Notice of Preparation of a CEQA Document for the SunWest Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff’s comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD’s Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD’s website here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts.
when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis”) can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board’s Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB’s Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD CEQA Air Quality Handbook
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD’s Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4.

Data Sources
SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at Jwong1@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong
Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

SAC150903-02
Control Number
Notice of Preparation of a CEQA Document for the SunWest Project

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Sincerely,

Jillian Wong
Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

LAC151001-11
Control Number
Department of City Planning:

I am Chair of the Bicycle Advisory Committee of the City of Los Angeles (“BAC”), which was established in 1973 “to act in an advisory capacity to . . . the various agencies of the . . . City of Los Angeles in the encouragement and facilitation of the use of the bicycle as a regular means of transportation and recreation.” We take seriously our obligation to ensure that Los Angeles’ elected and appointed officials fulfill their duties to fully implement the bicycle-related elements of the newly-adopted Mobility Plan 2035.

The Environmental Impact Report should address and analyze the impact of this project individually and cumulatively with other projects in the Hollywood area, on bicycling and policies and programs in Mobility Plan 2035.

Mobility Plan 2035 includes plans and policies related to a multi-layered bicycle network. The backbone of the bikeway system is the Bicycle Enhanced Network (“BEN”), which consists large of Class I bike paths along the LA River and storm channels, and Class IV protected bike lanes on arterial streets. The BEN is complemented by a network of low-stress local and collector streets designated as the “Neighborhood Enhanced Network” or “NEN.” In traffic-congested areas, including all of the Los Angeles Basin west of the Harbor Freeway and north of Venice Boulevard, Mobility Plan 2035 recognizes that installing protected bike lanes on arterial streets is politically infeasible, and so designates several NEN streets as part of the BEN.

First-Mile, Last-Mile Bikeways to Major Transit Stations

Both Metro and the City of Los Angeles have policies promoting “first-mile, last-mile” connections to major transit facilities, including Red Line stations in the vicinity of the Project. Mobility Plan 2035; Metro First Last Mile Strategic Plan. Such connections include on-street bikeways in the vicinity of
stations. For purposes of these policies, the bicycle catchment area is 3 miles. The Project is within 3 miles of several Red and Purple Line Stations.

Although the Red and Purple Lines have been operating in the area for 15 years or more, the City of Los Angeles has not installed a single bicycle connection to any Red Line or Purple Line Station in Koreatown, East Hollywood or Hollywood. In recent years, the City has begun to explore installing bike lanes that connect to some of these stations, including along Vermont Avenue, Hollywood Boulevard and Vine Street, but in all cases has refused to move forward because of concerns about motor vehicle traffic congestion. In addition, the City has refused to install bike lanes on Lankershim Boulevard that would provide direct connections to the Valley Red Line stations. In short, although there are policies, programs and plans requiring the City to improve bike access to major transit stations, the City has a practice of not implementing these plans because of traffic volumes.

For that reason, any project that generates additional trips within the 3-mile bicycle catchment area potentially has a significant impact on first-mile, last-mile policies. This is an issue where a cumulative impact analysis must be undertaken. Even if this project adds only a small number of trips to Hollywood-area streets, the cumulative traffic-generating impact of all approved and proposed developments along the Red and Purple Lines must be taken into account in evaluating whether, under the City’s current practice, additional traffic makes it less likely that the City will provide bike access to transit stations. The EIR must analyze this issue.

I would note that this is entirely a problem of the City’s own making. If the City had a track record of providing high-quality bike access to major transit stations despite potential traffic impacts, it might be able to conclude that traffic-generating projects did not have an impact on bicycle plans or policies. But as long as the City uses traffic impacts as a justification for refusing to install bike infrastructure, it cannot take the position for the purposes of CEQA that traffic generation does not have an impact on these policies. As noted, the cumulative impact of all development on the City’s implementation of Mobility Plan 2035’s bicycle networks is significant.

In short, because the City’s practice is to treat traffic congestion as significant—and often determinative—in making decisions not to implement Mobility Plan 2035 (and predecessor bicycle plans), the City cannot contend that this issue is not significant under CEQA.

**Neighborhood Enhanced Network**

Under Mobility Plan 2035, NEN streets are to “provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. This network complements the Pedestrian Enhanced Districts and the Bicycle Enhanced Network by identifying non-arterial streets important to the movement of people who walk and bike.” While the Mobility Plan does not establish absolute standards for NEN streets, it does include suggested performance criteria, including “vehicular travel that does not exceed 1500 vehicles a day and streets where the 85th percentile of travel speed is equal to or less than 20 mph, in order to provide a safe and comfortable experience for people who travel by walking, bicycling, or other slower moving modes.”
The EIR must evaluate existing and projected traffic volumes on NEN streets in the vicinity of the Project, both from this project and cumulatively with other approved or proposed projects in the vicinity, to determine whether there will be an impact on implementation of the NEN. In this regard, I note that the City has not implemented any traffic diverters or other measures to actually limit vehicle volumes on any proposed NEN street anywhere in the vicinity of the project (the Yucca “bike boulevard” simply modified existing traffic diverters that were installed many years ago for other purposes).

It is immaterial that the NEN performance criteria are not stated in absolutes. The argument is not that traffic volumes over 1,500 exceed a threshold by which impacts are automatically considered significant, but that traffic volumes and speeds are necessary to a subjective, case-by-case determination about the whether the impacts are significant.

Typically, because CEQA still requires a traffic impact analysis, all of the proposed mitigation measures for a project are aimed at increasing vehicle flow, adding turn lanes and more complex turning movements at intersections, etc. However, these are precisely the kinds of “improvements” that adversely impact the safety of people who bike and walk.

Finally, if the project EIR seeks to claim trip reductions based on TDM measures such as bicycle parking, those credits cannot fairly be claimed if the project will make the streets surrounding the project more hostile for bicycling.

Respectfully,

Jeff Jacobberger
September 16, 2015

Ms. Srima Hewawitharana
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: Sun West Project
Vic. LA-101, PM 6.243
SCH # 2015091003
IGR/CEQA No. 150910AL-NOP

Dear Ms. Hewawitharana:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes demolition of the existing 26,457 sf commercial/retail building on the Project site and development of the site with a mixed-use building, including 5 stories of residential apartments above a podium level, 33,980 sf of general commercial land uses (including 32,990 sf of ground-floor retail and a 990 sf leasing office), and two levels of subterranean parking. The Project includes 293 dwelling units.

When using Freeway Impact Analysis Screening Criteria, per Agreement between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (Agreement), the 1,500 vehicle/hour/lane that is used for the off-ramp in the agreement is based on the free-flow speed per Highway Capacity Manual (HCM). However, if the study locations have traffic controls such as a signal or stop sign, then the actual capacity and Level of Service (LOS) needs to be determined by using HCM methodology before the screening criteria can be applied. The US-101 freeway is currently operating at LOS E or F during the peak hours in the project vicinity.

If it is determined that a traffic analysis is necessary to evaluate the impacts of the project on State transportation facilities, it should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please confirm the identified study/screening locations on the State facilities with Caltrans prior to preparing the Environmental Impact Report (EIR). The City should refer the project’s traffic consultant to Caltrans’ traffic study guide Website:


"Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability"
Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to US-101, immediate and alternative on/off ramp accesses including but not limit to Hollywood Blvd., Sunset Blvd., and Santa Monica Blvd. Caltrans is concerned that additional traffic exiting the freeway may potentially back into the mainline through lanes if the queue exceeds the storage capacity on the off ramps.

2. A queuing analysis should be performed using HCM methodology. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor. The queue length should be calculated from the traffic counts, actual signal timing and the percent of truck assignments to the rap with a passenger car equivalent factor of 3.0 (worst case scenario). The analyzed result may need to be calibrated with actual signal timing when necessary. It is also recommended that the City determine whether project-related plus cumulative traffic is expected to cause long queues on the on and off-ramps.

3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. Future conditions should include build-out of all projects and any plan-horizon years.

4. Analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.

5. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.

6. Fair share contributions toward pre-established or future improvements on the State Highway System is considered to be an acceptable form of mitigation. Please use the following ratio when estimating project equitable share responsibility: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix “B” of the Guide).

Please note that for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved projects, project that have not yet been approved, and other sources of growth.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. Should you wish to expedite the review process or receive early feedback from the Caltrans please feel free to send a copy of the DEIR directly to our office.

If you have any questions or would like to schedule a meeting, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 150910AL.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief
Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse
DATE: October 8, 2015

TO: Srilal Hewawitharana, Environmental Specialist II  
Department of City Planning

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

SUBJECT: SUN WEST PROJECT-NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT

This is in response to your September 4, 2015 letter requesting a review of your proposed mixed-use project located at 5509-5529 W.Sunset Blvd; 1505-1535 N. Western Ave; and 5518 W. Harold Way, Los Angeles, CA 90028. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvements projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

<table>
<thead>
<tr>
<th>Type Description</th>
<th>Average Daily Flow per Type Description (GPD/UNIT)</th>
<th>Proposed No. of Units</th>
<th>Average Daily Flow (GPD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial/ Retail</td>
<td>25 GPD/1000 SQ.FT</td>
<td>26,457 SQ.FT</td>
<td>(661)</td>
</tr>
<tr>
<td>Proposed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>25 GPD/1000 SQ.FT</td>
<td>32,990 SQ.FT</td>
<td>825</td>
</tr>
<tr>
<td>Leasing Office</td>
<td>120 GPD/1000 SQ.FT</td>
<td>990 SQ.FT</td>
<td>119</td>
</tr>
<tr>
<td>Residential: Studio</td>
<td>75 GPD/ DU</td>
<td>105 DU</td>
<td>7,875</td>
</tr>
<tr>
<td>Residential: 1-BDRM</td>
<td>110 GPD/ DU</td>
<td>110 DU</td>
<td>12,100</td>
</tr>
<tr>
<td>Residential: 2-BDRMS</td>
<td>150 GPD/ DU</td>
<td>78 DU</td>
<td>11,700</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>31,958</td>
</tr>
</tbody>
</table>

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes existing 8-inch lines on Harold Way and Sunset Blvd. The sewage from both 8-inch lines join to feed into a 10-inch line on Western Ave before discharging into a 33-inch sewer line on Normandie Ave. Figure 1 shows
the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch lines cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

<table>
<thead>
<tr>
<th>Pipe Diameter (in)</th>
<th>Pipe Location</th>
<th>Current Gauging d/D (%)</th>
<th>50% Design Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Harold Way</td>
<td>*</td>
<td>229,323 GPD</td>
</tr>
<tr>
<td>8</td>
<td>Sunset Blvd.</td>
<td>*</td>
<td>229,323 GPD</td>
</tr>
<tr>
<td>10</td>
<td>Western Ave.</td>
<td>0</td>
<td>557,840 GPD</td>
</tr>
<tr>
<td>12</td>
<td>Kingsley Dr.</td>
<td>27</td>
<td>979,791 GPD</td>
</tr>
<tr>
<td>33</td>
<td>Normandie Ave.</td>
<td>19</td>
<td>13.28 MGD</td>
</tr>
</tbody>
</table>

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

**STORMWATER REQUIREMENTS**

The LA Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

**POST-CONSTRUCTION MITIGATION REQUIREMENTS**

The project requires implementation of stormwater mitigation measures. These requirements are based on Stormwater Low Impact Development (LID) requirements. The projects that are subject to LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled “Development Best Management Practices Handbook – Part B: Planning Activities”. Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lastormwater.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD’s plan-checking staff.

**GREEN STREETS**

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater.
runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements.

CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD’s plan-checking counter at (213) 482-7066. WPD’s plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

KB/AP:as

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, LASAN
    Daniel Hackney, LASAN
    Eduardo Perez, LASAN
October 5, 2015

Srima Hewawitharan
Department of City Planning, Environmental Analysis Section
200 North Spring Street, Room 750
Los Angeles, CA 90012

Dear Srima Hewawitharan:

Subject: Notice of Preparation of an Environmental Impact Report – SunWest Project

The Los Angeles Department of Water and Power (LADWP) appreciates the opportunity to review the Notice of Preparation of an Environmental Impact Report for the SunWest Project. The mission of LADWP is to provide clean, reliable water and power to the City of Los Angeles. In reviewing the Initial Study for the proposed project, LADWP has determined that the project may have impacts to water resources. The following comments reflect our review for matters related to the above mentioned impacts:

1. Utilities and Service Systems – PAGE IV-21, IV.17 Utilities Response d
The project’s water demand should be estimated in the DEIR.

For estimating a project’s indoor water demand, we use applicable sewer generation factors (sgf). Please refer to the current factors at the following link: http://www.lacitysan.org/fmd/pdf/sfcfeerates.pdf

For outdoor (landscape) water demand, we use California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance. Please refer to the following link: http://www.water.ca.gov/wateruseefficiency/landscapeordinance/

If the proposed project scope includes cooling tower(s), then water demand should also be estimated. A mechanical engineer might be one source for this estimate.

Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances to lower the net additional water demand for the proposed project.

2. Utilities and Service Systems – PAGE IV-21, IV.17 Utilities Response d
The City’s water supply and demand projections should be discussed, including the multiple dry years scenario. The most current Urban Water Management Plan (currently 2010 UWMP) can be used for this discussion.

3. Utilities and Service Systems – PAGE IV-21, IV.17 Utilities Response d

The Initial Study should state that the proposed project will comply with the latest water conservation codes and ordinances. The latest water conservation codes and ordinances can be obtained from https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation/a-w-c-ordinanceandcodes?_adf.ctrlstate=3tyeqnxor_4&_afrLoop=490627735098901, or by visiting www.ladwp.com and selecting “About Us”, “Water”, “Water Conservation”, and “Ordinance and Codes”.

Additionally, applicants are encouraged to implement voluntary water conservation measures beyond those required by codes and ordinances to further reduce water use. The Initial Study should list the project’s voluntary water conservation measures. A few examples of voluntary water conservation measures are waterless urinals, high efficiency clothes washers, cooling tower conductivity controllers or cooling tower pH conductivity controllers, a high percentage of drought tolerant plants of the total landscape area, etc.

4. Utilities and Service Systems – PAGE IV-21, IV.17 Utilities Response d

If not to be included in section IV.13, Population and Housing, discuss whether the project is consistent with the most current Southern California Association of Governments (SCAG) demographic projections.

5. Utilities and Service Systems – PAGE IV-21, IV.17 Utilities Response d

Discuss the basis for concluding the City has sufficient water supplies to serve the project.

The LADWP works closely with the City of Los Angeles, Department of City Planning to develop and update our UWMP every five years. The UWMP is the planning document for future water demands for the City. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years over a 20-year horizon. The City’s water demand projection in the UWMP was developed based on the Regional Transportation Plan (RTP) demographic projection by SCAG.

In general, projects that conform to the demographic projection from RTP by SCAG and are currently located in the City’s service area are considered to have been included in LADWP’s water supply planning efforts in the UWMP; therefore, projected water supplies would meet projected demands.

For more information, see Section 11.4, Water Supply Assessments, of the 2010 UWMP.

For any questions regarding the above comments, please contact Ms. Stephanie Eatinger, of my staff, at (213) 367-0968. Also, please add Ms. Eatinger to your direct mailing list for any future notices regarding this project and others.

Sincerely,

Charles C. Holloway
Manager of Environmental Planning and Assessment

SE:srt
c: Ms. Stephanie Eatinger
October 5, 2015

Srimal Hewawitharana

Environmental Analysis Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

SUBJECT: SunWest Project (Case No: ENV-2015-2448-EIR)

Dear Srimal Hewawitharana:

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the Notice of Preparation (NOP) for the proposed SunWest Project (proposed project) located at 5509 - 5529 West Sunset Boulevard; 1505 - 1535 North Western Avenue; and 5518 West Harold Way, Los Angeles, CA 90028. The proposed project would entail the development of 293 residential units and would have the potential to increase the demand on the existing school services provided by LAUSD. Please note that the proposed project would be located near the following LAUSD schools:

- Grant Elementary School (1530 N. Wilton Place, Los Angeles, CA 90028)
- Helen Bernstein High School (1309 N. Wilton Place, Hollywood, CA 90028)
- Joseph Le Conte Middle School (1316 N. Bronson Ave, Hollywood, CA 90028)

LAUSD is providing these comments to the City in order to ensure that potential impacts to its campuses resulting from construction of the proposed project are appropriately analyzed and mitigated, as necessary.

Air Quality

Construction related activities associated with the proposed project would have the potential to adversely impact sensitive receptors. Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. To ensure that effective mitigation is employed to reduce construction related air quality and fugitive dust impacts on proximate schools, we ask that the following language be considered for inclusion in the Draft Environmental Impact Report (EIR) for air quality impacts:

- If air quality and fugitive dust-related impacts remain after implementation of the proposed mitigation measures, the project applicant shall develop new feasible and appropriate measures to effectively mitigate construction-related air quality and fugitive dust at the affected schools. Provisions shall be made to allow the schools...
and/or designated representative(s) to notify the project applicant when such measures are warranted.

Noise

Noise and vibration created by construction activities would adversely affect the students and staff at the proximate schools. LAUSD established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq (equivalent continuous noise level). These standards were established based on regulations set forth by the California Department of Transportation and the City of Los Angeles. LAUSD’s exterior noise standard is 67 dBA (A-weighted decibel) Leq and the interior noise standard is 52 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level.

To ensure that effective mitigation is employed to reduce construction related noise impacts on the proximate schools, we ask that the following language be considered in the Draft EIR for potential noise impacts:

- If noise-related impacts remain after implementation of the proposed mitigation measures, the project applicant shall develop additional feasible and appropriate measures to effectively mitigate construction-related noise at the affected schools. Provisions shall be made to allow the schools and/or designated representative(s) to notify the project applicant when such measures are warranted, such as during State-mandated testing.

Public Services

Development of 293 new residential units would be expected to increase the demand of school services. Schools currently serving the proposed project area include Grant Elementary School, Joseph Le Conte Middle School, and Helen Bernstein High School. Information regarding each school’s capacity and enrollment is available on LAUSD’s Find A School website at http://notebook.lausd.net/schoolsearch/search.jsp.

Information related to school developer fees can be obtained by contacting the LAUSD Developer Fee Office at (213) 241-0715.

Transportation/Traffic

LAUSD schools are required to comply with California Education Code (CEC), Section 5, regarding the preparation of Safe School Plans. Safe School Plans address violence prevention, emergency preparedness, traffic safety, and crisis intervention. During and after construction, changed traffic patterns, lane adjustments, traffic light patterns and altered bus stops may impact pedestrian routes to schools, school bus time performance and bus passenger safety, and parent drop off and pick up activities. Additionally, truck traffic and construction vehicles may cause traffic delays for transported students.

During the construction phase, street and/or sidewalk closures may impede pedestrians from taking the safest path of travel to nearby schools, which include intersections and street segments
surrounding the proposed project. Vehicle ingress and egress from the proposed project site during construction and operation would also traverse routes to school.

LAUSD requests the inclusion of the following measures in the Draft EIR or project design for the proposed project to address school traffic, pedestrian routes to school, and transportation safety issues during construction and operation of the proposed project:

- **Contractors must guarantee that safe and convenient pedestrian routes to LAUSD schools are maintained.** Pedestrian Routes to School maps can be found at [http://www.lausd-oehs.org/saferoutestoschools.asp](http://www.lausd-oehs.org/saferoutestoschools.asp).
- **Contractors must maintain ongoing communication with the site administrators of proximate schools, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicular routes to schools will be impacted.**
- **The LAUSD Transportation Branch must be contacted at (213)580-2903, regarding the potential impact of the proposed project upon existing school bus routes.** The Project Manager or designee should notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the proposed project that may affect traffic through the areas.
- **Because of provisions in the California Vehicle Code, trucks and construction vehicles may encounter school buses using the red flashing lights and must stop.**
- **School buses and parents dropping off their students must have access to the drop off areas located on each of the proximate school campuses.**

LAUSD’s charge is to protect the health and safety of students, faculty, staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students, faculty, and staff at LAUSD schools. If additional issues are identified by LAUSD, we will bring them to the attention of the City.

Thank you for your attention to this matter. Please feel free to contact me at (213) 241-3913 should you require any additional information.

Sincerely,

[Signature]

Eimon Smith
CEQA Project Manager/Contract Professional

c: Christopher Ikeanyi, Principal, Grant Elementary School
   Rosemary Hindinger, Principal, Joseph Le Conte Middle School
   Andre Spicer, Principal, Helen Bernstein High School
September 14, 2015

Srimal Hewawitharana  
Environmental Analysis Section  
Department of City Planning  
200 N. Spring Street  
Los Angeles, CA 90012

RE:  SunWest Project_ENV-2015-2448-EIR

Dear Ms. Hewawitharana:

Thank you for the opportunity to comment on the proposed demolition and construction of a mixed-use project consisting of both residential dwellings and commercial space located at 5529 W. Sunset; 1535 N. Western and 5518 W. Harold Way. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues in relation to our facilities and services that may be affected by the proposed project.

Metro bus lines operate on W. Sunset Blvd. and N. Western Ave, adjacent to the proposed project. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus services that are present. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may Impact Metro bus lines. (For closures that last more than six months, Metro’s Stops and Zones Department will also need to be notified at 213-922-5188). Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

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

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).

2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

4. Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net.

LACMTA Development Review
One Gateway Plaza MS 99-18-3
Los Angeles, CA 90012-2952

Sincerely,

[Signature]

Elizabeth Carvajal
Development Review Manager
October 11, 2015

To: Drimal Hewainsithakana
Environmental Analysis Section
Department of City Planning
500 W. Spring Street. Room 750
Los Angeles, CA 90012

1. 5521 Harold Way #17
Hollywood CA 90028

My respond about your email city Planning at 5509-5509 West Sunset Boulevard 1505-1525 North Western Avenue and 5518 West Harold Way, Los Angeles CA 90028.

I agree to that Project by Son West Project, because help the are more nice and clean were I live cross street from that project many time some other homeles people make it tense to live there once the Son the couch were people some time drop on there at Harold Way side and burn up some who were parking there at night.

So Project Son West Project is good idea to building and build for Appartment and grocery store. I agree with Son West Project.

My concern why only 15 unit for low-income that to little because still many low-income people still looking for please to live nice, clean and healthy building apartment as ken.

Sincerely,
1. 5521 Harold Way
Los Angeles CA 90028

Note: I don't have computer for faster email.
Notice of Preparation

September 2, 2015

To: Reviewing Agencies

Re: SunWest Project
SCH# 2015091003

Attached for your review and comment is the Notice of Preparation (NOP) for the SunWest Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Srimal Hewawitharana
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency
**Document Details Report**
**State Clearinghouse Data Base**

<table>
<thead>
<tr>
<th>SCH#</th>
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<tbody>
<tr>
<td>Project Title</td>
<td>SunWest Project</td>
</tr>
<tr>
<td>Lead Agency</td>
<td>Los Angeles, City of</td>
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</table>

**Type** NOP Notice of Preparation

**Description** The Project includes demolition of the existing 26,457 sf commercial/retail building on the Project site and development of the site with a mixed-use building, including 5 stories of residential apartments above a podium level, 33,980 sf of general commercial land uses (including 32,990 sf of ground-floor retail and a 990 sf leasing office), and two levels of subterranean parking. The Project includes 293 dwelling units - 105 studios, 110 1-bedroom units, and 78 2-bedroom units. Of the 293 dwelling units, 15 units would be very-low-income units. The maximum height of the building would reach approximately 80 feet.

**Lead Agency Contact**

<table>
<thead>
<tr>
<th>Name</th>
<th>Srimal Hewawitharana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency</td>
<td>City of Los Angeles</td>
</tr>
<tr>
<td>Phone</td>
<td>213 978 1359</td>
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<tr>
<td>email</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td>200 N. Spring Street, Room 750</td>
</tr>
<tr>
<td>City</td>
<td>Los Angeles</td>
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<tr>
<td>State</td>
<td>CA</td>
</tr>
<tr>
<td>Zip</td>
<td>90012</td>
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</tbody>
</table>

**Project Location**

| County | Los Angeles |
| City | Los Angeles, City of |
| Region | |
| Cross Streets | Sunset Boulevard and Western Avenue |
| Lat / Long | 34° 5' 53" N / 118° 18' 34" W |
| Parcel No. | 5544-023-023 |
| Township | 1S |
| Range | 14W |
| Section | 11 |
| Base | |

**Proximity to:**

| Highways | Hwy 101 |
| Airports | |
| Railways | |
| Waterways | |
| Schools | |
| Land Use | Highway Oriented Commercial/commercial Zone, Height District 1 |

**Project Issues**

Aesthetic/Visual; Air Quality; Drainage/Absorption; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

**Reviewing Agencies**

Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Department of Housing and Community Development; Office of Emergency Services, California; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4; Santa Monica Mountains Conservancy

**Date Received** 09/2015  
**Start of Review** 09/02/2015  
**End of Review** 10/01/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.
Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: SunWest Project
Lead Agency: City of Los Angeles
Mailing Address: 200 N. Spring Street, Room 750
City: Los Angeles Zip: 90012
County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Los Angeles
Cross Streets: Sunset Boulevard and Western Avenue
Zip Code: 90028
Longitude/Latitude (degrees, minutes and seconds): 34° 5' 53" N / 118° 18' 34" W Total Acres: 2.22
Assessor's Parcel No.: 5544-023-023
Section: 11 Twp.: T1S Range: R14W Base: 
Within 2 Miles: State Hwy #: 101
Waterways: Airports: Railways: Schools: See attached

Document Type:
CEQA: X NOP □ Draft EIR □ SEP 2022 □ NEPA: □ NOI Other: □ Draft EIS □ Final Document
□ Early Cons □ Supplement/Subsequent EIR □ Joint Document □ FONSI
□ Neg Dec □ Other: □ Mit Neg Dec □ EA □ Other:
(Prior SCH No)

Local Action Type:
□ General Plan Update □ Specific Plan □ Rezone □ Annexation
□ General Plan Amendment □ Master Plan □ Prezone □ Redevelopment
□ General Plan Element □ Planned Unit Development □ Use Permit □ Coastal Permit
□ Community Plan □ Site Plan □ Land Division (Subdivision, etc.) □ Other: see attached

Development Type:
□ Residential: Units 293 Acres
□ Office: Sq. ft. 33.9k Acres
□ Commercial: Sq. ft. Acres
□ Industrial: Sq. ft. Acres
□ Educational: Acres
□ Recreational: Acres
□ Water Facilities: Type MGD

Project Issues Discussed in Document:
□ Aesthetic/Visual □ Fiscal □ Recreation/Parks □ Vegetation
□ Agricultural Land □ Flood Plain/Flooding □ Schools/Universities □ Water Quality
□ Air Quality □ Forest Land/Fire Hazard □ Septic Systems □ Water Supply/Groundwater
□ Archeological/Historical □ Geologic/Seismic □ Sewer Capacity □ Wetland/Riparian
□ Biological Resources □ Minerals □ Soil Erosion/Compaction/Grading □ Growth Inducement
□ Coastal Zone □ Noise □ Solid Waste □ Land Use
□ Drainage/Absorption □ Population/Housing Balance □ Toxic/Hazardous □ Cumulative Effects
□ Economic/Jobs □ Public Services/Facilities □ Traffic/Circulation □ Other:

Present Land Use/Zoning/General Plan Designation:
Highway Oriented Commercial/Commercial Zone, Height District 1

Project Description: (please use a separate page if necessary)
See attached

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010
Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X" If you have already sent your document to the agency please denote that with an "S".

X  Air Resources Board

Boating & Waterways, Department of 
California Emergency Management Agency 
California Highway Patrol 

X  Caltrans District #7

Caltrans Division of Aeronautics 
Caltrans Planning 
Central Valley Flood Protection Board 
Coachella Valley Mtns. Conservancy 
Coastal Commission 
Colorado River Board 
Conservation, Department of 
Corrections, Department of 
Delta Protection Commission 
Education, Department of 
Energy Commission 
Fish & Game Region #_____

Food & Agriculture, Department of 
Forestry and Fire Protection, Department of 
General Services, Department of 
Health Services, Department of 
Housing & Community Development 
X  Native American Heritage Commission

S  Office of Historic Preservation

Office of Public School Construction
Parks & Recreation, Department of 
Pesticide Regulation, Department of 
Public Utilities Commission

X  Regional WQCB #_____

Resources Agency 
Resources Recycling and Recovery, Department of 
S.F. Bay Conservation & Development Comm.
San Gabriel & Lower L.A. Rivers & Mtns. Conservancy 
San Joaquin River Conservancy 
Santa Monica Mtns. Conservancy 
State Lands Commission 
SWRCB: Clean Water Grants 
SWRCB: Water Quality 
SWRCB: Water Rights 
Tahoe Regional Planning Agency

X  Toxic Substances Control, Department of 
Water Resources, Department of 

Other:  
Other:

Local Public Review Period (to be filled in by lead agency)

Starting Date  September 4, 2015  Ending Date  October 5, 2015

Lead Agency (Complete if applicable):

Consulting Firm:  CAJA Environmental Services 
Address:  15350 Sherman Way, Suite 315 
City/State/Zip:  Van Nuys, CA 91406 
Contact:  Kerrie Nicholson 
Phone:  310-469-6706

Applicant:  Metropolitan View Properties 
Address:  5399 Wilshire Boulevard, Suite 604 
City/State/Zip:  Los Angeles, CA 90048 
Phone:  323-553-7777

Signature of Lead Agency Representative:  Karen, 10/07  Date:  10/25/15

SunWest Project - Schools within 2 miles

Grant Elementary School
Foundation for Early Childhood
Montessori Shir-Hashirim Los Angeles
Helen Bernstein High School
Citizens of the World Charter School
Blessed Sacrament School
Selma Avenue Elementary School
Hollywood High School
Cheremoya Avenue Elementary School
Immaculate Heart High School
Rose and Alex Pilibos Armenian School
Kingsley Elementary School
Immaculate Heart of Mary School
Los Feliz Elementary School
Harvard Preschool and Kindergarten
Ramona Elementary School
Lockwood Elementary School
Lexington Avenue Primary Center School

PROJECT DESCRIPTION: The Project includes demolition of the existing 26,457-square-foot commercial/retail building on the Project site and development of the site with a mixed-use building, including 5 stories of residential apartments above a podium level, 33,980 square feet of general commercial land uses (including 32,990 square feet of ground-floor retail and a 990 square-foot leasing office), and two levels of subterranean parking. The Project includes 293 dwelling units – 105 studios, 110 1-bedroom units, and 78 2-bedroom units. Of the 293 dwelling units, 15 units would be very-low-income units. The maximum height of the building would reach approximately 80 feet.

REQUESTED PERMITS/APPROVALS: In order to implement the Project, the Project Applicant is requesting approval of the following discretionary actions from the City: 1) Project Permit Compliance for consistency with the Vermont/Western Transit Oriented District Specific Plan (SNAP); 2) Site Plan Review for a project creating more than 50 residential units; 3) Pursuant to LAMC 12.22-A.25(c), a 21 percent density bonus of which 6.0 percent would be set aside for very-low-income households. The Project Applicant is requesting one On-Menu Affordable Housing Incentive to allow an increase in the FAR to 3.3:1 in lieu of the maximum 3:1 as limited in the Vermont/Western Transit Oriented District Specific Plan (SNAP); 4) Project Permit Adjustment to allow a 10-foot high Pedestrian Throughway in lieu of the 12-foot height limit as required in the Vermont/Western Transit Oriented District Specific Plan SNAP; 5) Project Permit Adjustment to allow an increase in height of less than 10 percent of the height limitation, resulting to a maximum height of 80 feet in lieu of the 75-height limit in the Vermont/Western Transit Oriented District Specific Plan (SNAP); and 6) Master Conditional Use Permit (CUP) for on-site sale and consumption of a full line of alcoholic beverages at two restaurants and off-site sale and consumption of a full line of alcoholic beverages at a planned grocery store.
<table>
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**OES (Office of Emergency Services)**
Maica Scully

**Native American Heritage Comm.**
Debbie Treadway

**Public Utilities Commission Supervisor**

**Santa Monica Bay Restoration**
Guangyu Wang.

**State Lands Commission**
Jennifer Deleong

**Tahoe Regional Planning Agency (TRPA)**
Cherry Jacques

**Cal State Transportation Agency CalSTA**

**Caltrans - Division of Aeronautics**
Philip Crimmins

**Caltrans - Planning**
HQ LD-IGR
Terri Pencovic

**California Highway Patrol**
Suzann Ikeuchi
Office of Special Projects

**Cal EPA**

**Air Resources Board**

**All Other Projects**
Cathie Slaminski

**Transportation Projects**
Nesamani Kalandiyur

**Industrial/Energy Projects**
Mike Tolstrup

**State Water Resources Control Board**

**Regional Programs Unit**
Division of Financial Assistance

**State Water Resources Control Board**
Karen Larsen
Division of Drinking Water

**State Water Resources Control Board**
Phil Crader
Division of Water Rights

**Dept. of Toxic Substances Control**
CEQA Tracking Center

**Department of Pesticide Regulation**
CEQA Coordinator

Last Updated 6/23/2015
STATE OF CALIFORNIA
GOVERNOR’S OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

Notice of Preparation

September 29, 2015

To: Reviewing Agencies
Re: SunWest Project
SCH# 2015091003

Attached for your review and comment is the Notice of Preparation (NOP) for the SunWest Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Srimah Hewawitharana
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency
SCH# 2015091003
Project Title SunWest Project
Lead Agency Los Angeles, City of

Type NOD Notice of Determination
Description The Project includes demolition of the existing 26,457 sf commercial/retail building on the Project site and development of the site with a mixed-use building, including 5 stories of residential apartments above a podium level, 33,980 sf of general commercial land uses (including 32,990 sf of ground-floor retail and a 990 sf leasing office), and two levels of subterranean parking. The Project includes 293 dwelling units - 105 studios, 110 1-bedroom units, and 78 2-bedroom units. Of the 293 dwelling units, 15 units would be very-low-income units. The maximum height of the building would reach approximately 80 feet.

Filing Agency Contact
Name Srimal Hewawitharana
Agency City of Los Angeles
Phone 213 978 1359
email
Address 200 N. Spring Street, Room 750
City Los Angeles
State CA
Zip 90012
Fax

Project Location
County Los Angeles
City Los Angeles, City of
Region
Cross Streets Sunset Boulevard and Western Avenue
Lat / Long 34° 5’ 53″ N / 118° 18’ 54″ W
Parcel No. 5544-023-023
Township 1S
Range 14W
Section 11
Base

Approved by
Acting as Lead Agency Responsible Agency Approval Date

Determinations
1. The project □ will □ will not have a significant effect on the environment.
2. □ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
□ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures □ were □ were not made a condition of the approval of the project.
4. A Statement of Overriding Considerations □ was □ was not adopted for this project.
5. Findings □ were □ were not made pursuant to the provisions of CEQA.

Final EIR Available at

Date Received 09/29/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.
Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044  (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: SunWest Project
Lead Agency: City of Los Angeles
Mailing Address: 200 N. Spring Street, Room 750
City: Los Angeles
Zip: 90012
County: Los Angeles

Project Location: County: Los Angeles
Cross Streets: Sunset Boulevard and Western Avenue
Longitudinal/Latitude (degrees, minutes and seconds): 34°5′53″ N / 118°18′34″ W Total Acres: 2.22
Assessor's Parcel No.: 5544-023-023
Section: 11
Twp.: T1S
Range: R14W
Base:
Within 2 Miles: State Hwy #: 101
Waterways:
Airports:
Railways:
Schools: See attached

Document Type:
□ CEQA: [X] NOP
□ Early Cons
□ Neg Dec
□ Mit Neg Dec
□ Draft EIR
□ Supplement/Subsequent EIR
□ (Prior SCH No.)
□ NOP Comment Period
□ NEPA:
□ NOI
□ Other:
□ Joint Document
□ EA
□ Final Document
□ Draft EIS
□ Other:
□ PONSI
□ Annexation
□ Redevelopment
□ Coastal Permit
□ Other: see attached

Local Action Type:
□ General Plan Update
□ General Plan Amendment
□ General Plan Element
□ Community Plan
□ Specific Plan
□ Master Plan
□ Planned Unit Development
□ Site Plan
□ Rezone
□ Prezone
□ Use Permit
□ Land Division/Subdivision, etc.

Development Type:
[X] Residential: Units 293
□ Office: Sq. ft. 33.9k
□ Commercial: Sq. ft.
□ Industrial: Sq. ft.
□ Educational:
□ Recreational:
□ Water Facilities: Type MGD
□ Transportation: Type
□ Mining: Mineral
□ Power: Type
□ Waste Treatment: Type
□ Hazardous Waste: Type
□ Other:

Project Issues Discussed in Document:
□ Aesthetic/Visual
□ Agricultural Land
□ Air Quality
□ Archaeological/Historical
□ Biological Resources
□ Coastal Zone
□ Drainage/Absorption
□ Economic/Jobs
□ Fiscal
□ Flood Plain/Flooding
□ Geologic/Seismic
□ Minerals
□ Noise
□ Population/Housing Balance
□ Public Services/Facilities
□ Recreation/Parks
□ Schools/Universities
□ Septic Systems
□ Sewer Capacity
□ Soil Erosion/Compaction/Grading
□ Solid Waste
□ Traffic/Circulation
□ Vegetation
□ Water Quality
□ Water Supply/Groundwater
□ Wetland/Riparian
□ Growth Inducement
□ Land Use
□ Cumulative Effects
□ Other:

Present Land Use/Zoning/General Plan Designation:
Highway Oriented Commercial/Commercial Zone, Height District 1

Project Description: (please use a separate page if necessary)
See attached

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010
**NP Distribution List**

**Resources Agency**
- Resources Agency
  - Nadell Gayou
- Dept. of Boating & Waterways
  - Denise Peterson
- California Coastal Commission
  - Elizabeth A. Fuchs
- Colorado River Board
  - Lisa Johansen
- Dept. of Conservation
  - Elizabeth Carpenter
- California Energy Commission
  - Eric Knight
- Cal Fire
  - Dan Foster
- Central Valley Flood Protection Board
  - James Herloa
- Office of Historic Preservation
  - Ron Parsons

**County:** Los Angeles

**Cal State Transportation Agency CalSTA**
- Caltrans - Division of Aeronautics
  - Philip Crimmins
- Caltrans - Planning
  - HQ LD-IGR
  - Terri Pencovic
- California Highway Patrol
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  - Office of Special Projects

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- Caltrans, District 10
  - Tom Dunas
- Caltrans, District 11
  - Jacob Armstrong
- Caltrans, District 12
  - Maureen El Harake

**Cal EPA**
- Air Resources Board
  - All Other Projects
  - Cathi Slaminski

**Independent Commissions, Boards**
- Delta Protection Commission
  - Michael Machado

**Regional Water Quality Control Board (RWQCB)**
- RWQCB 1
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  - North Coast Region (1)
- RWQCB 2
  - Environmental Document Coordinator
  - San Francisco Bay Region (2)
- RWQCB 3
  - Central Coast Region (3)
- RWQCB 4
  - Teresa Rodgers
  - Los Angeles Region (4)
- RWQCB 5S
  - Central Valley Region (5)
- RWQCB 5F
  - Central Valley Region (5)
  - Fresno Branch Office
- RWQCB 5R
  - Central Valley Region (5)
  - Redding Branch Office
- RWQCB 6
  - Lahontan Region (6)
- RWQCB 6V
  - Lahontan Region (6)
  - Victorville Branch Office
- RWQCB 7
  - Colorado River Basin Region (7)
- RWQCB 8
  - Santa Ana Region (8)
- RWQCB 9
  - San Diego Region (9)

**Santa Monica Mountains Conservancy**

_Last Updated 6/23/2015_