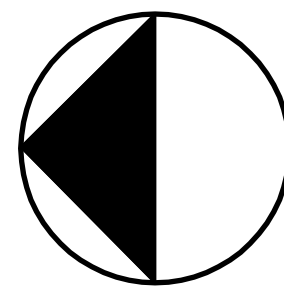


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VIEW ALONG SUNSET BLVD

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COLOR RENDERING

LOS ANGELES, CA

K T G Y # 2012-0710

DATE: 03-28-2018

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A1.0

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VIEW OF BUILDING A AT SUNSET AND MARION

SUNSET AND EVERETT APARTMENTS

COLOR RENDERING

Exhibit A page 7/41

AI.1

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Properties Ltd.

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VIEW OF BUILDING CORNER AT SUNSET BLVD. & EVERETT ST



VIEW OF RETAIL CORNER

SUNSET AND EVERETT APARTMENTS



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COLOR RENDERINGS

LOS ANGELES, CA

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Exhibit A page 8/41 **A1.2**

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STOOP UNITS - BLDG. A SOUTHERN END



BLDG. B RETAIL

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COLOR RENDERINGS

LOS ANGELES, CA

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A1.3

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STOOP UNITS - BLDG. A NORTHERN END



PLAZA AT BLDG. A LOBBY

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COLOR RENDERINGS

LOS ANGELES, CA

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A1.4

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BUILDING B ROOF TERRACE



BUILDING A ROOF TERRACE

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COLOR RENDERINGS

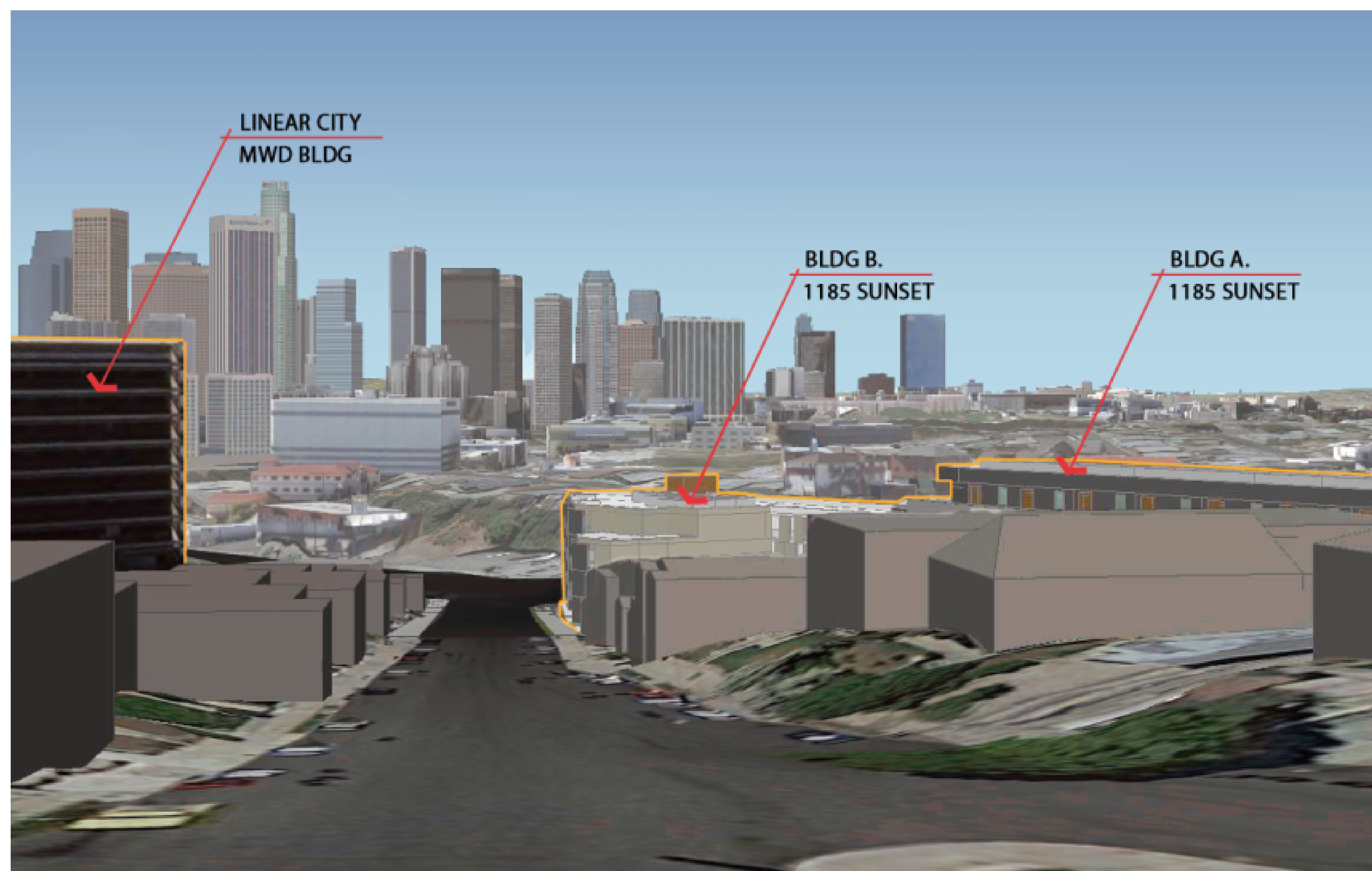
LOS ANGELES, CA

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Exhibit A page 11/41 A1.5

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VIEW TOWARD DOWNTOWN FROM EVERETT PARK



VIEW TOWARD DOWNTOWN FROM 959 EVERETT

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COLOR RENDERINGS

LOS ANGELES, CA

K T G Y # 2012-0710

DATE: 03-28-2018

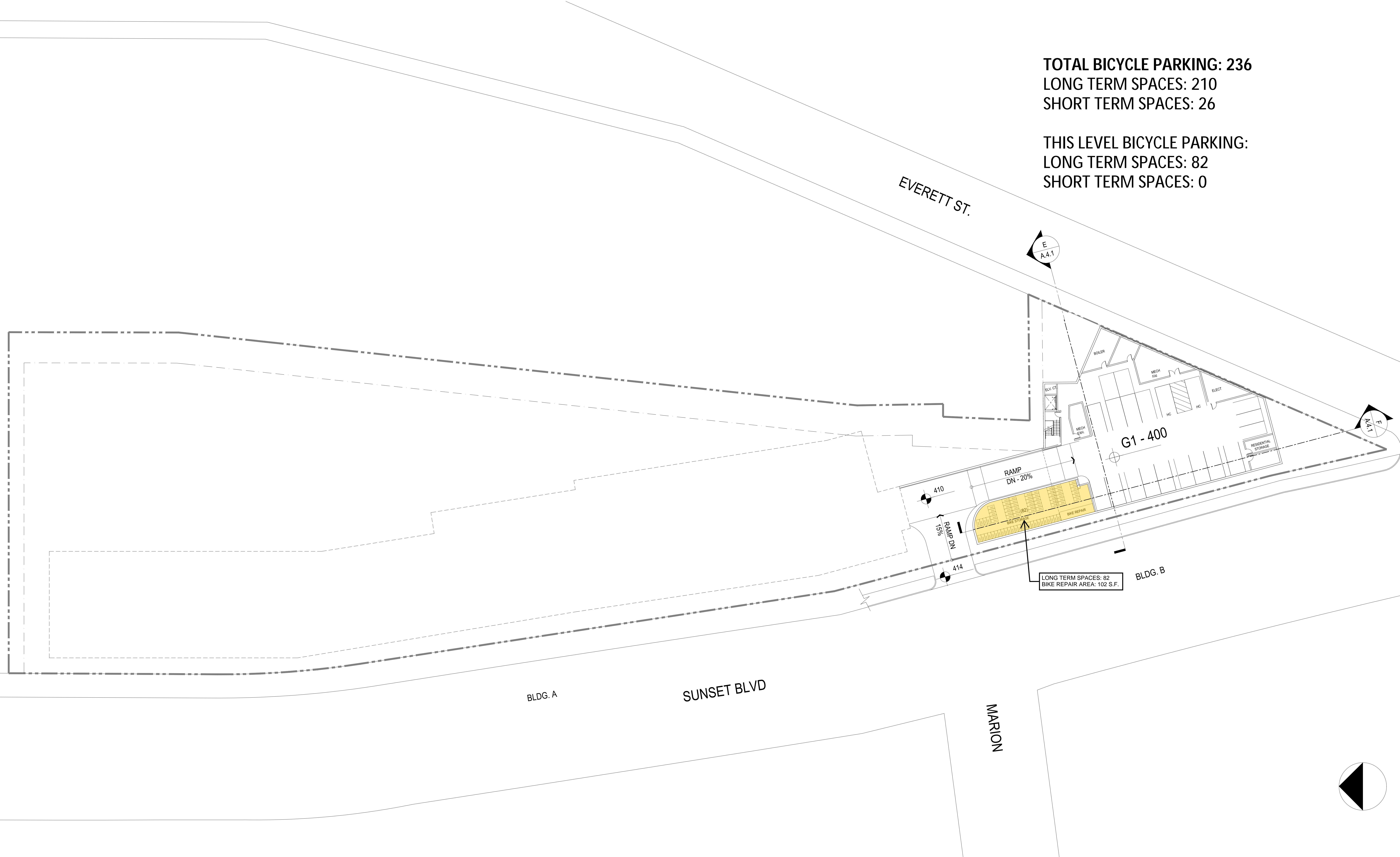
Exhibit A page 12/41 A1.6

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TOTAL BICYCLE PARKING: 236
LONG TERM SPACES: 210
SHORT TERM SPACES: 26

THIS LEVEL BICYCLE PARKING:
LONG TERM SPACES: 82
SHORT TERM SPACES: 0



SUNSET AND EVERETT APARTMENTS

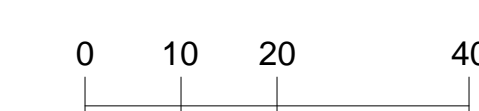
BLDG B - LEVEL G1

Exhibit A page 13/41 A2.0



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THIS LEVEL BICYCLE PARKING:
LONG TERM SPACES: 0
SHORT TERM SPACES: 6

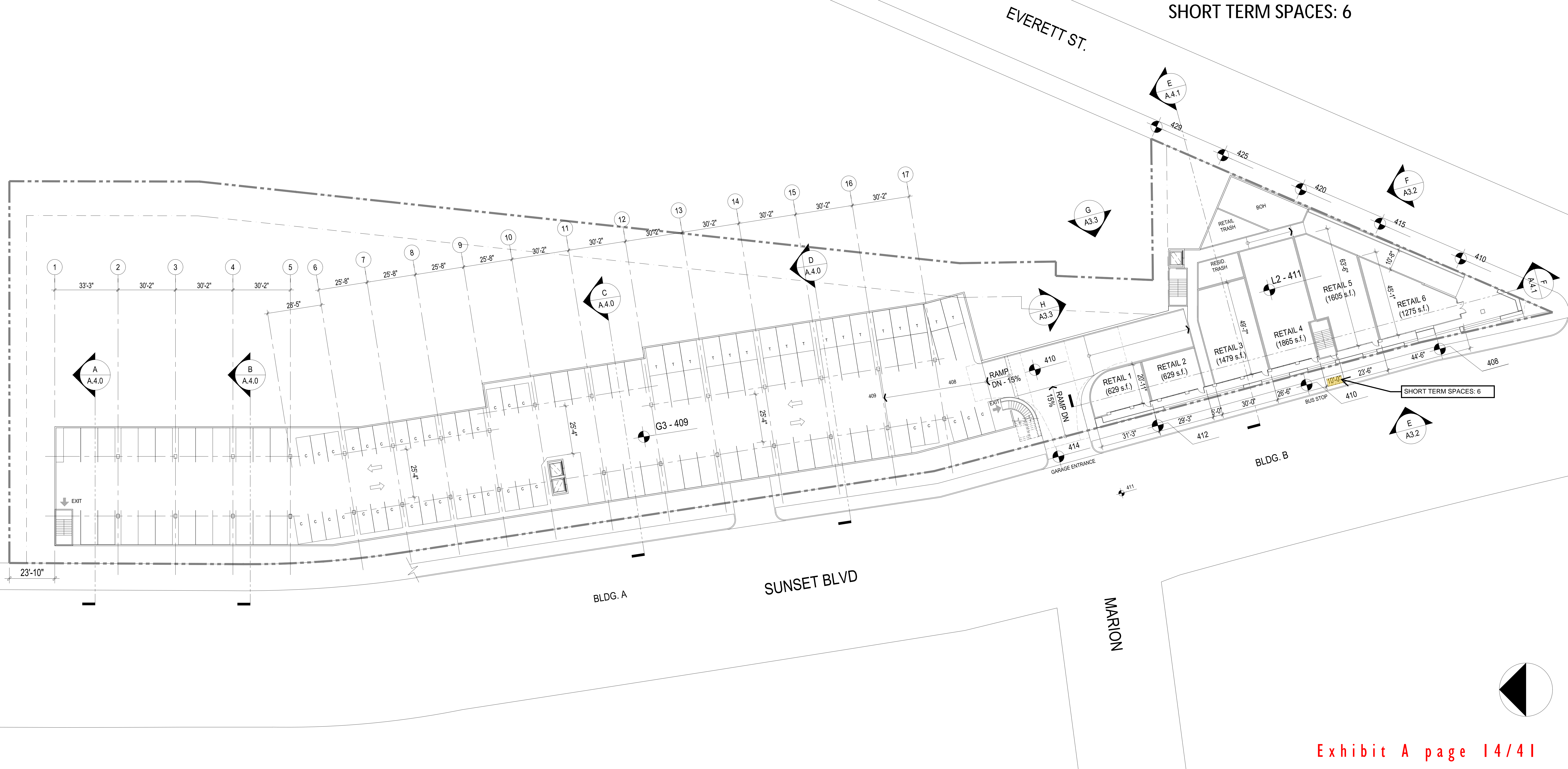


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SUNSET AND EVERETT APARTMENTS

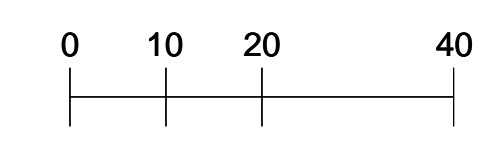


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BLDG A - LEVEL G3/ BLDG B - LEVEL 1

LOS ANGELES, CA

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A2.1

THIS LEVEL BICYCLE PARKING:
LONG TERM SPACES: 0
SHORT TERM SPACES: 20

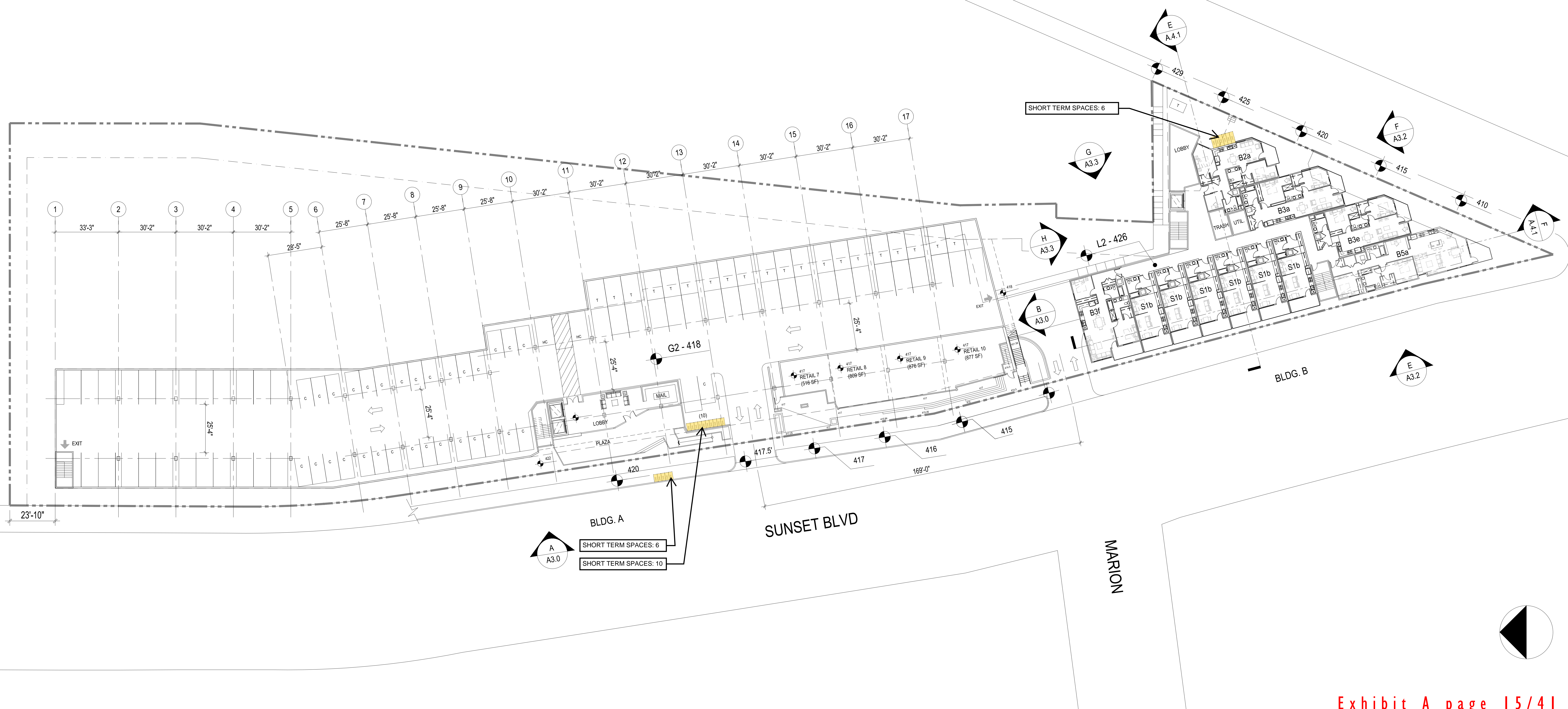


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SUNSET AND EVERETT APARTMENTS

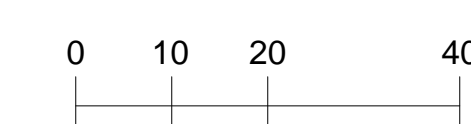


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BLDG A - LEVEL G2/ BLDG B - LEVEL L2

A2.2

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THIS LEVEL BICYCLE PARKING:
LONG TERM SPACES: 21
SHORT TERM SPACES: 0

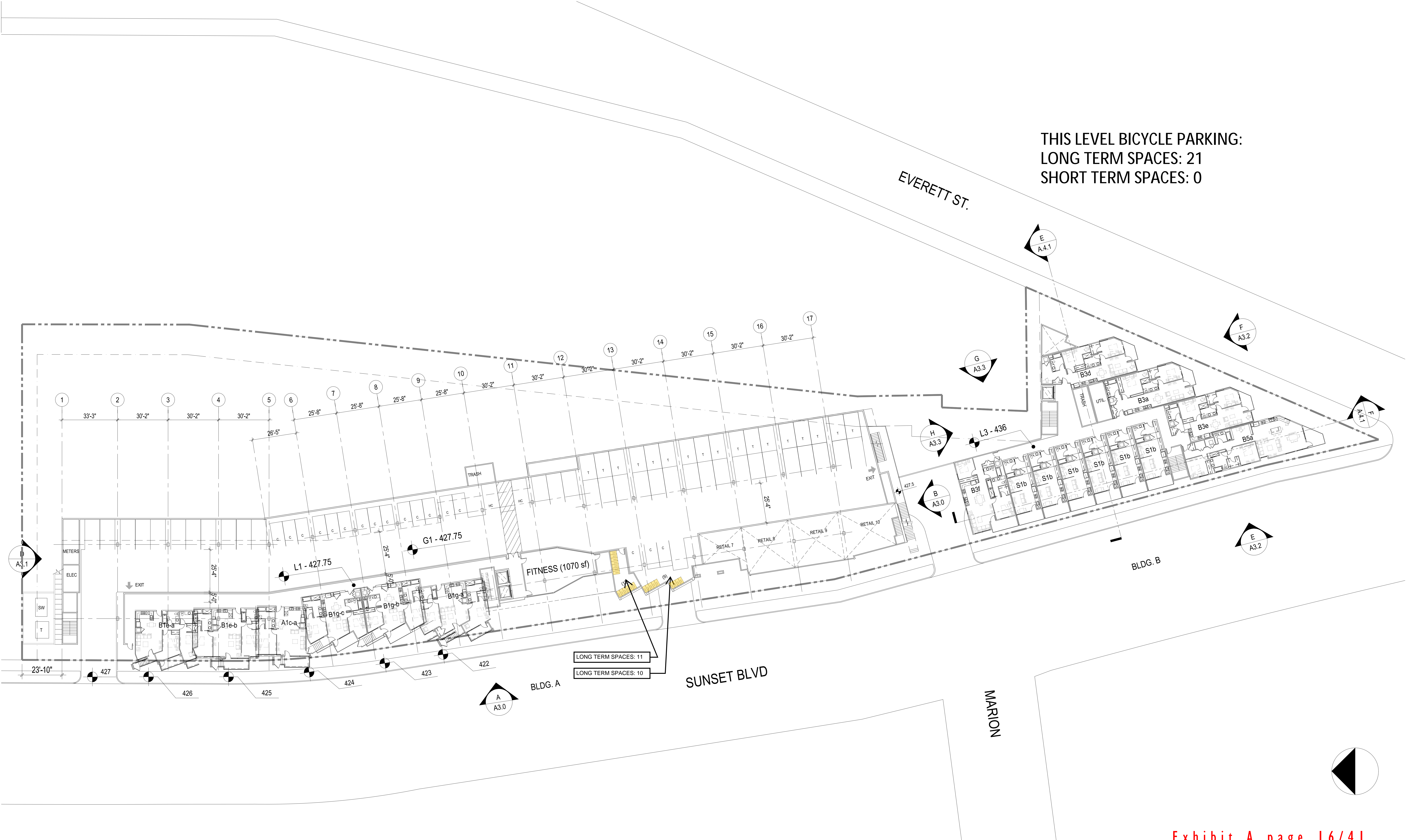


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SUNSET AND EVERETT APARTMENTS

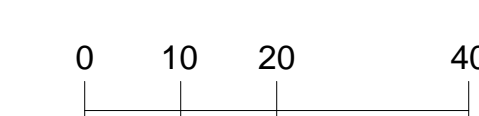


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BLDG A - LEVEL L1(GI)/ BLDG B - LEVEL L3

A2.3

LOS ANGELES, CA
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THIS LEVEL BICYCLE PARKING:
LONG TERM SPACES: 32
SHORT TERM SPACES: 0

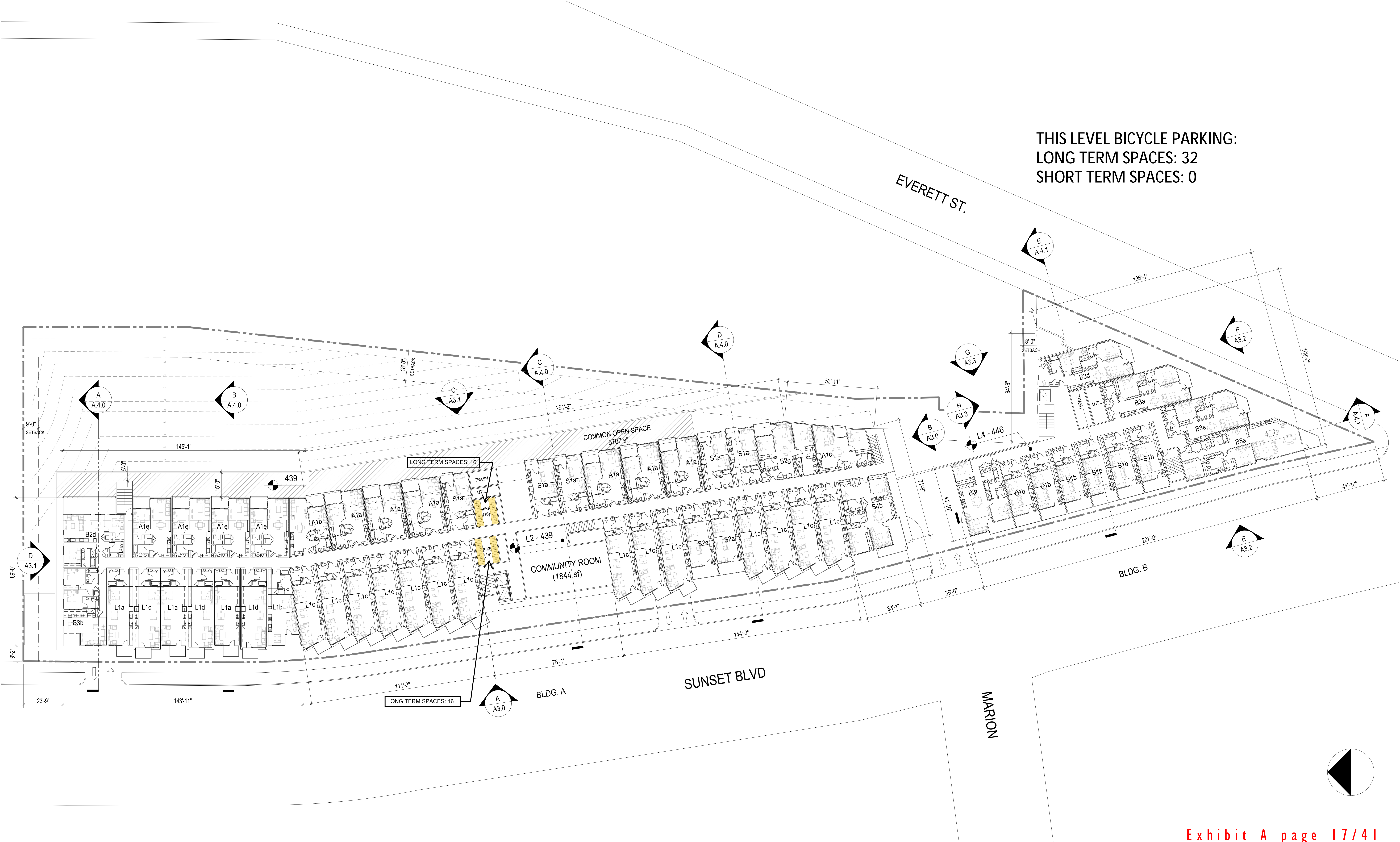


Exhibit A page 17/41

SUNSET AND EVERETT APARTMENTS



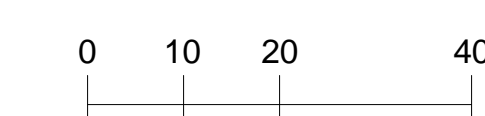
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BLDG A - LEVEL L2/ BLDG B - LEVEL L4

A2.4

LOS ANGELES, CA

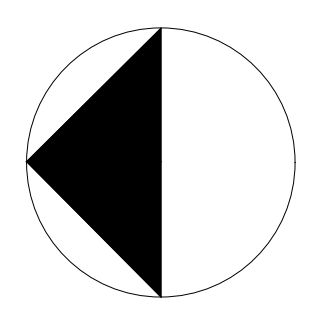
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EVERETT ST.

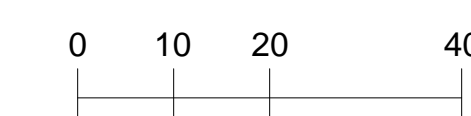


SUNSET AND EVERETT APARTMENTS

A2.5

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EVERETT ST.

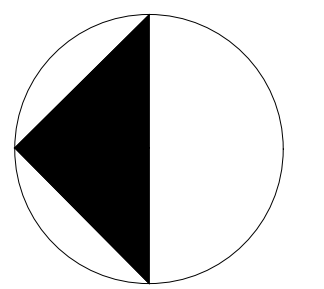
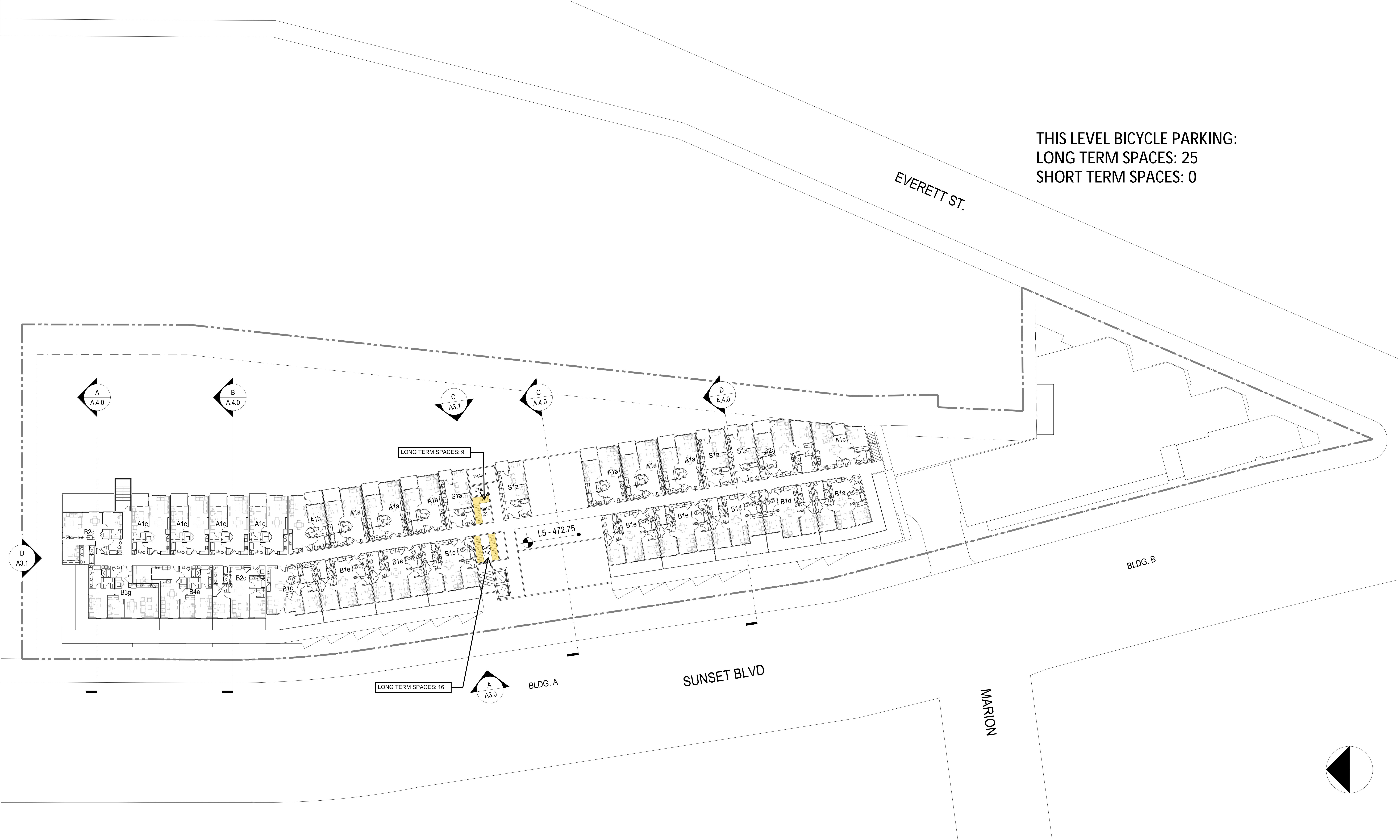


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THIS LEVEL BICYCLE PARKING:
LONG TERM SPACES: 25
SHORT TERM SPACES: 0



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BLDG A - LEVEL L5

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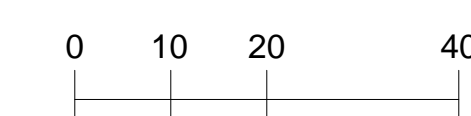


Exhibit A page 20/41 A2.7

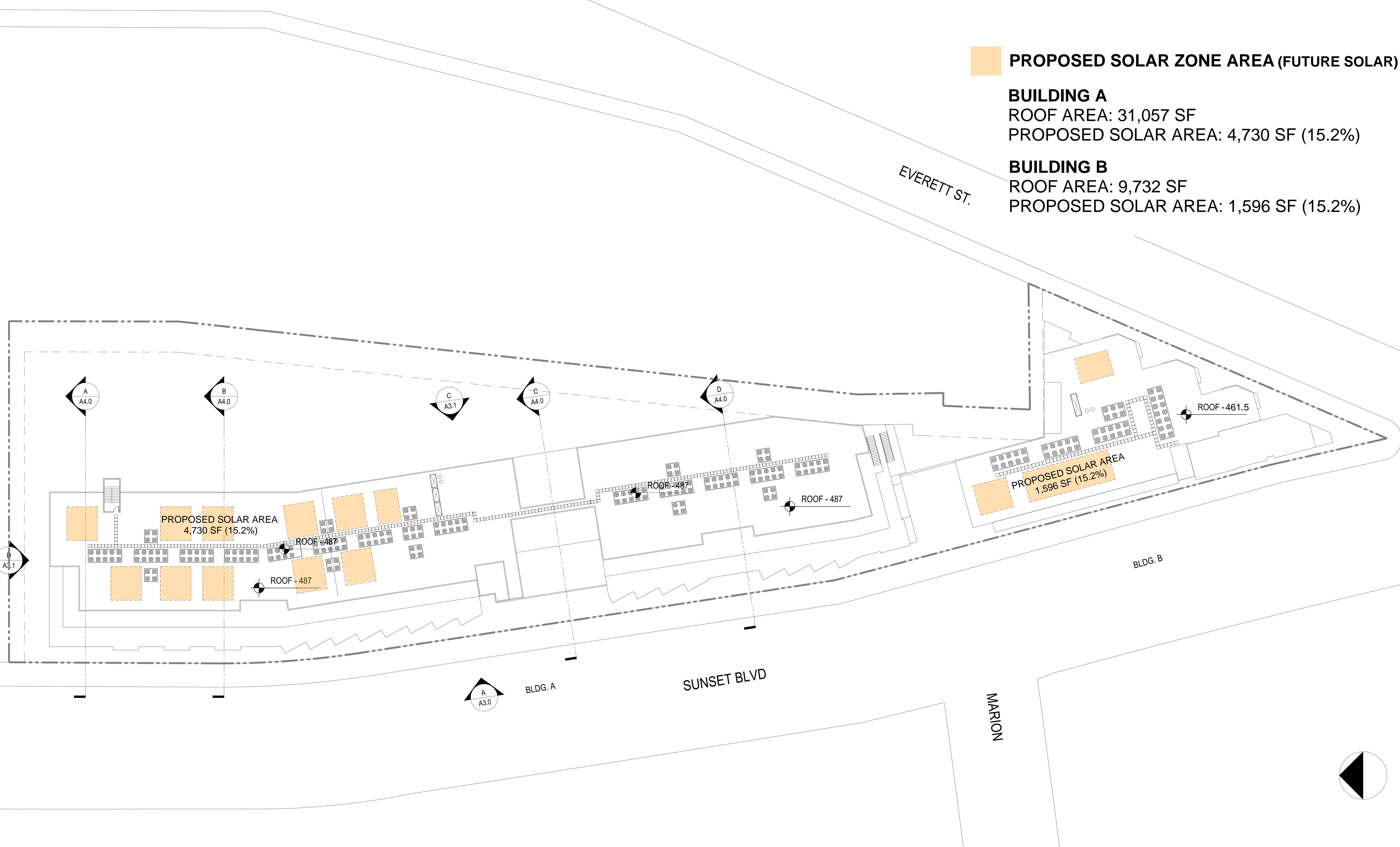
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 **PROPOSED SOLAR ZONE AREA (FUTURE SOLAR)**

BUILDING A
ROOF AREA: 31,057 SF
PROPOSED SOLAR AREA: 4,730 SF (15.2%)

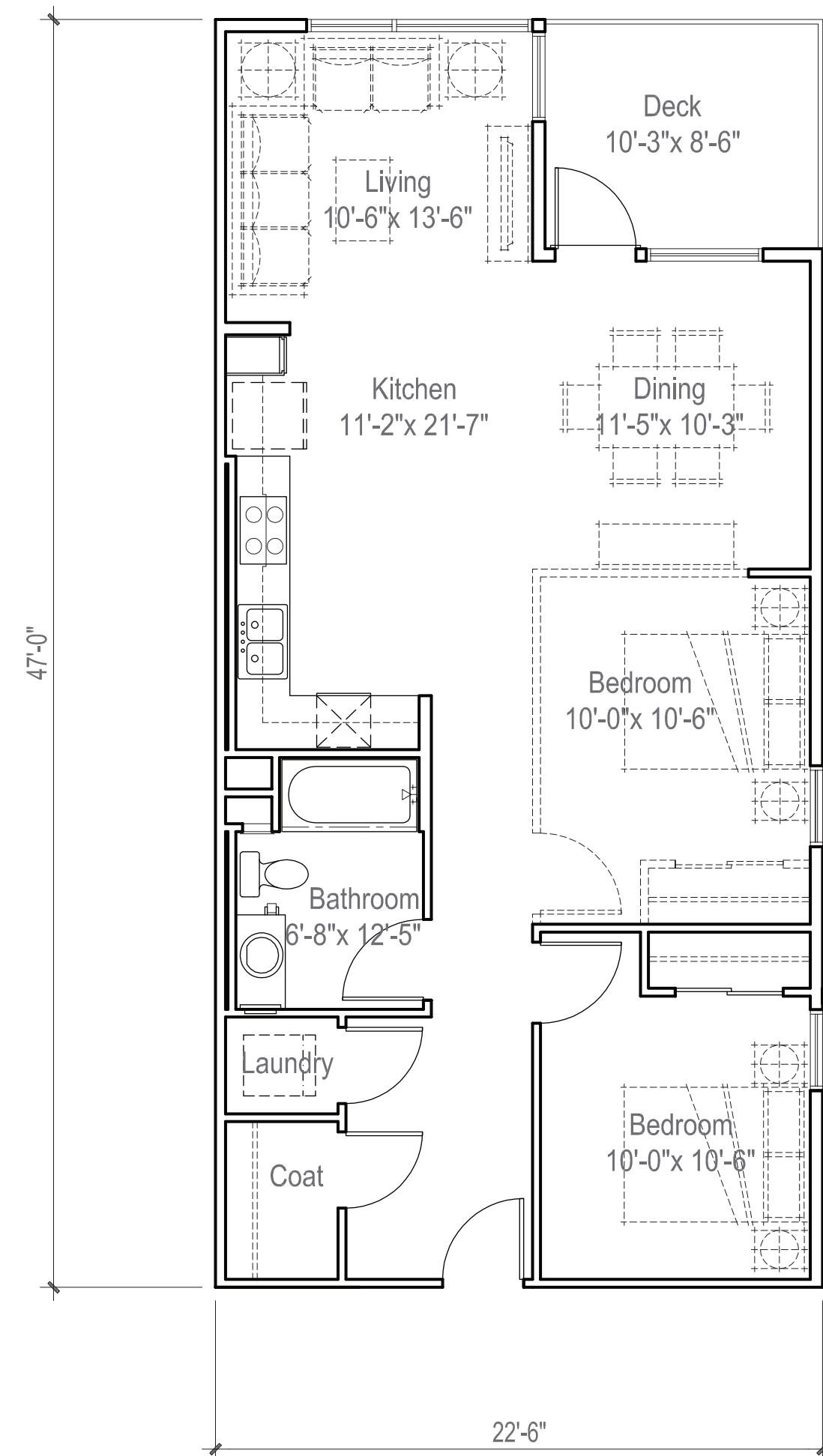
BUILDING B
ROOF AREA: 9,732 SF
PROPOSED SOLAR AREA: 1,596 SF (15.2%)



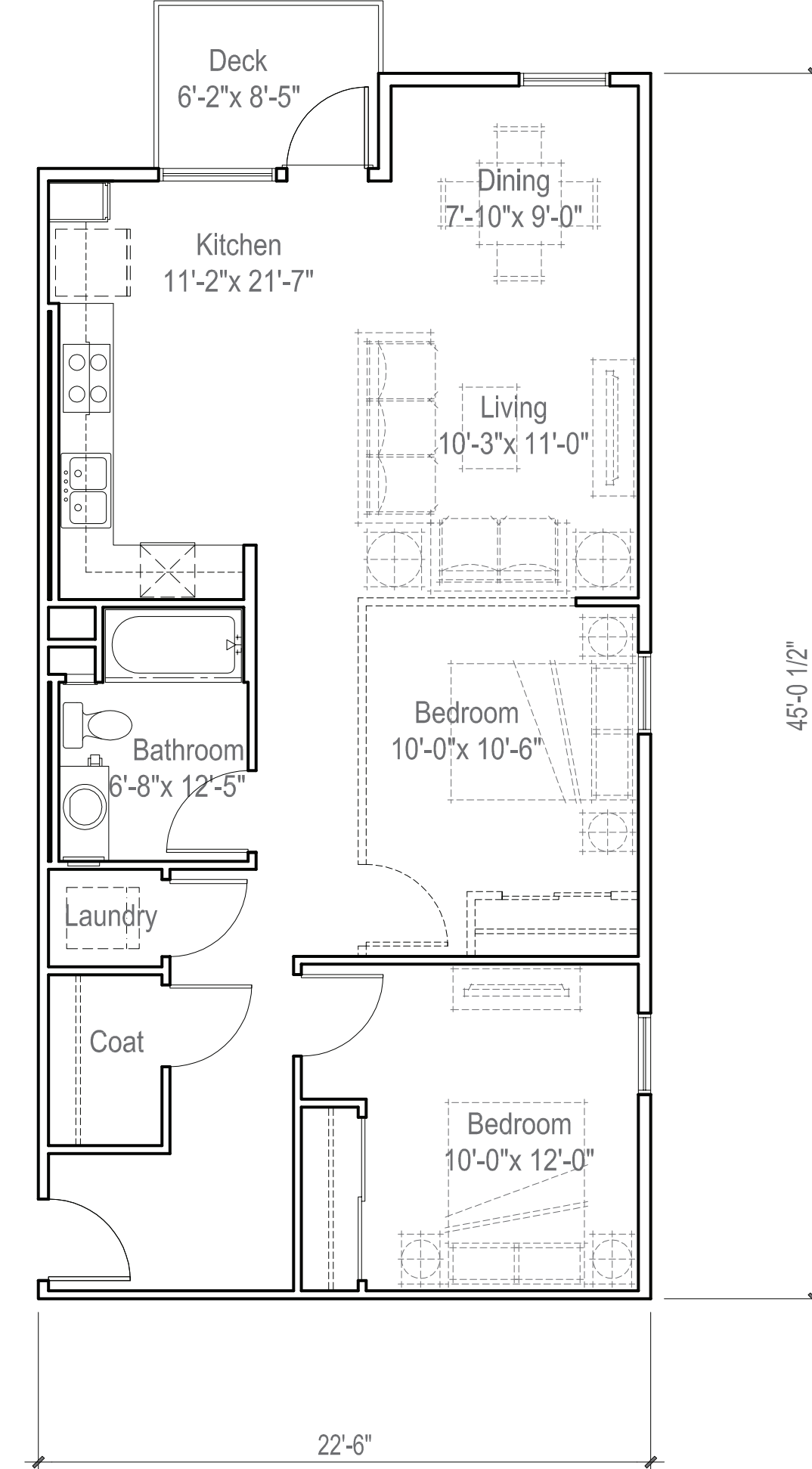
SUNSET AND EVERETT APARTMENTS

ROOF PLAN

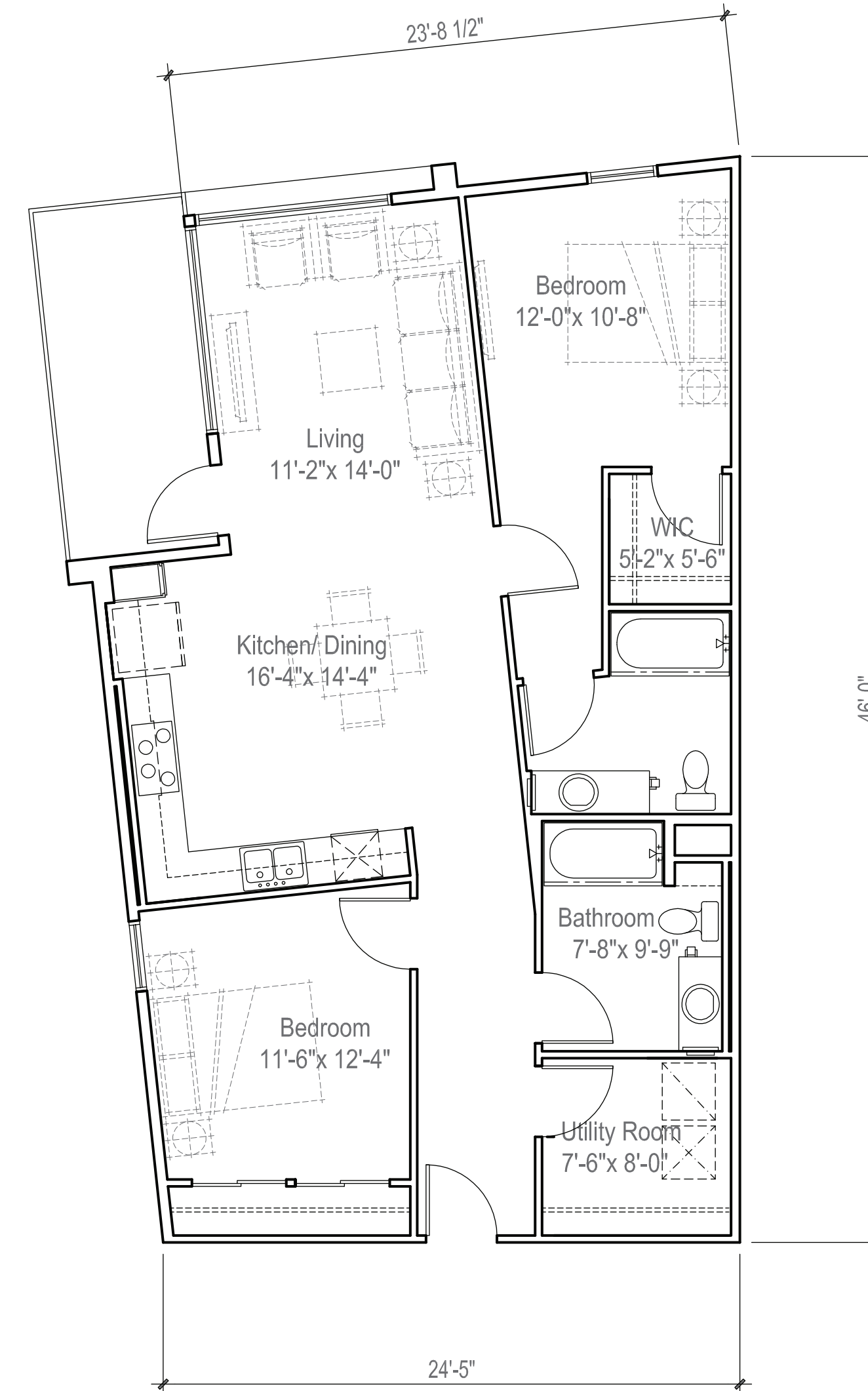
Exhibit A page 21/41 A2.8



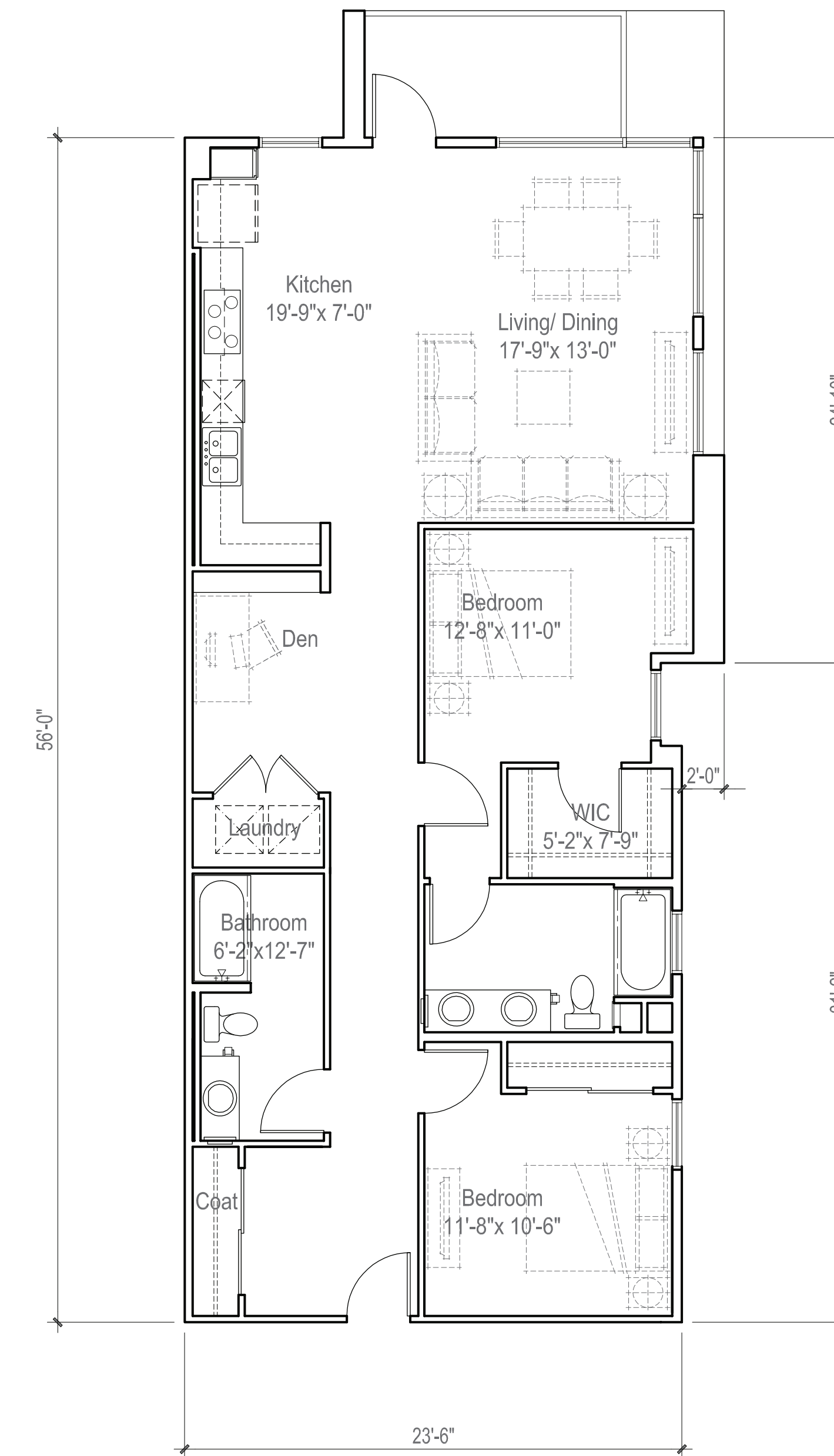
UNIT B1
970 s.f.



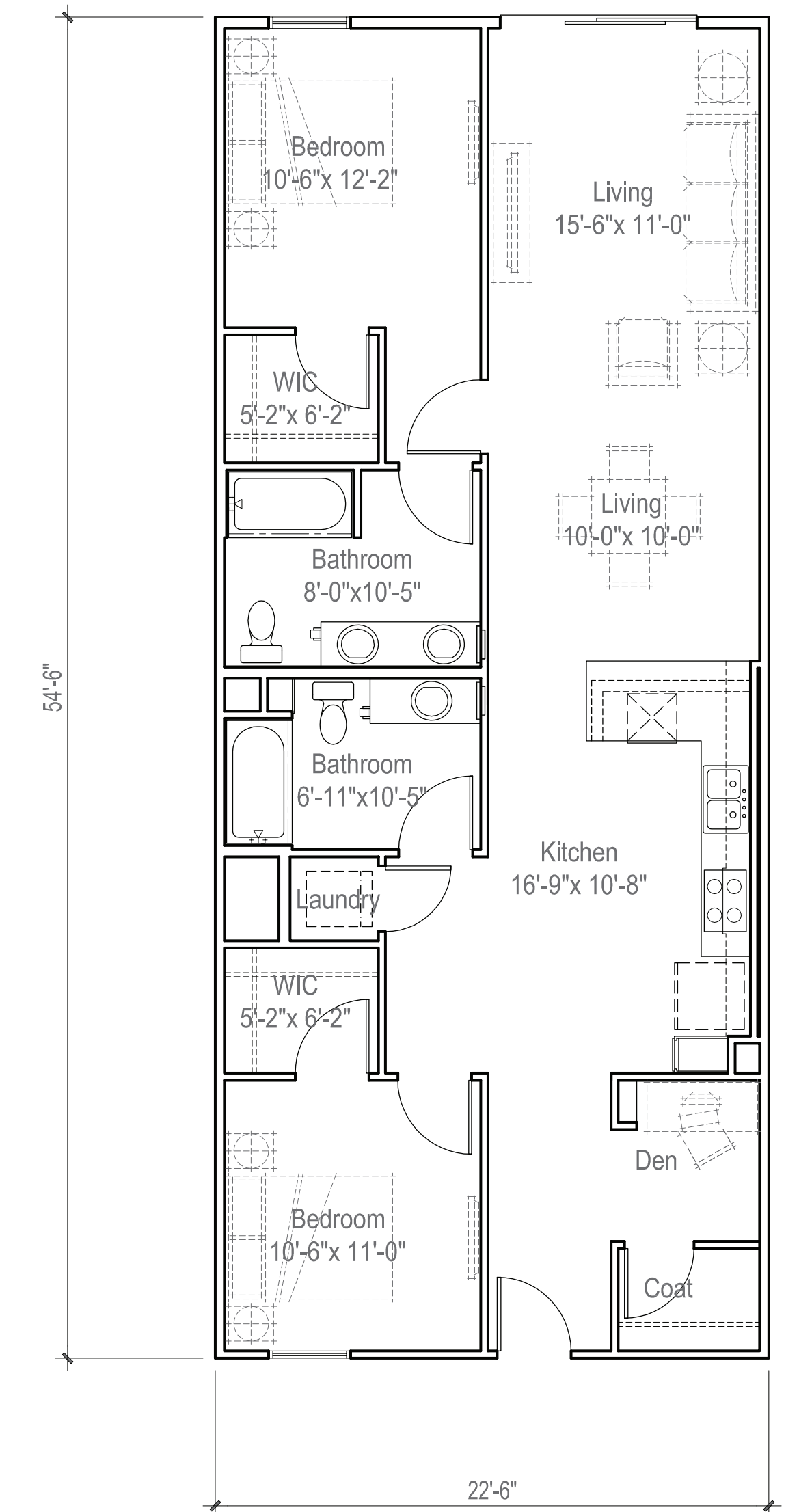
UNIT B2
968 s.f.



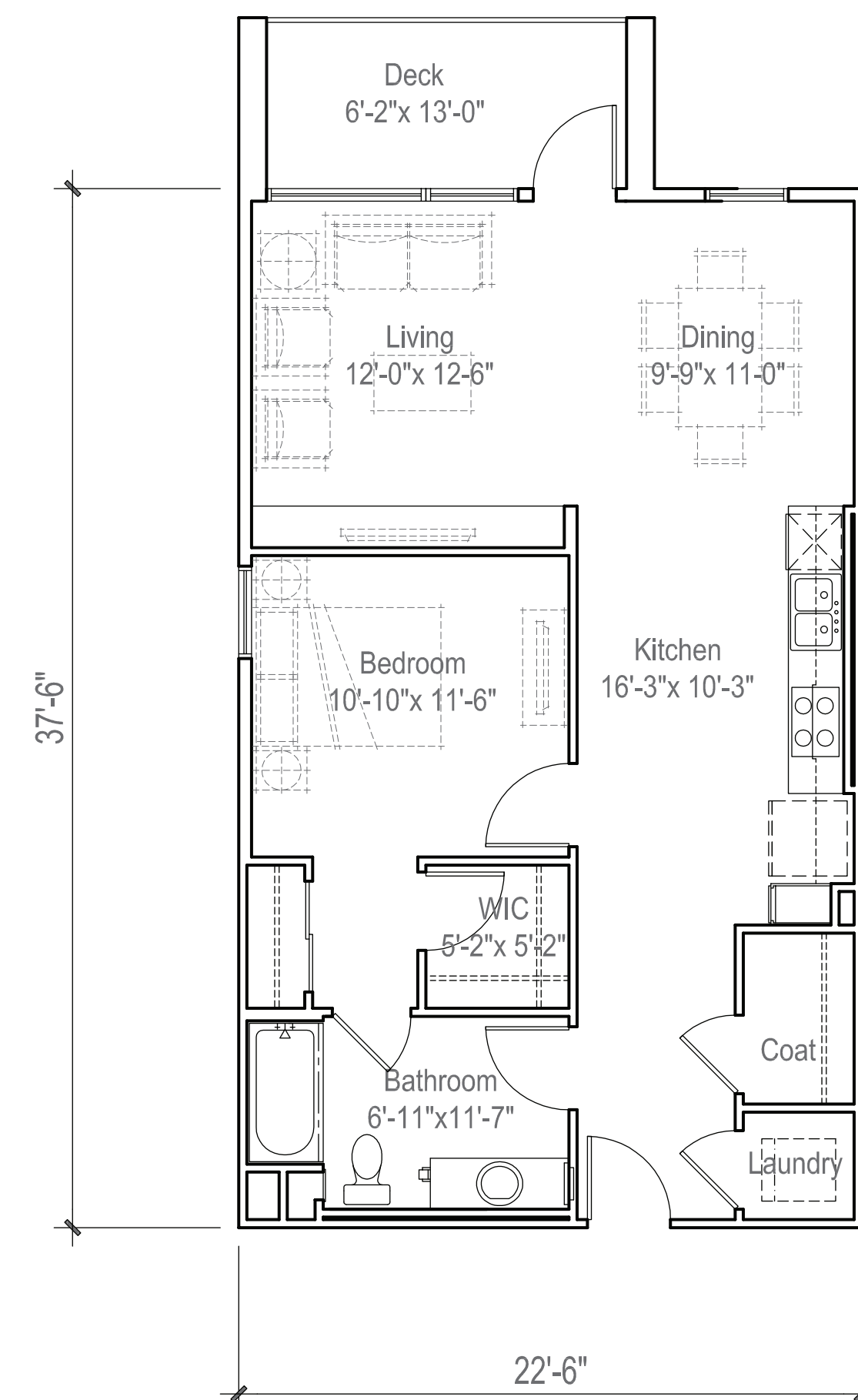
UNIT B3
1115 s.f.



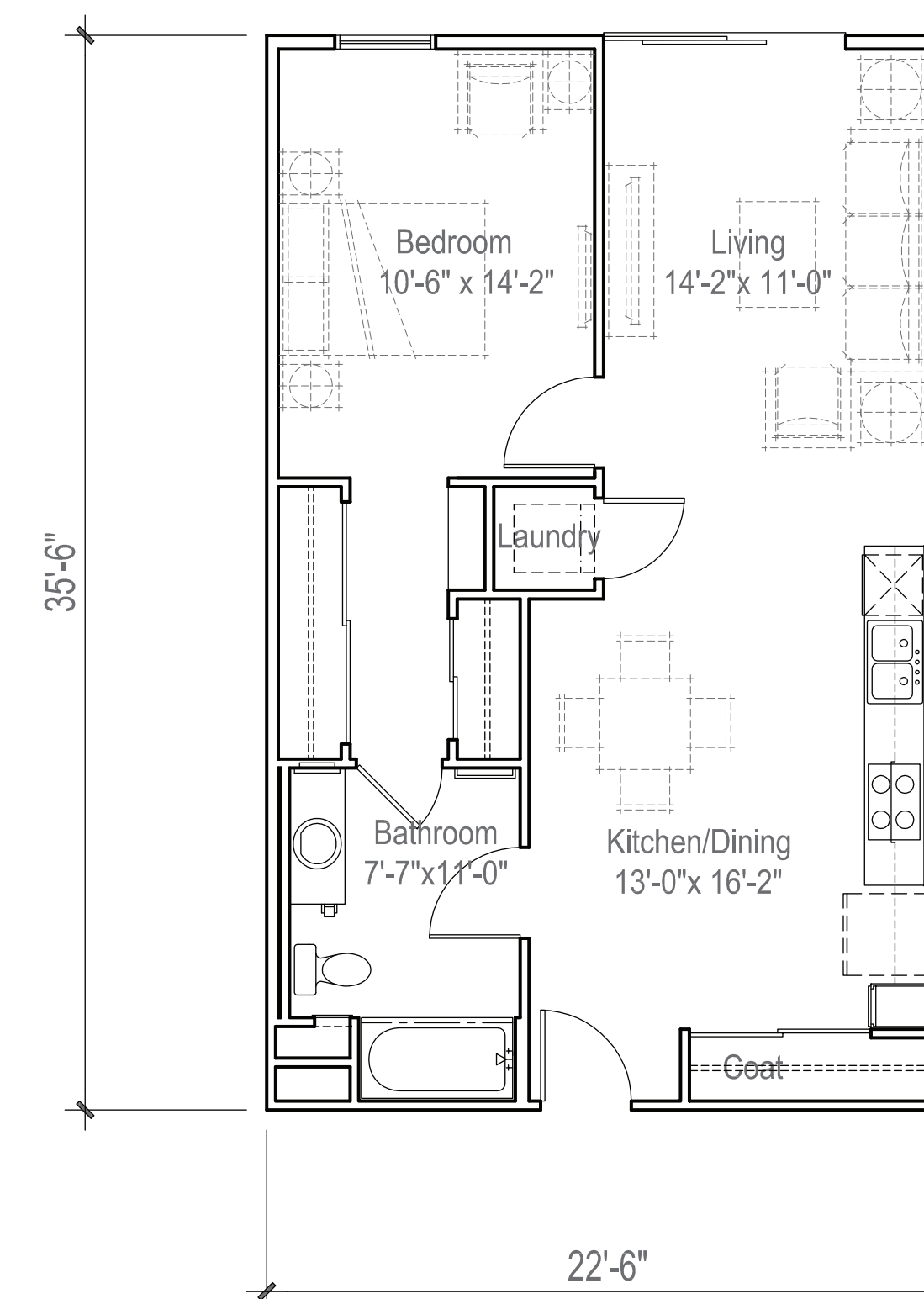
UNIT B4
1347 s.f.



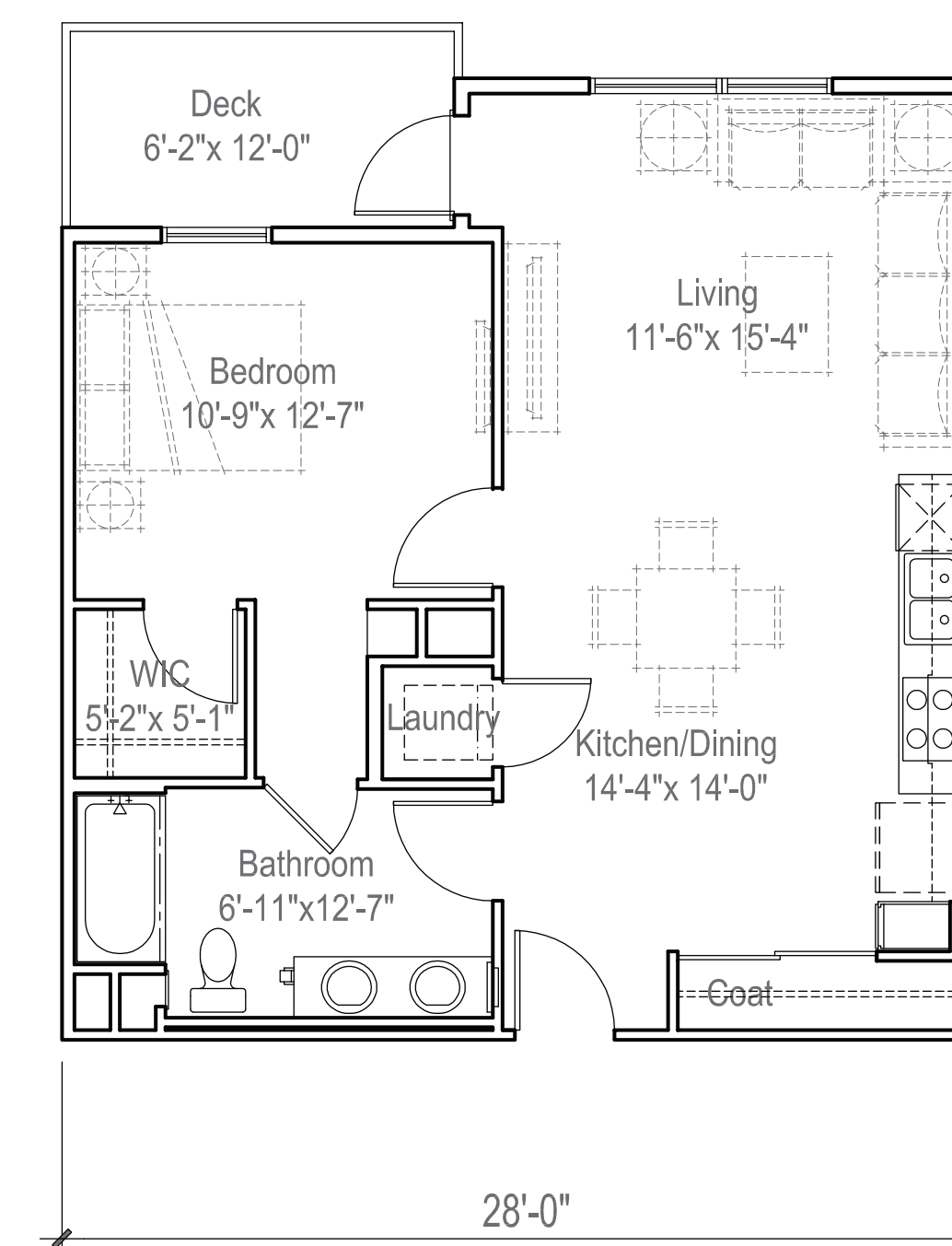
UNIT B7
1226 s.f.



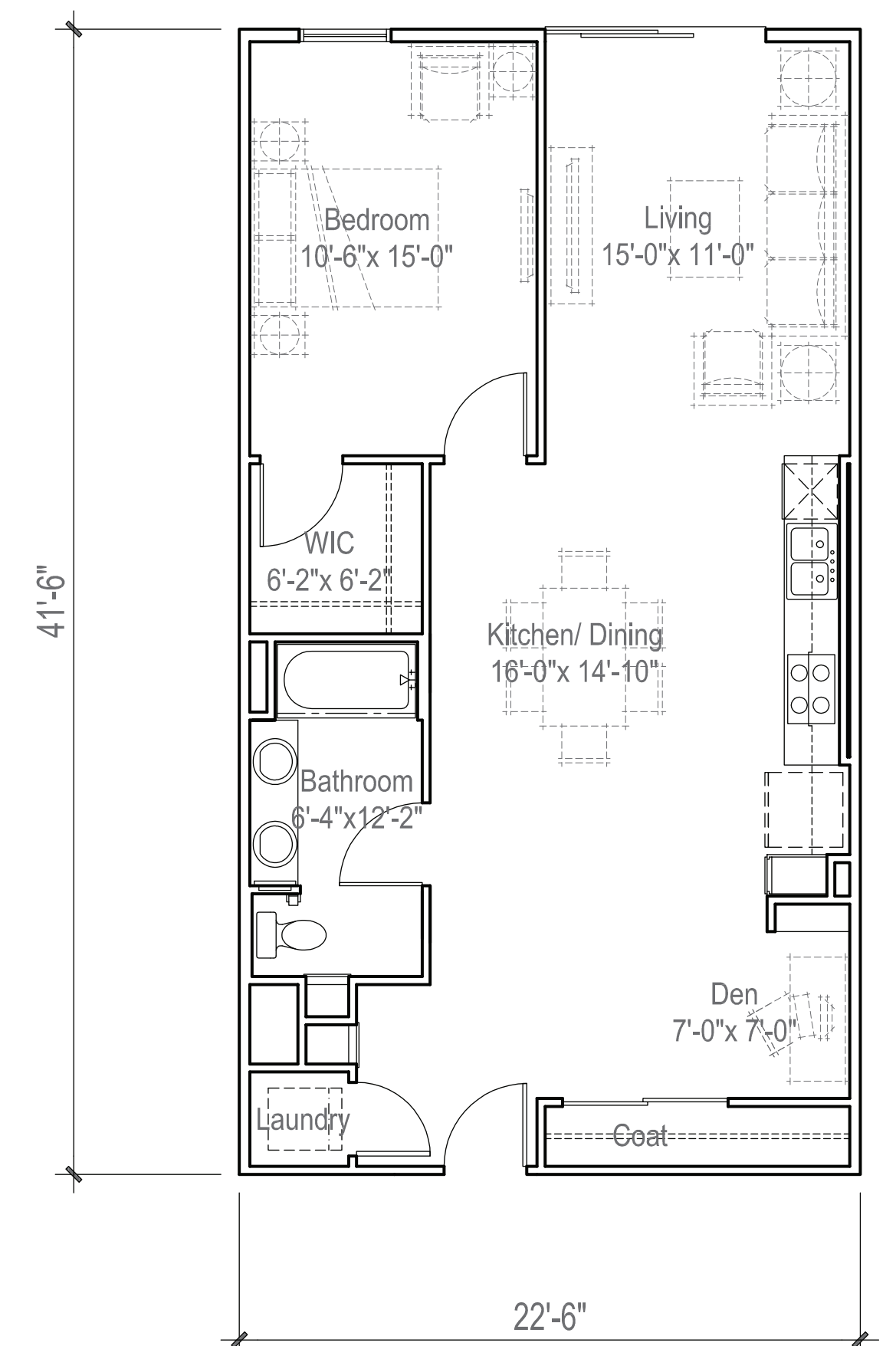
UNIT A1
844 s.f.



UNIT A2
799 s.f.



UNIT A3
758 s.f.



UNIT A6
934 s.f.

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TYPICAL UNITS PLANS

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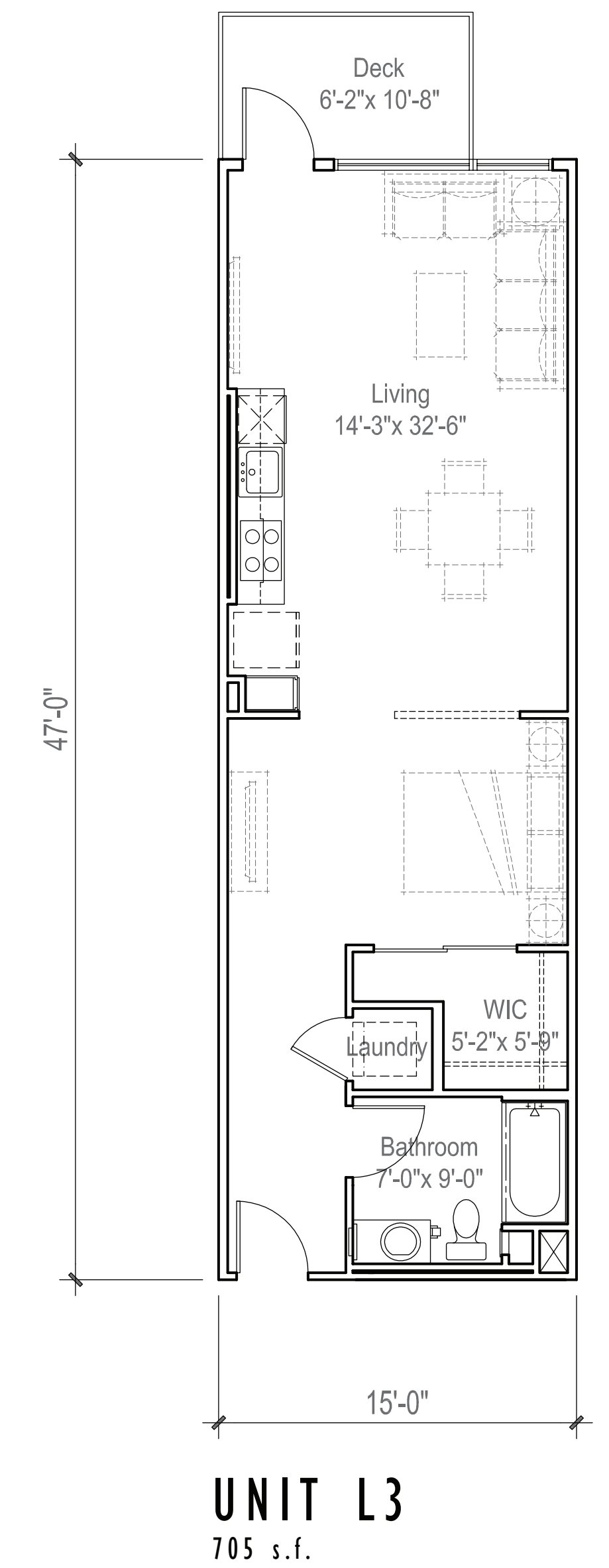
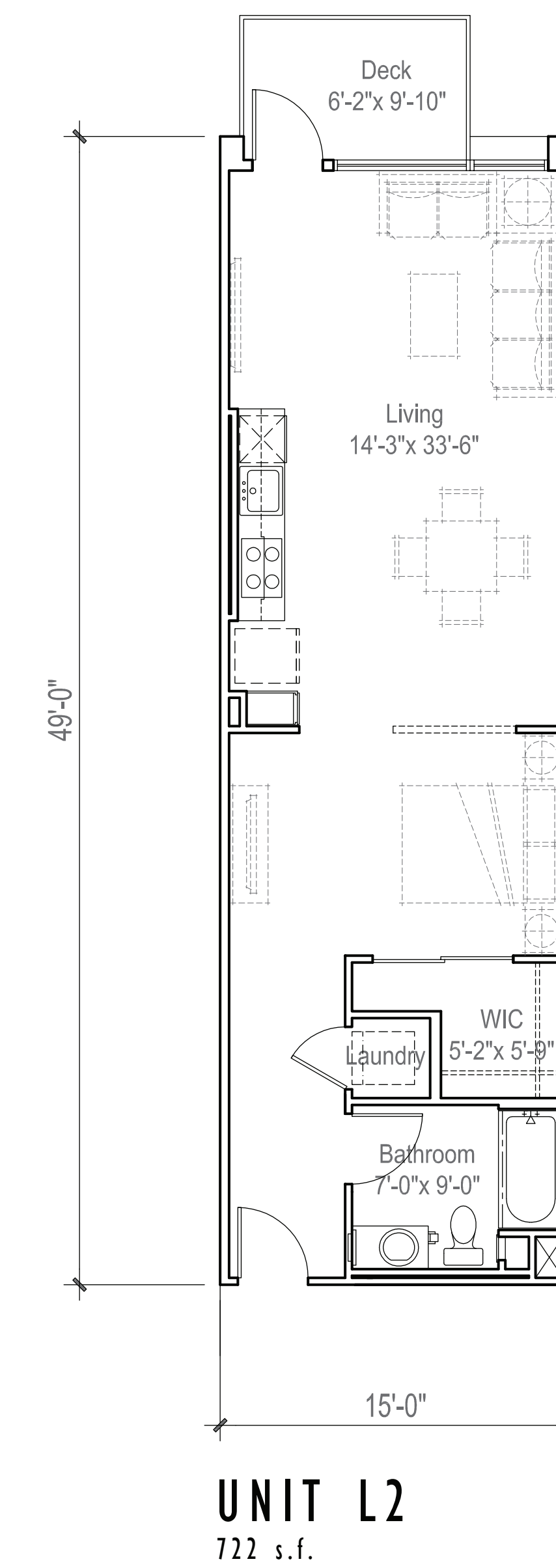
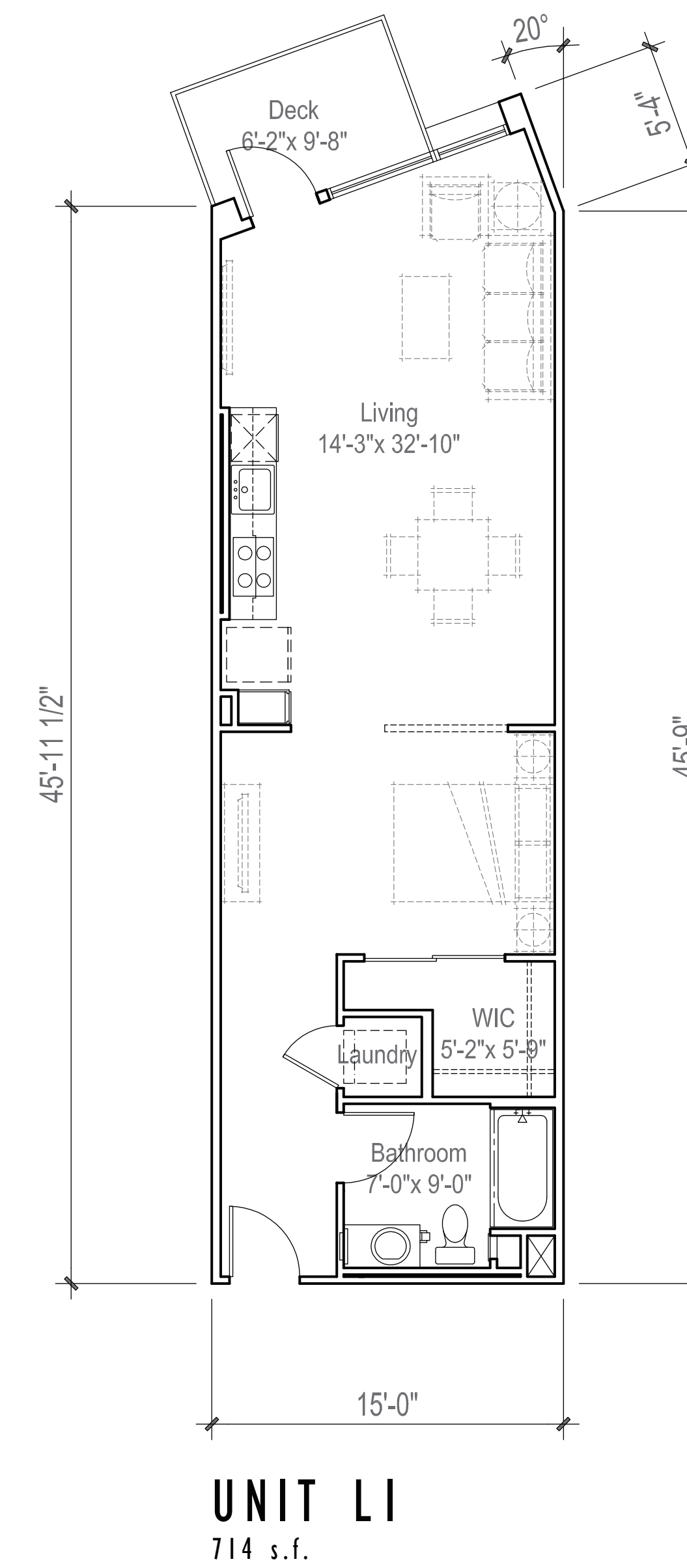
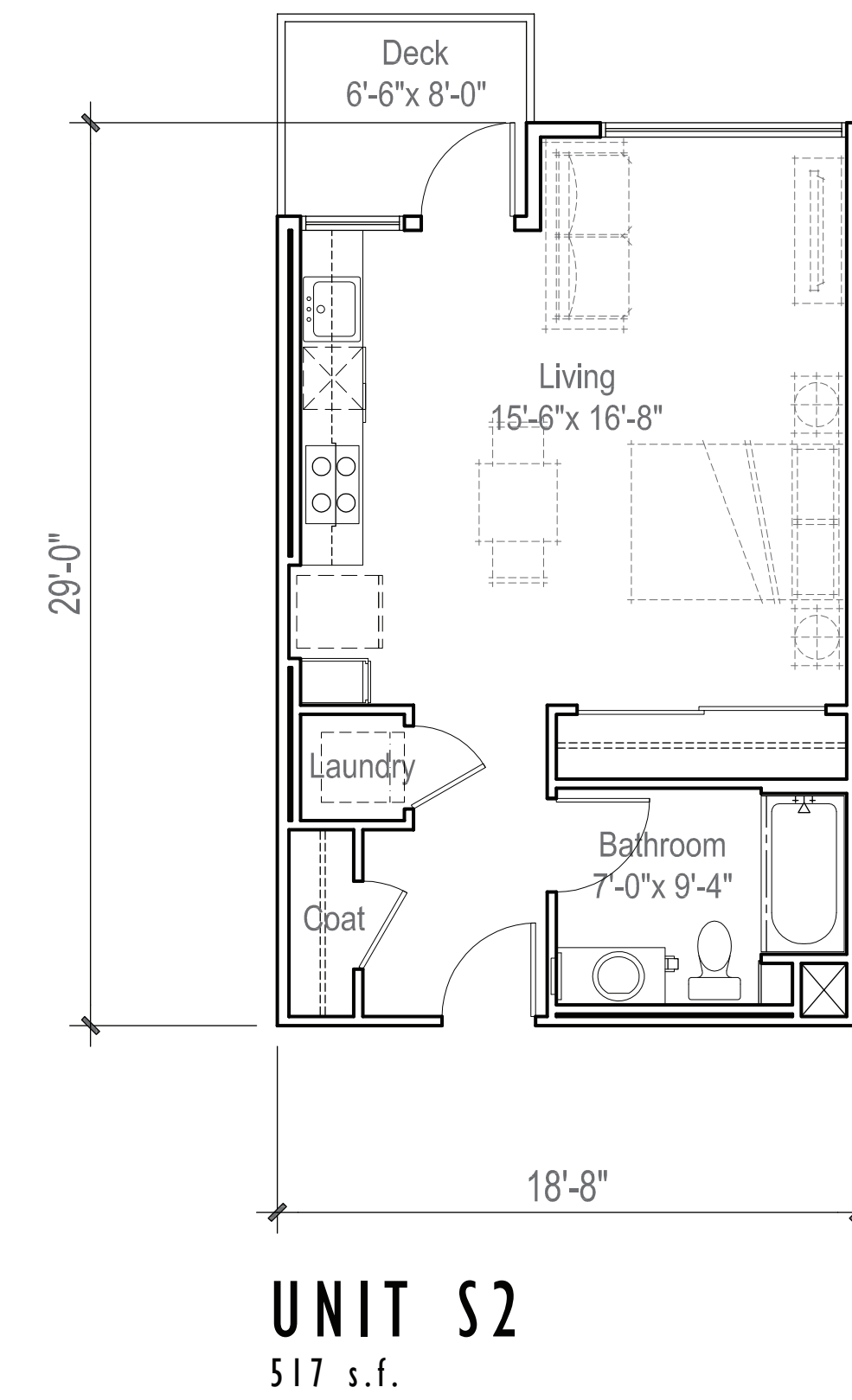
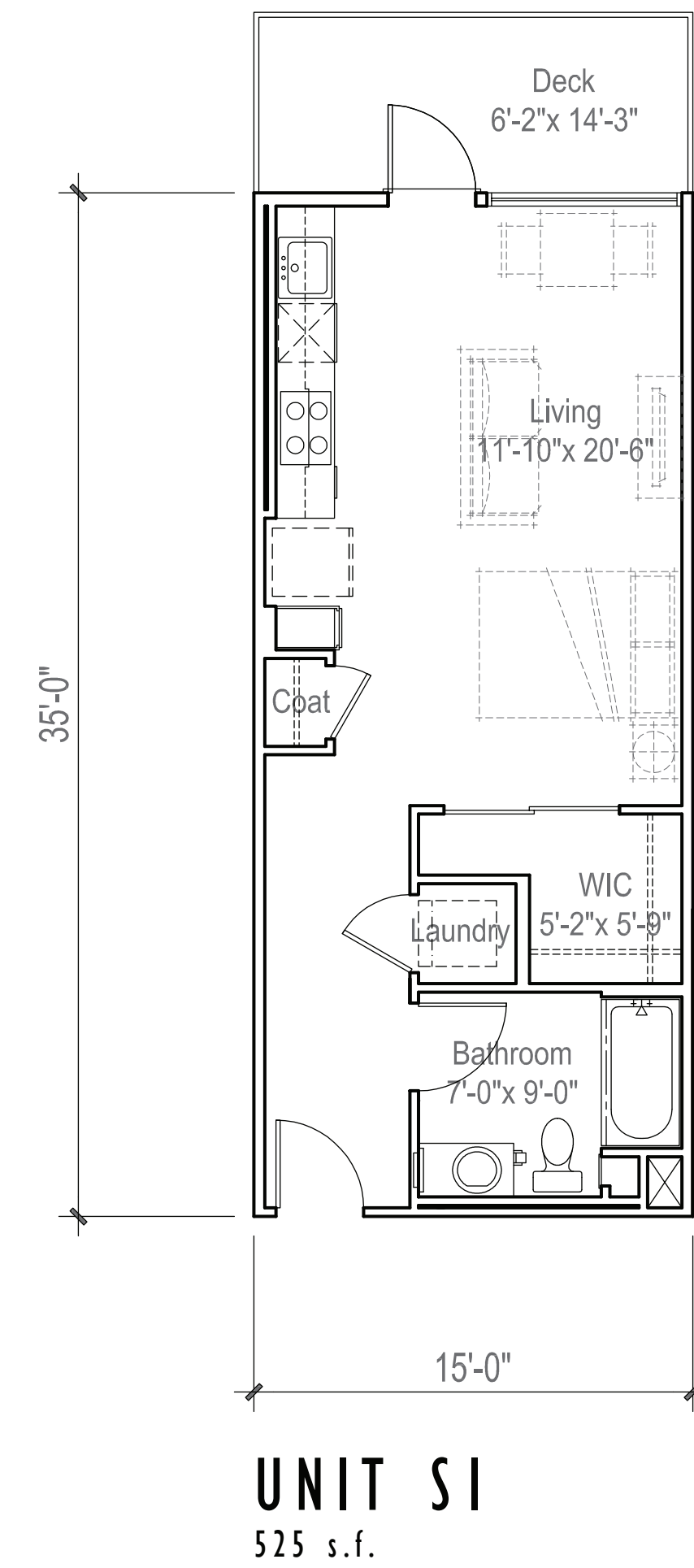
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Scale 0 3/16 3/4

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TYPICAL UNITS PLANS

Exhibit A page 23/41 A2.10



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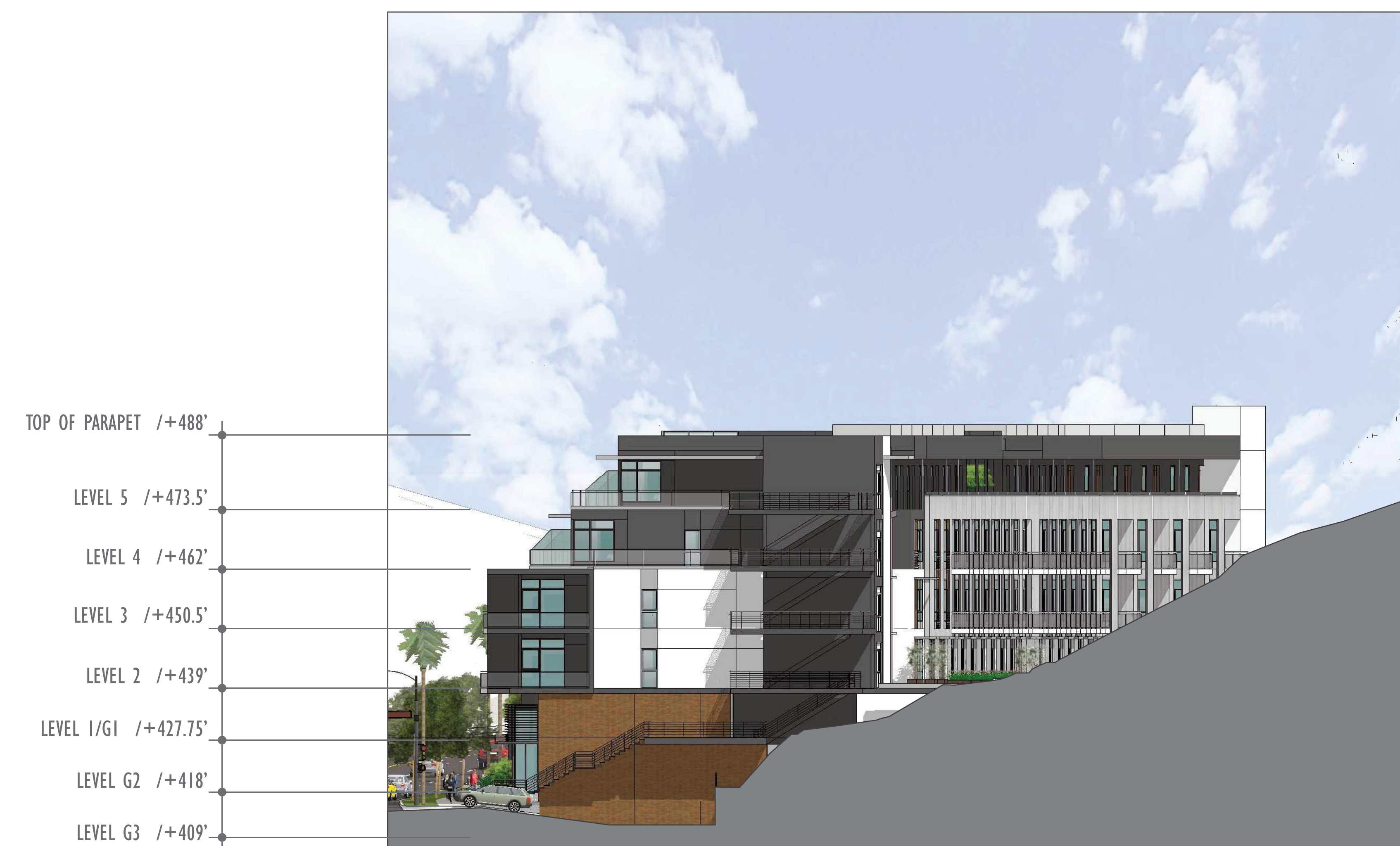


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(A) BLDG. A - WEST ELEVATION



(B) BLDG. A - SOUTH ELEVATION

Exhibit A page 24/41

SUNSET AND EVERETT APARTMENTS

EXTERIOR ELEVATIONS - BLDG. A

A3.0



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Ⓒ BLDG. A - EAST ELEVATION



Ⓓ BLDG. A - NORTH ELEVATION

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EXTERIOR ELEVATIONS - BLDG. A

A3.1

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E BLDG. B - WEST ELEVATION



F BLDG. B - SOUTH ELEVATION

SUNSET AND EVERETT APARTMENTS

EXTERIOR ELEVATIONS - BLDG. B

A3.2



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Ⓔ BLDG. B - EAST ELEVATION



Ⓕ BLDG. B - NORTH ELEVATION

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SUNSET AND EVERETT APARTMENTS

EXTERIOR ELEVATIONS - BLDG. B

A3.3



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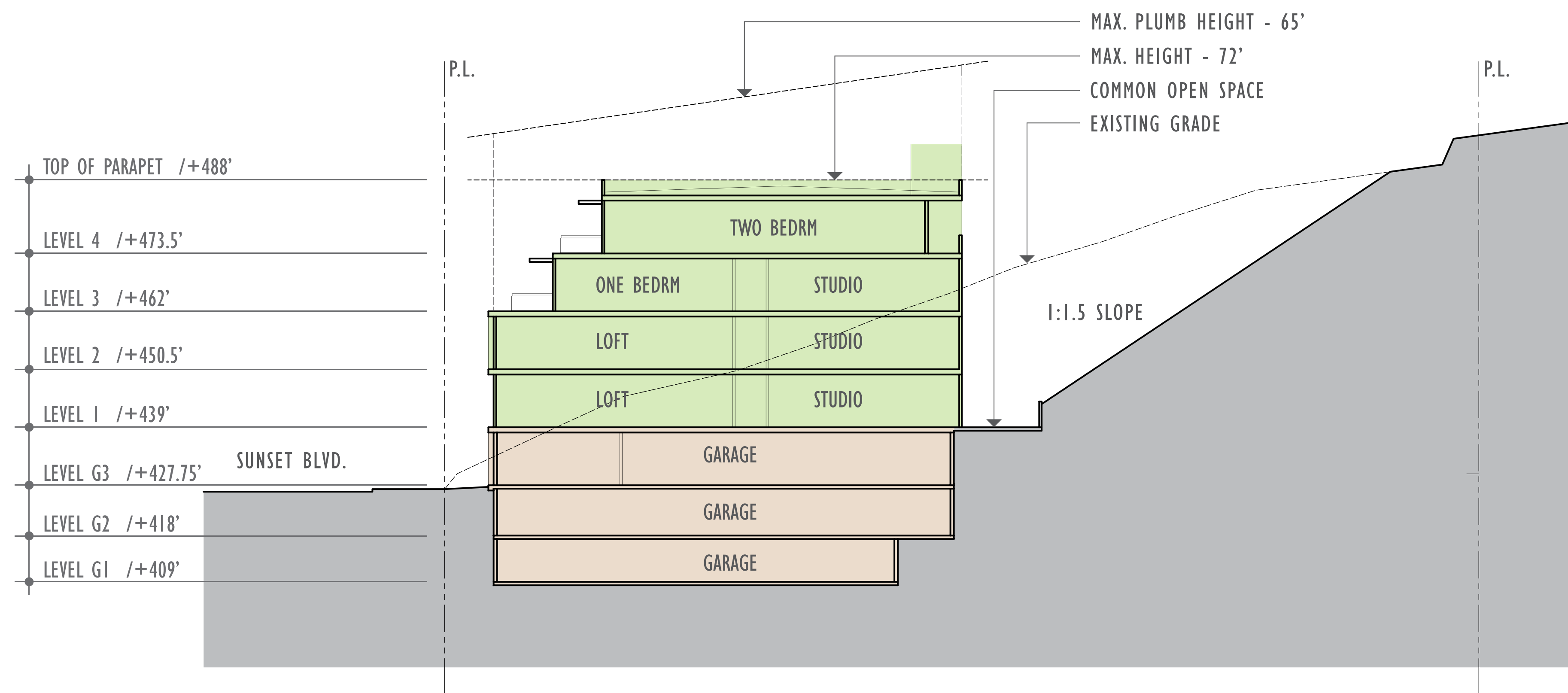
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DATE: 03-28-2018

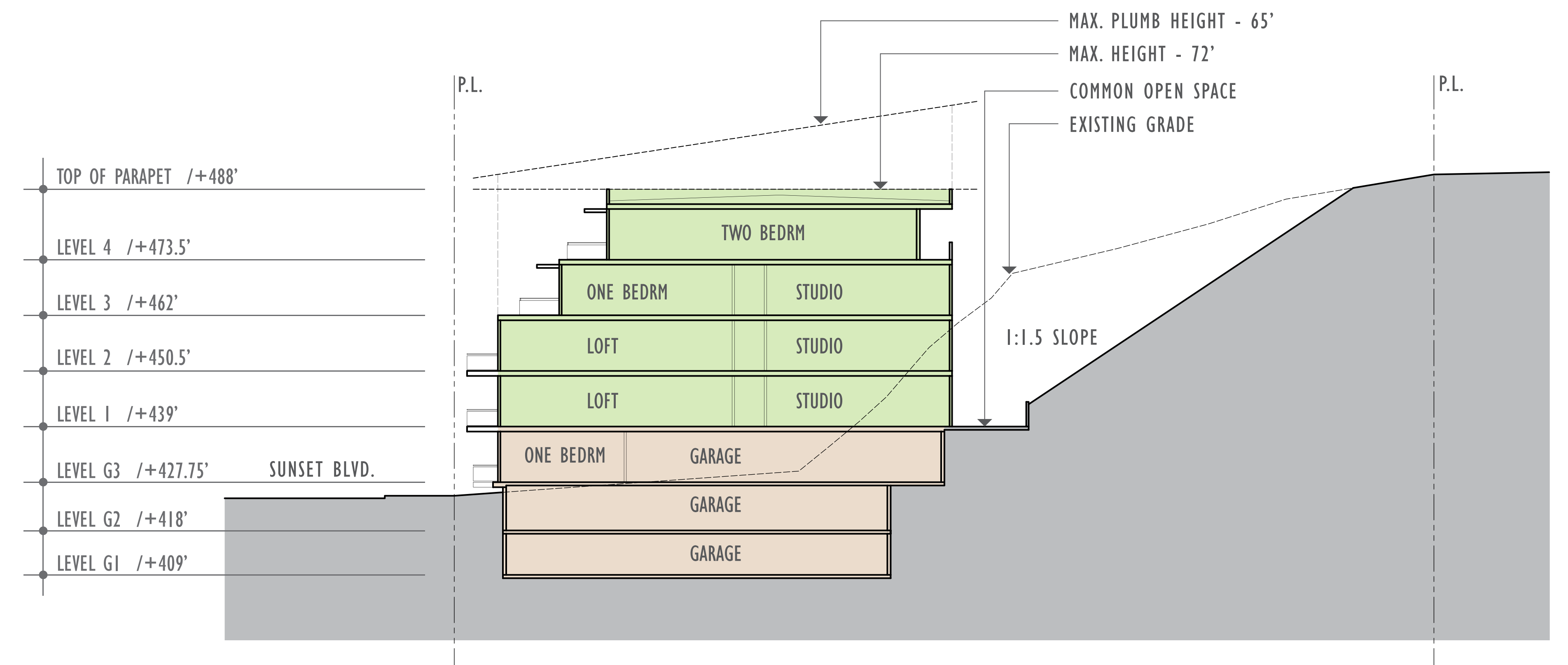
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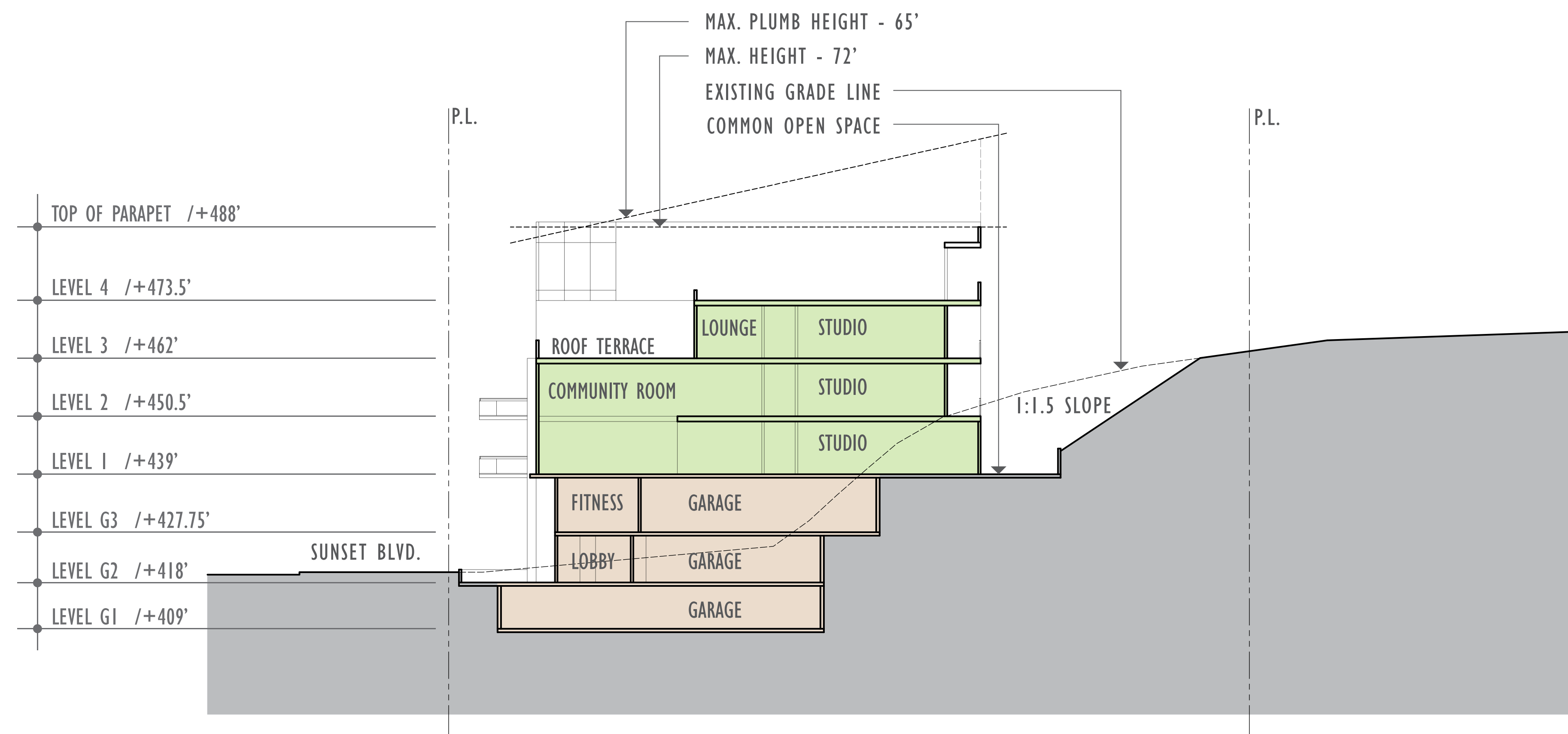
(A) BLDG. A - SECTION 1



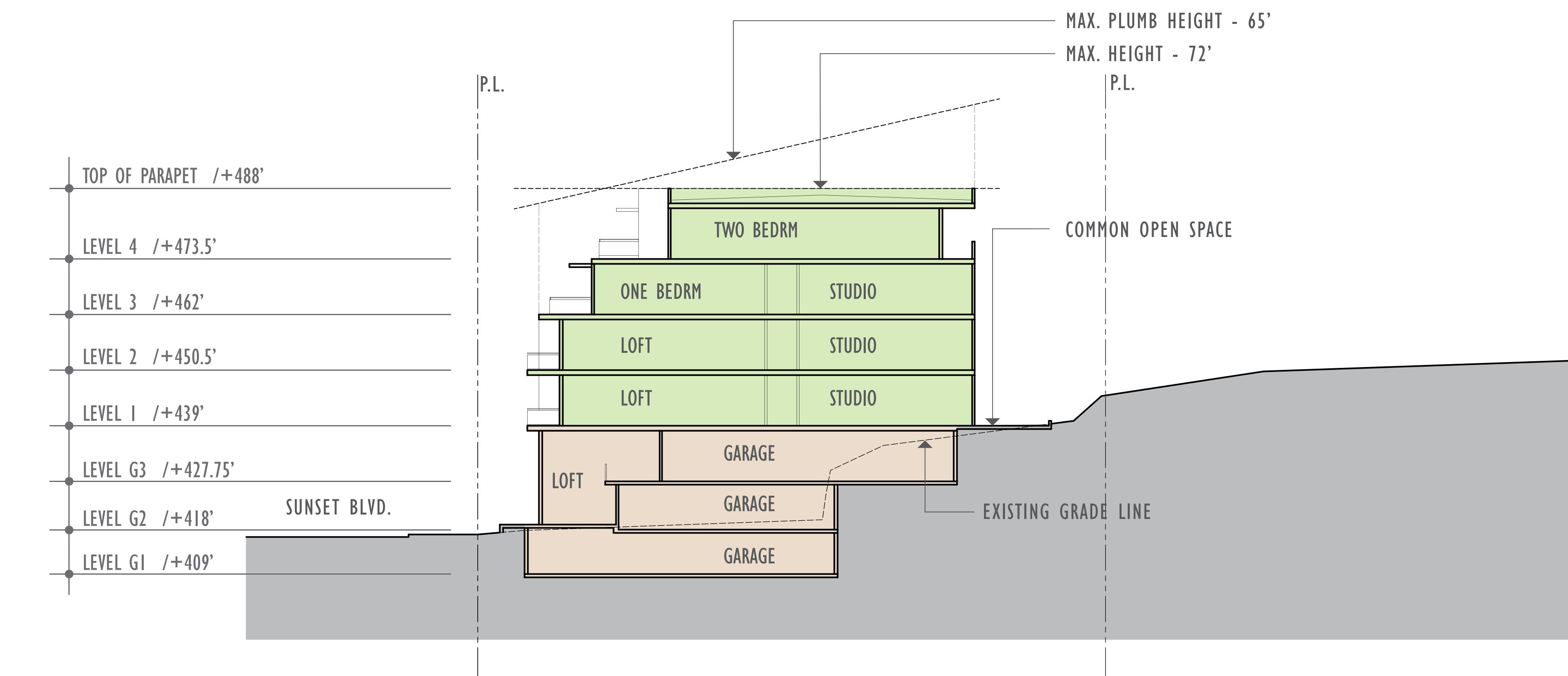
(B) BLDG. A - SECTION 2

CONSTRUCTION TYPES

- TYPE V-A
- TYPE I-A



(C) BLDG. A - SECTION 3



(D) BLDG. A - SECTION 4

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BUILDING SECTIONS - BLDG A

A4.0

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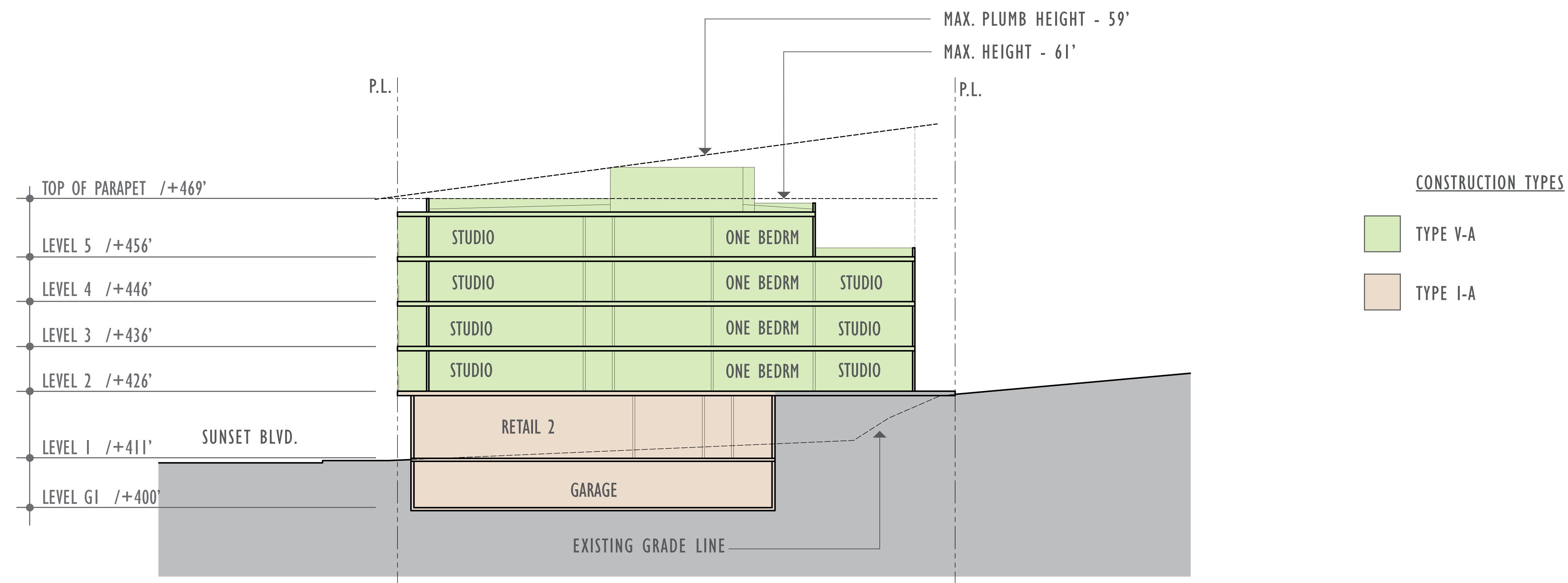
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DATE: 03-28-2018

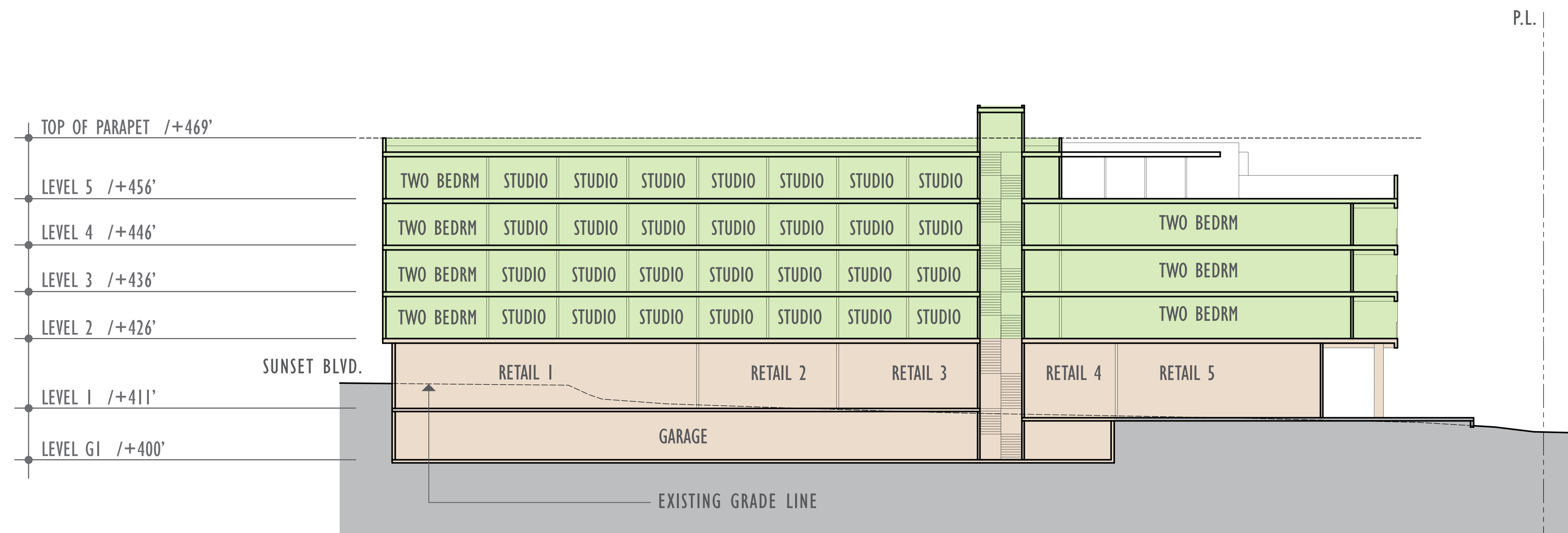
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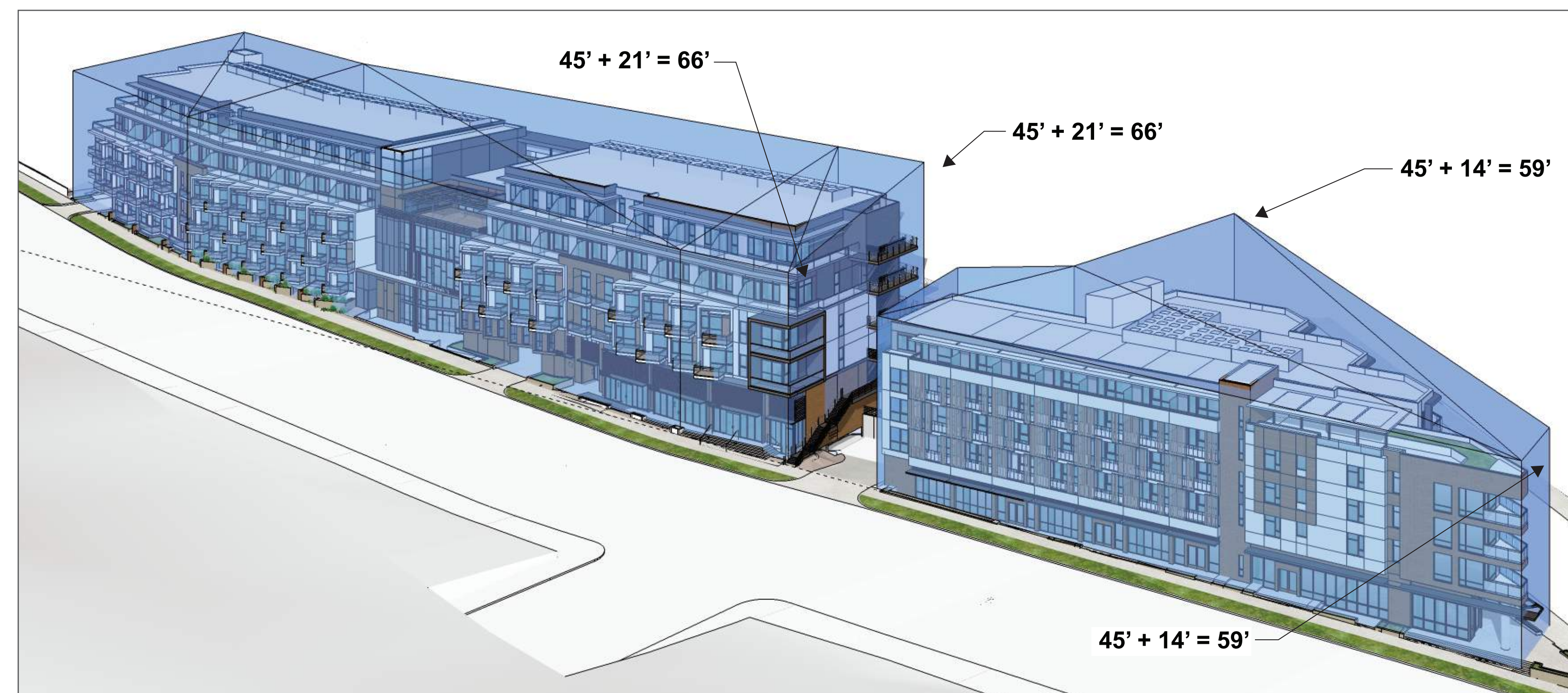
E BLDG. B - SECTION 5



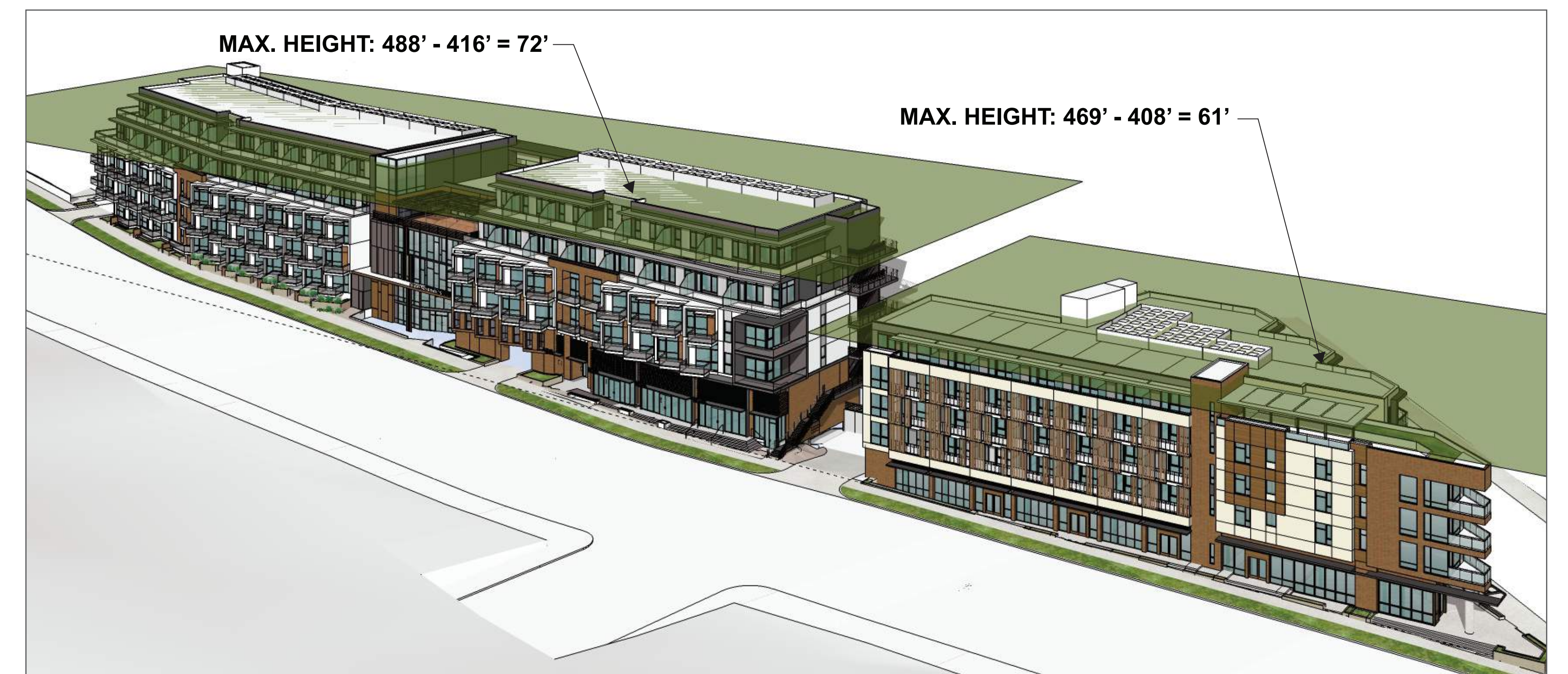
F BLDG. B - SECTION 6



HEIGHT LIMITS



MAX. PLUMB HEIGHT



MAX. HEIGHT

SUNSET AND EVERETT APARTMENTS



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HEIGHT LIMITS

LOS ANGELES, CA

K T G Y # 2012-0710

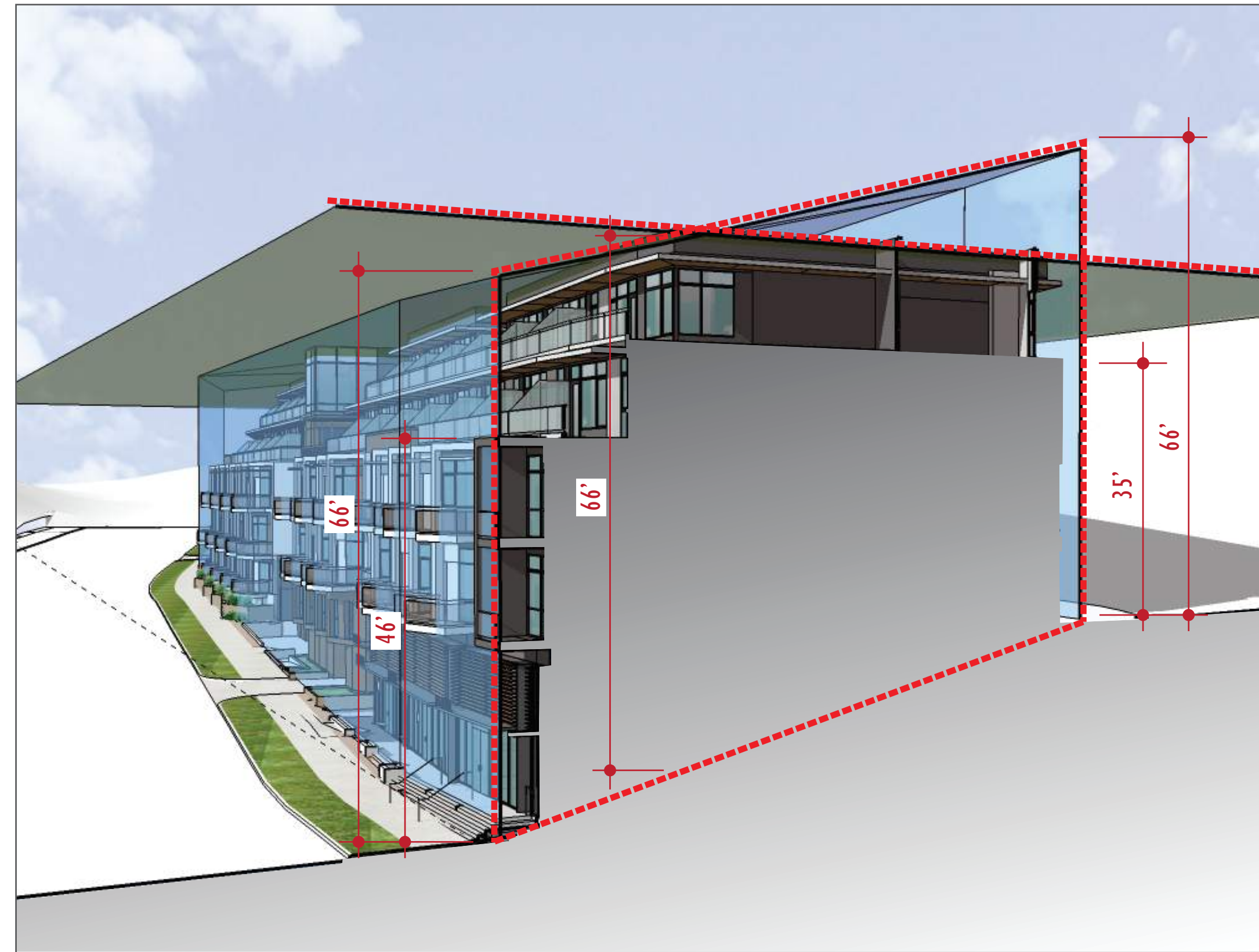
DATE: 03-28-2018

Exhibit A page 30/41

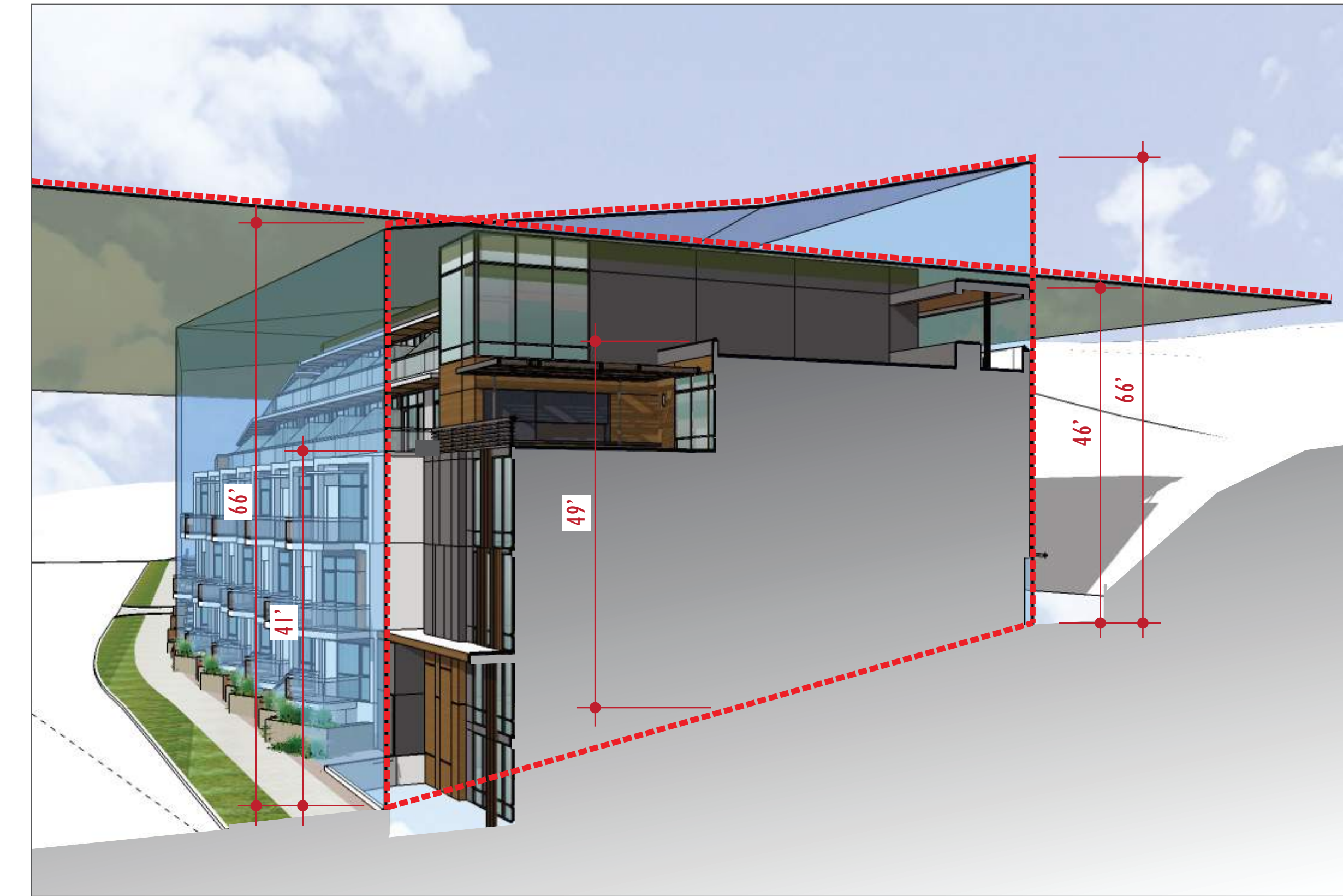
A4.2

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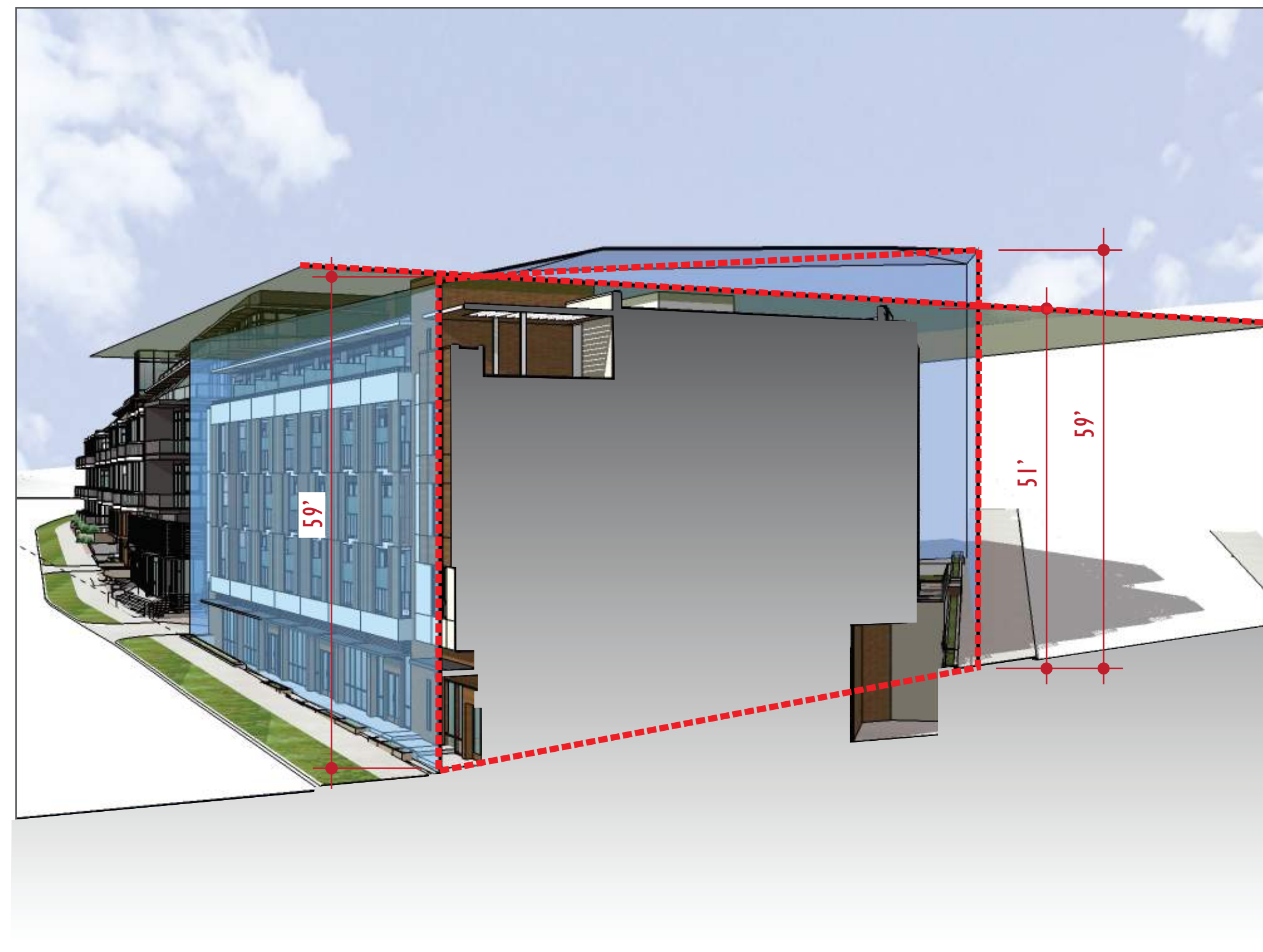




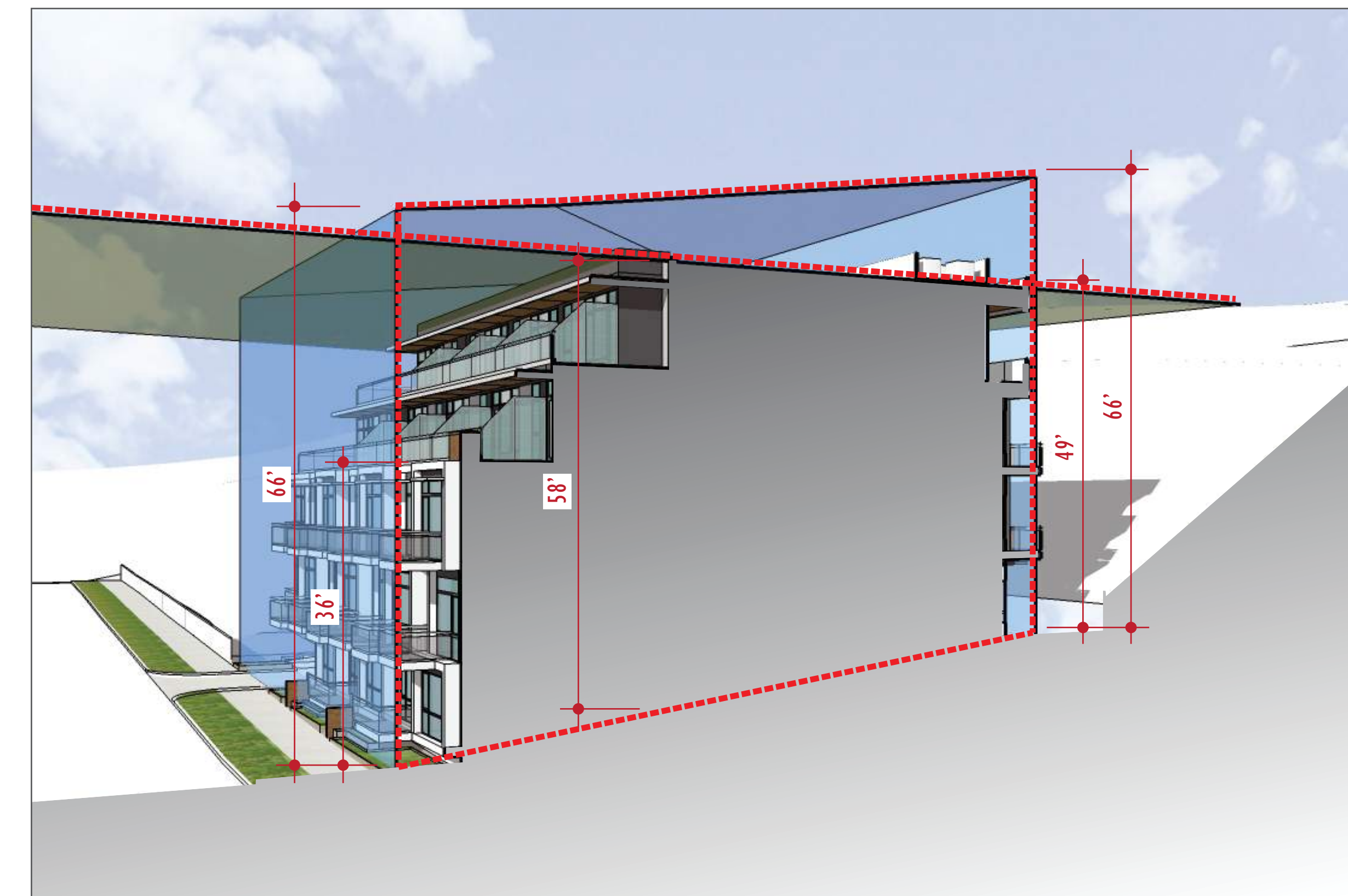
SECTION 1



SECTION 2



SECTION 4



SECTION 3

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SUNSET AND EVERETT APARTMENTS



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HEIGHT LIMITS - SECTION VIEWS

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A4.3



BLDG. A - PARTIAL EAST ELEVATION



BLDG. A - PARTIAL WEST ELEVATION



BLDG. A - PARTIAL WEST ELEVATION

- 01 EXTERIOR PLASTER - FINE SAND FINISH
- 02 BRICK VENEER CLADDING
- 03 STAINED FIBER CEMENT SIDING (WOOD FINISH)
- 04 CORRUGATED METAL PANELS
- 05 PAINTED METAL SIDING
- 06 VINYL WINDOWS
- 07 ALUMINUM STOREFRONT
- 08 PAINTED METAL BALCONY RAILING
- 09 GLASS RAILING
- 11 PAINTED METAL RAILING
- 12 PAINTED METAL AWNING WITH WOOD SOFFIT
- 13 PAINTED METAL CANOPY
- 14 PAINTED WOOD TRELLIS/CANOPY
- 15 WOOD SLATS

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MATERIALS BOARD - BLDG. A

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A5.0



BLDG. B - PARTIAL WEST ELEVATION

- | | | | |
|----|-------------------------------------------|----|---------------------------------------|
| 01 | EXTERIOR PLASTER - FINE SAND FINISH | 11 | PAINTED METAL RAILING |
| 02 | BRICK VENEER CLADDING | 12 | PAINTED METAL AWNING WITH WOOD SOFFIT |
| 03 | STAINED FIBRE CEMENT SIDING (WOOD FINISH) | 13 | PAINTED METAL CANOPY |
| 04 | CORRUGATED METAL PANELS | 14 | PAINTED WOOD TRELLIS/CANOPY |
| 05 | PAINTED METAL SIDING | 15 | WOOD SLATS |
| 06 | VINYL WINDOWS | | |
| 07 | ALUMINUM STOREFRONT | | |
| 08 | PAINTED METAL BALCONY RAILING | | |
| 09 | GLASS RAILING | | |



BLDG. B - PARTIAL SOUTH ELEVATION

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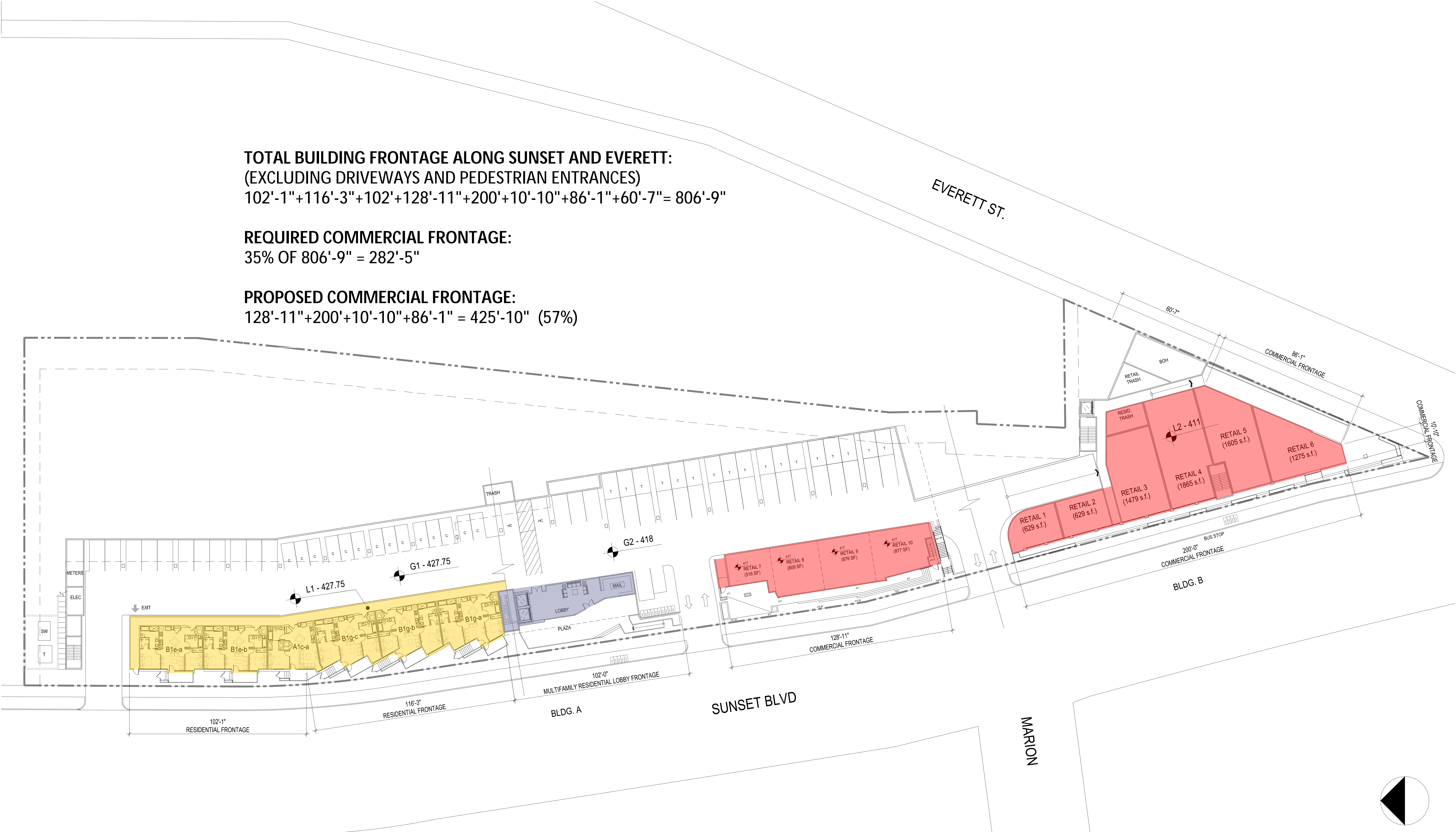


A5.1

TOTAL BUILDING FRONTAGE ALONG SUNSET AND EVERETT:
(EXCLUDING DRIVEWAYS AND PEDESTRIAN ENTRANCES)
 $102'-1" + 116'-3" + 102' + 128'-11" + 200' + 10'-10" + 86'-1" + 60'-7" = 806'-9"$

REQUIRED COMMERCIAL FRONTAGE:
 $35\% \text{ OF } 806'-9" = 282'-5"$

PROPOSED COMMERCIAL FRONTAGE:
 $128'-11" + 200' + 10'-10" + 86'-1" = 425'-10" \text{ (57\%)}$



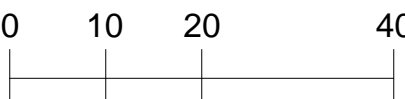
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COMMERCIAL FRONTAGE PERCENTAGE

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OPEN SPACE TABLE
TOTAL SITE AREA
TOTAL LANDSCAPE AREA

BUILDING, B LEVEL 1

GROUNDCOVER, SHRUBS AND TREES PROVIDED = 2,678 S.F. = 31%
HARDSCAPE AREA = 5,916 S.F.

BUILDING A LEVEL G-2

GROUNDCOVER, SHRUBS AND TREES PROVIDED = 4,244 S.F. = 39%
HARDSCAPE AREA = 6,691 S.F.

BUILDING A LEVEL 1

GROUNDCOVER, SHRUBS AND TREES PROVIDED = 3,289 S.F. = 48%
HARDSCAPE AREA = 3,532 S.F.

BUILDING A LEVEL L2

GROUNDCOVER, SHRUBS AND TREES PROVIDED = 24,362 S.F. = 73%
SLOPE AREA = 19,541 S.F.
HARDSCAPE AREA = 8,874 S.F.

ROOF DECK AREA
ROOF DECK = 2,050 S.F.
GROUNDCOVER, SHRUBS AND TREES PROVIDED = 739 S.F. = 26%

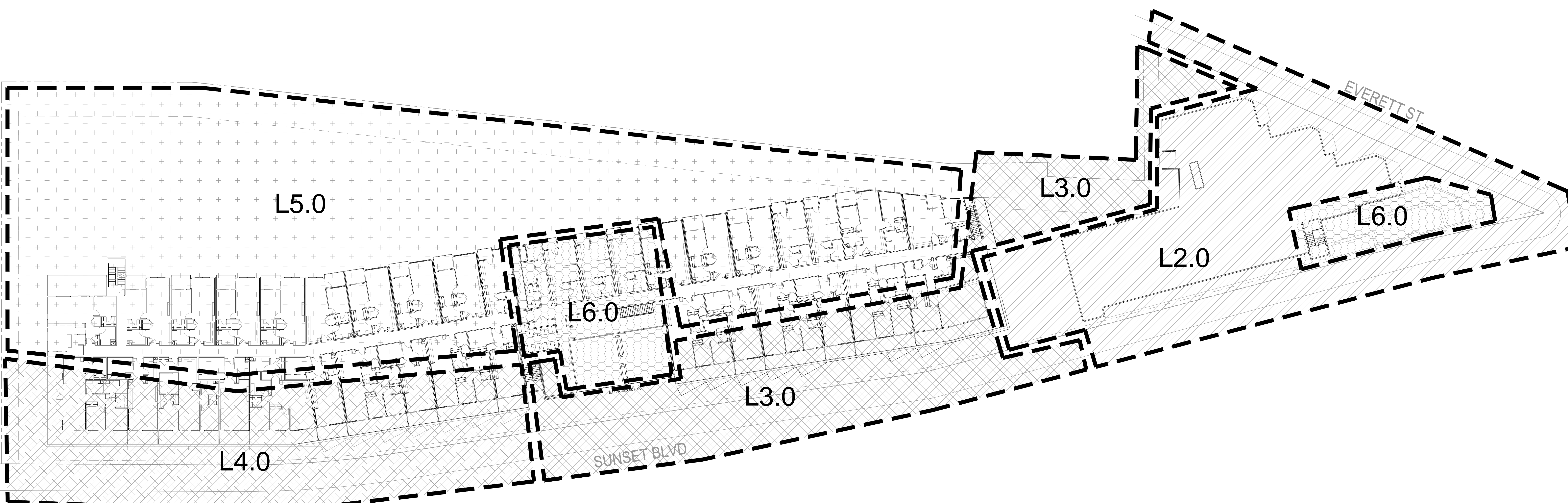
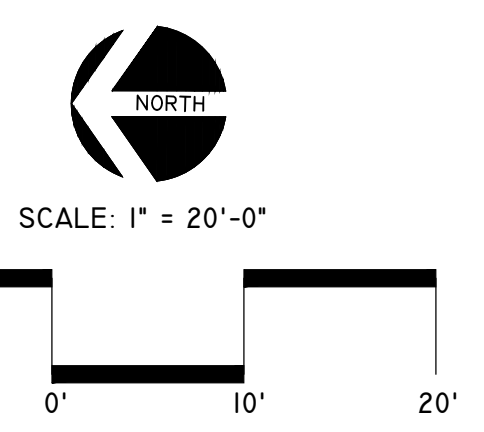


Exhibit A page 35/41



SUNSET AND EVERETT APARTMENTS OVERALL

LANDSCAPE PLANS



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PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE 'STANDARD'	36"BOX	4	PER CITY OF LOS ANGELES STREET TREE DIV.
	WASHINGTONIA ROBUSTA	EXISTING MEXICAN FAN PALM TO REMAIN	N/A	9	
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	AEONIUM X 'ZWARTKOP'	ZWARTKOP AEONIUM	1 GAL	5	
	AGAVE AMERICANA	CENTURY PLANT	15 GAL	1	
	CORDYLINA AUSTRALIS 'ATROPURPUREA'	BRONZE DRACAENA	15 GAL	10	
	ELAEOCARPUS DECIPIENS 'LITTLE EMPEROR'	DWARF JAPANESE BLUEBERRY TREE	5 GAL	24	
	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	5 GAL	17	
	MUHLENBERGIA CAPILLARIS	PINK MUHLY	5 GAL	9	
	NASSELLA TENUISSIMA	TEXAS NEEDLE GRASS	1 GAL	112	
	PHORMIUM TENAX 'AMAZING RED'	DWARF RED FLAX	15 GAL	4	
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	5	

SITE DEVELOPMENT

<u>SYMBOL</u>	<u>NOTES</u>	<u>QTY</u>	<u>COST</u>	<u>TOTAL</u>
	BLDG. B LEVEL 1 PLANTING	523 SF		
	BLDG. B LEVEL 1 TURF	2,155 SF		
	BLDG. B LEVEL 1 HARDSCAPE	5,916 SF		

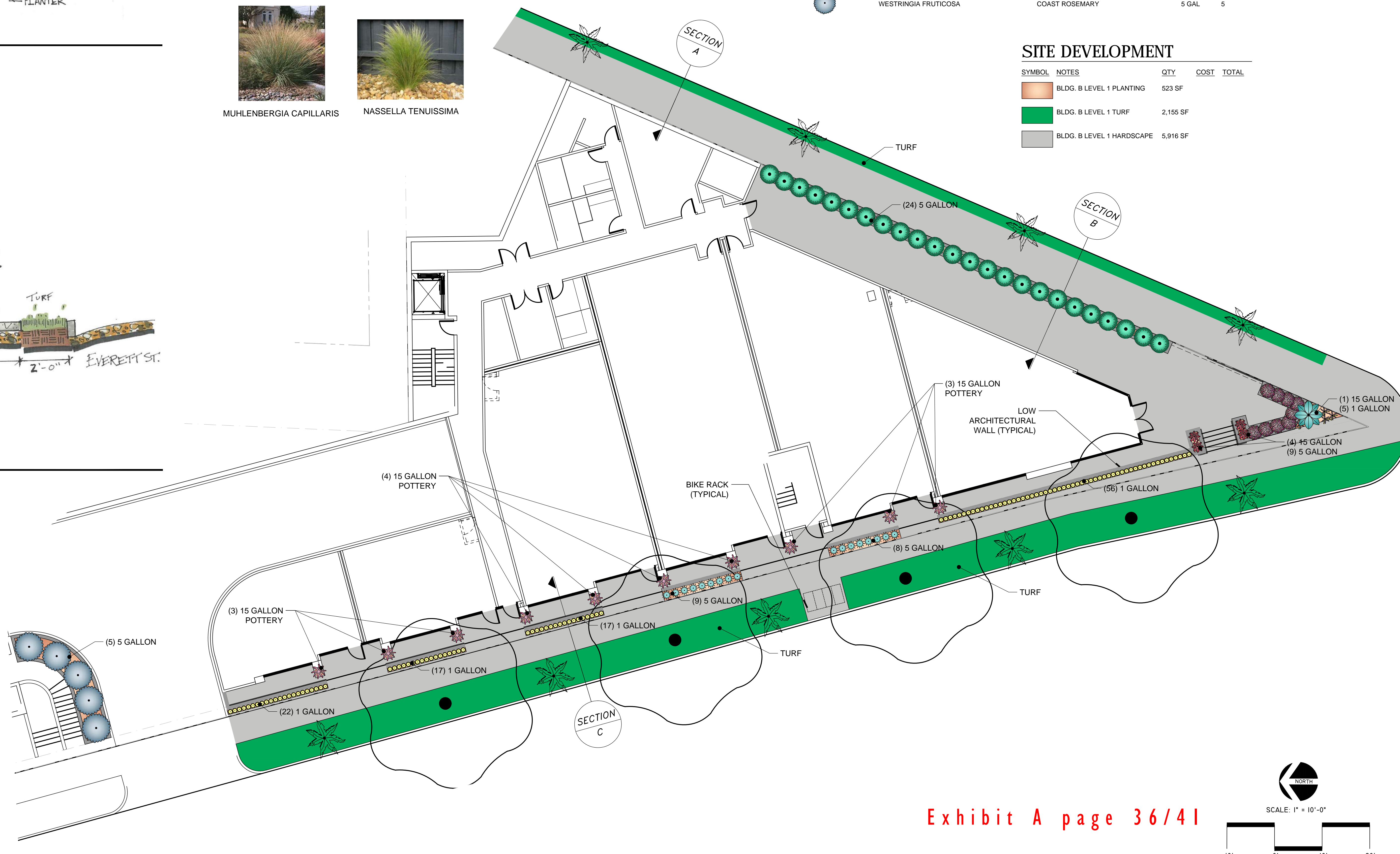


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S U N S E T A N D E V E R E T T A P A R T M E N T S B L D G B L E V E L 1



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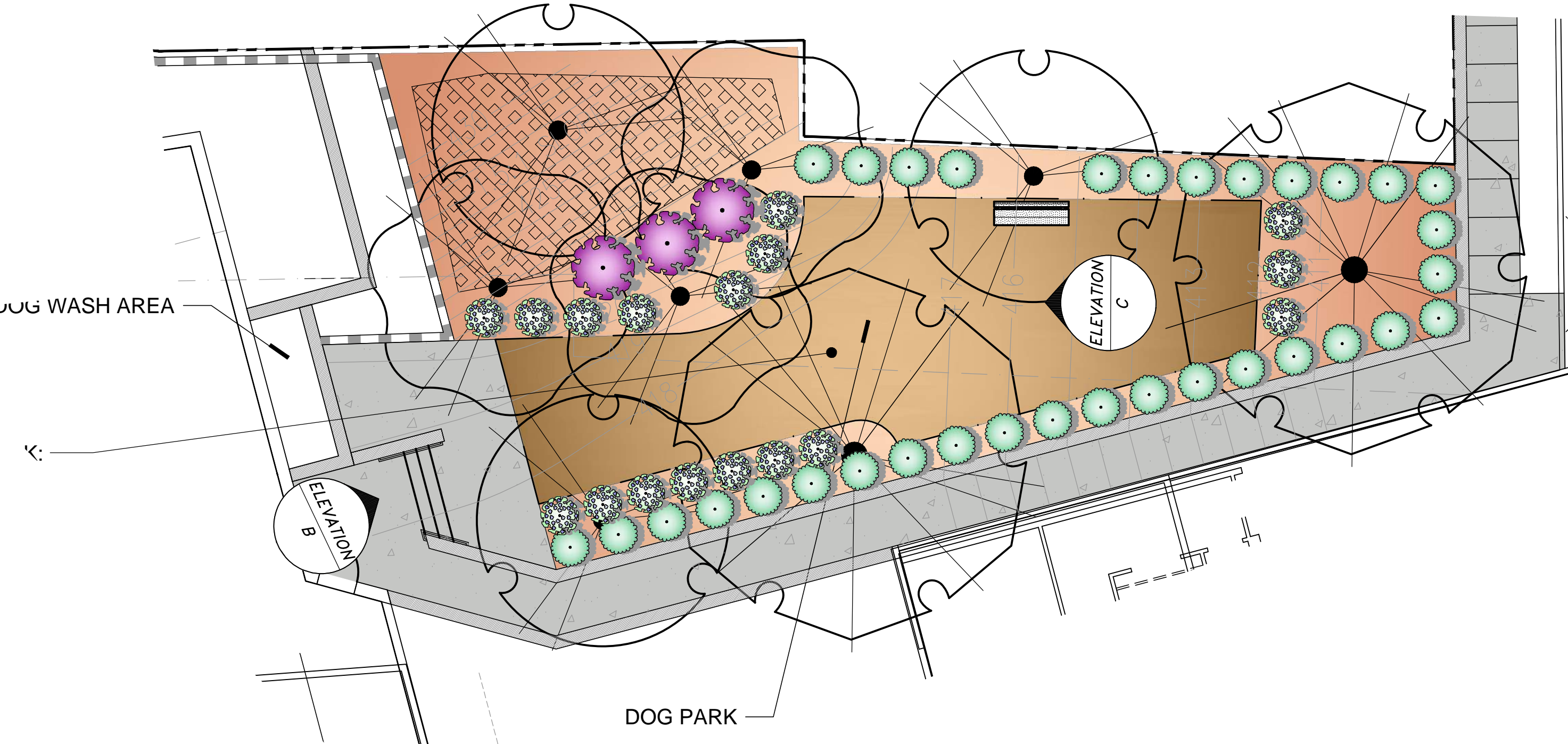


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A DOG PARK EXHIBIT PLAN
1"=8'-0"



B DOG PARK ELEVATION



C DOG PARK ELEVATION



CERCIS OCCIDENTALIS



GEIJERA PARVIFLORA



WASHINGTONIA ROBUSTA



AGAVE ATTENUATA



NASSELLA TENUISSIMA



PODOCARPUS GRACILIOR



ECHIUM CANDICANS



PHORMIUM TENAX 'AMAZING RED'



ROSMARINUS OFFICINALIS



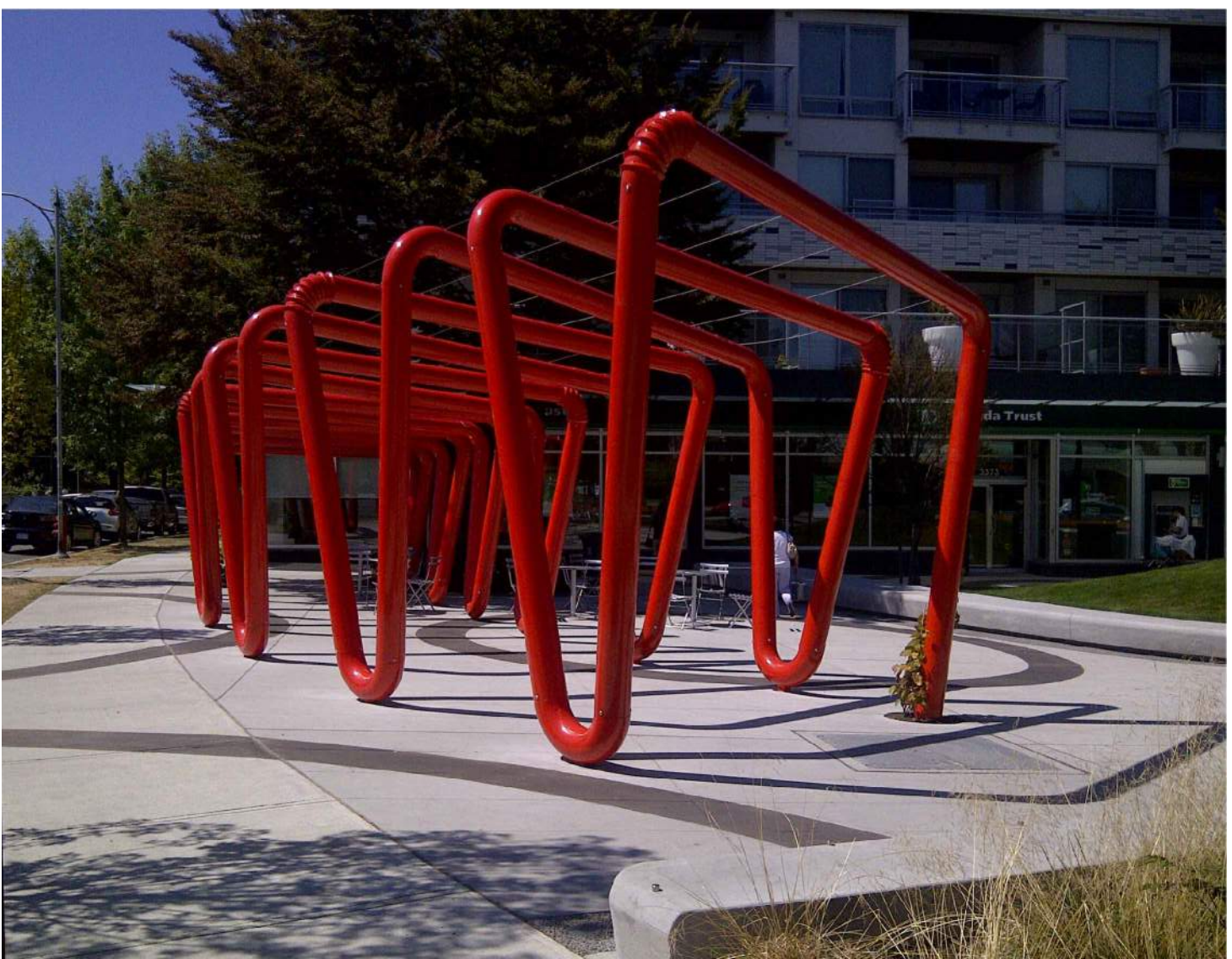
MUHLENBERGIA CAPILLARIS



PHORMIUM TENAX 'JACK SPRATT'



SENECIO MANDRALISCAE




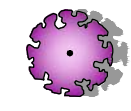
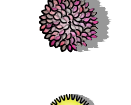


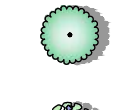


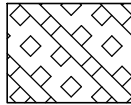



D PUBLIC ART WORK EXAMPLE
N.T.S.

SITE DEVELOPMENT

SYMBOL	NOTES	QTY	COST	TOTAL
	BLDG. A LEVEL G-2 PLANTING	1,705 SF		
	BLDG. A LEVEL G-2 TURF	1,705 SF		
	BLDG. A LEVEL G-2 HARDSCAPE	6,691 SF		
	BLDG. A LEVEL G2 BARKMULCH	834 SF		

PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS	
	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL	3		
	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	15 GAL	3		
	MELALEUCA NESOPHILA	PINK MELALEUCA MULTI-TRUNK	24"BOX	6		
	PISTACIA CHINENSIS	CHINESE PISTACHE MULTI-TRUNK	36"BOX	2		
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE 'STANDARD'	15 GAL	3	MITIGATION TREE	
	WASHINGTONIA ROBUSTA	EXISTING MEXICAN FAN PALM TO REMAIN	N/A	5		
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS	
	AGAVE ATTENUATA	AGAVE	15 GAL	10		
	ECHIUM CANDICANS	PRIDE OF MADEIRA	5 GAL	3		
	MUHLENBERGIA CAPILLARIS	PINK MUHLY	5 GAL	17		
	NASSELLA TENUISSIMA	TEXAS NEEDLE GRASS	1 GAL	58		
	PHORMIUM TENAX 'AMAZING RED'	DWARF RED FLAX	15 GAL	12		
	PHORMIUM TENAX 'JACK SPRATT'	NEW ZEALAND FLAX	1 GAL	52		
	PODOCARPUS GRACILIOR	FERN PINE	15 GAL	33	COLUMNAR	
	ROSMARINUS OFFICINALIS	ROSEMARY	5 GAL	17		
	SENECIO MANDRALISCAE	BLUE FINGER	5 GAL	14		
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	SPACING	QTY	REMARKS
	HYDROSEED GRASS MIX PER RECOMMENDATIONS		N/A		328 SF	

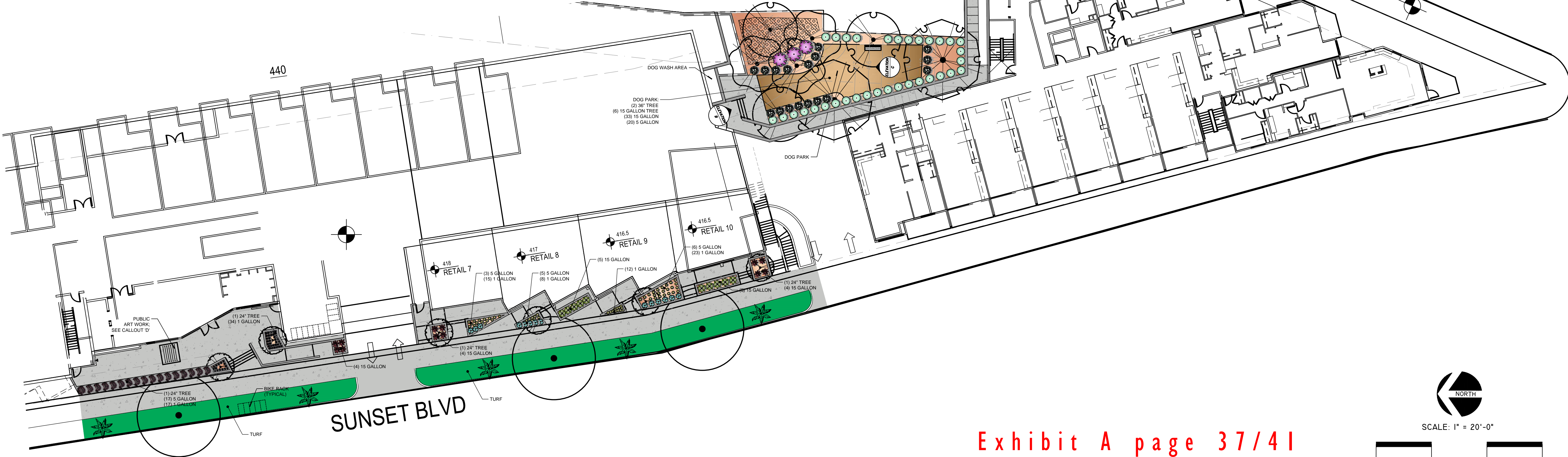


Exhibit A page 37/41



SCALE: 1" = 20'-0"

SUNSET AND EVERETT APARTMENTS BLDG A LEVEL G2



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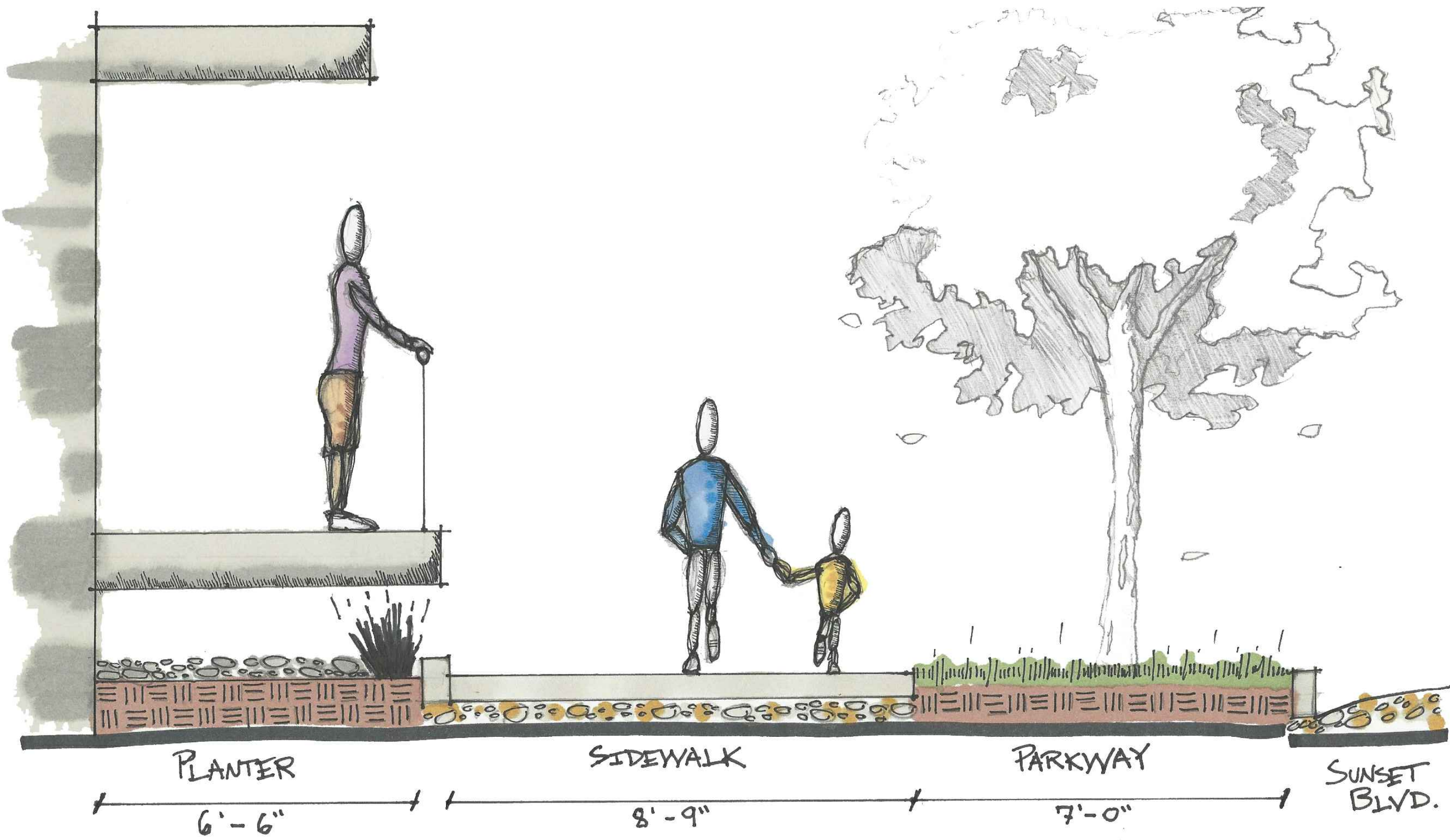


PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE 'STANDARD'	15 GAL	4	MITIGATION TREE
	WASHINGTONIA ROBUSTA	EXISTING MEXICAN FAN PALM TO REMAIN	N/A	6	
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	ARTEMISIA X 'POWIS CASTLE'	POWIS CASTLE ARTEMISIA	5 GAL	37	
	ELAEOCARPUS DECIPIENS 'LITTLE EMPEROR'	DWARF JAPANESE BLUEBERRY TREE	5 GAL	5	
	HELIOTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	5 GAL	4	
	NASSELLA TENUISSIMA	TEXAS NEEDLE GRASS	1 GAL	92	
	PHORMIUM TENAX 'AMAZING RED'	DWARF RED FLAX	15 GAL	11	
	SENECIO MANDRALISCAE	BLUE FINGER	5 GAL	164	

SITE DEVELOPMENT

SYMBOL	NOTES	QTY	COST	TOTAL
	BLDG. A LEVEL L1 PLANTING	1,455 SF		
	BLDG. A LEVEL L1 TURF	1,834 SF		
	BLDG. A LEVEL L1 HARDSCAPE	3,532 SF		



E SUNSET BLVD.
SECTION



PLATANUS RACEMOSA



WASHINGTONIA ROBUSTA



ARTEMISIA X 'POWIS CASTLE'



ELAEOCARPUS DECIPIENS
'LITTLE EMPEROR'



HELIOTOTRICHON SEMPERVIRENS



NASSELLA TENUISSIMA



PHORMIUM TENAX
'AMAZING RED'



SENECIO MANDRALISCAE

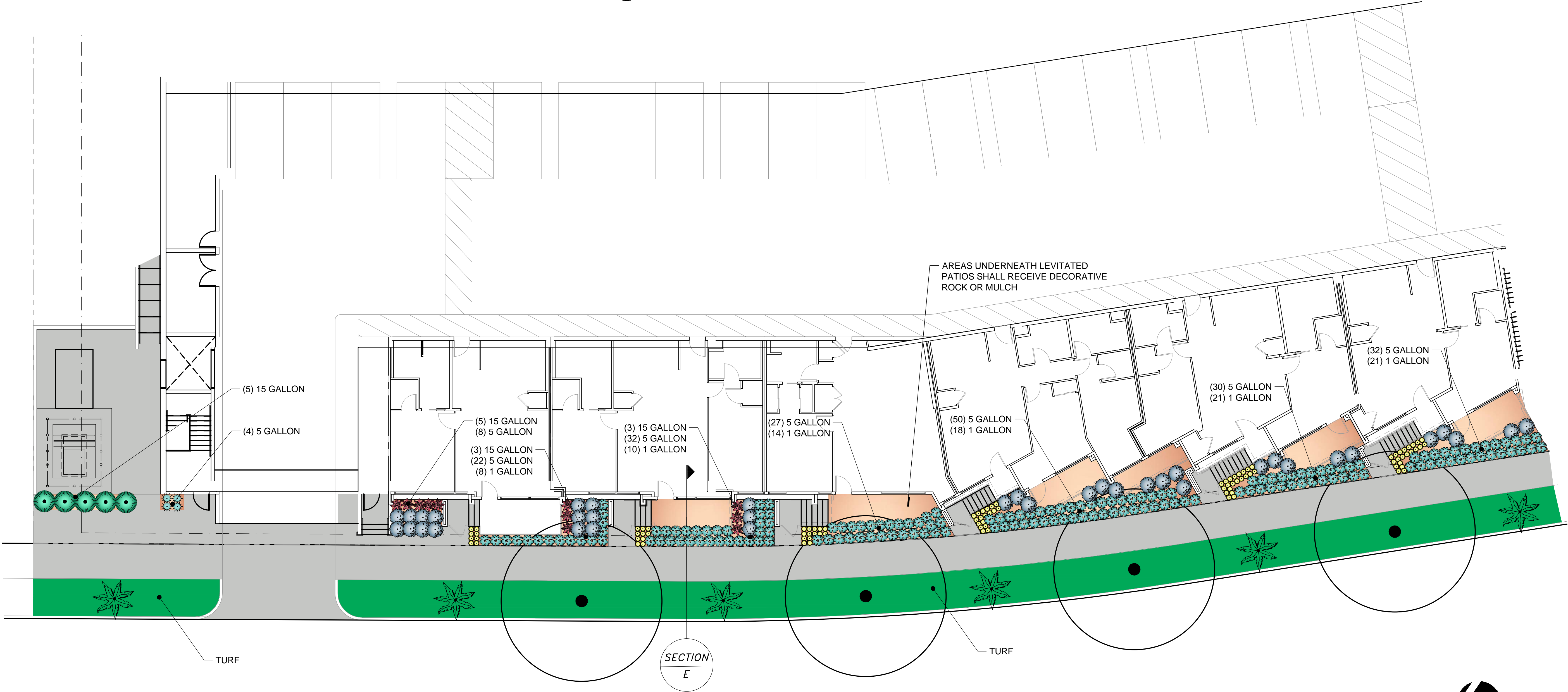


Exhibit A page 38/41



SCALE: 1" = 10'-0"



SUNSET AND EVERETT APARTMENTS BLDG A LEVEL 1



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CERCIS OCCIDENTALIS



PISTACIA CHINENSIS



ARTEMISIA CALIFORNICA 'MONTARA'



PHORMIUM TENAX
'AMAZING RED'



ROSMARINUS OFFICINALIS



GEIJERA PARVIFLORA



PLATANUS RACEMOSA



ECHIUM CANDICANS



PODOCARPUS GRACILIOR



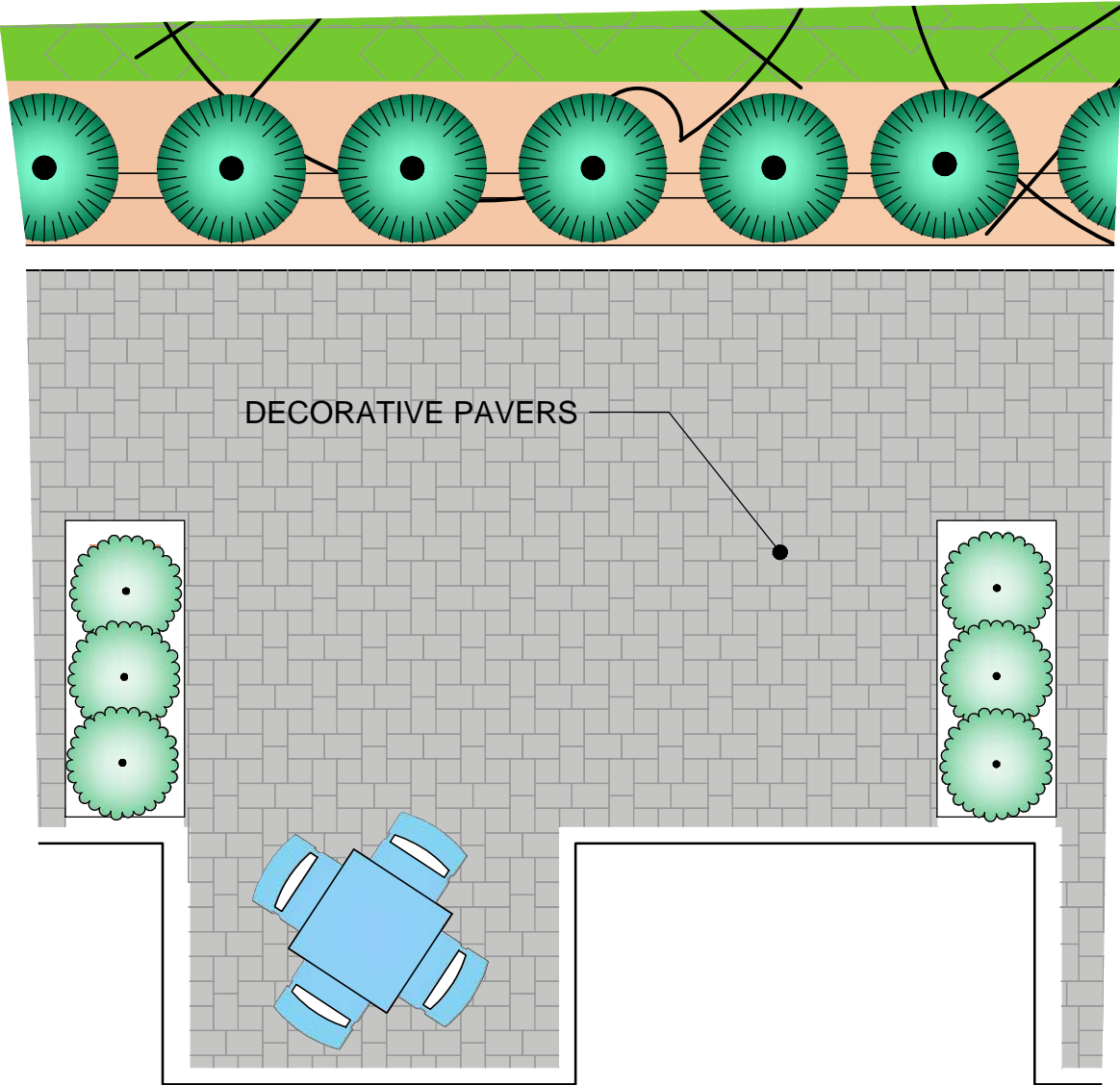
ELAEOCARPUS DECIPIENS
'LITTLE EMPEROR'

SITE DEVELOPMENT

SYMBOL	NOTES	QTY	COST	TOTAL
	BLDG. A LEVEL L2 PLANTING	24,362 SF		
	BLDG. A LEVEL L2 HARDSCAPE	8,874 SF		
	BLDG. A LEVEL 2 SLOPE PLANTING	19,541 SF		

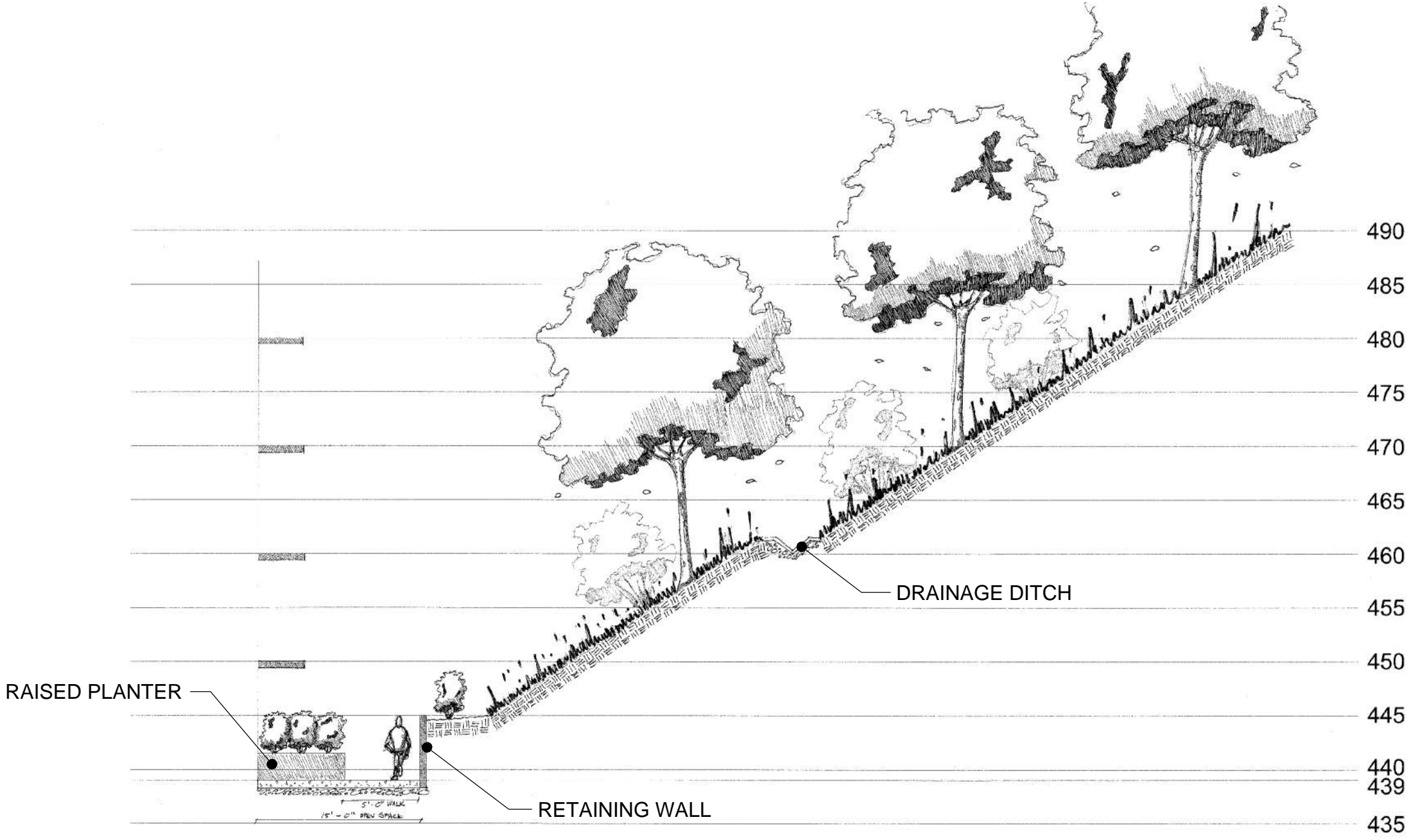
PLANT SCHEDULE

	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>CONT</u>	<u>QTY</u>	<u>REMARKS</u>	
	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL	16		
	GEUJERA PARVIFLORA	AUSTRALJAN WILLOW	15 GAL	25		
	PISTACIA CHINENSIS	CHINESE PISTACHE MULTI-TRUNK	36"BOX	1		
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE 'STANDARD'	15 GAL	8	MITIGATION TREE	
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	15 GAL	12	STANDARD	
	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>CONT</u>	<u>QTY</u>	<u>REMARKS</u>	
	ARTEMISIA CALIFORNICA 'MONTARA'	PROSTRATE CALIFORNIA SAGEBRUSH	5 GAL	13		
	ECHIUM CANDICANS	PRIDE OF MADEIRA	5 GAL	9		
	ELAEOCARPUS DECIPIENS 'LITTLE EMPEROR'	DWARF JAPANESE BLUEBERRY TREE	5 GAL	78		
	PHORMIUM TENAX 'AMAZING RED'	DWARF RED FLAX	15 GAL	4		
	PODOCARPUS GRACILIOR	FERN PINE	15 GAL	42	COLUMNAR	
	ROSMARINUS OFFICIALIS	ROSEMARY	5 GAL	40		
	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>CONT</u>	<u>SPACING</u>	<u>QTY</u>	<u>REMARKS</u>
	HYDROSEED GRASS MIX PER RECOMMENDATIONS		N/A		19,164 SF	



A COURTYARD PLAN

1"=10'-0"



F SLOPE PLANTING

SECTION

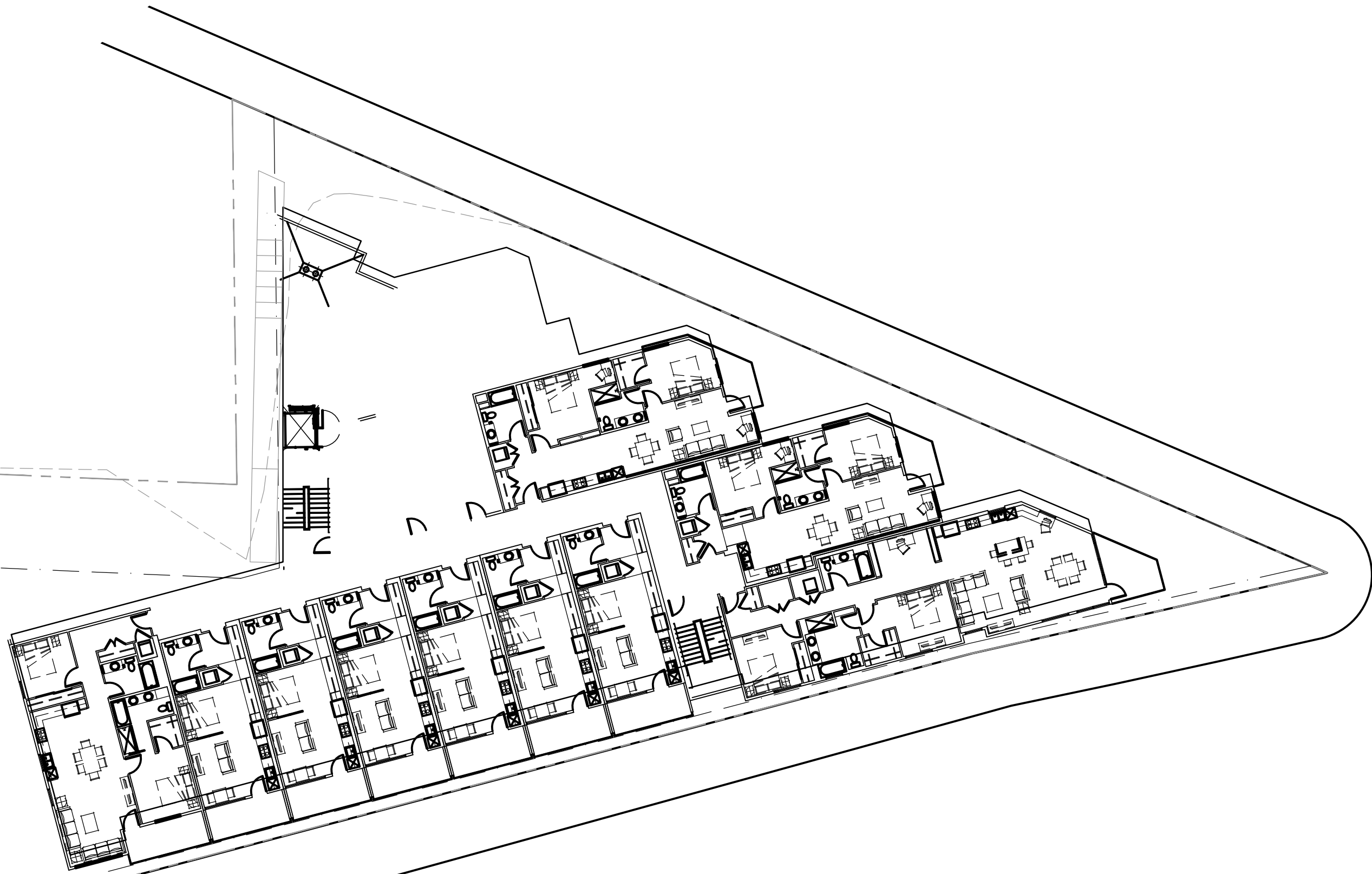
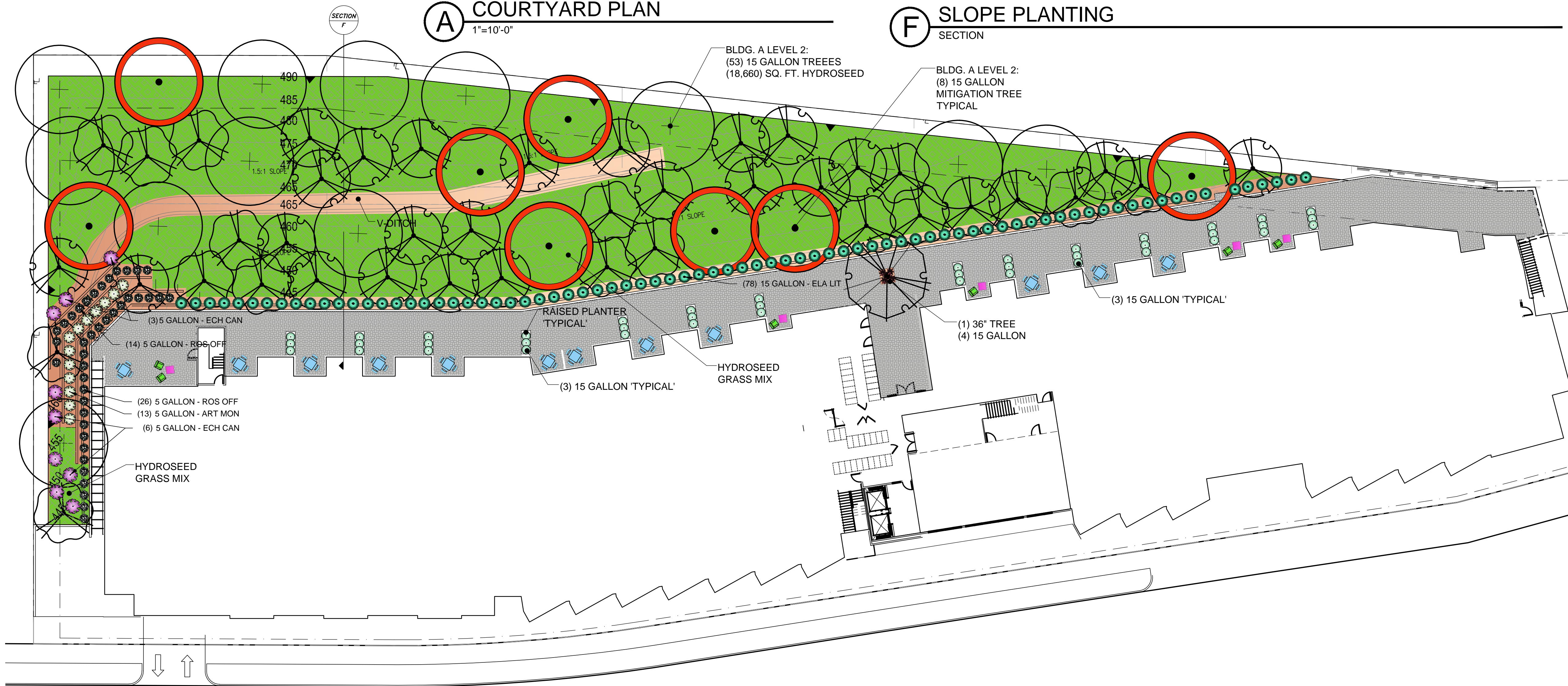


Exhibit A page 39/41



SCALE: 1" = 20'-0"



SUNSET AND EVERETT APARTMENTS BLDG A LEVEL 2



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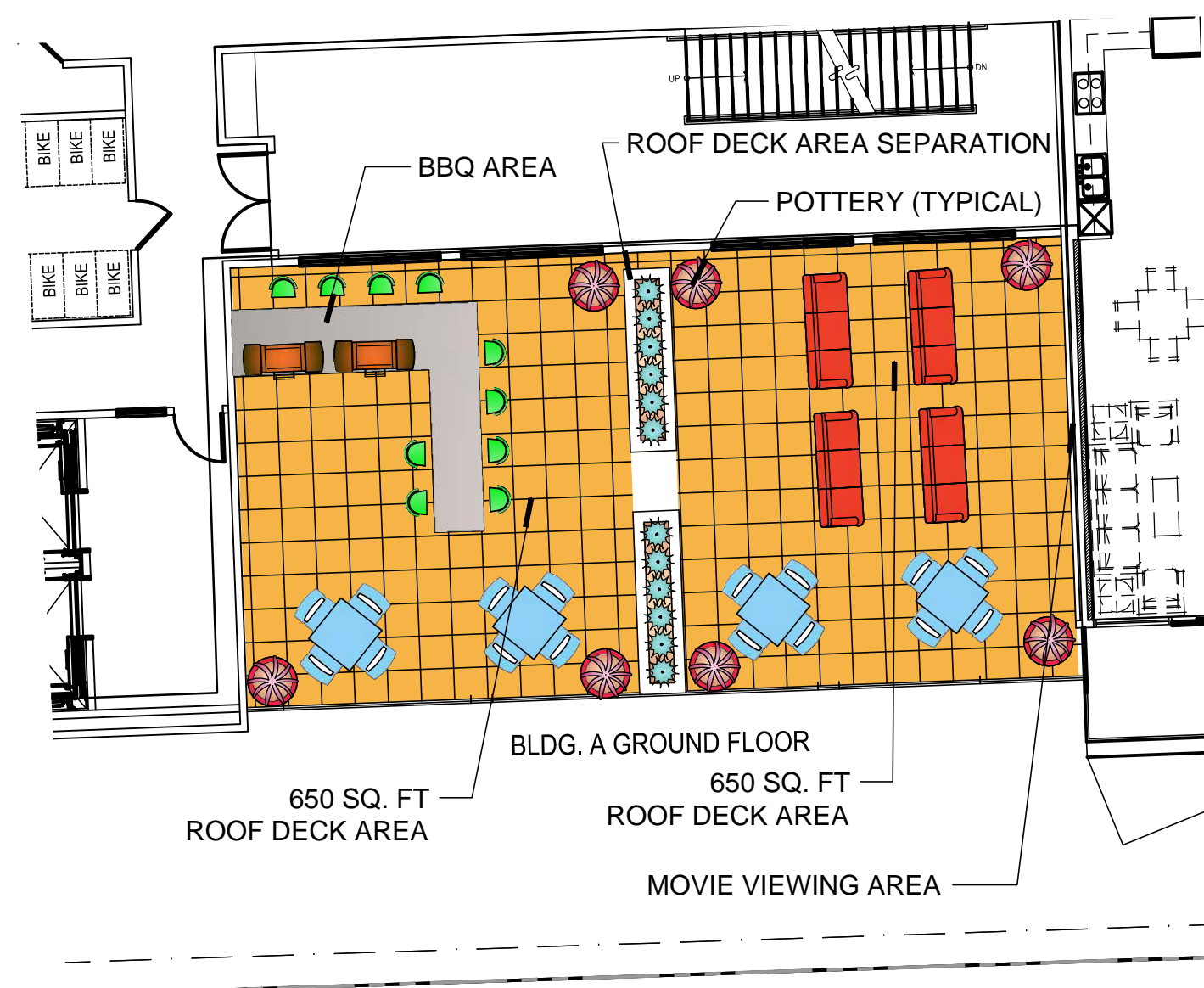
LANDSCAPE PLANS

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DATE:

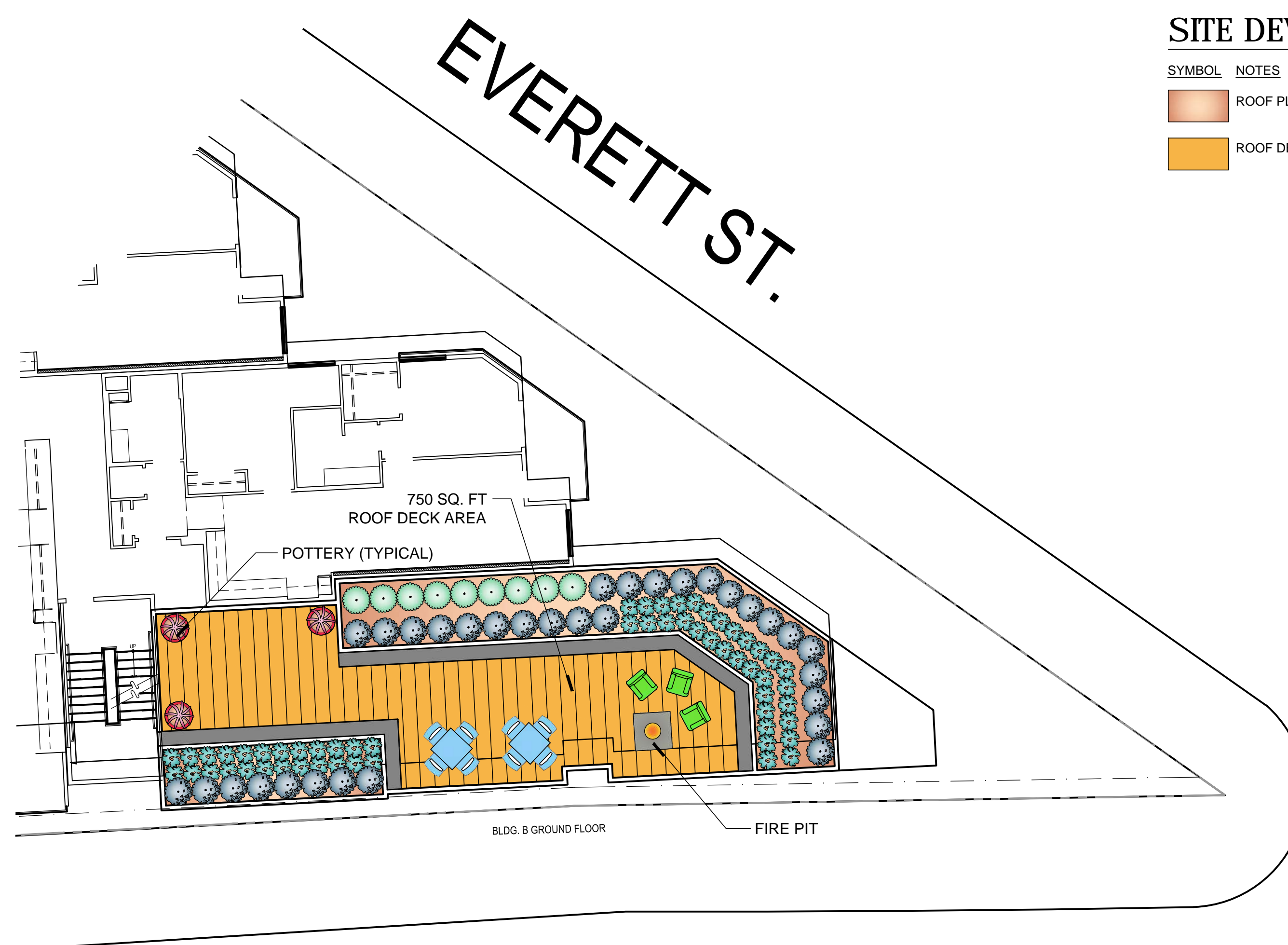
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SUNSET BLVD

A BLDG. A ROOF DECK
1"=10'-0"



SUNSET BLVD

B BLDG. B ROOF DECK
1"=10'-0"

SITE DEVELOPMENT

SYMBOL	NOTES	QTY	COST	TOTAL
	ROOF PLANTING	739 SF		
	ROOF DECK	2,050 SF		

PLANT SCHEDULE

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT.	QTY	REMARKS
	ARTEMISIA X 'POWIS CASTLE'	POWIS CASTLE ARTEMISIA	5 GAL	32	
	CORDYLINE AUSTRALIS 'ATROPURPUREA'	BRONZE DRACAENA	15 GAL	10	
	HELICOTRICHON SEMPERVIRENS	BLUE OAT GRASS	5 GAL	12	
	PODOCARPUS GRACILIOR	FERN PINE	15 GAL	9	COLUMNAR
	SENECIO MANDRALISCAE	BLUE FINGER	5 GAL	56	



ARTEMISIA X 'POWIS CASTLE'



CORDYLINE AUSTRALIS
'ATROPURPUREA'



HELICOTRICHON SEMPERVIRENS



PODOCARPUS GRACILIOR



SENECIO MANDRALISCAE

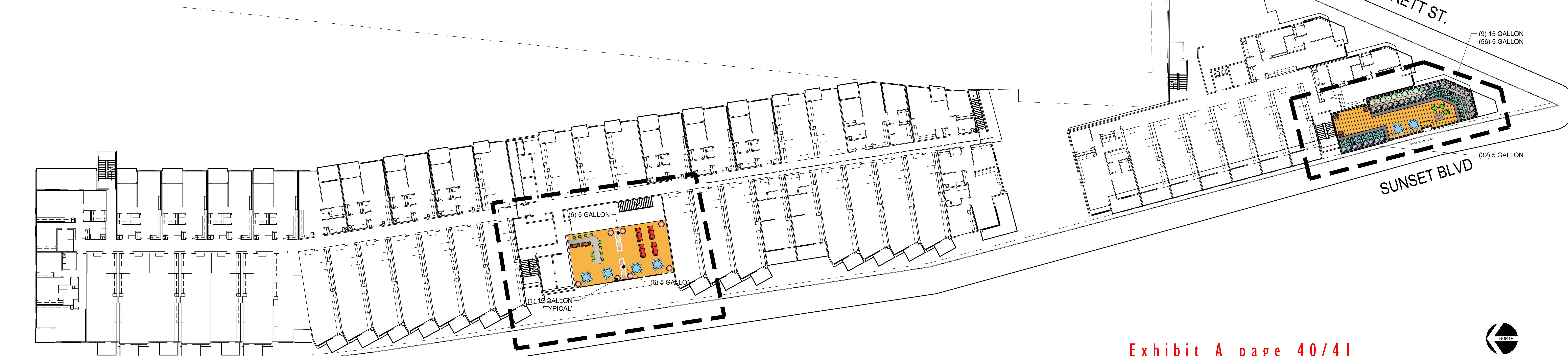
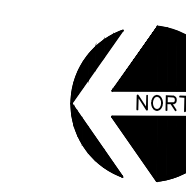
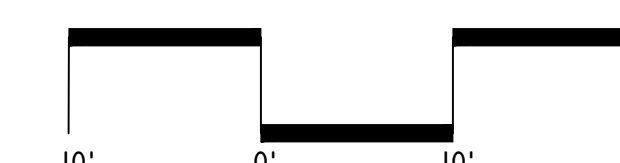


Exhibit A page 40/41



SCALE: 1" = 20'-0"



SUNSET AND EVERETT APARTMENTS

BLDG B LEVEL 5
BLDG A LEVEL 4



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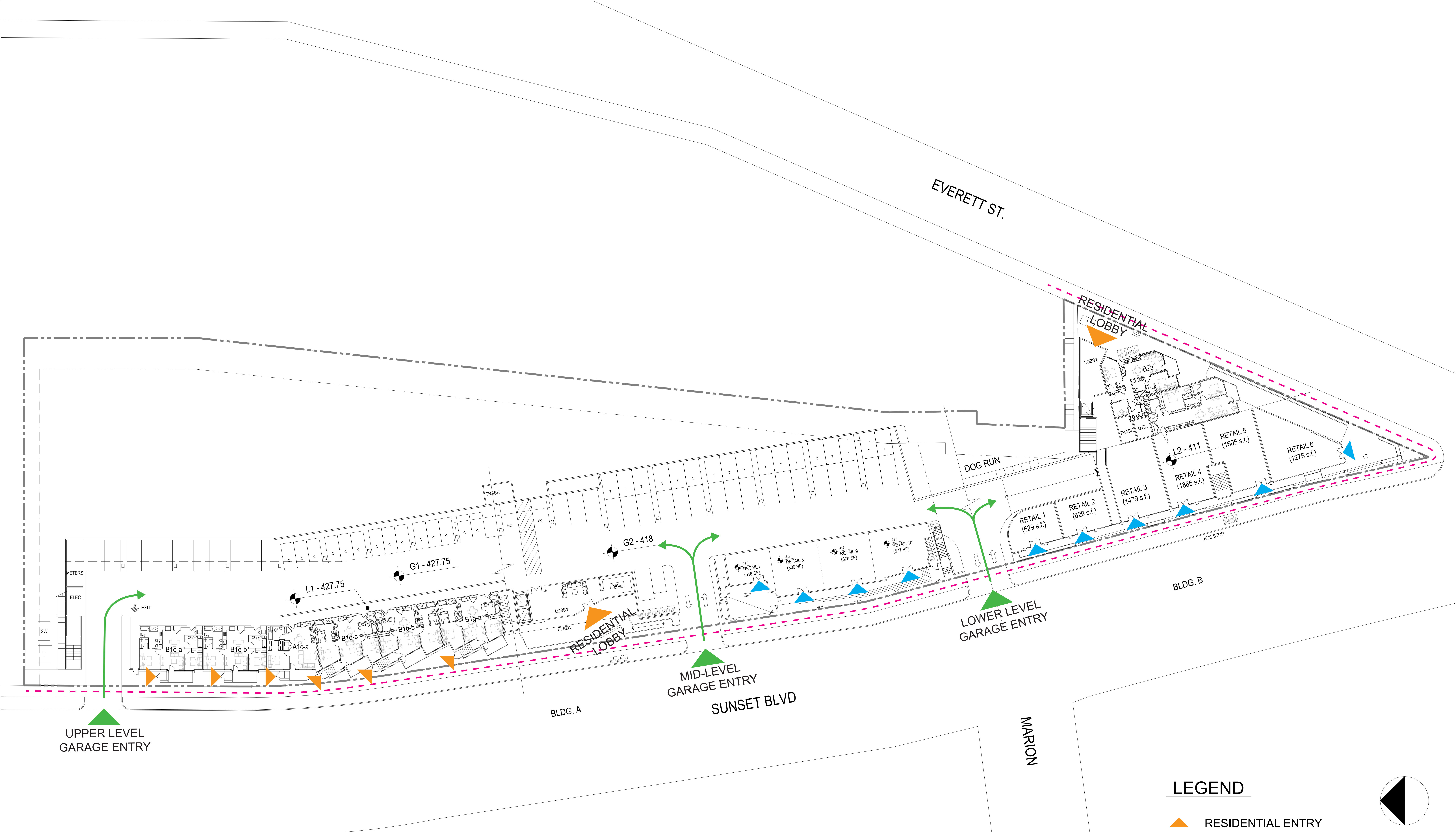


LANDSCAPE PLANS

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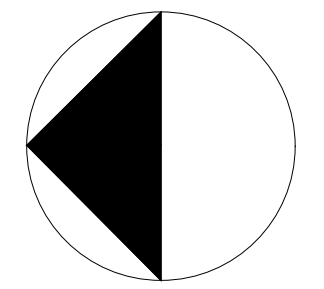
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LEGEND

- RESIDENTIAL ENTRY
- RETAIL ENTRY
- GARAGE ENTRY
- PEDESTRIAN SIDEWALK



SUNSET AND EVERETT APARTMENTS

ACCESS DIAGRAM

Exhibit A page 41/41



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Architecture + Planning
 12555 W. Jefferson Blvd., Suite 100
 Los Angeles, CA 90066
 ktgy.com
 310 394 2623

