DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, March 11, 2021
Time: After 8:30 A.M.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at

https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting cpc@lacity.org

Case Nos.:	DIR-2020-3348-TOC-SPR-HCA-1A
CEQA No.:	ENV-2020-3349-CE
Incidental Cases:	N/A
Related Cases:	N/A
Council No.:	4 – Raman
Plan Area:	Hollywood
Specific Plan:	None
Certified NC:	Hollywood Hills West
GPLU:	Neighborhood Office Commercial
Zone:	C4-1D
Applicant:	Daniel Taban SkyView Sunset, LLC
Representative:	Jonathan Yang Irvine & Associates, Inc.
Appellants:	Magda Georgelos, James Wiser, Rick Morales Corte Milano Homeowners Association

Public Hearing: March 11, 2021
Appeal Status: Not further appealable
Expiration Date: March 11, 2021
Multiple Approval: Yes
PROJECT LOCATION: 7901 – 7907 Sunset Boulevard, 1501 – 1513 North Fairfax Avenue

PROPOSED PROJECT: The project proposes the demolition of an existing gas station and mini-market and the construction, use, and maintenance of a seven-story, mixed-use building with 62 dwelling units and 6,452 square feet of ground-floor commercial space. The building would rise to a maximum height of 96 feet and 6 inches, and encompass approximately 57,241 square feet of floor area resulting in a Floor Area Ratio ("FAR") of 2.75 to 1. Parking accommodations include 82 automobile parking spaces (47 spaces dedicated for the residential units located on the subterranean and first floor and 35 parking spaces dedicated for the project's commercial uses) and 11 short-term and 56 long-term bicycle parking stalls. In exchange for the requested Base and Additional Incentives that the project is eligible for pursuant of the Transit Oriented Communities Affordable Housing Incentive Program, the project will reserve five (5) units for Extremely Low Income Households.

APPEAL: A partial Appeal of the Director of Planning's determination conditionally approving a Transit Oriented Communities Affordable Housing Incentive Program project and Site Plan Review, pursuant to Los Angeles Municipal Code ("LAMC") Sections 12.22 A.31, 12.22-A,25(g), and 16.05. for a development project that has 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. **Determine** that, based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the Project is exempt from

the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines, regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

2. **Deny** the appeal DIR-2020-3348-TOC-SPR-HCA and **sustain** the decision of the Director of Planning for the construction, use, and maintenance of a seven-story, residential-commercial building with 62 dwelling units inclusive of five units reserved for Very Low Income Households, 6,452 square feet of ground-floor commercial tenant space, a total of 82 automobile parking spaces, and 11 short-term and 56 long-term bicycle parking stalls.

3. **Adopt** the Director of Planning's Conditions of Approval, Findings, and Exhibit "A" as modified herein;

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers, Senior City Planner

JoJo Pewsawang, City Planner

David Woon, Planning Assistant
Telephone: (213) 978-1368

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 *City Planning Commission Secretariat, 200 North Spring Street, Room 272, 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 to the week prior to the Commission=s meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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PROJECT ANALYSIS

Appellate Decision Body

Pursuant to Sections 12.22.A.31,12.22 A.25, and Section 16.05 of the Los Angeles Municipal Code ("LAMC"), appeals of Transit Oriented Communities Affordable Housing Incentive Program and Site Plan Review cases are heard by the City Planning Commission. The appellate decision of the City Planning Commission is final.

Project Summary

On December 9, 2020 the Director of Planning approved a Transit Oriented Communities Affordable Housing Incentive Program and Site Plan Review project involving the construction, use, and maintenance of a residential-commercial building with 62 dwelling units, reserving 5 units for Extremely Low Income household occupancy for a period of 55 years with Tier 1 incentives. Although the project is qualified for Tier 3 Incentives, the applicant elected the use of Tier 1 Base Incentives and two (2) Additional Incentives, as is permissible in TOC Guidelines Section IV.8, for utilization of RAS3 Zone setbacks and utilization of Tier 1 Transitional Height requirements. On December 22, 2020, an appeal was filed by the Corte Milano Homeowners Association which occupies the condominium building abutting the project site to the north. Subsequent to the appeal, an error resulting in the inadvertent omission of the Site Plan Review entitlement from the grant clause of the December 9, 2020 determination letter was discovered. The initial determination did include findings and conditions related to Site Plan Review. To address this omission, the determination letter was reissued on February 4, 2021 with a reopened appeal period and the previously filed appeal was carried over.

The proposed project involves the demolition of an existing gas station and mini-market and the construction, use, and maintenance of a seven-story, 62-unit mixed-use building. Seven stories would be constructed above grade and one level below grade. The proposed building would encompass approximately 57,241 square feet of floor area, resulting in a FAR of 2.75 to 1 and will rise to a maximum height of 97 feet and 6 inches. The project's residential dwelling units would inhabit the top five stories of the building and include five (5) units reserved for Extremely Low Income households, equivalent to 8 percent of the total number of units proposed. The residential unit mix includes 19 studio units, 28 one-bedroom units, and 15 two-bedroom units. Ground floor commercial tenant space would front Sunset Boulevard and encompass a square footage of 6,452 square feet. Automobile parking would be located within the subterranean, first, and second floor levels of the building and would consist of a total of 82 parking spaces; 47 parking spaces will be dedicated to the residential use of the project on the subterranean and ground floors, and 35 parking spaces will be dedicated to the commercial use of the project on the second floor. The project would be served by two, two-way driveways along Sunset Boulevard and Fairfax Avenue, respectively. The driveway located along Sunset Boulevard would provide access to commercial parking spaces on the second floor. The driveway located along Fairfax Avenue would provide access to residential parking stalls on the first and subterranean levels. The project would also provide 11 short-term bicycle parking stalls and 56 long-term bicycle parking stalls. Approximately 10,319 square feet of open space (6,575 square-feet credited, 3,744 square-feet non-credited) would be shared between 62 private balconies, a recreation room, a courtyard on the third floor, and a roof deck.

Pursuant to the Transit Oriented Communities Affordable Housing Incentives Program, the project was determined eligible for the following three (3) Base Incentives which are granted by-right for eligible TOC projects, and two (2) Additional Incentives to construct the proposed project:

Base Incentives.

a. **Floor Area Ratio.** The project is limited to a maximum FAR of 2.75 to 1 in lieu of the 1 to 1 floor area limitation established by the 1D height district.

b. **Residential Density.** The project shall be limited to a maximum density of 62 dwelling units; a density increase of 17%.

c. **Parking.**

i. **Automotive Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits a maximum of 0.5 parking space per bedroom for a Tier 3 Project utilizing Tier 1 Base Incentives. The project would provide 47 residential parking stalls for residents. Utilization of Tier 1 Base Incentives shall also permit a 10% reduction for the ground floor commercial use of the project. Thirty-five commercial parking stalls would be designated for the commercial use of the project.

ii. **Bicycle Parking.** The project shall provide a minimum of 56 long-term bicycle parking spaces and 11 short-term bicycle parking spaces. Short-term bicycle parking shall be located outside the building along the Fairfax Avenue frontage. Placement of bicycle racks in the public right-of-way is subject to review and approval by the Bureau of Engineering. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A.16.

iii. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

iv. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Additional Incentives.

d. **Yards/Setbacks.** Utilization of RAS3 Zone setbacks to permit a minimum rear yard of 5 feet in lieu of 19 feet, and a minimum side yard (northern yard) of 5 feet in lieu of 10 feet otherwise required for the residential use of the project. The project will provide a rear yard and side yard of 5 feet.

e. **Transitional Height.** Utilization of Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured form a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone. The maximum transitional height will be limited to 106 feet and 2 inches. The project will rise to a maximum height of 97 feet and 6 inches in lieu of the 33 feet otherwise permitted for a commercial zoned property located 50 – 99 feet away from the R1 Zone.

Background

The subject property is an approximately 20,815 square-foot (0.478 acres), level, corner site consisting of 3 lots with a combined frontage of approximately 149 feet on the north side of Sunset Boulevard and 140 feet on the west side of Fairfax Avenue in Hollywood. The subject property is currently developed with a gas station and mini-market. The property site is located in an urbanized neighborhood bound by Fairfax Avenue to the east, Sunset Boulevard to the south, a two-story commercial-office building to the west, and a three-story multi-family residential building to the north.

The site is zoned C4-1D and is located within the Hollywood Community Plan with a General Plan Land Use Designation of Neighborhood Office Commercial. The site's C4-1D Zone typically permits unlimited height and a floor area ratio of 1 to 1. However, portions of the project are otherwise subject to a 33-foot transitional height limitation due to its location within 50-99 feet of an RW1 or more restrictive residential zone. The project site is located within the Transit Priority Area in the City of Los Angeles (ZI-2452), Tier 3 TOC, an Urban Agriculture Incentive Zone, Fire District No. 1, and is within 0.28 kilometers of the nearest known fault (Hollywood Fault). The site is not subject to any additional land use specific plan, community design overlay, or interim control ordinances.

Surrounding Properties:

Surrounding properties are developed with commercial, office, and residential developments. Properties to the west are zoned C4-1D and are developed with a two-story commercial-office building and a car wash. Properties to the south are zoned C4-1D and are developed with a one-story commercial building with a drug store, restaurant, and shoe repair shop as well as the multi-story Directors Guild of America office building. Properties to the east are zoned C4-1VL and are developed with a gas station and grocery market. Properties to the north are zoned R1-1, RD-1.5-1, and R3-1XL, and are developed with single-family and multi-family residential buildings.

Streets and Public Transit:

Sunset Boulevard, adjoining the subject property to the south, is a designated Avenue I, with a roadway width of 70 feet and a right-of-way width of 100 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Fairfax Avenue, adjoining the subject property to the east, is a designated Avenue II, with a roadway width of 56 feet and a right-of-way width of 86 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk.

The subject property is located in a transit priority area (TPA) within 250 feet from two Major Transit Stops serviced by three Metro Local Bus Lines. Metro Local Line 2 provides east-west access to communities between Downtown Los Angeles and Westwood, Metro Local Line 217 connects transit riders to communities between Hollywood and West Adams, and Rapid Line 780 connects riders between the City of Pasadena and Mid City. As such, the subject property is located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 3 Incentives. However, the applicant has elected a lower tier as is permissible, for Tier 1 Incentives.

Transit Oriented Communities:

The subject property is located within 250 feet from the intersection of one Metro Rapid Bus Line and two Metro Local Bus Lines. The subject property is therefore located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 3 Incentives. However, the applicant elected a lower tier as is permissible in TOC Guidelines Section IV.8, for Tier 1 incentives. Per Section IV of the Transit Oriented Communities Guidelines, Tier 1 projects

are eligible for Base incentives and up to two (2) Additional Incentives if at least 7 percent of the project's base units are reserved for Extremely Low Income Households. The project proposes a total of 62 units with five (5) units, or 8 percent, set aside for Extremely Low Income Households. As such, the proposed project fulfills the Tier 1 TOC eligibility requirements for on-site restricted affordable units.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project has been granted the following three (3) Base Incentives as eligible TOC projects are granted base incentives by-right.

a. **Density.** Increase the maximum allowable number of dwelling units permitted by up to 50 %

   The C4 Zone allows for a maximum residential density consistent with the R4 Zone requirements of one dwelling unit per 400 square feet of lot area. The subject site has a lot area of 20,815 square feet allowing a maximum base density of 53 units. Based on TOC Guidelines Section VI.1(a), Tier 1 eligible projects are allowed up to a 50 percent increase in the total number of units proposed. The maximum allowed density for the subject site would therefore be 80 units. The project proposes 62 units, with five (5) units reserved for Extremely Low Income Households.

b. **Floor Area Ratio.** Increase in FAR to 2.75 to 1 in a commercial zone.

   The "1D" Height District allows a maximum FAR of 1 to 1 on the project site. As permitted through the TOC Incentive Program and LAMC Section 12.22 A.31, Housing Development projects utilizing Tier 1 Base Incentives qualify for a FAR increase of up to 2.75 to 1 in a commercial zone in exchange for setting aside a portion of the proposed residential units toward affordable housing. The project's total FAR is approximately 2.75 to 1, resulting in a total floor area of 57,241 square feet.

c. **Parking.** A reduction in residential parking to 0.5 parking spaces per bedroom, and a reduction in commercial parking spaces by 10%.

   Per LAMC, the proposed project is required to provide a total of 130 automobile parking spaces (91 residential, 39 commercial). However, eligible TOC projects can utilize an automobile parking reduction incentive based on their qualified Tier or a lower Tier. The proposed project would utilize the Tier 1 parking reduction incentive which allows for projects to provide 0.5 parking spaces per bedroom and a 10% reduction in commercial parking spaces. With the incentive, the project proposes a total of 82 automobile parking spaces (47 residential, 35 commercial), a net decrease of 48 parking spaces otherwise required.

Pursuant to the TOC Guidelines, the project is eligible for, and has been granted two (2) Tier 1 Additional Incentives to construct the proposed project:

d. **Yards/Setbacks.** Utilization of RAS3 Zone setbacks to allow a reduction in rear and side yard.

   The C4-1D zoning of the project site requires no front, side, or rear setback requirements for commercial uses and the utilization of R4 Zone setback requirements for residential uses at the lowest residential story. As a result, the required residential setbacks are as follows: Front setback – 15 feet, Side Setback – 10 feet, Rear Setback – 19 feet.

As permitted through the TOC Incentive Program, Tier 1 eligible projects located in a Commercial zone can request the utilization of any or all RAS3 Zone requirements. The applicant proposes a westerly, residential rear yard of 5 feet in lieu of 19 feet required by the C4 Zone and a northerly side yard of 5 feet in lieu of 10 feet.

e. Transitional Height. Utilization of Tier 1 Transitional Height requirements to allow the project's building height limit to be stepped-back at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

Per LAMC Section 12.21.1 A(10),projects developed in a commercial zone with portions of buildings within 50 – 99 feet of a RW1 or more restrictive Zone shall not exceed 33 feet in height. The project is located approximately 91 feet from an R1 Zone, across Fairfax Avenue, and therefore would be subject to this requirement. The applicant elected to utilize Tier 1 Transitional Height requirements which allows the building height limit to be stepped-back at a 45 degree angle measured from the horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the R1 Zone across Fairfax Avenue. The maximum height established by the transitional height incentive would be 106 feet and 2 inches. The maximum proposed height of the project is 97 feet and 6 inches, encompassing seven stories.

APPEAL ANALYSIS

On December 22, 2020 an appeal was filed by Magda Georgelos, James Wiser, and Rick Morales of the Corte Milano Homeowners Association. The Homeowner's Association is located in a 10-unit condominium building adjacent to the project site to the north.

The appellant is appealing three Conditions of Approval incorporated in the Director of Planning's Determination. The following section provides a summary of the appeal points and staff's response. The full appeal application and justification document are provided in "Exhibit E".

Condition 6(c) – Parking:

Appeal Point: "we [the Appellant] are deeply concerned about the project only having 47 parking spaces for 62 residential units… The area is well located and services professionals that typically have a personal car while living in Los Angeles, rather than taking public transport. Without enough on-site residential parking spots this will create demand for parking on Fairfax and surrounding streets… It should be the responsibility of the Applicant to make sure the development has enough on-site parking and doesn't tax the surrounding community's already dense and limited street parking."

Staff Response:

The project site is located in a Tier 3 Transit Oriented Communities Affordable Housing Incentive area. Pursuant to the TOC Affordable Housing Incentive Program Guidelines, the applicant may utilize specified base and additional incentives in exchange for providing a prerequisite number of affordable units. While the project is eligible for Tier 3 Incentives, the applicant elected a lower Tier as is permissible, for Tier 1 incentives. The project received approvals to construct a 62 unit development, reserving five (5) units or eight (8) percent of the total number of units for Extremely Low Income households, utilizing base incentives to grant an F.A.R. of 2.5 to 1, reduced parking, and additional density, and additional incentives that included reduced yards and transitional height.

With regards to reduced parking, the proposed project is utilizing the base parking incentive for Tier 1 project to provide a residential parking which shall not exceed 0.5 automobile parking spaces per bedroom and a reduction in commercial parking by 10 percent, as stated in TOC Guidelines Section VI-2.a(i)(1). Given the project's proposed unit mix of 19 studio apartments, 28 one-bedroom apartments, and 15 two-bedroom apartments, as well as commercial space for small restaurant, restaurant, and retail use, the project would be allowed to provide at minimum 39 residential parking spaces and 35 commercial parking spaces under the Tier 1 Base Incentive for parking. The project proposes more residential parking than the minimum permitted by TOC Guidelines with 47 residential parking spaces compared to 39. In total, the project will provide 82 automobile parking spaces (47 residential, 35 commercial). Without the TOC Incentive, the project would be required to provide a total of 130 automobile parking spaces (91 residential, 39 commercial), representing a difference of 48 parking spaces.

	No. Units	No. Bedrooms	Per LAMC Sec. 12.21 A(4)	Per TOC Guidelines Sec. VI.2(a)(i)(1)	No. Spaces Proposed
Residential				(0.5 spaces/bedroom)	
Studio	19	19	19	9.5	
One-Bedroom	28	28	42	14	
Two-Bedroom	15	30	30	15	
Total	62	77	91	39	47

***Table 1**: Proposed and Required Residential Parking Spaces*

	Floor Area	Per LAMC Sec.12.21 A(4)	Per TOC Guidelines Sec. VI.2(e)(i)	No. Spaces Proposed
Commercial			(10% reduction)	
Restaurant Small Restaurant Retail	2,000 SF 1,000 SF 3,452 SF	20 5 14		
Total	6,452 SF	39	35	35

Table 2: *Proposed and Required Commercial Parking Spaces*

While the appellants contend that parking is insufficient for the number of units at the site, the city cannot require the project to provide any more spaces than the TOC Guidelines would otherwise require. The purpose of the TOC program is to encourage and facilitate the development of both market rate and affordable housing units within proximity to transit investments. As such, the provision of 82 parking spaces is consistent with the TOC Guidelines and no additional parking spaces can be required by the City. As such, staff recommends that the City Planning Commission deny the appeal and sustain the decision of the Director of Planning in approving the proposed project.

Condition 7(a) – Yards/Setbacks:

Appeal Point: "Another TOC incentive that will have a negative impact on our HOA is the allowance of only a 5 feet setback on the project's side yard (northern yard) in lieu of 10 feet otherwise required for the residential use of the project. The northern yard impacts our building in such a way that our daylight is severely compromised, and in some cases permanently blocked by this 7-story project. We ask the Commission help minimize our loss of daylight by requiring that Applicant build with a 10 feet setback for the northern yard."

Staff Response:

The proposed project is located in a Tier 3 TOC Affordable Housing Incentive area, as determined in the Transit-Oriented Communities – Referral Form, and is eligible for TOC Base Incentives and two (2) Additional Incentives as it meets the required percentage of units dedicated to on-site restricted affordable units outlined in the TOC Affordable Housing Incentive Program Guidelines. Although the project is eligible for Tier 3 Incentives, the applicant elected a lower Tier as is permissible, for Tier 1 incentives. In exchange, the proposed seven-story, mixed-use building was approved for 62 units, with five (5) units or 8 percent of the total number of units, reserved for Extremely Low Income Households.

The appellants, which are comprised of the HOA board of the northern adjoining 10-unit condominium development, have expressed concerns regarding a potential loss of access to daylight for their units. As permitted through the TOC Incentive Program, Tier 1 eligible projects located in a Commercial Zone may request the utilization of any or all RAS3 Zone yard requirements per LAMC Section 12.10.5. The project has elected to provide a westerly residential rear yard of 5 feet in lieu of the 19 feet otherwise required and a northerly side yard of 5 feet in lieu of 10 feet otherwise required, in conformance with the setback requirements of the RAS3 Zone. The appellants have requested that the Commission deny the reduced 5-foot setback and instead impose a 10-foot setback to provide more daylight exposure onto their property.

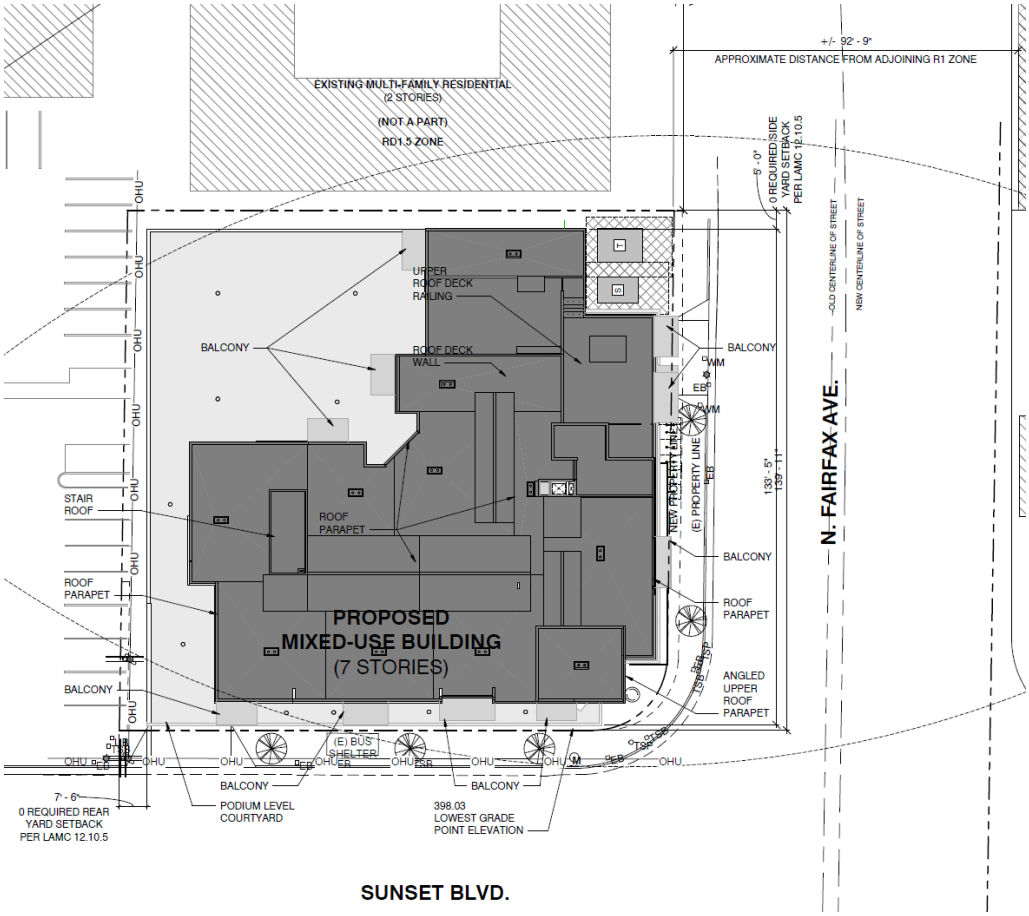


***Figure 1**. Plot Plan: The project proposes a 5-foot setback from the northern property line with most of the building's bulk and mass focused along Sunset Boulevard and Fairfax Avenue.*

As depicted in the Site and Floor Plans found in "Exhibit A", the applicant has addressed this concern through focusing the building's bulk and mass along the project's respective street frontages along the southern and eastern portions of the site. Along the northern portion of the site, the bulk and massing is tempered by a courtyard located on the northwest corner of the third floor. The courtyard would function as a semi-private open space for recreation, socialization, and relaxation, and will feature landscaping. The utilization of this space as a courtyard rather than for additional residential units, will reduce the project's visual impact and loss of sun exposure onto residential properties north and northwest of the project site. In addition, in a scenario in which the subject mixed-use project was not proposed and a strictly commercial project were to be proposed, no setbacks would be required. As permitted by the C4 zoning of the project site, the hypothetical project would be allowed to be built up to the property line and observe no setback. As such, staff recommends that the City Planning Commission deny the appeal and sustain the decision of the Director of Planning in approving the proposed project.

Condition 7(b) – Transitional Height:

Appeal Point: "At 7 stories above ground and a maximum height of 97 feet and 6 inches, the Project will tower over our 2-story building. The sun will be blocked or severely hindered on the south side of our building… We ask that the Commission reconsider the height incentive due to the close proximity of our building and require that Applicant reduce the Project's height."

Staff Response:

The proposed project is located in a Tier 3 TOC Affordable Housing Incentive area and is eligible for TOC Base Incentives and two (2) Additional Incentives as it meets the required percentage of units dedicated to on-site restricted affordable units outlined in the TOC Affordable Housing Incentive Program Guidelines. Although the project is eligible for Tier 3 Incentives, the applicant elected a lower Tier as is permissible, for Tier 1 incentives. In exchange, the proposed seven-story, mixed-use building was approved of 62 units, with five (5) units or 8 percent of the total number of units, reserved for Extremely Low Income Households.

Pursuant to LAMC Section 12.21.1-A.10, projects developed in a commercial zone with portions of buildings within 50 – 99 feet of a RW1 or more restrictive Zone are subject to transitional height requirements that may require reduced building heights when a building is adjoining a more restrictive zone. The project is located approximately 91 feet from an R1 zoned property across Fairfax Avenue, and therefore would be subject to transitional height. As a result, the applicant has elected to utilize Tier 1 Transitional Height requirements, which allows the building height limit to be stepped-back at a 45 degree angle measured from the horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the R1 Zone across Fairfax Avenue. The maximum height established by the transitional height incentive is 106 feet and 2 inches. The maximum proposed height of the project will be 97 feet and 6 inches, encompassing seven stories. It should be noted that the transitional height requirement is not triggered by proximity to the northern abutting 10-unit condominium development, as that site is zoned RD1.5, which is less restrictive than the RW1 Zone.

As stated previously, the project's design concentrates height and massing along the Sunset Boulevard and Fairfax Avenue street frontages, and away from northern portion of the property. The third-floor courtyard provides a setback of at least 39 feet to the northern property line and an approximately 50-foot setback to the 7-story, 97-foot and 6-inch portion of the project. For a majority of the site's northern property line, the three-story podium that rises to a height of approximately 30 feet would be the highest point within 10 feet of the existing condominium development (the exception being the Fairfax Avenue fronting residential units). As such, the project's height is appropriate given the utilization of the Transit Oriented Communities Incentive Program Transitional Height incentive. Staff recommends that the City Planning Commission deny the appeal and sustain the decision of the Director of Planning in approving the proposed project.

Figure 2. *Western Elevation: The third-floor courtyard is open on the northern and western portions of the project site, facing residential and commercial uses. From the northern property line, the courtyard provides a minimum setback of 30 feet and a maximum setback of 50 feet at the highest portion of the building.*

STAFF RECOMMENDATION

For the reasons stated herein, and as provided in the Findings in the Director's Determination (Exhibit C), the proposed project does comply with the applicable provisions of the Transit Oriented Communities Affordable Housing Incentive Program and the California Environmental Quality Act and Los Angeles Municipal Code. The appeal of the Director's Determination cannot be substantiated and therefore should be denied.

Staff recommends that the City Planning Commission:

Determine that, based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines, regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

Deny the appeal DIR-2020-3348-TOC-SPR-HCA and **sustain** the decision of the Director of Planning for the construction, use, and maintenance of a seven-story, residential-commercial building with 62 dwelling units inclusive of five units reserved for Very Low Income Households for a period of 55 years, with Base and Additional Incentives for an increase in floor area ratio, residential density, and transitional height and a reduction in parking requirements and setbacks.

Adopt the Director of Planning's Conditions of Approval, Findings, and Exhibit "A".

EXHIBIT A

PLANS

PROJECT SUMMARY

PROJECT DESCRIPTION:

BUILDING SITE AREA:	20,815 SF	
	TOTALS	
SUBTERRANEAN PARKING	1 LEVEL	
LEVELS 1-2: PARKING & RETAIL PROGRAM	2 LEVELS	
LEVELS 3-7: RESIDENTIAL PROGRAM	5 LEVELS	
TOTAL RESIDENTIAL =	62 UNITS	

BUILDING TO BE PROVIDED WITH AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH CBC 903.3.1.1 AND NFPA 13; AND WITH FIRE ALARM

PER ADA, PROJECT IS 100% PRIVATELY FUNDED, NO TAX CREDIT, NOT PUBLIC HOUSING

FLOOR AREA SUMMARIES (BASED ON CBC DEFINITION OF BUILDING AREA) THE AREA INCLUDED WITHIN SURROUNDING EXTERIOR WALLS, OR EXTERIOR WALLS AND FIRE WALLS, EXCLUSIVE OF VENT SHAFTS AND COURTS. AREAS OF THE BUILDING NOT PROVIDED WITH SURROUNDING WALLS SHALL BE INCLUDED IN THE BUILDING AREA IF SUCH AREAS ARE INCLUDED WITHIN THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE.

ALLOWABLE AREA:

SPRINKLER: TYPE IA & IIIA (WITH FRONTAGE INCREASE - INCREASE APPLIED TO HEIGHT AND STORY, CBC 504.2)

LEVEL	DESCRIPTION (CONST. TYPE)	PROPOSED GROSS (S.F.)
P1	PARKING GARAGE TYPE IA	16,511
1	PARKING GARAGE TYPE IA	10,466
	RETAIL TYPE IA	6,452
2	PARKING GARAGE TYPE IA	17,009
3	RESIDENTIAL TYPE IIIA	12,077
4		12,079
5		12,079
6		12,079
7		9,656
TOTAL (OVERALL):		**108,409**

PROJECT DESCRIPTION

PROPOSED MIXED-USE RESIDENTIAL BUILDING WITH 62 RESIDENTIAL UNITS OVER 6,452 SF OF COMMERCIAL SPACE FOR A TOTAL OF 57,241 SF. THE PROPOSED BUILDING WILL BE 5-STORIES OVER 2 LEVELS OF ABOVE GRADE AND 1 LEVEL OF SUBTERRANEAN PARKING. THE PROJECT WILL UTILIZE THE TOC TIER 1 BY-RIGHT AND ADDITIONAL INCENTIVES WHICH INCLUDE TRANSITIONAL HEIGHT AND YARD REQUIREMENTS OF THE RAS3 ZONE. THE PROJECT WILL PROVIDE 8% OF THE UNITS AS EVL AFFORDABLE UNITS PER TOC GUIDELINES.

LEGAL DESCRIPTION

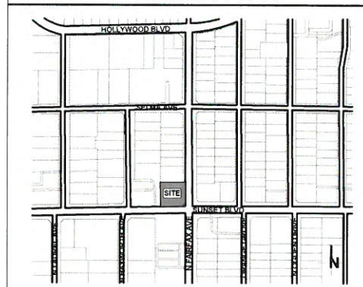
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 46, 47 AND 48 OF TRACT NO. 1607 AS PER MAP RECORDED IN BOOK 21 AT PAGES 54 AND 55 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA; EXCEPT THAT PORTION GRANTED TO THE COUNTY OF LOS ANGELES BY INSTRUMENT RECORDED MARCH 28, 1968, INSTRUMENT NO. 2562 IN BOOK D 3953 AT PAGE 673, OFFICIAL RECORDS OF LOS ANGELES COUNTY, CALIFORNIA.

EXCEPTING ALL MINERALS AND OIL, GAS AND OTHER HYDROCARBON SUBSTANCES UNDER SAID LAND BELOW A DEPTH OF 500 FEET WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED BY ATLANTIC RICHFIELD COMPANY, A CORPORATION, IN A DEED RECORDED OCTOBER 31, 1983, AS INSTRUMENT NO. 83-1286008, OFFICIAL RECORDS.

FOR CONVEYANCING PURPOSES ONLY: APN 5551-018-020

VICINITY PLAN



DOCUMENT SUBMITTALS

THE FOLLOWING DISCIPLINES ARE INCLUDED IN THIS ARCHITECTURAL SET:

1. CIVIL
2. STRUCTURAL - GARAGE AND SUPERSTRUCTURE
3. LANDSCAPE - STREET PODIUM AND DECK
4. INTERIOR DESIGN

THE FOLLOWING DISCIPLINES WILL BE SUBMITTED UNDER SEPARATE PERMIT APPLICATION:

1. DEMOLITION
2. SHORING
3. GRADING
4. MECHANICAL
5. ELECTRICAL
6. PLUMBING
7. MURAL

THE CONTRACTOR IS RESPONSIBLE FOR THE FOLLOWING DEFERRED SUBMITTALS TO THE CITY OF LOS ANGELES:

1. DESIGN-BUILD METAL STAIRS (TYPE IA CONSTRUCTION)
2. ELEVATORS
3. FIRE SPRINKLER SYSTEM
4. SIGNAGE PACKAGE
5. SECURITY SYSTEMS
6. COLD FORMED METAL STUD SYSTEM, EXTERIOR AND INTERIOR
7. STOREFRONT SYSTEMS
8. FIRE ALARM SYSTEM
9. DECK RAILINGS

RELEVANT CODES

BUILDING CODE	2019 CALIFORNIA BUILDING CODE (BASED ON 2018 INTERNATIONAL BUILDING CODE) L.A. CITY AMMENDMENTS (2020 LABC)
GREEN BUILDING CODE	2019 CALIFORNIA GREEN BUILDING STANDARD CODE CALIFORNIA CODE REGULATIONS TITLE 24, PART 11 WITH L.A. CITY AMMENDMENTS
ELECTRICAL CODE	2019 CALIFORNIA ELECTRICAL CODE (BASED ON 2017 NATIONAL ELECTRICAL CODE) WITH L.A. CITY AMMENDMENTS
MECHANICAL CODE	2019 CALIFORNIA MECHANICAL CODE (BASED ON 2018 UNIFORM MECHANICAL CODE) WITH L.A. CITY AMMENDMENTS
PLUMBING CODE	2019 CALIFORNIA PLUMBING CODE (BASED ON 2018 UNIFORM PLUMBING CODE) WITH L.A. CITY AMMENDMENTS
FIRE CODE	2019 CALIFORNIA FIRE CODE (BASED ON 2018 INTERNATIONAL FIRE CODE) WITH L.A. CITY AMMENDMENTS
ELEVATOR CODE	ASME ELEVATOR CODE - ASME A17.1 WITH L.A. CITY AMMENDMENTS
PLANNING AND ZONING	CHAPTER 1 OF THE LOS ANGELES MUNICIPAL CODE SIXTH EDITION **ZI-2452** - TRANSIT PRIORITY AREA IN THE CITY OF LOS ANGELES
THE FAIR HOUSING ACT (FHA)	FAIR HOUSING ACT DESIGN MANUAL PUBLISHED AUGUST 1996 - REVISED APRIL 1998

THE AMERICAN WITH DISABILITIES ACT (ADA) - COMPIANCE USING THE 2010 ADAS, AS APPLICABLE TO ANY PUBLIC ACCOMMODATION (TITLE III) AREAS, SUCH AS A LEASING OFFICE, RETAIL, AND RELATED ACCESSIBLE ROUTES, RESTROOMS, AND PARKING.

PROJECT DIRECTORY

OWNER
SKYVIEW SUNSET LLC
888 S FIGUEROA ST.
LOS ANGELES, CA 90017
ATTN: DANIEL TABAN

ARCHITECT OF RECORD
NEXT ARCHITECTURE
100 W. BROADWAY, SUITE 3000
LONG BEACH, CA 90802
ATTN: WINSTON CHANG
E-MAIL: WCHANG@NEXT-ARC.COM
TEL: (562) 810-3719

LANDSCAPE ARCHITECT
LRM LTD.
10355 JEFFERSON BLVD.
CULVER CITY, CA 90232
ATTN: GRACE KO
E-MAIL: GKO@LRMLTD.COM
TEL: (310) 839-6600 x35

SURVEYOR
AEI CONSULTANTS
2500 CAMINO DIABLO
WALNUT CREEK, CA. 94597
ATTN: ERIC S. CANTRELL
E-MAIL: SURVEYS@AEICONSULTANTS.COM
TEL: (925) 746-6000

CIVIL ENGINEER
DK ENGINEERING
5420 WILSHIRE BLVD., SUITE 1000
LOS ANGELES, CA 90048
ATTN: FREDY GARCIA
E-MAIL: FGARCIA@DKENGINEERCORP.COM
TEL: (951) 370-3226

LIGHTING DESIGN
KGM LIGHTING
270 CORAL CIRCLE.
EL SEGUNDO, CA 90245
ATTN: ANDRE MEDINA
E-MAIL: AMEDINA@KGMLIGHTING.COM
TEL: (310) 606-6788

SHORING
CEFALI
4344 LAUREL CANYON BLVD., SUITE 3
LOS ANGELES, CA 91604
ATTN: DAVID CEFALI
E-MAIL: DCEFALI@CEFALI.COM
TEL: (818) 752-1812

STRUCTURAL ENGINEER
ENGLEKIRK STRUCTURAL ENGINEERS
3621 S. HARBOR BLD., SUITE 125
SANTA ANA, CA 92704
ATTN: MOHAMED HASSAM
E-MAIL: MOHAMED.HASSAN@ENGLEKIRK.COM
TEL: (714) 557-6551

MECHANICAL/PLUMBING
GREEN MEP ENGINEERING
10355 JEFFERSON BLVD.
CULVER CITY, CA 90232
ATTN: KEVIN DIN
E-MAIL: KEVIN@GREENMEP.COM
TEL: (949) 232-1919 x325

ELECTRICAL
ACCESSIBLE CONSULTING ENGINEERS
1289 POMONA RD, NO. 111
CORONA, CA 92882
ATTN: IRAJ NASROLAHI
E-MAIL: IRAJ@ACETESTING.COM
TEL: (951) 808-1040

EXTERIOR ACCESS
LYNN SAFETY
110 MASON CIRCLE, SUITE A
CONCORD, CA 94520
ATTN: IAN MCKALLIP
E-MAIL: IMCKALLIP@LYNNSAFETY.COM
TEL: (925) 609-7846

GEOTECH
GEOTECHNOLOGIES, INC.
439 WESTERN AVE.
GLENDALE, CA 91201
ATTN: GREGORIO VARELA
E-MAIL: GVARELA@GEOTEC.COM
TEL: (818) 240-9600

DRY UTILITIES
DUEX
17291 IRVINE BLVD., SUITE 206
TUSTIN, CA 92780
ATTN: IAN SANCHEZ
E-MAIL: IAN@DUEXPERTS.COM
TEL: (714) 689-7133

EXHIBIT "A"
Page No. 1 of 29
Case No. DIR-2020-3348-TOC-SPR-HCA

■ ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 810-3719

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■ CONSULTANT

■ CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

■ PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

■ ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	FZA SUBMITTAL

NOT FOR CONSTRUCTION

■ PROJECT NUMBER: 19.120

■ SHEET TITLE

TITLESHEET

■ SHEET NUMBER

A000

PROJECT SUMMARY

PROJECT ADDRESS: 1501 N. FAIRFAX AVE., LOS ANGELES, CA 90046
LOT AREA (SF): 20,815 pre dedication (20,473 post dedication)
LOT APN: 5551018020

NOTE: (PER TOC CASE NUMBER PAR 2020-2421-TOC, PROJECT IS REQUESTING TIER 1 INCENTIVES THOUGH UP TO TIER 3 IS ALLOWED)

C4-1D	TIER 1	7	2.75	62
ZONING	TOC	NO. OF STORIES	FAR	DENSITY

TOC BASE INCENTIVES:
DENSITY
FAR
PARKING

TOC ADDITIONAL INCENTIVE:
TRANSITIONAL HEIGHT
YARDS

	LAMC C4-1D (REQUIRED)	TOC TIER 1 (REQUIRED)	PROVIDED
YARDS/SETBACKS	LAMC 12.22 A.18(a)(3) | LAMC 12.16	| PER TOC VII.1(a)(6) (RASS)	
	Commercial | Residential	Commercial | Residential	Commercial | Residential
FRONT YARD SETBACK (FAIRFAX):	Front: 0 ft | 0 ft	Front: 0 ft | 0 ft	2'-1" | 3'-2"
SIDE YARD SETBACK (SUNSET):	Side: 0 ft | 0 ft	Side: 0 ft | 0 ft	1'-10" | 7'-5"
SIDE YARD SETBACK (NORTH PL):	Side: 0 ft | 5 ft + 5 ft = 10 ft	Side: 0 ft | 5 ft (SEE NOTE 5)	5'-0" | 5'-0"
REAR YARD SETBACK (WEST PL):	Rear: 0 ft | 15 ft + 4 ft = 19 ft	Rear: 0 ft | 5 ft (SEE NOTE 5)	5'-2" | 17'-7"
HEIGHT			
NUMBER OF STORIES:	UNLIMITED (PER LAMC R4-1 BASE)	UNLIMITED (PER LAMC R4-1 BASE)	**7 STORIES**
HEIGHT LIMIT:	UNLIMITED (PER LAMC R4-1 BASE)	106'-2" (PER TOC VII.1.(a)(1) SEE NOTE 4	85'-0" (TOP OF ROOF PER CBC TABLE 503) TALLEST PORTION FOR APPURTENANCE / SCREENING / ARCH. FEATURES (97'-6")
FLOOR AREA RATIO (FAR)	**1.00** (PER LAMC C4-1D BASE)	**2.75** (Per TOC Sec. VI.1.b.v.2)	**2.75**
BUILDABLE AREA (SF)	**20,815** (PER LAMC SEC 12.03 DEFINITION)		
FLOOR AREA (SF)	20,815 (20,815 SF x 1.0 FAR)	57,241 (20,815 SF x 2.75 FAR)	**57,241**
RESIDENTIAL DENSITY (DU)	**53** (400 SF PER UNIT PER LAMC R4-1 BASE)	**80** (50% INCREASE PER TOC TIER 1)	**62**
RESTRICTED AFFORDABLE UNITS			**5** (Extremely Low Income Units Provided)

PARKING (RESIDENTIAL)

			(PER LAMC 12.21 A.4)		PER TOC Sec. VI.2.b.i.1 (.5 STALLS X NO. BEDROOMS)		
STUDIO	NO. UNITS= 19	19	STALLS (NO. UNITS X 1 STALLS PER)	9.5	STALLS (.5 STALLS X 19 BEDROOMS)	10	COMPACT
1 BEDROOM	NO. UNITS= 28	42	STALLS (NO. UNITS X 1.5 STALLS PER)	14	STALLS (.5 STALLS X 28 BEDROOMS)	36	STANDARD
2 BEDROOMS	NO. UNITS= 15	30	STALLS (NO. UNITS X 2 STALLS PER)	15	STALLS (.5 STALLS X 30 BEDROOMS)	1	DISABLED
3 BEDROOMS	NO. UNITS= 0	0	STALLS (NO. UNITS X 2 STALLS PER)	0	STALLS (.5 STALLS X 0 BEDROOMS)		
TOTAL RESIDENTIAL:	**62**	**91**	**RESIDENTS STALLS**	**39**	**TOTAL RESIDENTIAL**	**47**	**TOTAL RESIDENTIAL PROVIDED**

PARKING (COMMERCIAL) (PER LAMC Sec. 12.21 A.4) (PER TOC Sec. VI.2.e.i.)

RESTAURANT	2,000	SF	1/100	20	STALLS			10	COMPACT
SMALL RESTAURANT	1,000	SF	1/200	5	STALLS	10%	REDUCTION	24	STANDARD
RETAIL	3,452	SF	1/250	14	STALLS			1	DISABLED
TOTAL COMMERCIAL:	**6,452**	**SF**		**39**	**COMMERCIAL STALLS**	**35**	**TOTAL COMMERCIAL**	**35**	**TOTAL COMMERCIAL PROVIDED**

(Ground-floor nonresidential use as follows: TOC guideline: Sec. VI.2.e.1. Tier 1 - up to a 10% reduction in the nonresidential parking requirement.)

74 TOTAL PARKING SPACES REQUIRED
82 TOTAL PARKING SPACES PROVIDED

PARKING (BIKE STALLS) (RESIDENTIAL)

	SHORT TERM					LONG TERM					
	1-25 DU	25	1 STALL/10 DU =	2.50		25	1 STALL/1 DU =	25.00		5	SHORT TERM
	26-100 DU	37	1 STALL/15 DU =	2.47		37	1 STALL/1.5 DU =	24.67		50	LONG TERM
	101-200 DU	0	1 STALL/20 DU =	0.00		0	1 STALL/2 DU =	0.00			
				5	**TOTAL SHORT TERM**			**50**	**TOTAL LONG TERM**	**55**	**TOTAL BIKE PARKING**

PARKING (BIKE STALLS) (COMMERCIAL) PER LAMC TABLE 12.21 A.16 (a)(2)

			SHORT TERM		LONG TERM			
RESTAURANT	2,000	SF 1 STALL /2,000 SF	2	STALLS	1 STALL /2,000 SF	2	STALLS	6 SHORT TERM
SMALL RESTAURANT	1,000	SF 2 / RESTAURANT	2	STALLS	2 / RESTAURANT	2	STALLS	6 LONG TERM
RETAIL	3,452	SF 1 STALL /2,000 SF	2	STALLS	1 STALL /2,000 SF	2	STALLS	
	6,452	**SF**	**6**	**TOTAL SHORT TERM**		**4**	**TOTAL LONG TERM**	**12 TOTAL BIKE PARKING**

11 TOTAL SHORT TERM REQUIRED
54 TOTAL LONG TERM BIKE PARKING REQUIRED

FLOOR AREA SUMMARY (SEE NOTE 1 & 2)

LEVEL 1	**7,016**	**SF**
ELEVATOR LOBBY	124	SF
RECREATION ROOM	440	SF
RETAIL/RESTAURANT	6,452	SF
LEVEL 2	**0**	**SF**
RESIDENTIAL AREA	0	SF
COMMON/CORRIDOR	0	SF
- BALCONIES	0	SF
LEVELS 3	**10,415**	**SF**
RESIDENTIAL AREA	9,027	SF
COMMON/CORRIDOR	1,233	SF
- BALCONIES	155	SF
LEVEL 4	**10,523**	**SF**
RESIDENTIAL AREA	9,400	SF
COMMON/CORRIDOR	968	SF
- BALCONIES	155	SF
LEVELS 5	**10,523**	**SF**
RESIDENTIAL AREA	9,400	SF
COMMON/CORRIDOR	968	SF
- BALCONIES	155	SF
LEVELS 6	**10,522**	**SF**
RESIDENTIAL AREA	9,400	SF
COMMON/CORRIDOR	968	SF
- BALCONIES	154	SF
LEVELS 7	**8,242**	**SF**
RESIDENTIAL AREA	7,184	SF
COMMON/CORRIDOR	958	SF
- BALCONIES	100	SF
TOTAL	**57,241**	**SF**

UNIT MIX SUMMARY

	UNIT TYPE	COUNT	NO. BDRMS.	BR TOTAL	UNIT AVG. SF	UNIT TOTAL SF
19 STUDIO	S1	1	1	1	493	493
	S2	10	1	10	506	5,060
	JR. A1	5	1	5	554	2,770
	JR. A2	3	1	3	601	1,803
28 (1BR)	A1	10	1	10	649	6,490
	A2	1	1	1	680	680
	A3	5	1	5	729	3,645
	A4	5	1	5	734	3,670
	A5	4	1	4	759	3,036
	A6	3	1	3	799	2,397
15 (2BR)	B1	1	2	2	817	817
	B2	4	2	8	936	3,744
	B3	5	2	10	1,089	5,445
	B4	5	2	10	1,212	6,060
		62		**77**		**46,130**

NOTES

1. PER LAMC SEC 12.03, THE AREA CONTAINED WITHIN THE EXTERIOR WALLS, NOT INCLUDING EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING OPERATING EQUIPMENT OR PARKING AREAS EXCLUSIVELY FOR THE USE OF THE BUILDING OR PARKING AS REQUIRED.

2. PER THE ANGELES TOWER DEFINITIONS AREA IS ANY FLOOR OR ANY PORTION OF ANY FLOOR AREA THAT IS NOT EXCLUDED OR EXEMPT AND IS LOCATED MORE THAN 12 FEET ABOVE THE FINISHED FLOOR OF THE BUILDING AND IS NOT STRUCTURAL FLOOR AREA. FOR THE USE OF THIS DEFINITION, FLOOR AREA INCLUDES MEZZANINES, COURTYARDS, AND OPEN AREA.

3. FOR TOC CASE NUMBER PAR-2020-2421-TOC, PROJECT IS REQUESTING TIER 1 INCENTIVES THOUGH UP TO TIER 3 IS ALLOWED.

4. TRANSITIONAL HEIGHT AND FUTURE HOUSING DEVELOPMENT MAY REQUIRE THE FOLLOWING TRANSITIONAL HEIGHT REQUIREMENTS: NUMBER OF TIERS PER LAMC 12.21.1.A.10. THE MAX HEIGHT CAN BE 1 TRANSITIONAL HEIGHT TIER IN AN R4 SPECIFIC PLAN, REGARDLESS AND REGARDLESS OF THE ZONE OF THE HEIGHT WITHIN A MULTI-FAMILY ZONE AT ACCORDING TO THE MAX HEIGHT PER ZONE.
- TIER 1 AND 2: THE BUILDING MUST CONTAIN ONLY RESIDENTIAL DWELLING UNITS AND ALL RESIDENTIAL AREAS AS MEASURED FROM A HORIZONTAL PLANE OR SLOPING TO THE MEDIAN GRADE ALONG THE PROPERTY LINE OF THE AFFORDABLE ZONE OR THE MEDIAN GRADE OF THE ZONE OR THE MEDIAN GRADE OF THE ZONE PLUS 3 FEET.

5. YARD SETBACKS: IN ORDER TO PROVIDE DENSITY BONUS, THE PROJECT WAS REQUESTED A REDUCTION IN THE COMMON REQUIRED YARD SETBACKS AS FOLLOWS: COMMERCIAL FRONT: 0 FEET, COMMERCIAL SIDE: 0 FEET, RESIDENTIAL FRONT: 0 FEET, RESIDENTIAL SIDE: 0 FEET, RESIDENTIAL REAR: 0 FEET. THE PROJECT WILL PROVIDE THE YARDS AS PER THE PLANS, EXCEPT FOR THE REAR YARD, WHICH IS PROVIDED AT 5 FEET INSTEAD OF 19 FEET AS REQUIRED BY LAMC 12.10.5.

OPEN SPACE SUMMARY (PER LAMC SEC 12.21 G)

UNIT TYPE	NO. UNITS	HABITABLE RMS.	REQ'D SF	TOTAL REQ'D
S1	1	2	100	100
S2	10	2	100	1,000
JR. A1	5	2	100	500
JR. A2	3	2	100	300
A1	10	2	100	1,000
A2	1	2	100	100
A3	5	2	100	500
A4	5	2	100	500
A5	4	2	100	400
A6	3	2	100	300
B1	1	3	125	125
B2	4	3	125	500
B3	5	3	125	625
B4	5	3	125	625
	62			
TOTAL OPEN SPACE REQUIRED				**6,575**

TOTAL **CREDITED** OPEN SPACE	% REQ.	% PROV.	AREA (SF)	
PRIVATE DECKS	50% MAX	43%	2,850	57 BALCONIES CREDITED
COMMON OPEN (COURTYARD)	50% MIN	57%	3,725	
RECREATION ROOM	25% MAX	0%	0	
CREDITED			**6,575**	
REQUIRED			**6,575**	
TOTAL **NON CREDITED** OPEN SPACE			AREA (SF)	
PRIVATE DECKS			1,444	
COMMON OPEN (COURTYARD + ROOF DECK)			1,861	
RECREATION ROOM			439	
NON CREDITED =			**3,744**	PRIVATE & COMMON OPEN SPACE
TOTAL LANDSCAPE AREA REQUIRED CREDITED	25%		931	MINIMUM
TOTAL LANDSCAPE AREA REQUIRED NON CREDITED	25%		575	
TOTAL LANDSCAPE AREA PROVIDED		25%	1,506	
TREES REQUIRED			16	PROVIDED AT THE YARD AREA
TREES PROVIDED			16	SEE LANDSCAPE DRAWINGS FOR LOCATION

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TOC-SPR-HCA

ARCHITECT
NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 810-3719

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CONSULTANT

CLIENT/OWNER
SKYVIEW SUNSET LLC
888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT
SUNSET
1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046
MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE
PROJECT SUMMARY

SHEET NUMBER
A001

SHEET INDEX

NUMBER	NAME	ISSUE AND REVISIONS: TOC: 04-15-2020	100% SCHEMATIC DESIGN : 04-16-2020	PZA SUBMITTAL	ENTITLMENT SUBMITTAL: 09-04-20
GENERAL					
A000	TITLESHEET	●	●	●	●
A001	PROJECT SUMMARY	●	●	●	●
A002	SHEET INDEX				●
A010	EXISTING SITE PLAN	●	●	●	●
A011	PLOT PLAN	●	●	●	●
A021	GENERAL NOTES				●
A040	OPEN SPACE DIAGRAMS	●	●	●	●
A041	F.A.R. SUMMARY	●	●	●	●
A042	BUILDING AREA			●	●
ARCHITECTURAL					
A101	ARCHITECTURAL SITE PLAN				●
A102	FLOOR PLAN - LEVEL P1	●	●	●	●
A103	FLOOR PLAN - LEVEL 1	●	●	●	●
A104	FLOOR PLAN - LEVEL 2	●	●	●	●
A105	FLOOR PLAN - LEVEL 3	●	●	●	●
A106	FLOOR PLAN - LEVEL 4	●	●	●	●
A107	FLOOR PLAN - LEVEL 5				●
A108	FLOOR PLAN - LEVEL 6				●
A109	FLOOR PLAN - LEVEL 7	●	●	●	●
A110	ROOF PLAN	●	●	●	●
A301	EXTERIOR ELEVATIONS	●	●	●	●
A302	EXTERIOR ELEVATIONS	●	●	●	●
A401	BUILDING SECTION	●	●	●	●
A402	BUILDING SECTION	●	●	●	●
L000	COMPOSITE PLAN	●	●	●	●
L001	LEVEL 1	●	●	●	●
L002	LEVEL 3	●	●	●	●
L003	LEVEL 7	●	●	●	●
L004	TREE DISPOSITION PLAN	●	●	●	●
L005	PLANT PALETTE	●	●	●	●

EXHIBIT "A"
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Case No. DIR-2020-3348-TOC-SPR-HCA

ARCHITECT

NEXT ARCHITECTURE
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CONSULTANT

CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

SHEET INDEX

SHEET NUMBER

A002

TITLE COMMITMENT INFORMATION

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PERTINENT PROPERTY AS DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT FILE NO.: NCS-947066-SA1, WITH A DATE OF 04/16/2019.

LEGAL DESCRIPTION

(AS DESCRIBED IN THE TITLE COMMITMENT)

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

LOTS 46, 47 AND 48 OF TRACT NO. 1607 AS PER MAP RECORDED IN BOOK 21 AT PAGES 54 AND 55 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA; EXCEPT THAT PORTION GRANTED TO THE COUNTY OF LOS ANGELES BY INSTRUMENT RECORDED MARCH 28, 1968, INSTRUMENT NO. 2562 IN BOOK D 3953 AT PAGE 673, OFFICIAL RECORDS OF LOS ANGELES COUNTY, CALIFORNIA.

EXCEPTING ALL MINERALS AND OIL, GAS AND OTHER HYDROCARBON SUBSTANCES UNDER SAID LAND BELOW A DEPTH OF 500 FEET WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED BY ATLANTIC RICHFIELD COMPANY, A CORPORATION, IN A DEED RECORDED OCTOBER 31, 1983, AS INSTRUMENT NO. 83-1286508, OFFICIAL RECORDS.

FOR CONVEYANCING PURPOSES ONLY: APN 5551-018-020

NOTES CORRESPONDING TO SCHEDULE B

(9) — AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AUGUST 28, 1951 AS INSTRUMENT NO. 3219 IN BOOK 37094, PAGE 49 OF OFFICIAL RECORDS. (AFFECTS, AS SHOWN)

(11) — AN EASEMENT FOR SLOPE AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED MARCH 28, 1968 AS INSTRUMENT NO 2562 OF OFFICIAL RECORDS. (AFFECTS, AS SHOWN)

(12) — AN AGREEMENT OR COVENANT TO HOLD LAND AS ONE PARCEL RECORDED JULY 09, 1984 AS INSTRUMENT NO. 84-816412 OF OFFICIAL RECORDS. (AFFECTS, AGREEMENT, NOTHING TO PLOT)

(15) — THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MEMORANDUM OF ARCO RETAIL SALES AGREEMENT" RECORDED JANUARY 22, 2015 AS INSTRUMENT NO. 20150076286 OF OFFICIAL RECORDS. (AFFECTS, AGREEMENT, NOTHING TO PLOT)

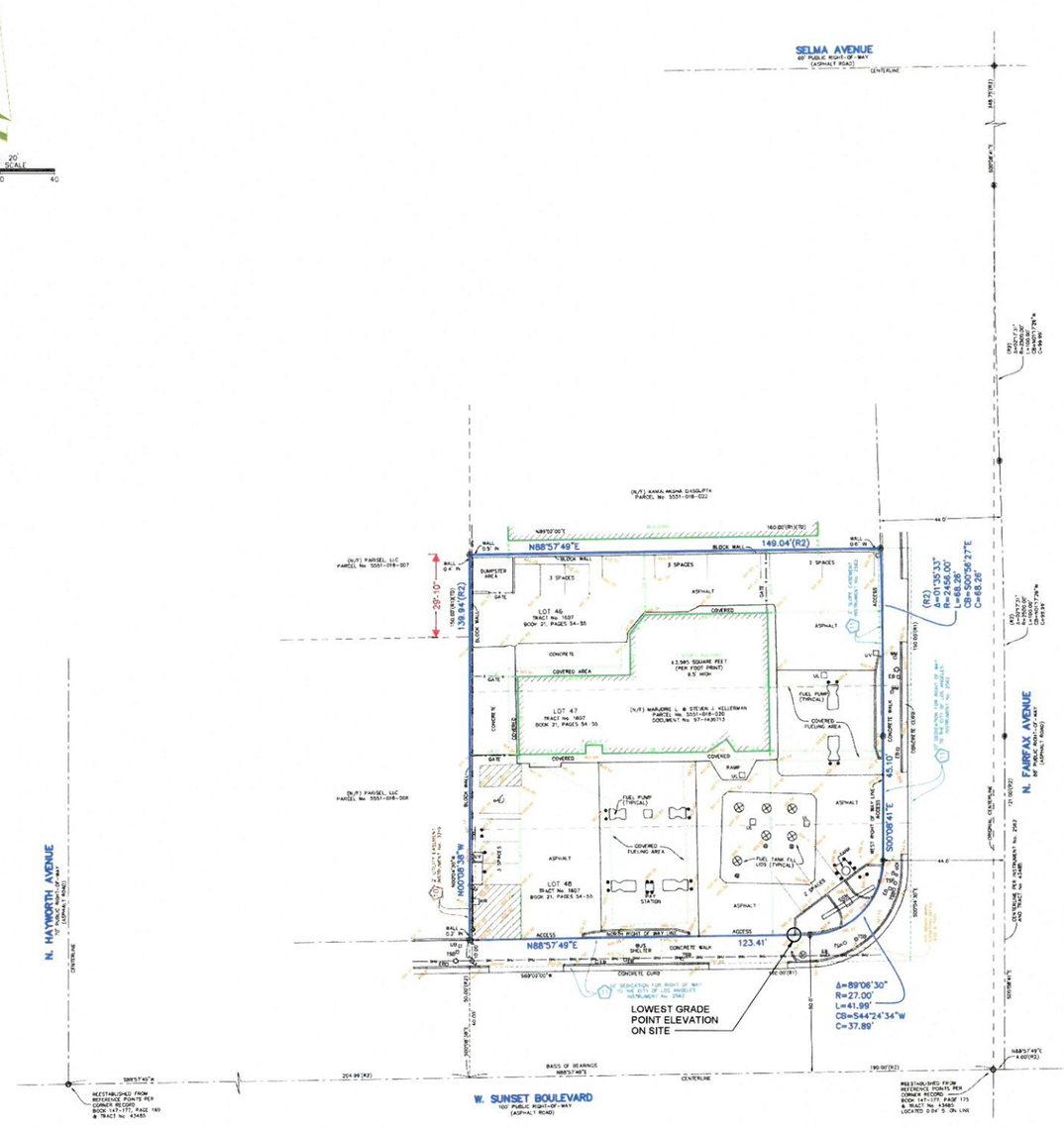
(16) — A RIGHT OF FIRST REFUSAL IN FAVOR OF TESORO REFINING & MARKETING COMPANY LLC, A DELAWARE LIMITED LIABILITY COMPANY AS CONTAINED IN OR DISCLOSED BY A DOCUMENT RECORDED JANUARY 22, 2015 AS INSTRUMENT NO. 20150076286 OF OFFICIAL RECORDS. (AFFECTS, AGREEMENT, NOTHING TO PLOT)

LEGEND

	CONCRETE SURFACE	(M)	MANHOLE
	NO PARKING AREA		TRAFFIC SIGN
—OHU—	OVERHEAD UTILITY LINES		BOLLARD
	UTILITY POLE	UB	UTILITY BOX
	GUY ANCHOR	EB	ELECTRIC BOX
	LIGHT POLE	UV	UTILITY VAULT
		UL	UTILITY LID
	HANDICAP PARKING SPACE	WM	WATER METER
TSP	TRAFFIC SIGNAL POLE	Δ	CENTRAL ANGLE
TSB	TRAFFIC SIGNAL CONTROL BOX	L	ARC LENGTH
	PROPERTY CORNER	R	RADIUS
	(NOT FOUND OR SET)	CB	CHORD BEARING
	FOUND CORNER AS SHOWN	C	CHORD LENGTH
(R1)	TRACT No. 1607	(N/F)	NOW OR FORMERLY
(R2)	TRACT No. 43485		
(TD)	TOTAL DISTANCE		

STATEMENT OF ENCROACHMENTS

NONE APPARENT.



VICINITY MAP

NOT TO SCALE

SHEET 1 OF 1

LAND AREA

20,815 SQUARE FEET
0.478 ACRES

PARKING

REGULAR= 13
HANDICAP= 1
TOTAL= 14

FLOOD INFORMATION

FLOOD NOTE: BASED ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AVAILABLE ONLINE AT WWW.MSC.FEMA.GOV, AND BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONE "X" ON FLOOD INSURANCE RATE MAP NUMBER 06037C1605F, WHICH BEARS AN EFFECTIVE DATE OF 09/26/2008 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. BY REVIEWING FLOOD MAPS PROVIDED BY THE NATIONAL FLOOD INSURANCE PROGRAM WE HAVE LEARNED THIS COMMUNITY DOES PARTICIPATE IN THE PROGRAM.

BEARING BASIS

BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF W. SUNSET BOULEVARD AS BEING N88°57'49"E, PER TRACT No. 43485, BOOK 1162, PAGE 74.

GENERAL NOTES

1. NO UNDERGROUND UTILITIES ARE SHOWN ON THIS SURVEY, ONLY ABOVE GROUND VISIBLE EVIDENCE OF UTILITIES ARE SHOWN.
2. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
3. THE SUBJECT PROPERTY HAS DIRECT PHYSICAL ACCESS TO N. FAIRFAX AVENUE AND W. SUNSET BOULEVARD, DEDICATED PUBLIC STREETS OR HIGHWAYS.
4. BASED ON SURFACE OBSERVATIONS BY A NONICE (SURVEYOR) THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON SUBJECT PROPERTY.
5. THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
6. THE PARCELS CONTAINED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAPS, GORES OR OVERLAPS.
7. BUILDING AREAS SHOWN HEREON ARE FOR THE FOOTPRINT OF THE BUILDING ONLY.
8. NO APPARENT CHANGES IN STREET RIGHT OF WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING JURISDICTION. NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
9. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF PROFESSIONAL LICENSED SURVEYOR. ADDITIONS AND DELETIONS TO SURVEY MAPS, SKETCHES, OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
10. NO ATTEMPT WAS MADE TO DETERMINE WETLANDS OR OTHER ENVIRONMENTAL ISSUES, UNLESS OTHERWISE NOTED.
11. TITLE WORK FOR THIS ALTA SURVEY WAS FURNISHED TO AEI CONSULTANTS BY THE CLIENT. NO TITLE SEARCH WAS PERFORMED BY AEI CONSULTANTS. AEI CONSULTANTS DOES NOT ACCEPT ANY LIABILITY FOR ERRORS, OMISSIONS OR DEFICIENCY'S DUE TO INACCURACY'S IN THE TITLE WORK.
12. ELEVATIONS SHOWN HEREON ARE BASED ON NAVD 88 DATUM, PER GPS OBSERVATION.
13. BEARINGS AND DISTANCE SHOWN HEREON ARE BASED ON TRACT No. 43485, BOOK 1162, PAGE 74.

ALTA/NSPS LAND TITLE SURVEY

AEI JOB # 406038

7901 W. SUNSET BOULEVARD

LOS ANGELES COUNTY — LOS ANGELES, CA

SITE PICTURE

AEI Consultants

COORDINATED BY:
AEI CONSULTANTS
2500 CAMINO DIABLO
WALNUT CREEK, CA, 94597
TELEPHONE: 925.746.6000
EMAIL: SURVEYS@AEICONSULTANTS.COM

ALTA/NSPS LAND TITLE SURVEY CERTIFICATION

TO: SKYVIEW SUNSET, LLC; FIRST REPUBLIC BANK; AND FIRST AMERICAN TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16, AND 17 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 06/15/2019. DATE OF PLAT OR MAP: 06/18/2019

PROFESSIONAL LAND SURVEYOR
ERIC S. CANTRELL
No. 7163
Exp. 12/31/19
STATE OF CALIFORNIA

7/17/19
DATED

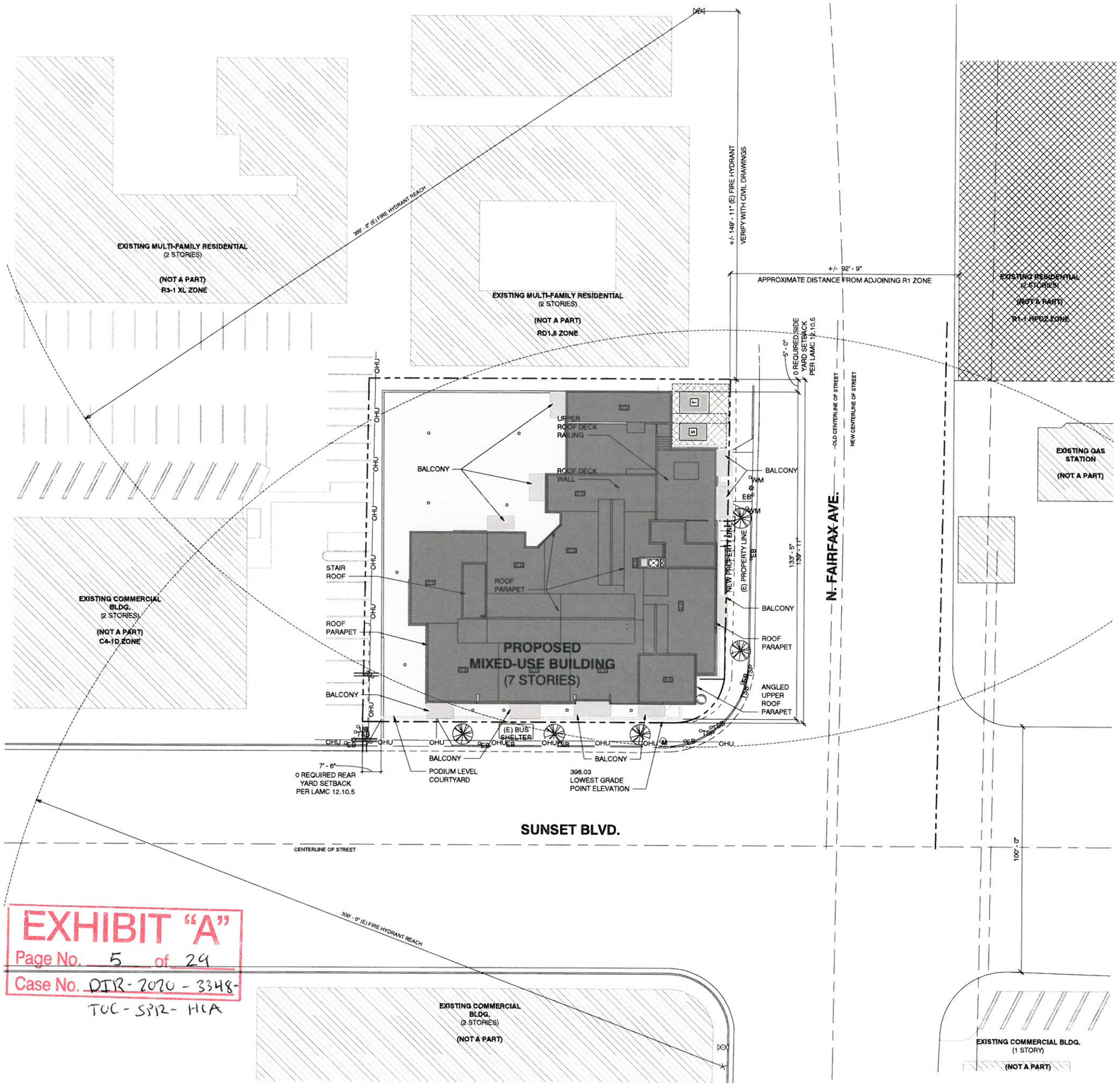
REGISTERED SURVEYOR: ERIC S. CANTRELL
PROFESSIONAL LAND SURVEYOR NO.: 7163
STATE OF CALIFORNIA
(FOR THE FIRM AEI CONSULTANTS)

DATE	REVISION HISTORY	BY
06/19/19	ADD SPOT ELEVATIONS	KQ

SURVEYOR JOB NUMBER: 406038
SCALE: 1" = 20'
DRAWN BY: KFQ
APPROVED BY: ESC

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

EXHIBIT "A"
Page No. 4 of 29
Case No. DIR-2020-3348-TOC-SPR-HCA



SITE PLAN 1
1/16" = 1'-0"

EXHIBIT "A"
Page No. 5 of 29
Case No. DIR-2020-3348-TOC-SPR-HCA

SITE DESCRIPTION

DWELLING UNITS

< 3 HABITABLE ROOMS (STUDIO)	= 19 UNITS
3 HABITABLE ROOMS (1 BEDROOM)	= 28 UNITS
> 3 HABITABLE ROOMS (2 BEDROOMS)	= 15 UNITS
	= 62 UNITS

PARKING REQUIRED

RESIDENTIAL STALLS (PER TOC SEC.VI.2.a.i.1)
(.5 STALLS X NO. BEDROOMS)

STUDIO = 19 UNITS X .5 STALLS	= 9.5 STALLS
1 BEDROOM = 28 UNITS X .5 STALLS	= 14 STALLS
2 BEDROOMS = 15 UNITS X 1 STALLS	= 15 STALLS
REQUIRED RESIDENTIAL	**= 39 STALLS**

COMPACT	= 10 STALLS
STANDARD	= 36 STALLS
DISABLED	= 1 STALLS
PROVIDED RESIDENTIAL	**= 47 STALLS**

COMMERCIAL STALLS (PER LAMC 12.24.A.4 AND PER TOC SEC V1.2.e.i)

RESTAURANT	= 2,000 SF X 1/100	= 20 STALLS
SMALL RESTAURANT	= 1,000 SF X 1/200	= 5 STALLS
RETAIL	= 3,300 SF X 1/250	= 14 STALLS
		= 39 STALLS
(PER TOC SEC V1.2.e.i) (10% REDUCTION)		
	= 39 X 10% REDUCTION	
REQUIRED COMMERCIAL		**= 35 STALLS**

COMPACT	= 10 STALLS
STANDARD	= 24 STALLS
DISABLED	= 1 STALLS
PROVIDED COMMERCIAL	**= 35 STALLS**

BICYCLE PARKING REQUIRED

RESIDENTIAL

1-25 DWELLING UNITS = 25 UNITS X 1STALL /10 DU	
26-100 DWELLING UNITS = 37 UNITS X 1STALL /15 DU	
REQUIRED & PROVIDED SHORT TERM	**= 5 STALLS**
1-25 DWELLING UNITS = 25 UNITS X 1STALL /1 DU	
26-100 DWELLING UNITS = 37 UNITS X 1STALL /1.5 DU	
REQUIRED & PROVIDED LONG TERM	**= 50 STALLS**

COMMERCIAL (PER LAMC TABLE 12.21 A.16.(a)(2))

RETAIL	1 PER 2,000 SF	= 2 MINIMUM
SMALL RESTAURANT	2 PER RESTAURANT	= 2
RESTAURANT	1 PER 2,000 SF	= 2 MINIMUM
REQUIRED & PROVIDED SHORT TERM		**= 6 STALLS**
REQUIRED & PROVIDED LONG TERM		**= 6 STALLS**

OPEN SPACE REQUIRED (CREDITED)	**= 6,575 SF**
OPEN SPACE NON-CREDITED	**= 3,744 SF**
OPEN SPACE TOTAL PROVIDED	**= 10,319 SF**

LOT AREA

PRE-DEDICATION	= 20,815 SF
POST-DEDICATION	= 20,065 SF

DENSITY

BUILABLE AREA = 20,815 SF /400 SF	= 53 UNITS
(50% INCREASE PER TOC TIER 1)	= 80 UNITS
PROVIDED	= 62 UNITS
FLOOR AREA = (20,815 SF x 1.0 FAR)	= 20,815 SF
(Per TOC Sec. VI.1.b.v.2) = 2.75 FAR x 20.815	= 57,241 SF
PROVIDED	= 57,241 SF

BUILDABLE HEIGHT

(PER TOC VII.1.g.ii.1)	= 106'-2"
PER BUILDING CODE (PROPOSED)	= 85'-0"
	= 7 STORIES
TALLEST PORTION FOR APPURTENANCE / SCREENING / ARCH. FEATURES	= 97'-0"

LEGAL DESCRIPTION

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FOR CONVEYANCING PURPOSES ONLY: APN 5551-018-020

GRAPHIC LEGEND

- PROPERTY LINE
- TRANSFORMER
- FIRE HYDRANT 300'-0" RADIUS REACH
- FIRE HYDRANT HOSE RUN LENGTH
- FIRE TRUCK HOSE RUN
- FIRE KNOX KEY BOX. SHALL BE LARGE ENOUGH TO CONTAIN 3 SETS OF ALL KEYS
- FDC — FIRE DEPARTMENT CONNECTION, REFER TO CIVIL PLANS
- BACKFLOW PREVENTER PER PLUMBING DRAWINGS
- OHU — OVERHEAD UTILITY LINES
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- TSP — TRAFFIC SIGNAL POLE
- FIRE HYDRANT

N

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 810-3719

NEXT ARCHITECTURE EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE DOCUMENTS. THESE DOCUMENTS ARE NOT TO BE REPRODUCED, CHANGED, OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF NEXT ARCHITECTURE.

CONSULTANT

CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

PLOT PLAN

SHEET NUMBER

A011

FIRE NOTES

1. THE MAXIMUM FLAME SPREAD CLASSIFICATION OF FINISH MATERIAL USED ON INTERIOR WALLS AND CEILINGS SHALL NOT EXCEED THAT SET FORTH IN GOVERNING CODE REQUIREMENTS.

2. PROVIDE FIRE STOPPING TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AT 10 FEET ON CENTER EACH WAY.

3. FOR EACH BUILDING SPACE PROVIDE ADDRESS NUMBERS. VERIFY SIZE AND LOCATION WITH FIRE DEPARTMENT AND SIGNAGE DRAWINGS.

4. PROVIDE A COMPLETE SUPERVISED AUTOMATIC FIRE SPRINKLER SYSTEM IN STRICT ACCORDANCE WITH THE FIRE DEPARTMENT REGULATIONS. SUBMIT PLANS BY A LICENSED FIRE SPRINKLER CONTRACTOR DIRECTLY TO THE FIRE DEPARTMENT, BUILDING DEPARTMENT AND TENANT INSURANCE COMPANY FOR REVIEW AND APPROVAL. SUBMIT SHOP DRAWINGS TO THE ARCHITECT PRIOR TO INSTALLATION, WITH ALL APPROVALS STAMPED THEREON.

5. EXIT SIGNS SHALL MEET THE REQUIREMENTS OF THE BUILDING AND FIRE CODES. SEE FLOOR PLANS, REFLECTED CEILING PLANS, AND ELECTRICAL LIGHTING PLANS FOR LOCATION OF EXIT LIGHTING. PROVIDE EXIT PATH LIGHTING GIVING A VALUE OF ONE FOOT CANDLE MINIMUM AT FLOOR LEVEL. ILLUMINATED EXIT SIGNS SHALL BE POWERED FROM SEPARATE CIRCUITS AND SEPARATE SOURCES.

6. ALL EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY, TOOL, OR ANY SPECIAL KNOWLEDGE OR EFFORT. ONLY THE MAIN EXIT DOOR MAY HAVE KEY OPERATED HARDWARE AND SHALL BE LABELED "THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS" IN BLOCK LETTERS A MINIMUM OF 1 INCH HIGH ON CONTRASTING BACKGROUND. EFFORT TO OPERATE IS NOT TO EXCEED 5 POUNDS FOR EXTERIOR AND INTERIOR DOORS AND 15 POUNDS FOR FIRE RATED DOORS.

7. WITHIN A STRUCTURE MAINTAIN AISLES LEADING TO REQUIRED EXITS CONTINUOUSLY TO A PUBLIC WAY OR APPROVED REFUGE AREA.

8. MAINTAIN EXTERIOR WALKWAYS WITH A MINIMUM WIDTH OF 48" TO A PUBLIC WAY.

9. ONE-HOUR FIRE RATED CORRIDORS SHALL HAVE DOOR OPENINGS PROTECTED BY TIGHT-FITTING SMOKE AND DRAFT CONTROL ASSEMBLIES WITH A 20 MINUTE LABEL. DOORS SHALL BE MAINTAINED SELF-CLOSING. DOORS SHALL BE GASKETED TO PROVIDE A SMOKE AND DRAFT SEAL.

10. PROVIDE FIRE DAMPERS WHERE DUCTWORK PENETRATES A FIRE RATED WALL OR CEILING ASSEMBLY UNLESS EXEMPTED BY THE BUILDING CODE OR FIRE CODE.

11. DURING CONSTRUCTION AND/OR DEMOLITION, PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2A OR 2A10BC WITHIN 75' TRAVEL DISTANCE OF ALL PORTIONS OF THE BUILDING ON EACH FLOOR.

12. AT THE TIME OF OCCUPANCY PERMIT, PROVIDE EXTINGUISHERS OF THE SIZE AND TYPE REQUESTED BY THE FIRE OFFICIAL. FIRE EXTINGUISHERS LOCATIONS SHALL BE DETERMINED BY FIELD INSPECTION IF NOT INDICATED ON THE APPROVED PLANS. LOCATIONS SHALL BE AGREED UPON BY THE INDIVIDUAL TENANTS AND THE FIRE OFFICIAL. ALL FIRE EXTINGUISHERS TO HAVE U.L. APPROVAL.

13. MAINTAIN GOOD HOUSEKEEPING AT ALL TIMES. ACCUMULATION OF COMBUSTIBLE WASTE MATERIALS IN THE BUILDING IS NOT ALLOWED.

14. INSTALL A KNOX KEY BOX AT MAIN ENTRANCE/EXIT AT EACH BUILDING (LOCATION AS DETERMINED BY THE FIRE MARSHAL). PLACE KEYS FOR FIRE DEPARTMENT EMERGENCY ACCESS IN KNOX-BOX.

15. PROTECT ABOVE GROUND GAS METERS, REGULATORS, SWITCHGEAR, AND PIPING EXPOSED TO VEHICULAR TRAFFIC IN AN APPROVED MANNER.

16. ALL INSULATION MATERIAL, INCLUDING FACINGS, SUCH AS VAPOR BARRIERS OR BREATHER PAPERS INSTALLED WITHIN FLOOR-CEILING ASSEMBLIES, ROOF-CEILING ASSEMBLIES, WALLS, CRAWL SPACES OR ATTICS SHALL HAVE A FLAME-SPREAD RATING NOT TO EXCEED 25 AND A SMOKE DENSITY NOT TO EXCEED 450.

17. PORTABLE FIRE EXTINGUISHERS SHALL BE INSTALLED IN LOCATIONS AS REQUIRED PER GOVERNING CODE REQUIREMENTS.

18. DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CUBIC YARDS OR MORE SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS, OR COMBUSTIBLE ROOF EAVES, UNLESS AREAS CONTAINING DUMPSTERS OR CONTAINERS ARE PROTECTED BY AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM PER GOVERNING CODE REQUIREMENTS.

19. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE ALL OF THE FOLLOWING AREAS FOR A DURATION OF NOT <90 MIN. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS NOT LESS THAN AN AVERAGE OF 1 FOOTCANDLE AND A MIN AT ANY POINT OF .1 FOOTCANDLE.
   A. AISLES.
   B. CORRIDORS.
   C. EXIT ACCESS STAIRWAYS AND RAMPS.
   D. INTERIOR AND EXTERIOR EXIT STAIRWAYS AND RAMPS.
   E. EXIT PASSAGEWAYS.
   F. VESTIBULES AND AREAS ON THE LEVEL OF DISCHARGE USED FOR EXIT DISCHARGE.
   G. ELECTRICAL EQUIPMENT ROOMS.
   H. FIRE COMMAND CENTERS.
   I. FIRE PUMP ROOMS.
   J. GENERATOR ROOMS.
   K. PUBLIC RESTROOMS >300 SF

20. INTERIOR WALL AND CEILING FINISH SHALL HAVE A FLAME SPREAD INDEXNOT GREATER THAN THAT SPECIFIED IN TABLE 803.11 (LAFC 803.3)

21. MATERIAL, OTHER THAN FOAM PLASTICS, USED AS INTERIOR TRIM SHALL HAVE A MIN CLASS C FLAME SPREAD AND SMOKE$DEVELOPED INDEX AND SHALL NOT EXCEED 10% OF THE WALL OR CEILING AREA IN WHICH IT IS ATTACHED (LAFC 804.1)

22. CURTAINS, DRAPERIES, FABRIC HANGINGS, AND SIMILAR COMBUSTIBLE DECORATIVE MATERIALS SUSPENDED FROM WALLS OR CEILINGS SHALL NOT EXCEED 10% OF THE WALL OR CEILING AREA TO WHICH SUCH MATERIALS ARE ATTACHED. (LAFC 807.3)

23. IN EVERY GROUP A, E, I, R$1, R$2, AND R$2.1, ALL DRAPES, HANGINGS, CURTAINS, DROPS, AND ALL OTHER DECORATIVE MATERIALS SHALL BE MADE FROM A NONFLAMMABLE MATERIAL OR TREATED AND MAINTAINED IN A FLAME$RETARDANT CONDITION BY MEANS OF A FLAME $RETARDANT SOLUTION OR PROCESS APPROVED BY THE OSFM.

GENERAL NOTES

1. VISIT THE SITE TO BECOME FAMILIAR WITH THE EXISTING CONDITIONS TO BETTER UNDERSTAND THE REQUIREMENTS OF THE CONTRACT DOCUMENTS. VERIFY ALL DIMENSIONS, ELEVATIONS, AND CONDITIONS PRIOR TO BEGINNING ANY WORK AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES. DO NOT SCALE DRAWINGS.

2. UNLESS OTHERWISE INDICATED ON THESE DRAWINGS OR IN THE PROJECT MANUAL AS BEING N.I.C. OR EXISTING, ALL ITEMS, MATERIALS, ETC. AND INSTALLATION OF THE SAME ARE PART OF THE CONTRACT DEFINED BY THESE DRAWINGS AND PROJECT MANUAL.

3. SOLELY AS A CONVENIENCE TO THE OWNER AND CONTRACTOR, THE ARCHITECT MAY INCLUDE DOCUMENTS (OR INCORPORATE RECOMMENDATIONS) PREPARED BY CERTAIN OWNER CONSULTANTS INTO THE DOCUMENTS ISSUED BY THE ARCHITECT. IT IS EXPRESSLY UNDERSTOOD AND AGREED THAT FOR ANY INFORMATION PROVIDED BY SAID CONSULTANTS, THE ARCHITECT ASSUMES NO LIABILITY, REGARDLESS OF SUCH INCLUSION.

4. THE SOIL REPORT FOR THIS PROJECT IS FOR REFERENCE ONLY. NOTIFY THE ARCHITECT, ENGINEER, AND OWNER OF ANY DISCREPANCY BETWEEN THIS REPORT AND THE PLANS OR SPECIFICATIONS PRIOR TO BEGINNING WORK.

5. IN THE EVENT OF A DISCREPANCY BETWEEN PLANS AND SPECIFICATIONS, THE MORE STRINGENT REQUIREMENT SHALL APPLY.

6. ALL WORK AND MATERIALS SHALL CONFORM TO THE LATEST BUILDING CODE (AS AMENDED), ALL ORDINANCES AND REGULATIONS OF THE CITY OR COUNTY WITH JURISDICTION, AND ANY SPECIAL REQUIREMENTS INDICATED IN THE BUILDING SUMMARY OR THESE GENERAL NOTES.

7. ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS. COMPLY WITH SAFETY REGULATIONS AND RESTRICTIONS AS REQUIRED FOR WORKER AND PEDESTRIAN PROTECTION DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. PROVIDE PROTECTION AS REQUIRED TO PREVENT ANY DAMAGE TO EXISTING CONSTRUCTION WITHIN AND ADJACENT TO THE JOBSITE. WHERE DAMAGE OCCURS, REPAIR OR REPLACE DAMAGED AREA AND/OR MATERIAL AS REQUIRED TO THE OWNER'S APPROVAL AT NO ADDITIONAL COST.

8. BRING ANY REVISION OR ADDITIONAL WORK REQUIRED BY FIELD CONDITIONS OR LOCAL GOVERNING AUTHORITIES TO THE ATTENTION OF THE ARCHITECT BEFORE PROCEEDING.

9. VERIFY THE SIZE AND LOCATION OF ALL UTILITY LINES AND STUBS TO THE BUILDING(S) THAT ARE INDICATED ON THE PLANS. BRING ALL UTILITY LINES (WATER, SEWER, GAS AND ELECTRICAL, ETC.) INTO THE BUILDING, FROM TERMINATION POINTS AS INDICATED ON THE SITE PLANS, READY FOR SERVICE. PRIOR TO THE COMMENCEMENT OF THIS WORK, BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ARCHITECT.

10. NO ADDITIONAL ROOF OPENINGS OR ROOF MOUNTED EQUIPMENT BEYOND THAT WHICH IS SHOWN ON THESE PLANS SHALL BE ALLOWED WITHOUT WRITTEN CONSENT OF THE ARCHITECT AND/OR STRUCTURAL ENGINEER.

11. NO STRUCTURAL MEMBER SHALL BE CUT FOR PIPES, A.C. DUCTS, ETC., UNLESS SPECIFICALLY DETAILED AND/OR APPROVED BY THE STRUCTURAL ENGINEER.

12. ALL SHOP WELDING IS TO BE DONE IN A CERTIFIED LICENSED SHOP. ALL FIELD WELDING SHALL BE DONE ONLY BY LICENSED WELDERS UNDER CONTINUOUS SPECIAL INSPECTION, WITH CERTIFICATE ISSUED AS REQUIRED BY THE BUILDING OFFICIAL.

13. WHERE LARGER STUDS AND/OR FURRING ARE REQUIRED TO COVER DUCTS, PIPING, COLUMNS, SADDLES, BOLTS, CONDUIT, ETC., THE LARGER SIZE STUD AND/OR FURRING SHALL EXTEND THE FULL LENGTH AND HEIGHT OF THE SURFACE WHERE THE FURRING OCCURS.

14. SHOULD ANY ASPHALTIC CONCRETE REQUIRE PATCHING ADJACENT TO BUILDINGS, IT SHALL BE OF THE SAME SECTION AND DRAINAGE PROFILE AS THE ADJACENT PAVED AREAS.

15. SEAL ALL OPEN JOINTS IN THE EXTERIOR BUILDING ENVELOPE TO PREVENT AIR AND WATER INFILTRATION. COMPLY WITH ANY FIRE RATING REQUIREMENTS.

16. DURING PERIODS OF PARTIAL OR RESTRICTED USE OF A BUILDING OR FACILITY, THE ENTRANCES USED FOR PRIMARY ACCESS SHALL BE ACCESSIBLE TO AND USABLE BY PERSONS WITH DISABILITIES.

17. REFER TO SHEETS A0.41-A0.43 FOR ACCESSIBILITY DETAILS AND NOTES.

18. THE CONTRACT DOCUMENTS ARE COMPLEMENTARY, AND WHAT IS REQUIRED BY ONE SHALL BE AS BINDING AS IF REQUIRED BY ALL; PERFORMANCE BY THE CONTRACTOR SHALL BE REQUIRED TO THE EXTENT CONSISTENT WITH THE CONTRACT DOCUMENTS AND REASONABLY INFERABLE FROM THEM AS BEING NECESSARY TO PRODUCE THE INDICATED RESULTS. IN THE EVENT OF INCONSISTENCIES WITHIN OR BETWEEN PARTS OF THE CONTRACT DOCUMENTS, OR BETWEEN THE CONTRACT DOCUMENTS AND APPLICABLE STANDARDS, CODES, AND ORDINANCES, THE CONTRACTOR SHALL (I) PROVIDE THE BETTER QUALITY OR GREATER QUANTITY OR WORK OR (II) COMPLY WITH THE MORE STRINGENT REQUIREMENT; EITHER OR BOTH IN ACCORDANCE WITH THE ARCHITECT'S INTERPRETATION.

19. DIMENSIONS ARE TO CENTERLINE OF COLUMN, FACE OF STUD, FACE OF CONCRETE, OR FACE OF MASONRY, UNLESS NOTED OTHERWISE.

20. ANY DISCREPANCIES NOTED SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION PRIOR TO BEGINNING WORK.

21. ALL STRUCTURAL, PLUMBING, MECHANICAL, AND ELECTRICAL INFORMATION SHOWN ON THE DRAWINGS ARE FOR REFERENCE ONLY. REFER TO CONSULTANTS DRAWINGS PREPARED BY THE ENGINEER. FOR ALL FRAMING, REFER TO STRUCTURAL DRAWINGS PREPARED BY THE STRUCTURAL ENGINEER. CONTRACTOR TO VERIFY ANY DISCREPANCIES WITH THE ARCHITECT PRIOR TO BEGINNING WORK.

22. APPROVED SET OF PLANS FOR BUILDING, FIRE SPRINKLER, FIRE ALARM, ETC. SHALL BE ON THE JOB SITE DURING CONSTRUCTION AND NO INSPECTIONS WILL BE MADE WITHOUT COMPLIANCE WITH THE ABOVE PROVISION.

23. AVOID RUNNING PLUMBING IN DEMISING OR STRUCTURAL SHEER WALLS; UTILIZE CHASE WALLS WHERE POSSIBLE. PLUMBING ISOLATION WILL REQUIRE OVERSIZED CUTOUTS TO ACCOMMODATE ISOLATORS. PIPING, CONDUIT, ETC., SHOULD BE ATTACHED ONLY TO THE STUDS ON THE SIDE SERVED.

24. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.

25. AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING." (PER ORDINANCE 170,158) (INCLUDES COMMERCIAL ADDITIONS AND TI WORK OVER $10,000.) SEPARATE PLUMBING PERMIT IS REQUIRED.

26. PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.

27. SHOWER COMPARTMENTS AND WALLS ABOVE BATHTUBS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH, NONABSORBENT SURFACE TO HEIGHT NOT LESS THAN 72 INCHES ABOVE THE DRAIN INLET (SECTION 1210.2.3).USE OF WATER-RESISTANT GYPSUM BACKING BOARD SHALL BE AS STATED IN SECTION 2509.3

28. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE

29. FIRE BLOCKING MUST BE PROVIDED IN ACCORDANCE WITH SECTION 718 AT THE FOLLOWING LOCATIONS:
   A. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT THE CEILING AND FLOOR LEVELS. (718.2.2)
   B. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT 10-FOOT INTERVALS ALONG THE LENGTH OF THE WALL. (718.2.2)
   C. AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS OCCUR AT SOFFITS, DROP CEILINGS, COVE CEILINGS AND SIMILAR LOCATIONS. (718.2.3)
   D. IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE RUN AND BETWEEN STUDS ALONG AND IN LINE WITH THE RUN OF STAIRS IF THE WALL UNDER THE STAIRS IS UNFINISHED. (718.2.4)
   E. IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING AND FLOOR LEVELS, WITH NONCOMBUSTIBLE MATERIALS. (718.2)

30. THIS BUILDING SHALL BE PROVIDED WITH A MANUAL ALARM SYSTEM WITH THE CAPABILITY TO SUPPORT VISIBLE ALARM NOTIFICATION APPLIANCES IN ACCORDANCE WITH NFPA 72

31. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED

32. EXIT SIGNS ILLUMINATED BY AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES (54 IUX).

33. INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED AND LABELED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND SECTION 2702.

34. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES.

35. EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90MIN. IN CASE OF PRIMARY POWER LOSS. (1013.5-1013.6.3)

36. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. (1010.1.9)

37. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR. (1010.1.9.2)

38. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9

39. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1FOOT-CANDLE AT THE WALKING SURFACE. (1008.1)

40. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES' ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS (1008.3):
   A. AISLES AND UNENCLOSED EGRESS STAIRWAYS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS;
   B. CORRIDORS, EXIT ENCLOSURES AND EXIT PASSAGEWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.;
   C. EXTERIOR EGRESS COMPONENTS AT OTHER THAN THEIR LEVEL OF EXIT DISCHARGE UNTIL EXIT DISCHARGE IS ACCOMPLISHED FOR BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
   D. INTERIOR EXIT DISCHARGE ELEMENTS, AS PERMITTED IN SECTION 1028.1, IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
   E. EXTERIOR LANDINGS, AS REQUIRED BY SECTION 1010.1.6, FOR EXIT DISCHARGE DOORWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.

   F. THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. THE INSTALLATION OF THE EMERGENCY POWER SYSTEM SHALL BE IN ACCORDANCE WITH SECTION 2702. (1008.3).

41. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT-CANDLE (11 LUX) AND A MINIMUM AT ANY POINT OF 0.1 FOOT-CANDLE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOT-CANDLE(6 LUX) AVERAGE AND A MINIMUM AT ANY POINT OF 0.06 FOOT-CANDLE (0.6 LUX) AT THE END OF THE EMERGENCY LIGHTING TIME DURATION. A MAXIMUM-TO-MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 SHALL NOT BE EXCEEDED. (1008.3)

42. THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM PROVIDED FROM STORAGE BATTERIES UNIT EQUIPMENT OR AN ON-SITE GENERATOR SET, AND THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE ELECTRICAL CODE. FOR HIGH RISE BUILDINGS, SEE SECTION 403.

43. PROVIDE STAIRWAY ILLUMINATION. MIN. 1 FOOT-CANDLE AT TREAD RUNS. (1205.4)

44. ALL SHOWER COMPARTMENTS, REGARDLESS OF SHAPE, SHALL HAVE A MINIMUM FINISHED INTERIOR AREA OF NOT LESS THAN 1024 SQUARE INCHES AND SHALL BE CAPABLE OF ENCOMPASSING A 30 INCH MINIMUM AREA AND DIMENSIONS SHALL BE MAINTAINED TO A POINT 72 INCHES ABOVE THE SHOWER DRAIN INLET (1210.2.3, LAPC 411.7)

45. TOILET ROOMS SHALL BE PROVIDED WITH A FULLY OPENABLE EXTERIOR WINDOW WITH AN AREA NOT LESS THAN 3 SQUARE FEET OR A VERTICAL DUCT NOT LESS THAN 100 SQUARE INCHES IN AREA FOR THE FIRST WATER CLOSET PLUS 50 SQUARE INCHES ADDITIONAL OF AREA FOR EACH ADDITIONAL WATER CLOSET, OR A MECHANICALLY OPERATED EXHAUST SYSTEM CAPABLE OF PROVIDING A COMPLETE CHANGE OF AIR EVERY 15 MINUTES. SUCH MECHANICALLY OPERATED EXHAUST SYSTEM SHALL BE CONNECTED DIRECTLY TO THE OUTSIDE, AND THE POINT OF DISCHARGE SHALL BE AT LEAST 3 FEET FROM ANY OPENING THAT ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BUILDING.

46. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION 1205.2 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 10 FOOT-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (1205.1 AND 1205.3)

47. CARPETS OR SIMILAR SURFACE MATERIAL WHICH ARE PART OF THE FLOOR-CEILING ASSEMBLY MUST BE INSTALLED AND INSPECTED BEFORE THE CERTIFICATE OF OCCUPANCY IS ISSUED AND MAY BE REPLACED ONLY BY OTHER FLOOR COVERING THAT PROVIDES THE REQUIRED IMPACT SOUND INSULATION. (1207.8)

48. METAL VENTILATING AND CONDITIONED AIR DUCTS LOCATED IN SOUND ASSEMBLIES SHALL BE LINED. (EXCEPTION: DUCTS SERVING ONLY EXIT WAYS, KITCHEN COOKING FACILITIES, AND BATHROOMS NEED NOT BE LINED).

49. MINERAL FIBER INSULATION SHALL BE INSTALLED IN JOIST SPACES WHENEVER A PLUMBING PIPING OR DUCT PENETRATES A FLOOR-CEILING ASSEMBLY OR WHERE SUCH UNIT PASSES THROUGH THE PLANE OF THE FLOOR-CEILING ASSEMBLY FROM WITHIN A WALL. THE INSULATION SHALL BE INSTALLED TO A POINT 12" BEYOND THE PIPE OR DUCT. THIS REQUIREMENT IS NOT APPLICABLE TO FIRE SPRINKLER PIPE, GAS LINE OR ELECTRICAL CONDUIT.

50. ELECTRICAL OUTLET BOXES IN OPPOSITE FACES OF SEPARATION WALLS SHALL BE SEPARATED HORIZONTALLY BY 24" AND NOTE THAT BACK AND SIDES OF BOXES WILL BE SEALED WITH 1/8" RESILIENT SEALANT AND BACKED BY A MINIMUM OF 2" THICK MINERAL FIBER INSULATION. (TV, TELEPHONE AND INTERCOM OUTLETS MUST BE INSTALLED IN BOXES ACCORDINGLY.)

51. ELECTRICAL PANELS ARE NOT PERMITTED IN SOUND RATED PARTITIONS.

52. STRAIGHT DEAD BOLTS SHALL HAVE A MIN. THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8", AND A HOOK-SHAPED OR AN EXPANDING-LUG DEADBOLT SHALL HAVE A MINIMUM THROW OF 3/4". (6709.2)

53. ALL PIN-TYPE DOOR HINGES ACCESSIBLE FROM OUTSIDE SHALL HAVE NON-REMOVABLE HINGE PINS. HINGES SHALL HAVE MIN. 1/4" DIA. STEEL JAMB STUD WITH 1/4" MIN. PROTECTION. THE STRIKE PLATE FOR LATCHES AND HOLDING DEVICE FOR PROJECTING DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NO LESS THAN 2-1/2" LONG. (6709.5, 6709.7)

54. EVERY DOOR IN A SECURITY OPENING FOR AN APARTMENT HOUSE SHALL BE PROVIDED WITH INCANDESCENT LIGHT BULB (60 WATT MIN) AT A MAXIMUM HEIGHT OF 8 FEET ON THE EXTERIOR SIDE OF THE UNIT. (6708)

55. SCREENS, BARRICADES, OR FENCES MADE OF A MATERIAL WHICH WOULD PRECLUDE HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8 FT. OF THE UTILITY POLE OR ACCESS STRUCTURES. (6707)

56. WHERE COIN-OPERATED PUBLIC PAY TELEPHONES, COIN LESS PUBLIC PAY TELEPHONES, PUBLIC CLOSED-CIRCUIT TELEPHONES, PUBLIC COURTESY PHONES, OR OTHER TYPES OF PUBLIC TELEPHONES ARE PROVIDED, PUBLIC TELEPHONES SHALL BE PROVIDED IN ACCORDANCE WITH 11B-217 TELEPHONES FOR EACH TYPE OF PUBLIC TELEPHONE PROVIDED. A BANK OF TELEPHONES SHALL BE CONSIDERED TO BE TWO OR MORE ADJACENT TELEPHONES

57. WHERE TOILET AND BATHING ROOMS ARE PROVIDED IN GUEST ROOMS THAT ARE NOT REQUIRED TO PROVIDE MOBILITY FEATURES COMPLYING WITH 11B-806.2 GUEST ROOMS WITH MOBILITY FEATURES, TOILET AND BATHING FIXTURES SHALL ONLY BE REQUIRED TO COMPLY WITH 11B-603.6 GUEST ROOM TOILET AND BATHING ROOMS

58. IN TRANSIENT LODGING FACILITIES, PROVIDE GUEST ROOMS WITH MOBILITY FEATURES COMPLYING WITH 11B-806.2 GUEST ROOMS WITH MOBILITY FEATURES IN THE NUMBER REQUIRED PER TABLE 11B-224.2. COMPLY WITH THE FOLLOWING: §11B-224.2
   A. FACILITIES THAT ARE SUBJECT TO THE SAME PERMIT APPLICATION ON A COMMON SITE THAT EACH HAVE 50 OR FEWER GUEST ROOMS MAY BE COMBINED FOR THE PURPOSES OF DETERMINING THE REQUIRED NUMBER OF ACCESSIBLE ROOMS AND TYPE OF ACCESSIBLE BATHING FACILITY.
   B. FACILITIES WITH MORE THAN 50 GUEST ROOMS SHALL BE TREATED SEPARATELY FOR THE PURPOSES OF DETERMINING THE REQUIRED NUMBER OF ACCESSIBLE ROOMS AND TYPE OF ACCESSIBLE BATHING FACILITY.

59. A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(B) THROUGH 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT.

60. THE FLOW RATE FOR ALL PLUMBING FIXTURES SHALL COMPLY WITH THE MAXIMUM FLOW RATES SPECIFIED IN SECTION 4.303.1

61. FOR PROJECTS THAT INCLUDE LANDSCAPE WORK, THE LANDSCAPE CERTIFICATION, FORM GRN 12, SHALL BE COMPLETED PRIOR TO FINAL INSPECTION APPROVAL.

62. LOCKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)

63. FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHES WASHER, BATHTUB, SHOWERS, AND BATHROOM/RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAYWATER IRRIGATION SYSTEM. (4.305.1)

64. WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2)

65. WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND CONSTRUCTED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE SEWER. (4.305.4)

66. THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 0.6 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3

67. ANNULAR SPACES AROUND PIPES, ELECTRIC CABLES, CONDUITS, OR OTHER OPENINGS IN THE SOLE/BOTTOM PLATES AT EXTERIOR WALLS SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS BY CLOSING SUCH OPENINGS WITH CEMENT MORTAR, CONCRETE MASONRY, OR METAL PLATES. PIPING PRONE TO CORROSION SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 313.0 OF THE LOS ANGELES PLUMBING CODE.

68. MATERIALS DELIVERED TO THE CONSTRUCTION SITE SHALL BE PROTECTED FROM RAIN OR OTHER SOURCES OF MOISTURE.

69. FORM GRN16 AND AN OPERATION AND MAINTENANCE MANUAL, INCLUDING, AT A MINIMUM, THE ITEMS LISTED IN SECTION 4.410.1, SHALL BE COMPLETED AND PLACED IN THE BUILDING AT THE TIME OF FINAL INSPECTION.

70. ALL DUCT AND OTHER RELATED AIR DISTRIBUTION COMPONENT OPENINGS SHALL BE COVERED WITH TAPE, PLASTIC, OR SHEET METAL UNTIL THE FINAL STARTUP OF THE HEATING, COOLING AND VENTILATING EQUIPMENT.

71. ARCHITECTURAL PAINTS AND COATINGS, ADHESIVES, CAULKS AND SEALANTS SHALL COMPLY WITH THE VOLATILE ORGANIC COMPOUND (VOC) LIMITS LISTED IN TABLES 4.504.1- 4.504.3.

72. THE VOC CONTENT VERIFICATION CHECKLIST, FORM GRN 2, SHALL BE COMPLETED AND VERIFIED PRIOR TO FINAL INSPECTION APPROVAL. THE MANUFACTURER'S SPECIFICATIONS SHOWING VOC CONTENT FOR ALL APPLICABLE PRODUCTS SHALL BE READILY AVAILABLE AT THE JOB SITE AND BE PROVIDED TO THE FIELD INSPECTOR FOR VERIFICATION. (4.504.2.4)

73. ALL NEW CARPET INSTALLED IN THE BUILDING INTERIOR SHALL MEET THE TESTING AND PRODUCT REQUIREMENTS OF ONE OF THE FOLLOWING:
   a. CARPET AND RUG INSTITUTE'S GREEN LABEL PLUS PROGRAM
   b. CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION 01350
   c. NSF/ANSI 140 AT THE GOLD LEVEL IV. SCIENTIFIC CERTIFICATIONS SYSTEMS INDOOR ADVANTAGE™ GOLD (4.504.3)

74. ALL NEW CARPET CUSHION INSTALLED IN THE BUILDING INTERIOR SHALL MEET THE REQUIREMENTS OF THE CARPET AND RUG INSTITUTE GREEN LABEL PROGRAM. (4.504.3.1)

75. 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
   a. CERTIFIED AS A CHPS LOW-EMITTING MATERIAL IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
   b. CERTIFIED UNDER UL GREENGUARD GOLD
   c. CERTIFIED UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOORSCORE PROGRAM
   d. MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION 01350 (4.504.4)

76. NEW HARDWOOD PLYWOOD, PARTICLE BOARD, AND MEDIUM DENSITY FIBERBOARD COMPOSITE WOOD PRODUCTS USED IN THE INTERIOR OR EXTERIOR OF THE BUILDING SHALL MEET THE FORMALDEHYDE LIMITS LISTED IN TABLE 4.504.5.

77. THE FORMALDEHYDE EMISSIONS VERIFICATION CHECKLIST, FORM GRN 3, SHALL BE COMPLETED PRIOR TO FINAL INSPECTION APPROVAL. THE MANUFACTURER'S SPECIFICATIONS SHOWING FORMALDEHYDE CONTENT FOR ALL APPLICABLE WOOD PRODUCTS SHALL BE READILY AVAILABLE AT THE JOB SITE AND BE PROVIDED TO THE FIELD INSPECTOR FOR VERIFICATION.

78. BUILDING MATERIALS WITH VISIBLE SIGNS OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL AND FLOOR FRAMING SHALL NOT BE ENCLOSED UNTIL IT IS INSPECTED AND FOUND TO BE SATISFACTORY BY THE BUILDING INSPECTOR. (4.505.3)

79. THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACCA MANUAL J2011, ANSI/ACCA 29-D-2014 OR ASHRAE HANDBOOKS AND HAVE THEIR EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 3 MANUAL S-2014. (4.507.2)

80. EMERGENCY AND STANDBY POWER SYSTEMS SHALL BE DESIGNED TO PROVIDE REQUIRED POWER FOR 2-HR MIN. UNLESS SPECIFIED OTHERWISE (LAFC 604.1.4)

81. MEANS EGRESS SERVING A ROOM OR SPACE SHALL BE ILLUMINATED AT ALL TIMES THAT THE ROOM OR SPACE IS OCCUPIED. THE ILLUMINATION LEVEL SHALL NOT BE <1 FOOTCANDLE AT THE WALKING SURFACE.

82. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
   A. "EXIT" SIGN AT EACH GRADE-LEVEL EXTERIOR DOOR.
   B. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE FOLLOWING WORDS AS APPROPRIATE:
      1. "EXIT STAIR DOWN".
      2. "EXIT RAMP DOWN".
      3. "EXIT STAIR UP".
      4. "EXIT RAMP UP".
   C. "EXIT ROUTE" AT EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE OR AN EXIT PASSAGEWAY.
   D. "EXIT ROUTE" AT EACH EXIT ACCESS DOOR FROM AN INTERIOR ROOM OR AREA TO A CORRIDOR OR HALLWAY.
   E. "TO EXIT" AT EACH EXIT DOOR THROUGH A HORIZONTAL EXIT.

83. DOUBLE STRIPING OF STALLS SHALL BE PER SONING CODE SECTION 12.21A5, CHART NO. 5

■ ARCHITECT

NEXT
ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 810-3719

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■ CONSULTANT

■ CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

■ PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

■ ISSUES & REVISION

NO.	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

■ PROJECT NUMBER: 19.120

■ SHEET TITLE

GENERAL NOTES

■ SHEET NUMBER

A021

EXHIBIT "A"
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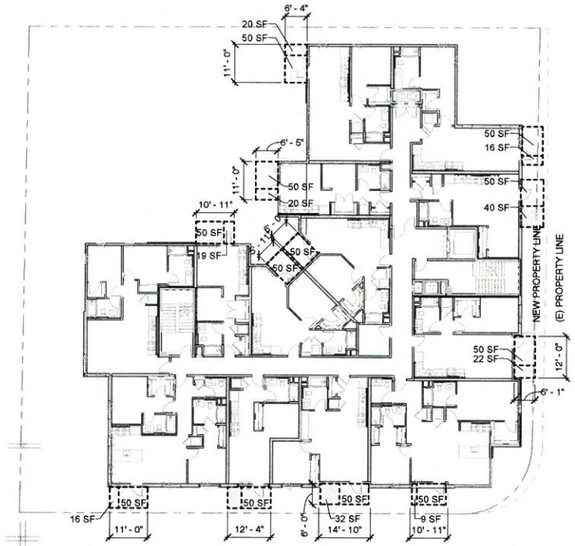
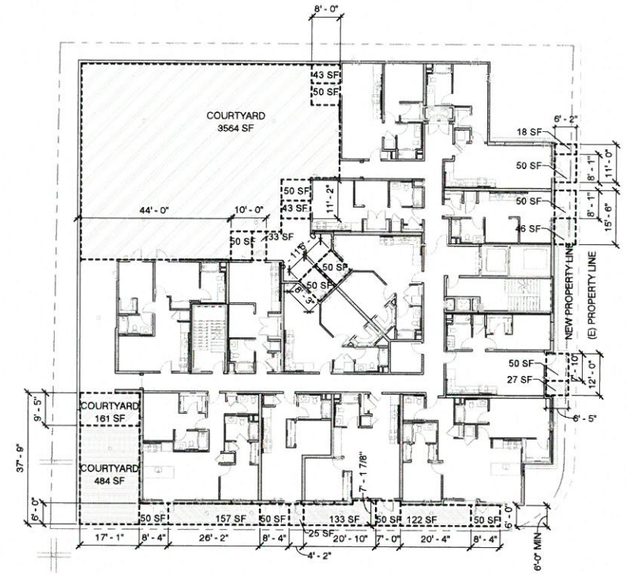
TOC-SPR-HCA



NOTE: MINIMUM 6'-0" HORIZONTAL AND 8'-0" VERTICAL CLEARANCE, TYP.

OPEN SPACE DIAGRAM - LEVEL 4-6 | 3

1/16" = 1'-0"



NOTE: MINIMUM 6'-0" HORIZONTAL AND 8'-0" VERTICAL CLEARANCE, TYP.

OPEN SPACE DIAGRAM - LEVEL 3 | 2

1/16" = 1'-0"

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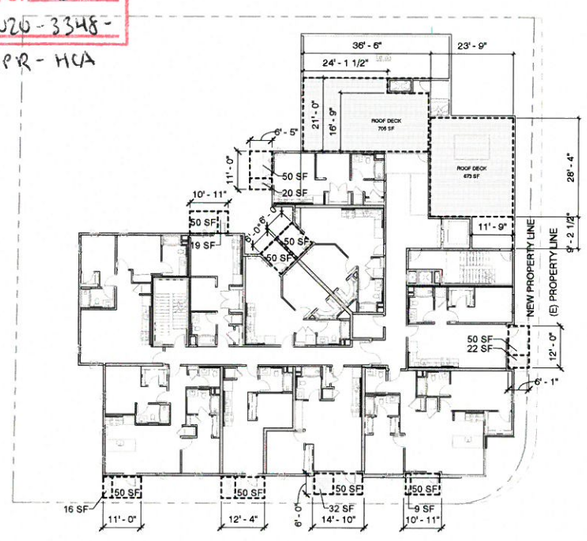
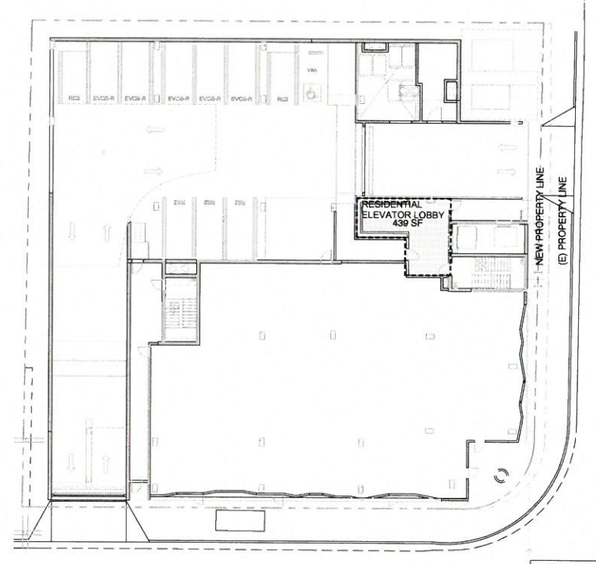


NOTE: MINIMUM 6'-0" HORIZONTAL AND 8'-0" VERTICAL CLEARANCE, TYP.

OPEN SPACE DIAGRAM - LEVEL 7 | 4

1/16" = 1'-0"



NOTE: MINIMUM 6'-0" HORIZONTAL AND 8'-0" VERTICAL CLEARANCE, TYP.

OPEN SPACE DIAGRAM - LEVEL 1 | 1

1/16" = 1'-0"

REQUIRED OPEN SPACE

UNIT TYP.	NO. UNITS	HABITABLE RMS.	REQ'D SF	TOTAL REQ'D
UNIT A1	10	2	100 SF	1000 SF
UNIT A2	1	2	100 SF	100 SF
UNIT A3	5	2	100 SF	500 SF
UNIT A4	5	2	100 SF	500 SF
UNIT A5	4	2	100 SF	400 SF
UNIT A6	3	2	100 SF	300 SF
UNIT B1	1	3	125 SF	125 SF
UNIT B2	4	3	125 SF	500 SF
UNIT B3	5	3	125 SF	625 SF
UNIT B4	5	3	125 SF	625 SF
UNIT JR. A1	5	2	100 SF	500 SF
UNIT JR. A2	3	2	100 SF	300 SF
UNIT S1	1	2	100 SF	100 SF
UNIT S2	10	2	100 SF	1000 SF
	62			6575 SF

PRIVATE DECKS

UNIT	CREDITED	NON CREDITED
LEVEL 3		
UNIT A1	50 SF	0 SF
UNIT A1	50 SF	0 SF
UNIT A2	50 SF	43 SF
UNIT A3	50 SF	27 SF
UNIT A4	50 SF	133 SF
UNIT A5	50 SF	18 SF
UNIT B3	50 SF	157 SF
UNIT B4	50 SF	122 SF
UNIT JR. A1	50 SF	25 SF
UNIT S1	50 SF	46 SF
UNIT S2	50 SF	43 SF
UNIT S2	50 SF	33 SF
	600 SF	**647 SF**
LEVEL 4		
UNIT A1	50 SF	0 SF
UNIT A1	50 SF	0 SF
UNIT A2	50 SF	20 SF
UNIT A3	50 SF	22 SF
UNIT A4	50 SF	32 SF
UNIT B1	50 SF	16 SF
UNIT B3	50 SF	16 SF
UNIT B4	50 SF	9 SF
UNIT JR. A1	50 SF	24 SF
UNIT S1 ALT	50 SF	40 SF
UNIT S2	50 SF	20 SF
UNIT S2	50 SF	19 SF
	600 SF	**218 SF**
LEVEL 5		
UNIT A1	50 SF	0 SF
UNIT A1	50 SF	0 SF
UNIT A2	50 SF	20 SF
UNIT A3	50 SF	22 SF
UNIT A4	50 SF	32 SF
UNIT B1	50 SF	16 SF
UNIT B3	50 SF	16 SF
UNIT B4	50 SF	9 SF
UNIT JR. A1	50 SF	24 SF
UNIT S1 ALT	50 SF	40 SF
UNIT S2	50 SF	20 SF
UNIT S2	50 SF	19 SF
	600 SF	**218 SF**
LEVEL 6		
UNIT A1	50 SF	0 SF
UNIT A1	50 SF	0 SF
UNIT A2	50 SF	20 SF
UNIT A3	50 SF	22 SF
UNIT A4	50 SF	32 SF
UNIT B1	50 SF	16 SF
UNIT B3	50 SF	16 SF
UNIT B4	50 SF	9 SF
UNIT JR. A1	50 SF	24 SF
UNIT S1 ALT	50 SF	40 SF
UNIT S2	50 SF	20 SF
UNIT S2	50 SF	19 SF
	600 SF	**218 SF**
LEVEL 7		
UNIT A1	50 SF	0 SF
UNIT A1	50 SF	0 SF
UNIT A3	50 SF	22 SF
UNIT A4	50 SF	32 SF
UNIT B3	50 SF	16 SF
UNIT B4	50 SF	9 SF
UNIT JR. A1	50 SF	24 SF
UNIT S2	50 SF	20 SF
UNIT S2	50 SF	19 SF
	450 SF	**143 SF**
	2850 SF	**1444 SF**

TOTAL OPEN SPACE

NAME	CREDITED	NON CREDITED
COURTYARD	3725 SF	484 SF
PRIVATE DECK	2850 SF	1444 SF
RESIDENTIAL ELEV LOBBY	0 SF	439 SF
ROOF DECK	0 SF	1377 SF
	6575 SF	**3744 SF**

GRAPHICS LEGEND

- COMMON OPEN SPACE (CREDITED)
- COMMON OPEN SPACE (NON CREDITED)
- PRIVATE OPEN SPACE (CREDITED)
- PRIVATE OPEN SPACE (NON CREDITED)

ARCHITECT

NEXT ARCHITECTURE
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CONSULTANT

CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

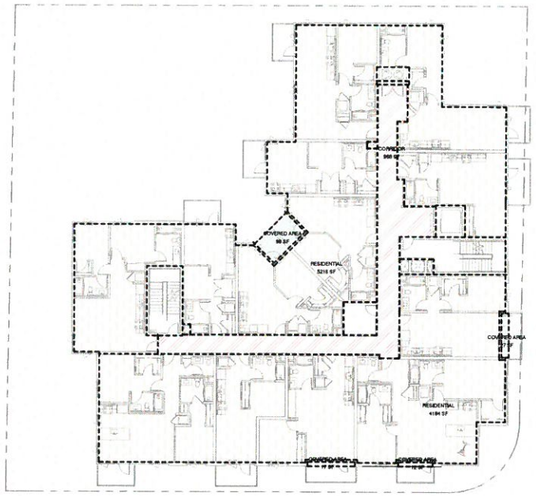
PROJECT NUMBER: 19.120

SHEET TITLE

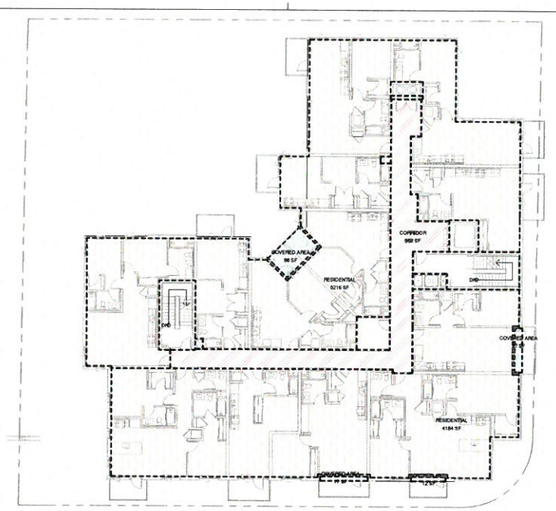
OPEN SPACE DIAGRAMS

SHEET NUMBER

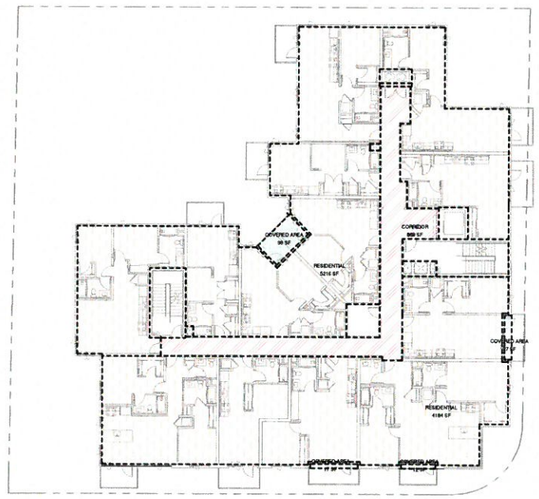
A040



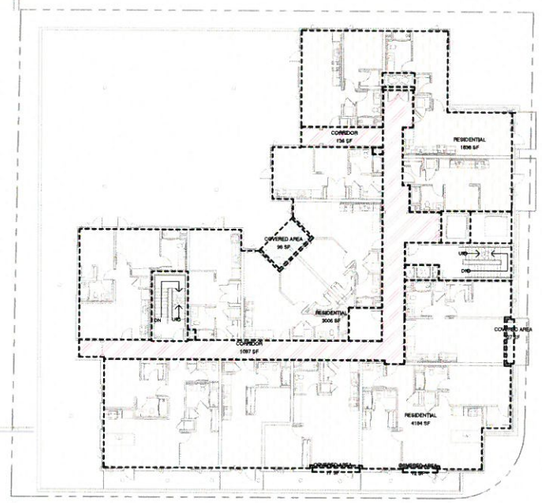
LEVEL 5 | 4
1/16" = 1'-0"



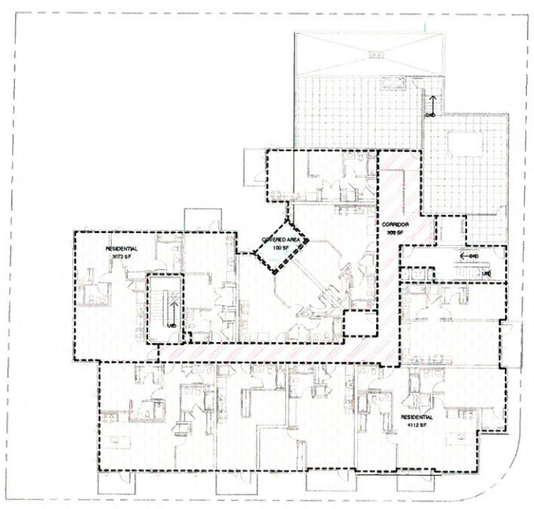
LEVEL 4 | 3
1/16" = 1'-0"



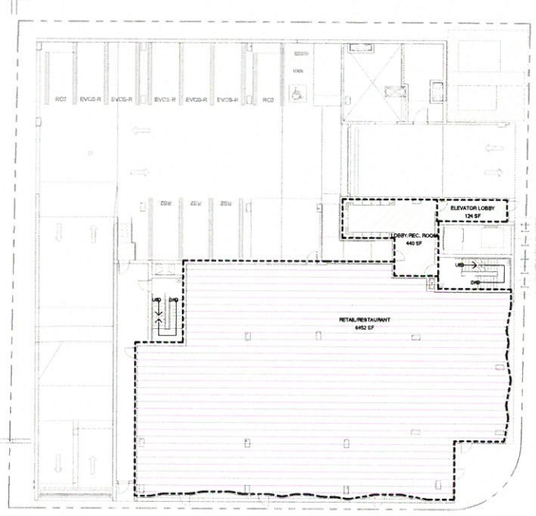
LEVEL 6 | 5
1/16" = 1'-0"



LEVEL 3 | 2
1/16" = 1'-0"



LEVEL 7 | 1
1/16" = 1'-0"



LEVEL 1 | 6
1/16" = 1'-0"

FAR SUMMARY

NAME	AREA
RETAIL LEVEL 1	
ELEVATOR LOBBY	124 SF
LOBBY/REC. ROOM	440 SF
RETAIL/RESTAURANT	6452 SF
	7016 SF
LEVEL 3	
CORRIDOR	1233 SF
COVERED AREA	154 SF
RESIDENTIAL	9027 SF
	10415 SF
LEVEL 4	
CORRIDOR	968 SF
COVERED AREA	154 SF
RESIDENTIAL	9400 SF
	10523 SF
LEVEL 5	
CORRIDOR	968 SF
COVERED AREA	155 SF
RESIDENTIAL	9400 SF
	10523 SF
LEVEL 6	
CORRIDOR	968 SF
COVERED AREA	154 SF
RESIDENTIAL	9400 SF
	10522 SF
LEVEL 7	
CORRIDOR	958 SF
COVERED AREA	100 SF
RESIDENTIAL	7184 SF
	8242 SF
TOTAL PROVIDED	57241 SF
TOTAL ALLOWED	57241 SF

ZONING CODE FLOOR AREA CALCULATION METHOD:

FLOOR AREA IS THAT AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS AND STORAGE AREAS.

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TOC-SPR-HCA

ARCHITECT

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	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

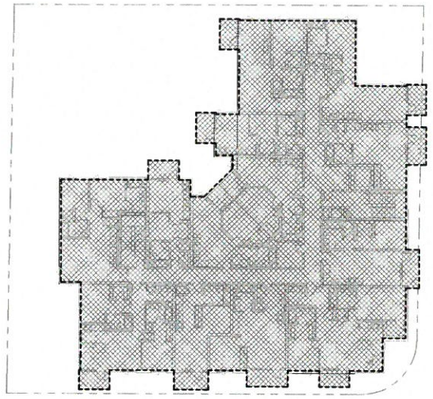
PROJECT NUMBER: 19.120

SHEET TITLE

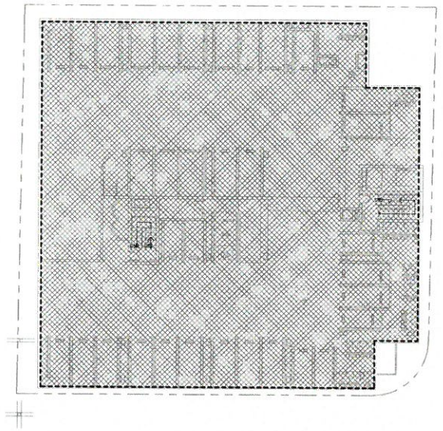
F.A.R. SUMMARY

SHEET NUMBER

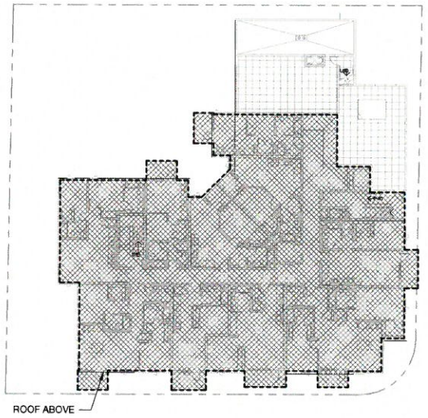
A041



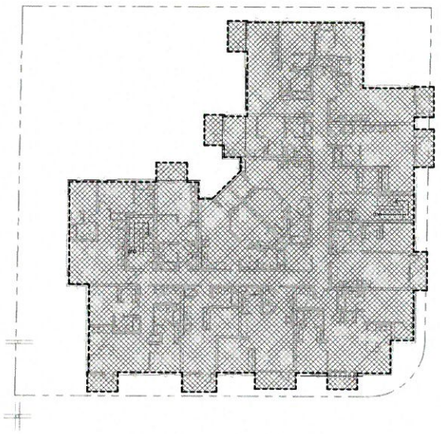
LEVEL 5 | 5
1" = 20'-0"



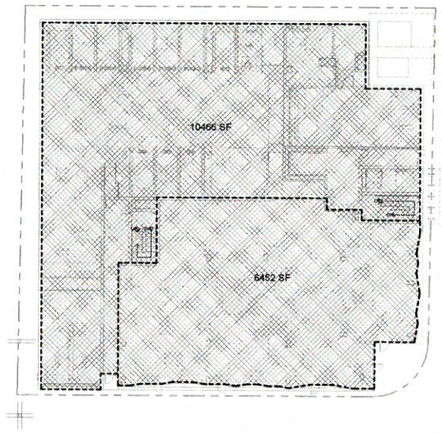
LEVEL 2 | 2
1" = 20'-0"



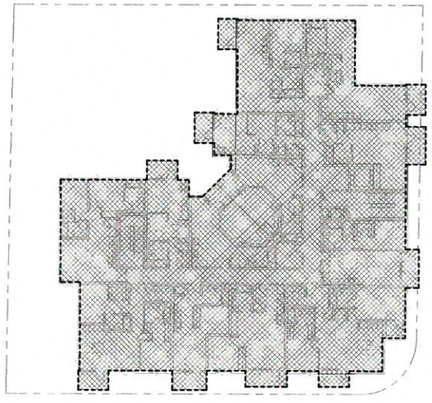
LEVEL 7 | 7
1" = 20'-0"



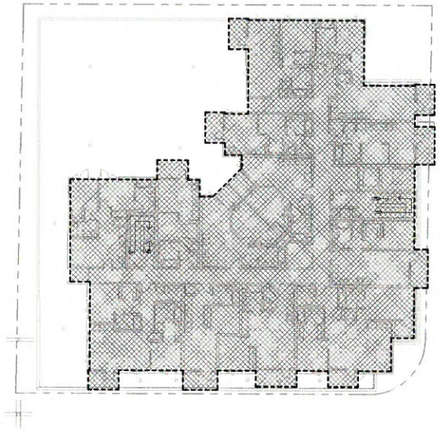
LEVEL 4 | 4
1" = 20'-0"



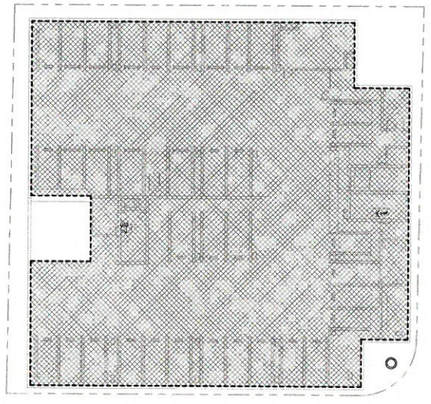
LEVEL 1 | 1
1" = 20'-0"



LEVEL 6 | 6
1" = 20'-0"



LEVEL 3 | 3
1" = 20'-0"



LEVEL P1 | 8
1" = 20'-0"

PROJECT SUMMARY

PROJECT DESCRIPTION:

BUILDING SITE AREA:	20,815 SF	
	TOTALS	
SUBTERRANEAN PARKING	1 LEVEL	
LEVELS 1-2: PARKING & RETAIL PROGRAM	2 LEVELS	
LEVELS 3-7: RESIDENTIAL PROGRAM	5 LEVELS	
TOTAL RESIDENTIAL =	62 UNITS	

BUILDING TO BE PROVIDED WITH AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH CBC 903.3.1.1 AND NFPA 13; AND WITH FIRE ALARM

PER ADA, PROJECT IS 100% PRIVATELY FUNDED, NO TAX CREDIT, NOT PUBLIC HOUSING

FLOOR AREA SUMMARIES (BASED ON CBC DEFINITION OF BUILDING AREA) THE AREA INCLUDED WITHIN SURROUNDING EXTERIOR WALLS, OR EXTERIOR WALLS AND FIRE WALLS, EXCLUSIVE OF VENT SHAFTS AND COURTS. AREAS OF THE BUILDING NOT PROVIDED WITH SURROUNDING WALLS SHALL BE INCLUDED IN THE BUILDING AREA IF SUCH AREAS ARE INCLUDED WITHIN THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE.

ALLOWABLE AREA:

SPRINKLER: TYPE IA & IIIA (WITH FRONTAGE INCREASE - INCREASE APPLIED TO HEIGHT AND STORY, CBC 504.2)

LEVEL	DESCRIPTION (CONST. TYPE)	PROPOSED GROSS (S.F.)
P1	PARKING GARAGE TYPE IA	16,511
1	PARKING GARAGE TYPE IA	10,466
	RETAIL TYPE IA	6,452
2	PARKING GARAGE TYPE IA	17,009
3	RESIDENTIAL TYPE IIIA	12,077
4		12,079
5		12,079
6		12,079
7		9,656
TOTAL (OVERALL):		**108,409**

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ARCHITECT

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CONSULTANT

CLIENT/OWNER

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888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

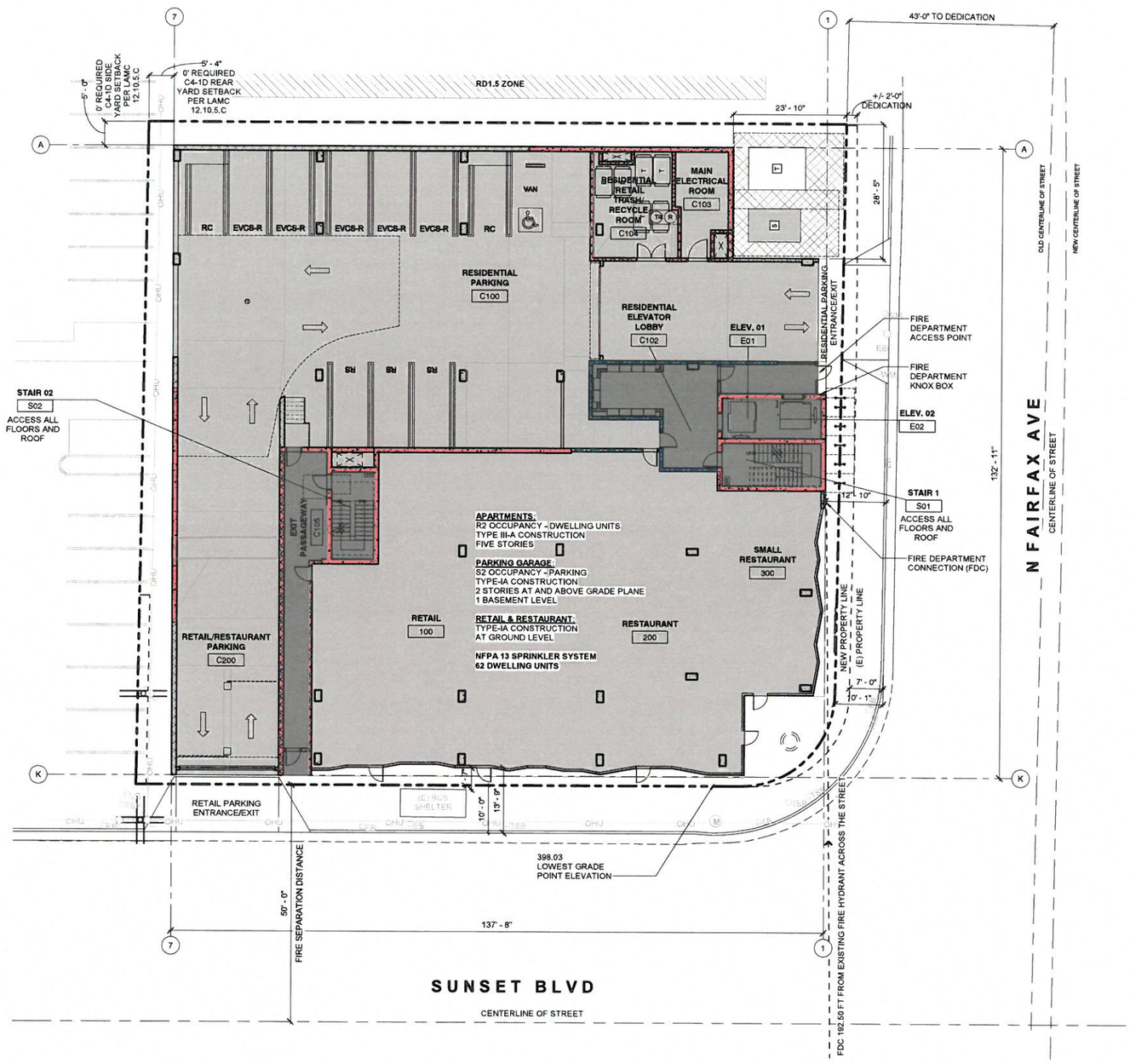
PROJECT NUMBER: 19.120

SHEET TITLE

BUILDING AREA

SHEET NUMBER

A042



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ARCHITECTURAL SITE PLAN NOTES

1. REFER TO SHEET A020 FOR SYMBOLS AND ABBREVIATIONS.
2. REFER TO SHEETS A021 AND A022 FOR APPLICABLE GENERAL NOTES.
3. REFER TO SHEETS A9 SERIES FOR DOOR & WINDOW SCHEDULES AND STOREFRONT TYPES.
4. THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE. THE LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS IS FOR BUILDING DEPARTMENT USE ONLY. IT IS NOT INTENDED TO BE USED FOR THE CONSTRUCTION OF ANY SITE IMPROVEMENTS. SEE PLANS PREPARED BY THE CIVIL ENGINEER AND LANDSCAPE ARCHITECT FOR ALL SITE IMPROVEMENTS
5. SEE CIVIL DRAWINGS FOR LOT LINE DIMENSIONS.
6. AN ACCESSIBLE ROUTE FROM THE DWELLING UNIT SHALL BE PROVIDED EITHER DIRECTLY FROM THE UNIT TO A GARAGE OR FROM THE PRIMARY ENTRY DOOR TO THE VEHICULAR ENTRANCE OF THE GARAGE PER CBC SECTION 1109A.2.1
7. ALL ACCESSIBLE RAMPS AND ROUTES ARE REQUIRED TO HAVE THE FOLLOWING:
   - WALKING SURFACE SHALL NOT EXCEED 5% SLOPE.
   - RAMPS SHALL NOT EXCEED 8.33% SLOPE AND SHALL HAVE REQUIRED CURBS AND HANDRAILS.
   - ALL CROSS SLOPES SHALL NOT EXCEED 2%.
   - THERE SHALL BE NO ABRUPT CHANGES IN ELEVATION ALONG THE ACCESSIBLE ROUTE.
   - REFER TO CIVIL AND LANDSCAPE PLANS FOR ADDITIONAL DIMENSIONS AND DETAILS.
8. TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED BY SECTION 3306. OBTAIN PUBLIC WORKS APPROVAL. (3201.3, 3202.3.4, 3306)

ARCHITECTURAL SITE PLAN LEGEND

- PROPERTY LINE
- PROPOSED TRANSFORMER AND SWITCHGEAR LOCATION
- FIRE HYDRANT LOCATION - VERIFY LOCATION WITH CIVIL DRAWINGS
- FDC — FIRE DEPARTMENT CONNECTION
- K — FIRE DEPARTMENT KNOX KEY BOX - SHALL BE LARGE ENOUGH TO CONTAIN 3 SETS OF ALL KEYS
- BACKFLOW PREVENTER PER PLUMBING DRAWINGS
- OHU — OVERHEAD UTILITY LINES
- UTILITY POLE
- LIGHT POLE
- M — MANHOLE
- TSP — TRAFFIC SIGNAL POLE
- ACCESSIBLE ROUTE FROM PUBLIC RIGHT OF WAY TO BUILDING ENTRANCE

ARCHITECTURAL SITE PLAN | 1
1" = 10'-0"

ARCHITECT
NEXT ARCHITECTURE
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ISSUES & REVISION

NO.	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

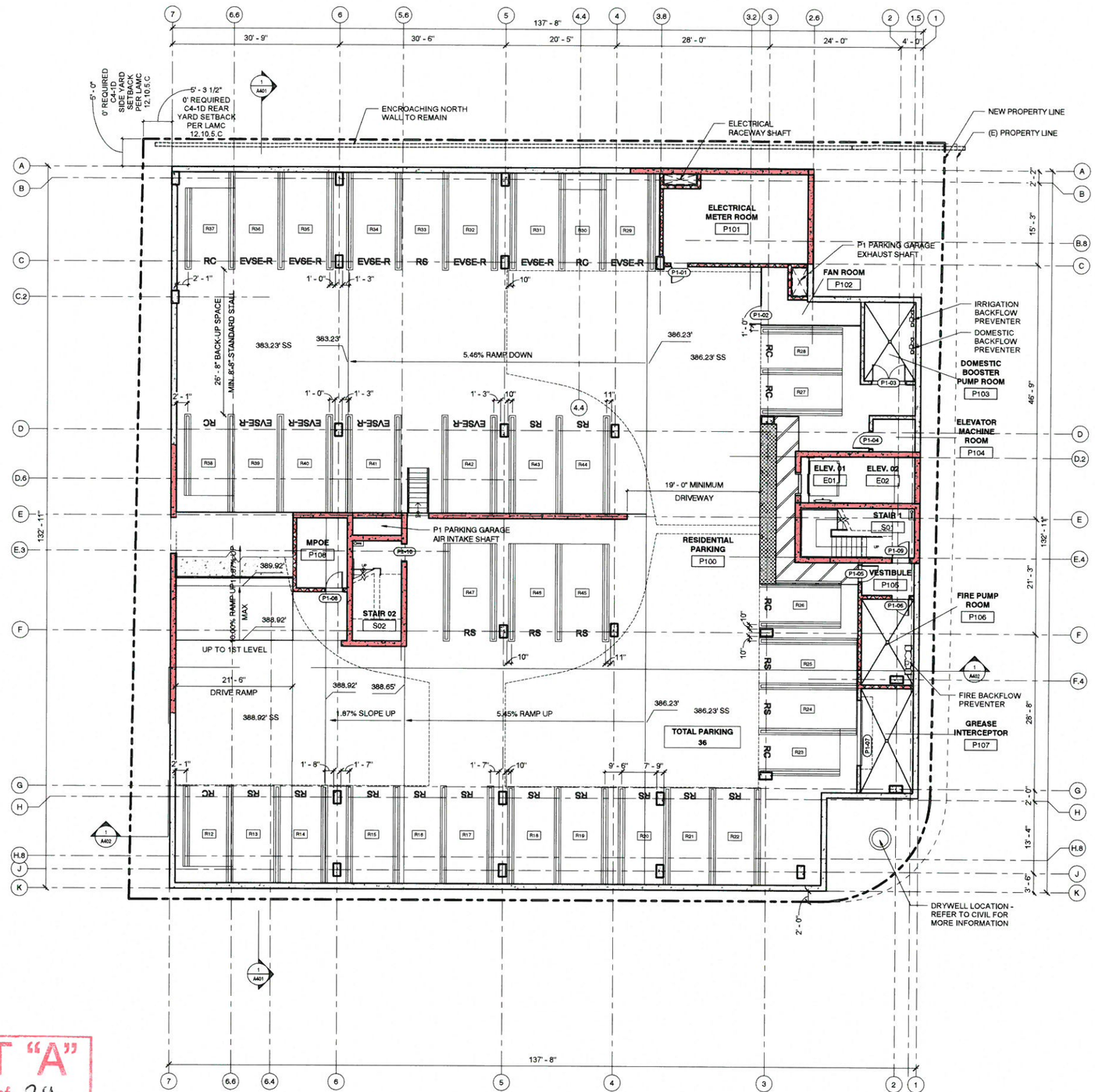
SHEET TITLE

ARCHITECTURAL SITE PLAN

SHEET NUMBER

A101

REFER TO SHEET A100 FOR PLAN NOTES & LEGEND



COMPACT	8
EVSE	10
STANDARD	18
TOTAL	36

EXHIBIT "A"
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TOC - SPR - HCA

FLOOR PLAN - LEVEL P1 | 1
1/8" = 1'-0"

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
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	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

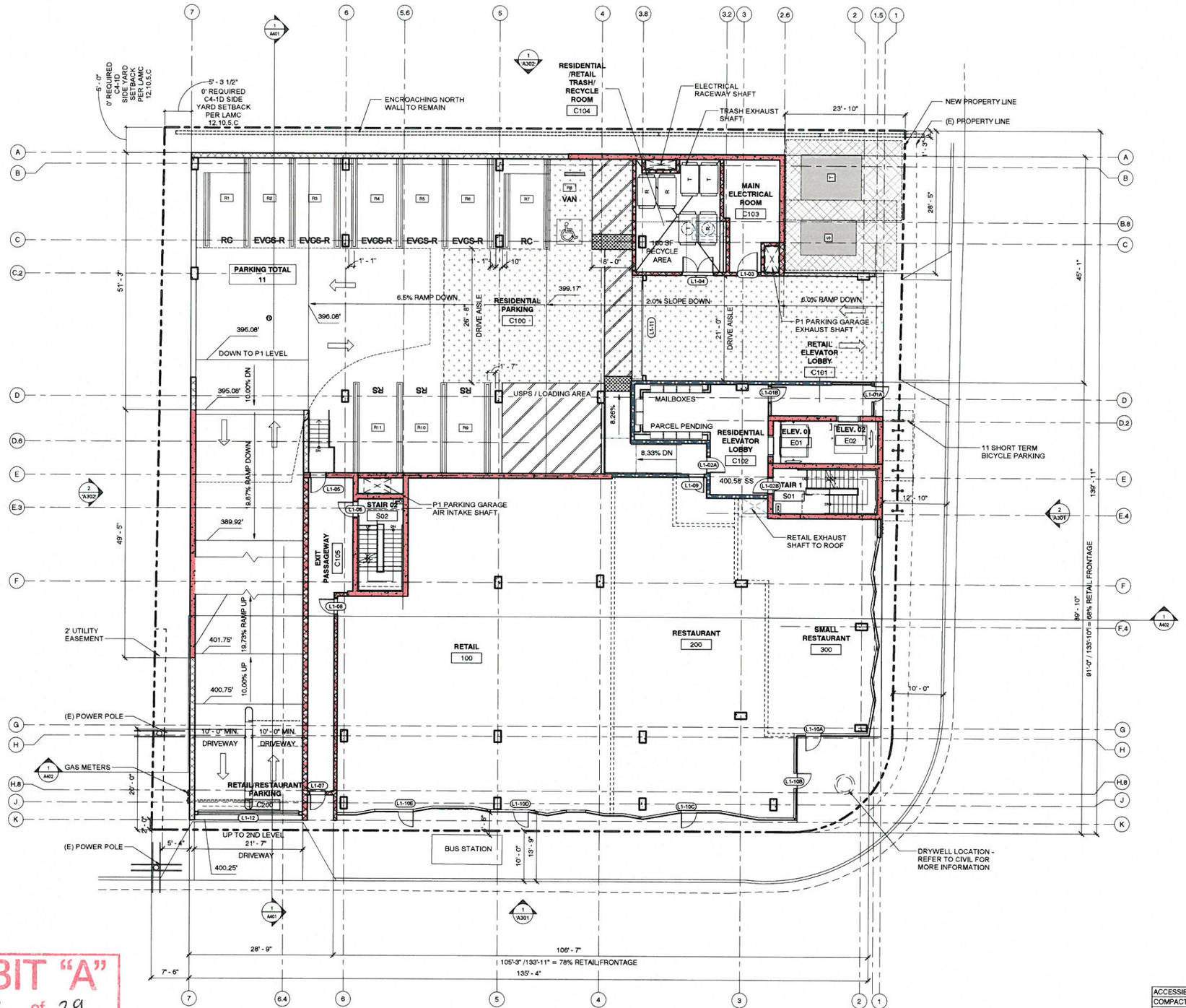
PROJECT NUMBER: 19.120

SHEET TITLE

FLOOR PLAN - LEVEL P1

SHEET NUMBER

A102



ACCESSIBLE	1
COMPACT	2
EVCS	5
STANDARD	3
TOTAL	11

FLOOR PLAN - LEVEL 1 | 1

1/8" = 1'-0"

EXHIBIT "A"
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	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

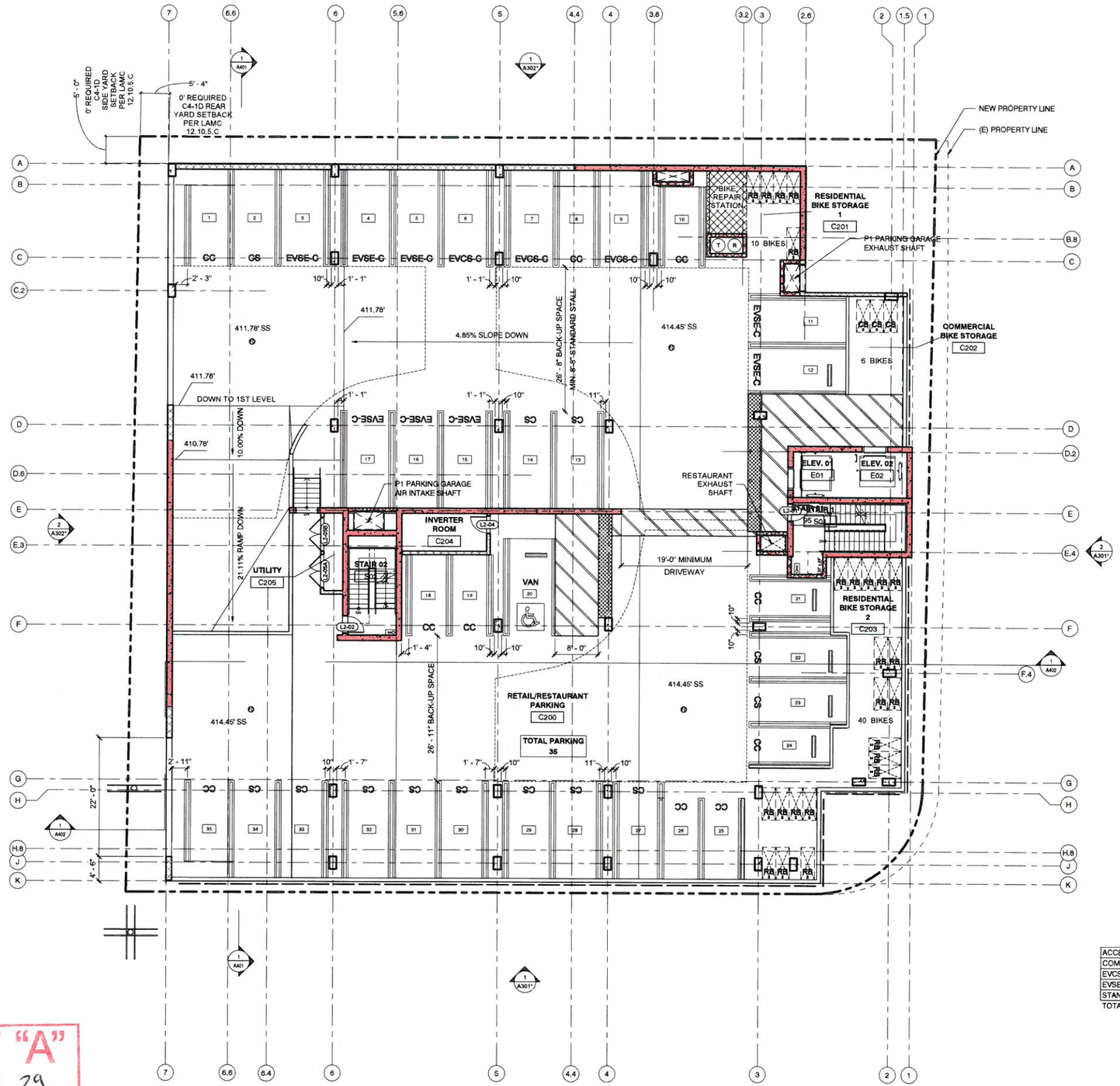
PROJECT NUMBER: 19.120

SHEET TITLE

FLOOR PLAN - LEVEL 1

SHEET NUMBER

A103



ACCESSIBLE	1
COMPACT	10
EVCS	3
EVSE	8
STANDARD	13
TOTAL	35

EXHIBIT "A"
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TOC-SPR-HCA

FLOOR PLAN - LEVEL 2 | 1
1/8" = 1'-0"

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NO.	DATE	DESCRIPTION
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	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

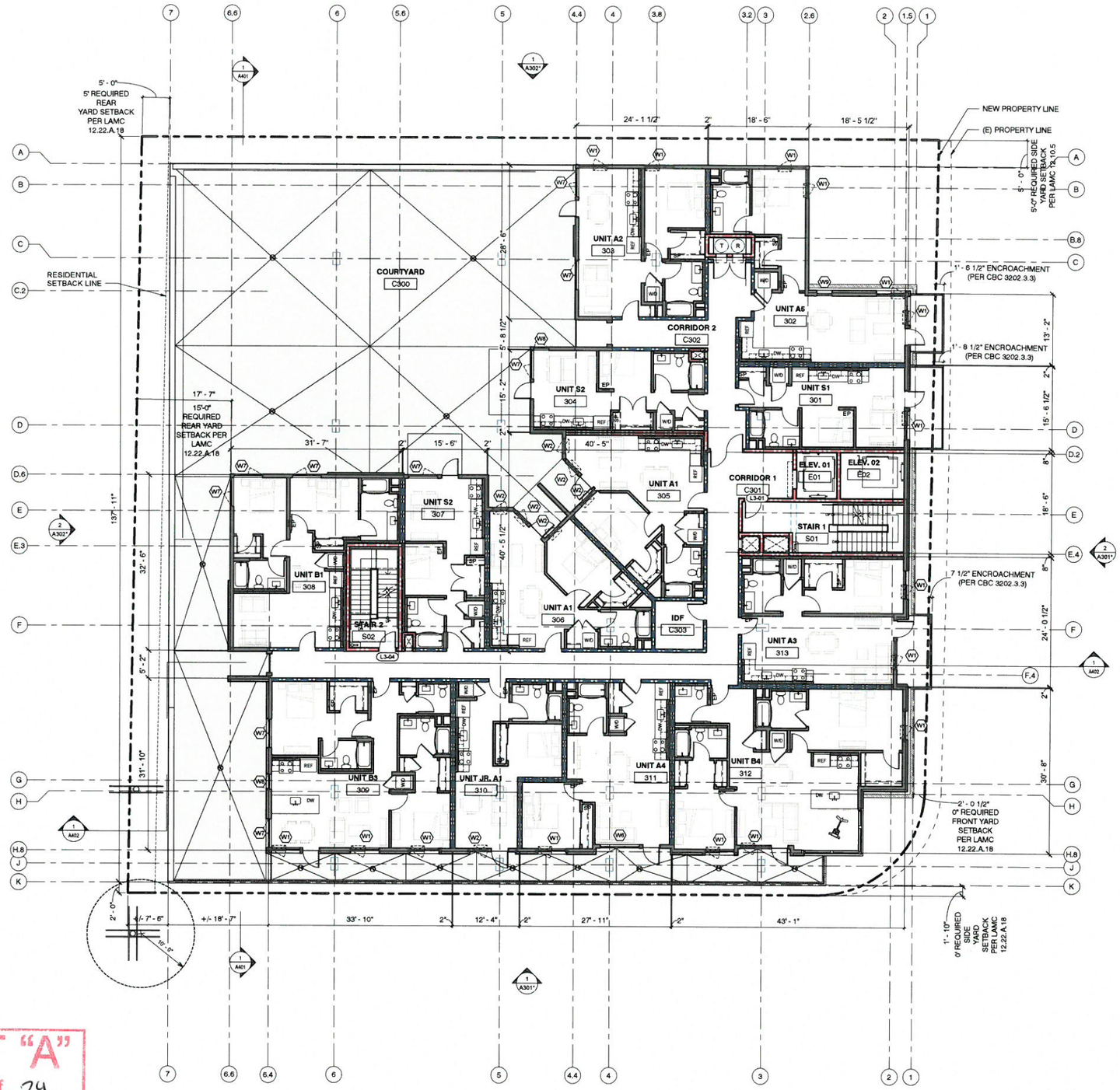
PROJECT NUMBER: 19.120

SHEET TITLE

FLOOR PLAN - LEVEL 2

SHEET NUMBER

A104



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Case No. DIR-2020-3348-
TOC-SPR-HCA

FLOOR PLAN - LEVEL 3 | 1
1/8" = 1'-0"

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	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

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SHEET TITLE

FLOOR PLAN - LEVEL 3

SHEET NUMBER

A105

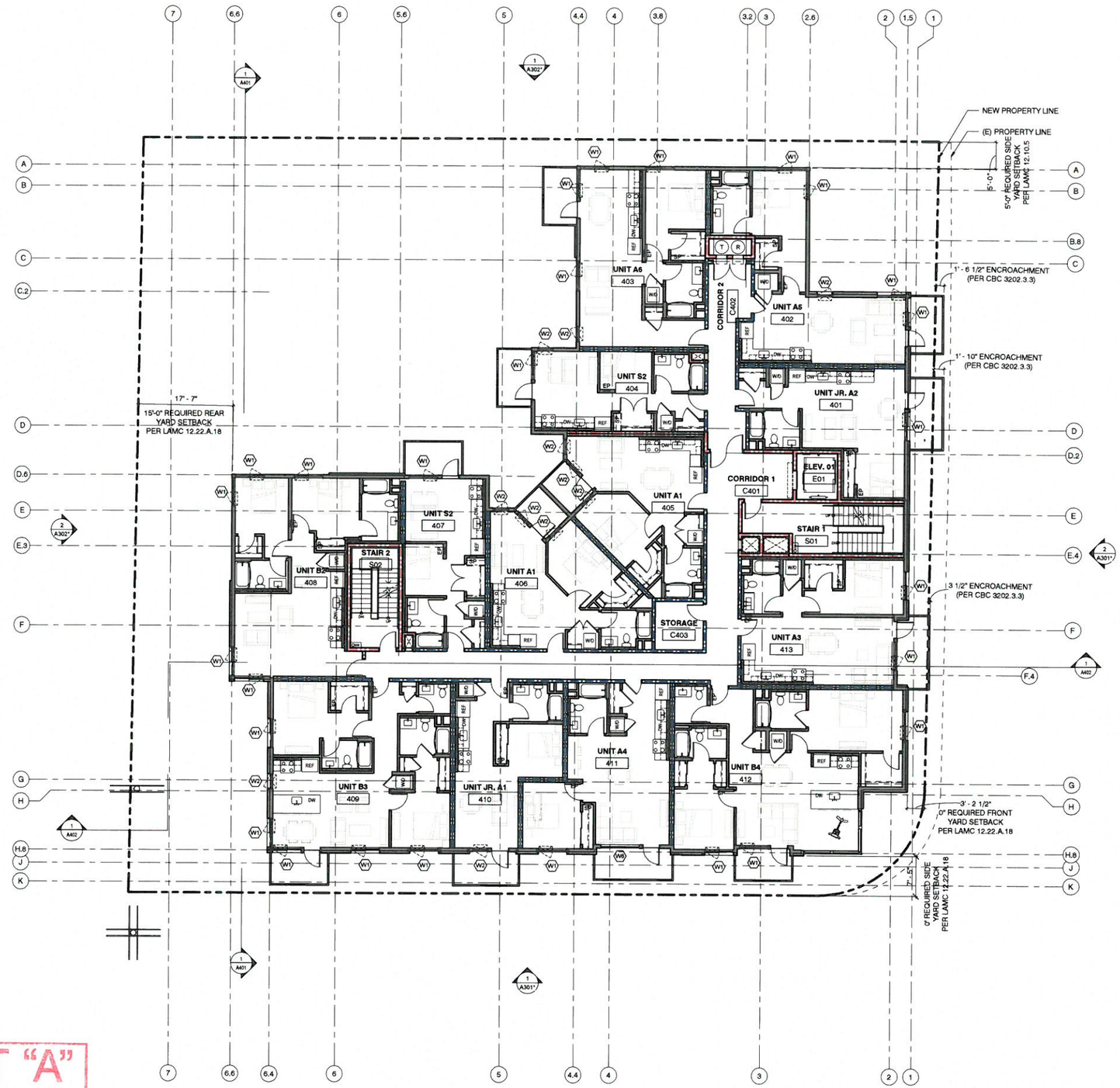

EXHIBIT "A"
Page No. 15 of 29
Case No. DIR-2020-3348-TOC-SPR-HCA

FLOOR PLAN - LEVEL 4 | 1
1/8" = 1'-0"

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 610-3719

NEXT ARCHITECTURE EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE DOCUMENTS. THESE DOCUMENTS ARE NOT TO BE REPRODUCED, CHANGED, OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF NEXT ARCHITECTURE.

CONSULTANT

CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

FLOOR PLAN - LEVEL 4

SHEET NUMBER

A106

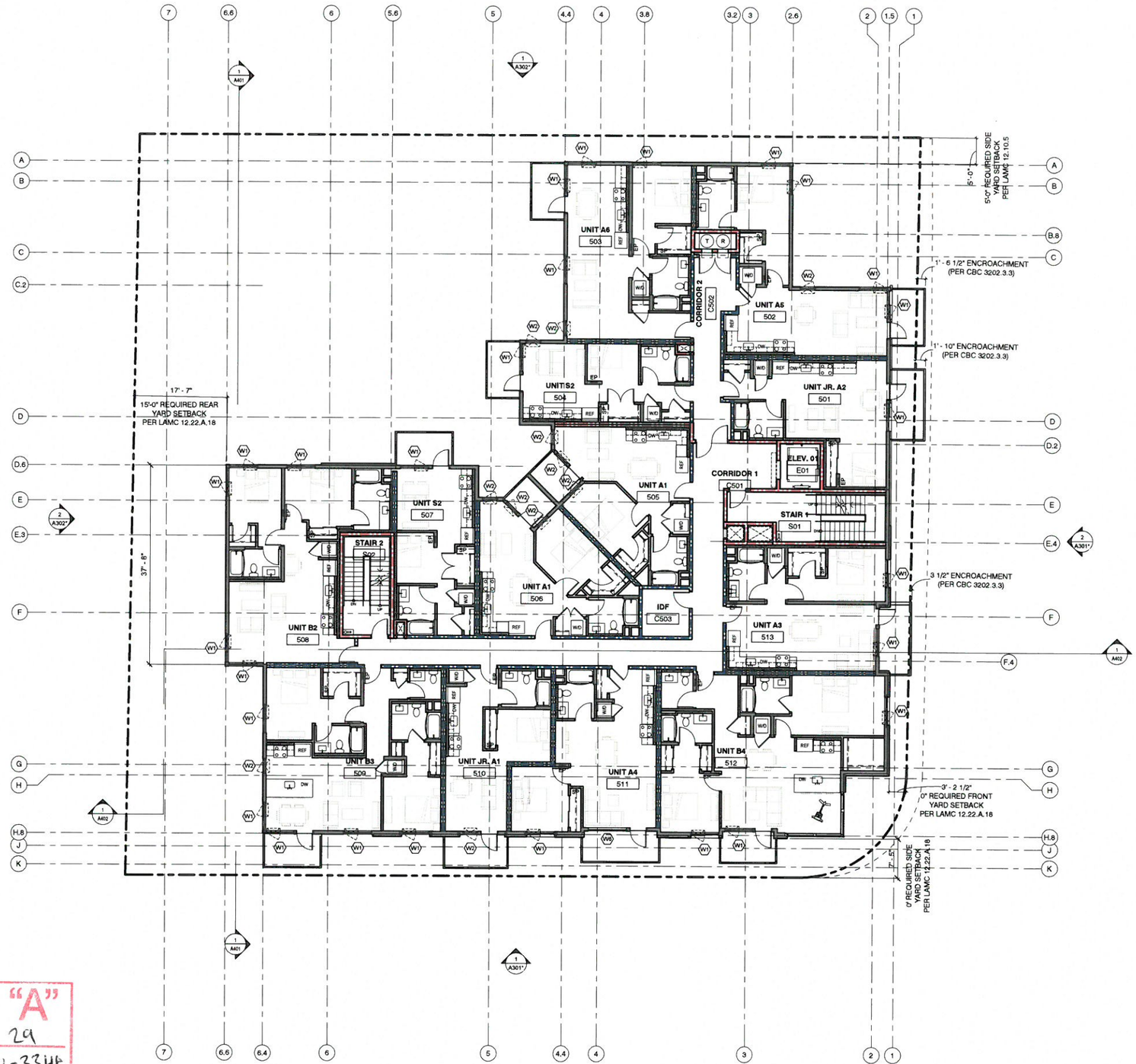

EXHIBIT "A"
Page No. 16 of 29
Case No. DIR-2020-3348-TOC-SPR-HCA

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 610-3719

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CONSULTANT

CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

FLOOR PLAN - LEVEL 5

SHEET NUMBER

A107

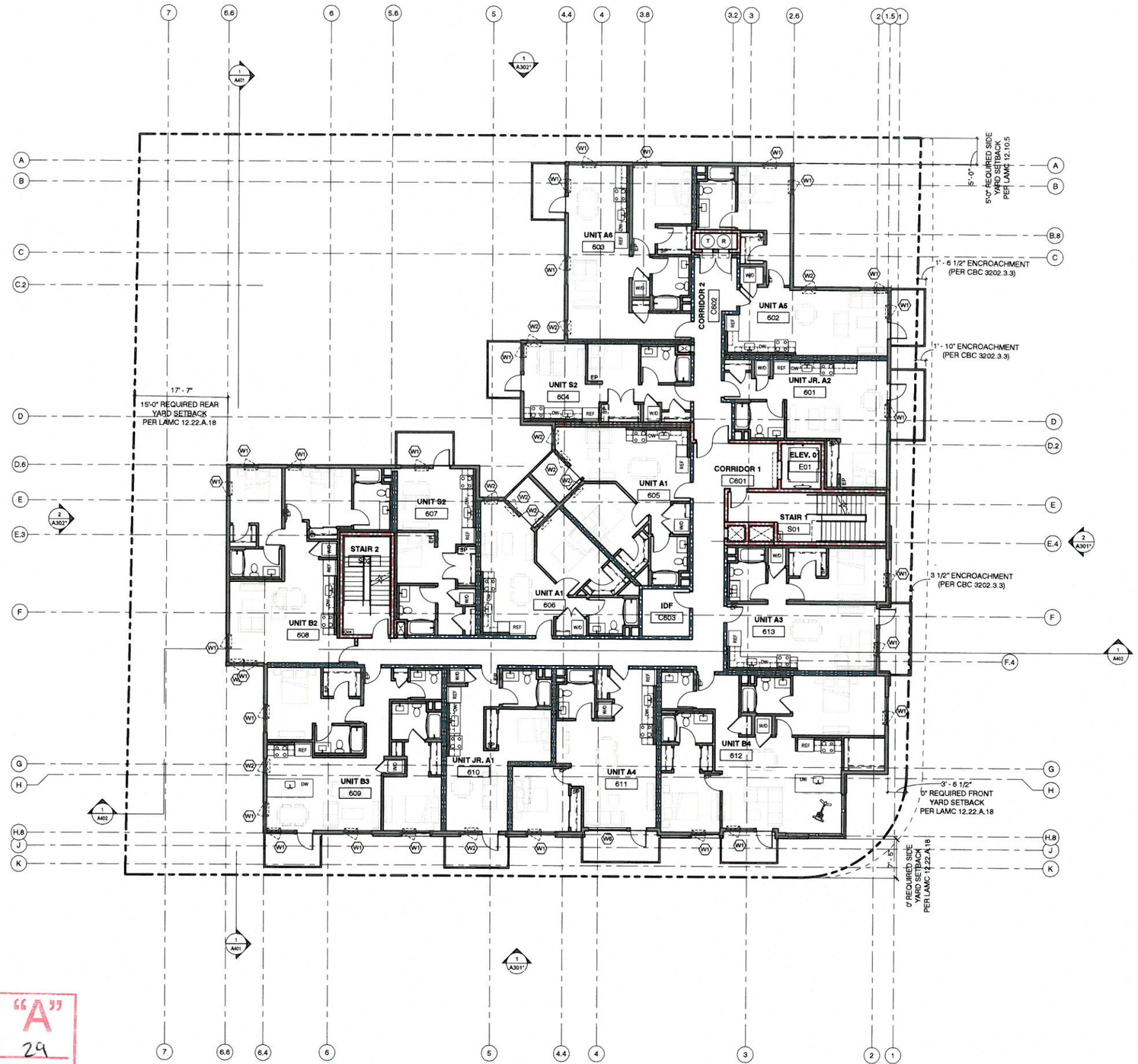

EXHIBIT "A"
Page No. 17 of 29
Case No. DIR-2020-3348-TOC-SPR-HCA

FLOOR PLAN - LEVEL 6 | 1
1/8" = 1'-0"

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 610-3719

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CONSULTANT

CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

FLOOR PLAN - LEVEL 6

SHEET NUMBER

A108

REFER TO SHEET A100 FOR PLAN NOTES & LEGEND

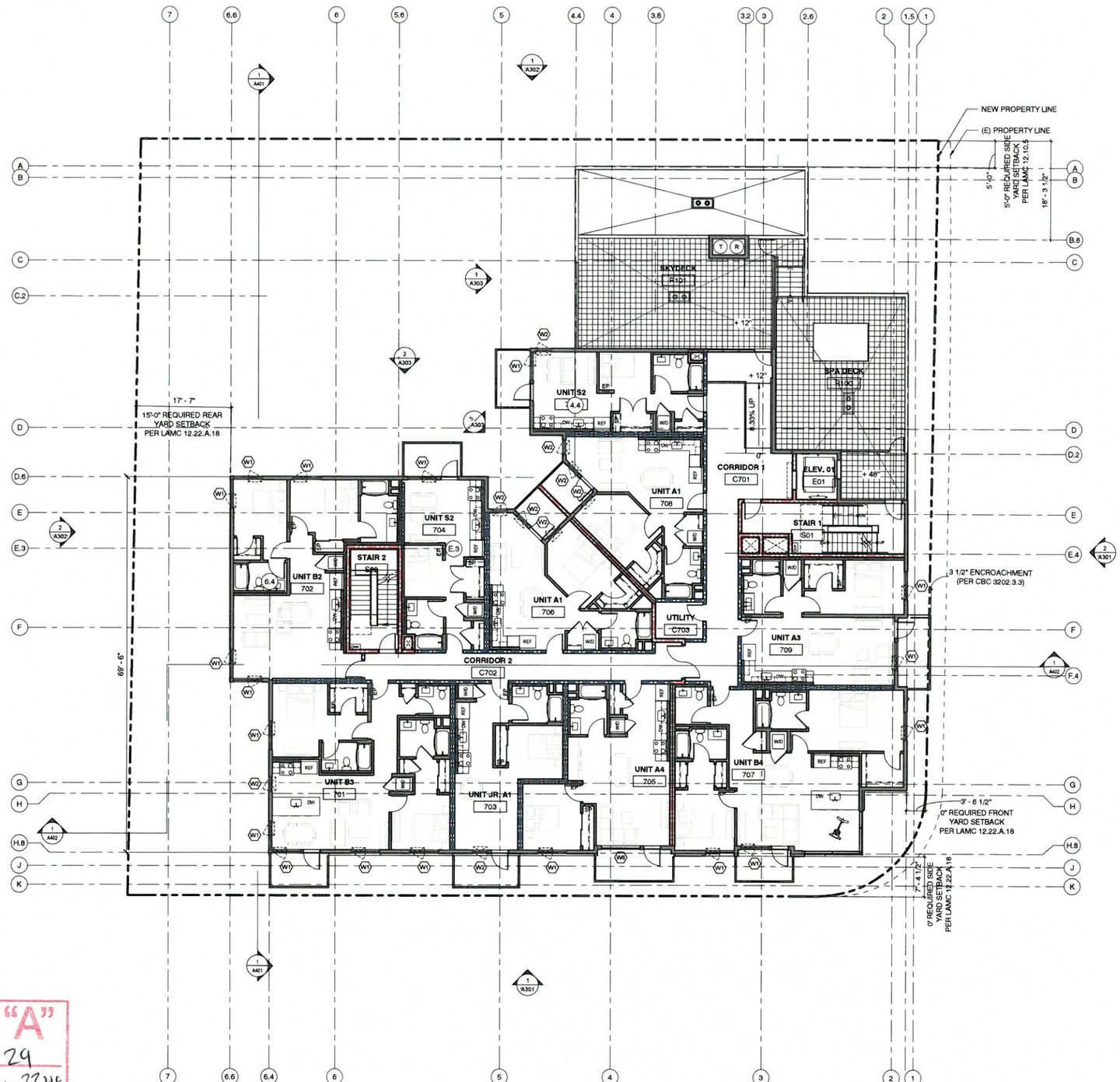

EXHIBIT "A"
Page No. 18 of 29
Case No. DIR-2020-3348-TOL-SPR-HCA

FLOOR PLAN - LEVEL 7 | 1

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 810-3719

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CONSULTANT

CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

FLOOR PLAN - LEVEL 7

SHEET NUMBER

A109

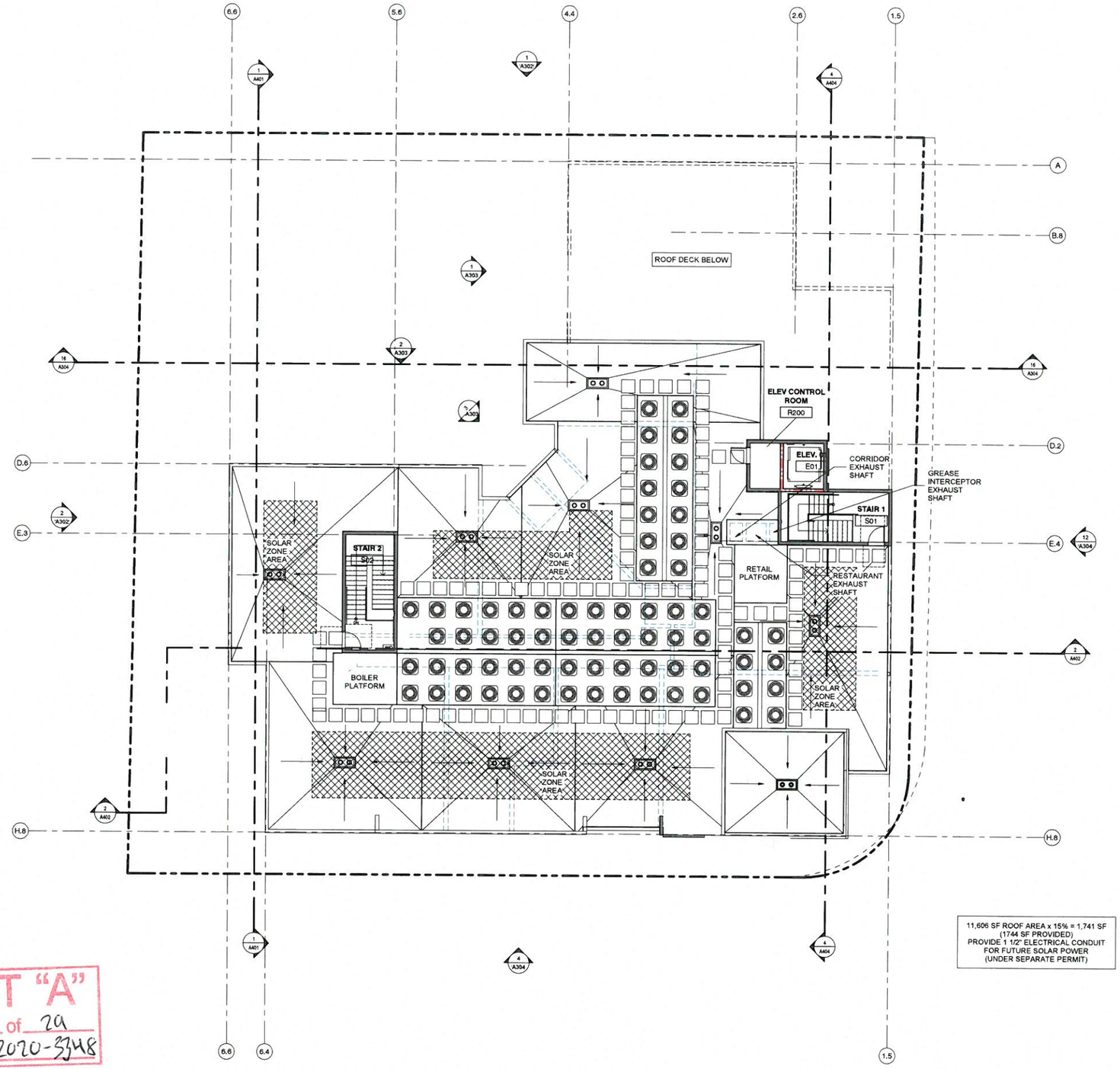

EXHIBIT "A"
Page No. 19 of 29
Case No. DIR-2020-3348
TOC-SPR-HCA

ROOF PLAN 1
1/8" = 1'-0"

ARCHITECT

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100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 610-3719

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CONSULTANT

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888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

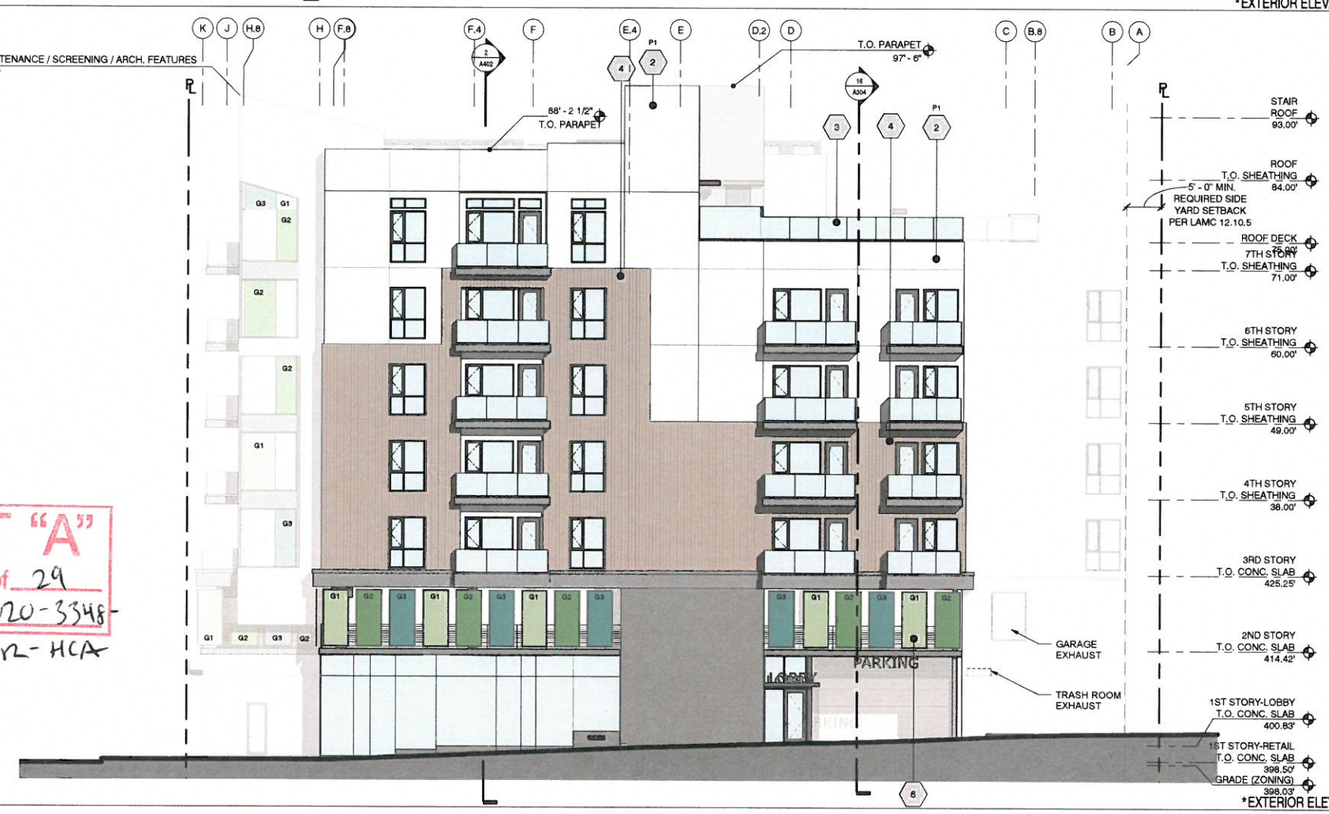
ROOF PLAN

SHEET NUMBER

A110

*EXTERIOR ELEVATION - SOUTH (SUNSET) | 1

1/8" = 1'-0"



*EXTERIOR ELEVATION - EAST (FAIRFAX) | 2

1/8" = 1'-0"

EXHIBIT "A"
Page No. 20 of 29
Case No. DIR-2020-3348-TOC-SPR-HCA

ELEVATION NOTES

1. REFER TO SHEET "MASTER KEYNOTE LEGEND, GENERAL NOTES, SYMBOLS, AND ABBREVIATIONS" FOR GRAPHIC SYMBOLS AND ABBREVIATIONS.
2. DIMENSIONS ARE TO CENTERLINE OF COLUMN, FACE OF STUD, FACE OF CONCRETE, OR FACE OF MASONRY, UNLESS NOTED OTHERWISE.
3. ANY DISCREPANCIES NOTED SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION PRIOR TO BEGINNING WORK.
4. ALL STRUCTURAL, PLUMBING, MECHANICAL, AND ELECTRICAL INFORMATION SHOWN ON THIS SHEET IS FOR REFERENCE ONLY. REFER TO CONSULTANTS DRAWINGS PREPARED BY THE ENGINEER. FOR ALL FRAMING, REFER TO STRUCTURAL DRAWINGS PREPARED BY THE STRUCTURAL ENGINEER. CONTRACTOR TO VERIFY ANY DISCREPANCIES WITH THE ARCHITECT PRIOR TO BEGINNING WORK.
5. APPROVED SET OF PLANS FOR BUILDING, FIRE SPRINKLER, FIRE ALARM, ETC. SHALL BE ON THE JOB SITE DURING CONSTRUCTION AND NO INSPECTIONS WILL BE MADE WITHOUT COMPLIANCE WITH THE ABOVE PROVISION.
6. REFER TO SHEET "WINDOW SCHEDULE AND TYPES" AND "STOREFRONT SCHEDULE AND TYPES" FOR WINDOW AND STOREFRONT TYPES AND GLAZING INFORMATION.
7. REFER TO ELECTRICAL DRAWINGS FOR EXTERIOR LIGHT FIXTURES.
8. AT EVERY PRIMARY PUBLIC ENTRANCE 60" A.F.F., ADJOINING THE ENTRY DOOR, THERE SHALL BE A SIGN DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL CONSIST OF A WHITE FIGURE ON A BLUE BACKGROUND. THE BLUE COLOR SHALL BE PER GOVERNING CODE REQUIREMENTS.
9. ALL SURFACES NOT ELEVATED OR CALLED OUT SHALL MATCH ADJACENT SURFACES.
10. SHOP DRAWINGS FOR ARCHITECTURAL METAL SHALL SHOW DIMENSIONS, WEIGHT, AND CONNECTIONS REQUIRED TO ACCOMMODATE THE GALVANIZING AND SPECIAL PAINTING PROCESSES. SHOP DRAWINGS SHALL INCLUDE OVERALL DIAGRAM FOR CONNECTIONS AND DETAILS OF THOSE CONNECTIONS. ALL CONNECTIONS SHALL BE WELDED, GRIND, SMOOTH, AND SHOP PRIMED AND PAINTED.
11. CONTRACTOR SHALL VERIFY ALL MATERIALS, COLORS, AND FINISHES WITH THE ARCHITECT. ANY DISCREPANCIES NOTED SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION PRIOR TO BEGINNING WORK.
12. FINISHES SHOWN CAN BE ASSUMED TO WRAP AROUND PROJECTING ELEMENTS UNLESS NOTED OTHERWISE.
13. PAINT CONDUIT TO MATCH ADJACENT SURFACE.
14. ALL AREAS WHERE SMOOTH PLASTER OCCURS, CONTRACTOR TO PROVIDE BASE COAT AND MESH-CRACK ISOLATION SYSTEM. REFER TO SPECIFICATION.
15. GLASS DOOR, ADJACENT PANELS, AND ALL GLAZED OPENINGS WITHIN 18" OF THE ADJACENT FLOOR SHALL BE OF SAFETY GLAZING. REFER TO SPECIFICATION. REFER TO "T" NOTATION ON EXTERIOR ELEVATIONS.

GRAPHICS LEGEND

1 **VINYL WINDOWS**
FRAME COLOR: BLACK

6 **GLASS PANEL WITH COLOR VINYL**
COLOR:
G1-DE5378-Wasabi
G2-DE5365-Four Leaf Clover
G3-DE5706-Pine Needle

2 **CEMENT PLASTERING**
COLOR:
P1-DEW339-Bone China

7 **METAL WALL PANELS**
COLOR:
MT-1 DEC797-Battleship Gray

3 **METAL FRAMED GLASS RAILING**

8 **CAST-IN-PLACE CONCRETE**

4 **FIBER CEMENT SIDING**
COLOR BLEND:
DE6129-Rustic Taupe
DEC748-Oyster
DEC770-Drifting

9 **METAL AWNING**
COLOR:
CLEAR ANODIZED ALUMINUM

5 **ALUMINUM FRAMED STOREFRONT**
COLOR:
CLEAR ANODIZED ALUMINUM

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 810-3719

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CONSULTANT

CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/06/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

*A301

*EXTERIOR ELEVATION - NORTH | 1

1/8" = 1'-0"

*EXTERIOR ELEVATION - WEST | 2

1/8" = 1'-0"

EXHIBIT "A"
Page No. 21 of 24
Case No. DIR-2020-3348-TOC-SPR-HCA

ELEVATION NOTES

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GRAPHICS LEGEND

1 **VINYL WINDOWS**
FRAME COLOR: BLACK

6 **GLASS PANEL WITH COLOR VINYL**
COLOR:
G1-DE5578-Wasabi
G2-DE5593-Four Leaf Clover
G3-DE5706-Pine Needle

2 **CEMENT PLASTERING**
COLOR:
P1-DEW338-Bone China

7 **METAL WALL PANELS**
COLOR:
MT-1 DEC797-Battleship Gray

3 **METAL FRAMED GLASS RAILING**

8 **CAST-IN-PLACE CONCRETE**

4 **FIBER CEMENT SIDING**
COLOR BLEND:
DE6129-Rustic Taupe
DEC748-Oyster
DEC770-Drifting

9 **METAL AWNING**
COLOR:
CLEAR ANODIZED ALUMINUM

5 **ALUMINUM FRAMED STOREFRONT**
COLOR:
CLEAR ANODIZED ALUMINUM

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 810-3718

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CONSULTANT

CLIENT/OWNER

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

PROJECT

SUNSET

1501 N. FAIRFAX AVE.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

*A302

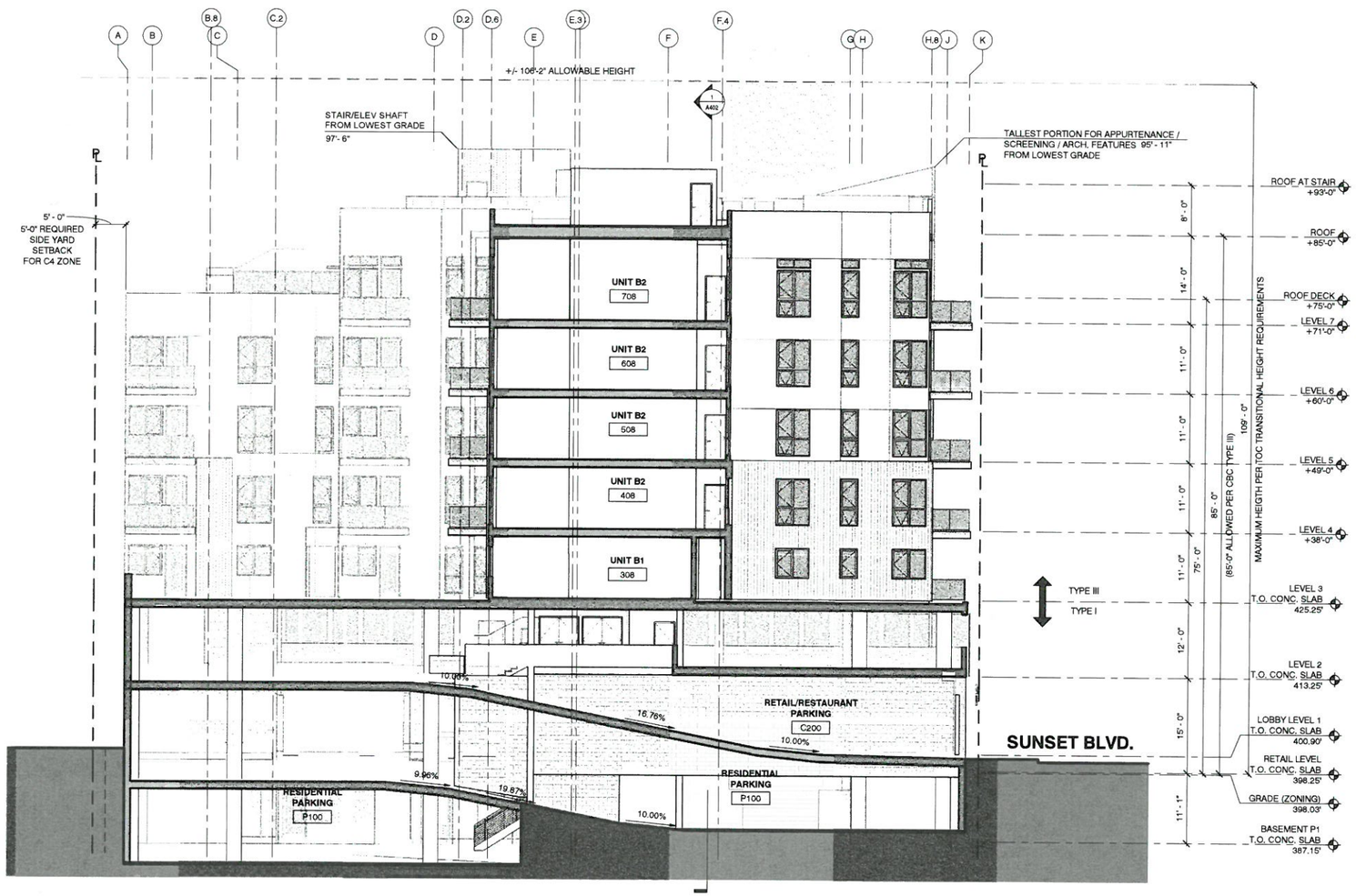

EXHIBIT "A"
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Case No. DIR-2020-3348-
TOC-SPR-HCA

BUILDING SECTION AT SUNSET | 1
1/8" = 1'-0"

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 810-3719

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PROJECT

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MIXED-USE PROJECT

ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

PROJECT NUMBER: 19.120

SHEET TITLE

BUILDING SECTION

SHEET NUMBER

A401

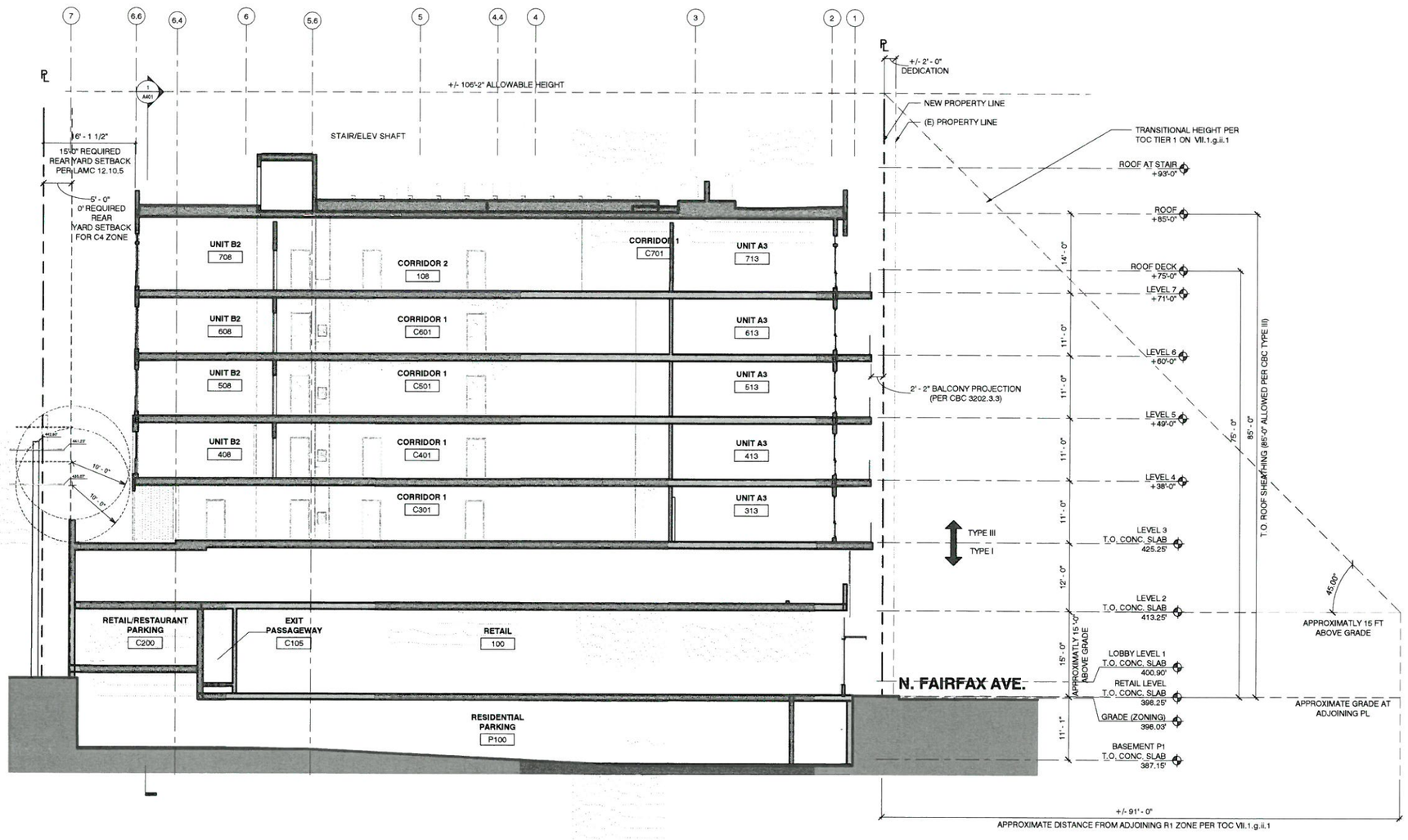

EXHIBIT "A"
Page No. 23 of 24
Case No. DIR-2020-3348-TOC-SPR-HCA

BUILDING SECTION AT FAIRFAX | 1
1/8" = 1'-0"

ARCHITECT

NEXT ARCHITECTURE
100 WEST BROADWAY SUITE 3000
LONG BEACH, CA 90802
(562) 810-3719

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ISSUES & REVISION

NO.	DATE	DESCRIPTION
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL

NOT FOR CONSTRUCTION

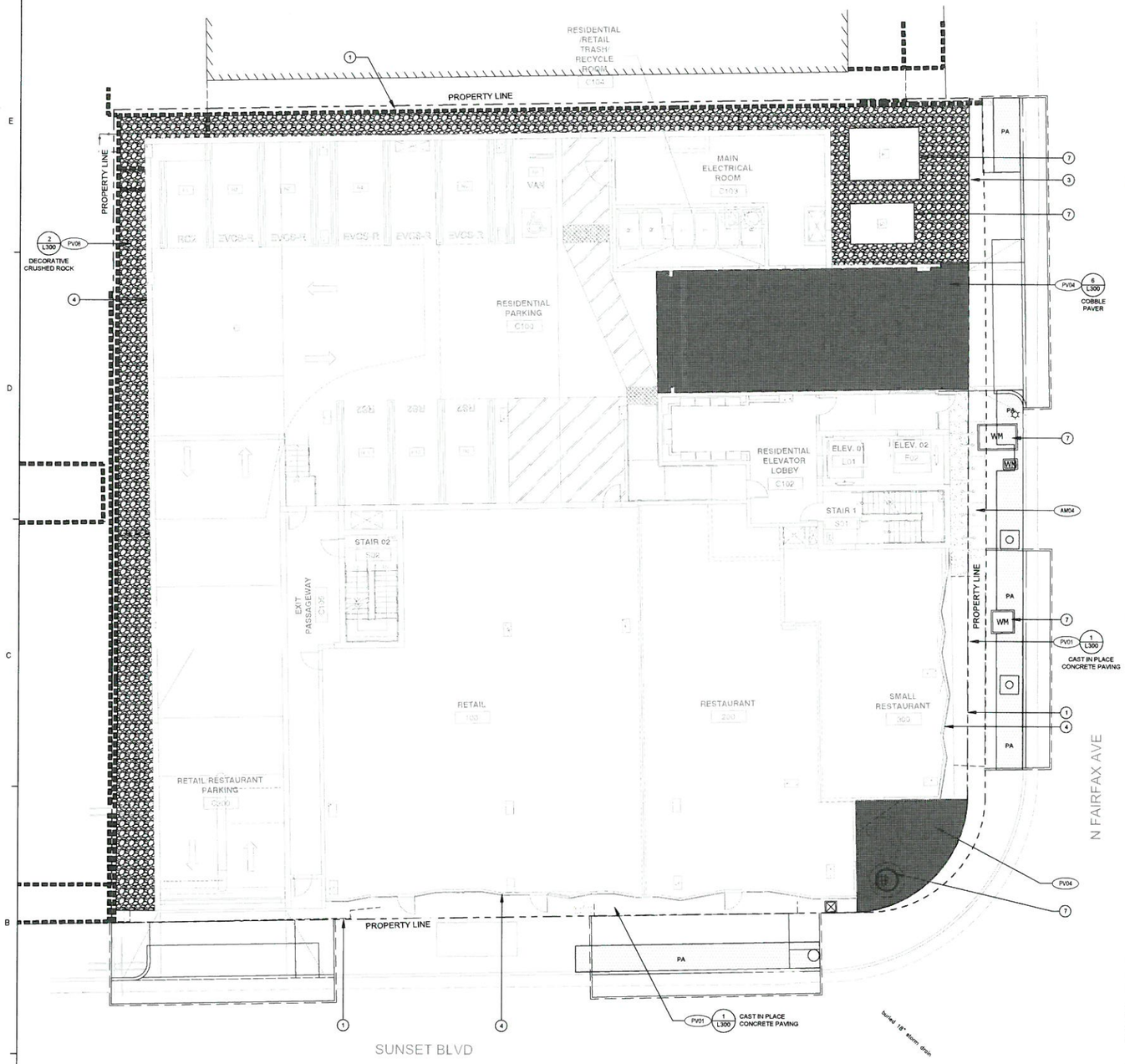
PROJECT NUMBER: 19.120

SHEET TITLE

BUILDING SECTION

SHEET NUMBER

A402



PAVING SCHEDULE

SYMBOL	ITEM/DESCRIPTION	MANUFACTURER	COLOR/FINISH	REMARKS
PV01	CAST IN PLACE CONCRETE PAVING	–	COLOR: NATURAL GREY FINISH: BROOM FINISH TO MATCH CITY STANDARD	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
PV02	CAST IN PLACE INTEGRAL CONCRETE PAVING (ON STRUCTURE)	–	COLOR: PALOMINO (DAVIS COLORS) FINISH: LIGHT ACID	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
PV03	CAST IN PLACE INTEGRAL CONCRETE PAVING (ON STRUCTURE)	–	COLOR: COBBLESTONE (DAVIS COLORS) FINISH: LIGHT ACID	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
PV04	COBBLE PAVERS	HANOVER ARCHITECTURAL PRODUCTS	MODEL: HANOVER GRANITE COBBLES COLOR: BASALT BLACK FINISH: SAWN SIDES, THERMAL FINISH SIZE: 4" X 4" 2" THICK @ PEDESTRIAN 4" THICK @ VEHICULAR	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
PV05	PEDESTAL PAVERS (ON STRUCTURE)	TILE TECH (OR SIMILAR) CONTACT: RONNIE TABIBNIA (213) 380-5560	MODEL: PORCELAIN PAVER SERIES COLOR/FINISH: SAND-STONE SIZE: 24"X24", 2CM THICK	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
PV06	PEDESTAL PAVERS (ON STRUCTURE)	TILE TECH (OR SIMILAR) CONTACT: RONNIE TABIBNIA (213) 380-5560	MODEL: PORCELAIN PAVER SERIES COLOR/FINISH: GRAY-STONE SIZE: 24"X24", 2CM THICK	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
PV07	ARTIFICIAL TURF (ON STRUCTURE)	TURFSCAPES CONTACT: BRADLEY WHITE (917) 557-2626	MODEL: LEISURE 75 W/ ENVIROFILL	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
PV08	DECORATIVE CRUSHED ROCK	SOUTHWEST BOULDER & STONE CONTACT: PETER SANCHEZ (760) 559-9098	COLOR/FINISH: COPPER CANYON SIZE:3/4"	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL

WALL AND FENCE SCHEDULE

SYMBOL	ITEM/DESCRIPTION	MANUFACTURER	COLOR/FINISH	REMARKS
WG1	CMU BLOCK DECORATIVE PLANTER WALL W/ DECORATIVE PRECAST CONCRETE CAP	PRECAST DECORATIVE CONCRETE CAP-STEPSTONE	WALL FINISH: SMOOTH PLASTER STUCCO COLOR: WHITE PRECAST CAP MODEL: SQUARE MODULAR SIZE: 13-1/4" W X 24" L X 3-3/8" THICK COLOR/FINISH: ALMOND/HEAVY SANDBLAST	CONTRACTOR TO PROVIDE SAMPLE FOR APPROVAL
WG2	CAST IN PLACE CONCRETE SEAT WALL W/ WOOD	–	FINISH: SMOOTH PLASTER STUCCO COLOR: WHITE WOOD: CEDAR, LIGHT COLOR STAIN, SEAL	CONTRACTOR TO PROVIDE SAMPLE FOR APPROVAL
WG3	STEEL FRAMED PATIO GATE W/ WOOD SLATS	–	STEEL FINISH: PRIME & PAINTED COLOR: BLACK WOOD: CEDAR, LIGHT COLOR STAIN, SEAL	CONTRACTOR TO PROVIDE SAMPLE AND SHOP DRAWINGS FOR APPROVAL
WG4	SPA ENCLOSURE/GATE	CRL LAURENCE	COLOR/FINISH: TEMPERED GLASS PANEL SIZE: 1/2" THICK	CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL
WG5	CAST IN PLACE CONCRETE SEAT WALL W/ STONE SLAB SEAT	STONE SLAB MANUF-DALTILE XTERIORS NATURAL STONE GRANITE	FINISH: SMOOTH PLASTER STUCCO COLOR: WHITE STONE COLOR/FINISH: COBRA/POLISHED STONE SIZE: 2CM	CONTRACTOR TO PROVIDE SAMPLE FOR APPROVAL

SURFACE FINISHES SCHEDULE

SYMBOL	ITEM/DESCRIPTION	MANUFACTURER	COLOR/FINISH	REMARKS
F01	BBQ COUNTER / SEAT WALL CAP / FIREPLACE HEARTH - STONE SLAB	DALTILE XTERIORS NATURAL STONE GRANITE	STONE COLOR/FINISH: COBRA/POLISHED STONE SIZE: 2CM	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
F01A	BBQ COUNTER - DIE WALL TILE	POPHAM DESIGN	MODEL: BRASILIA COLOR: LAWN & MILK SIZE: SMALL (5.9"X5.9")	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
F02	FIREPLACE SURROUND	POPHAM DESIGN	MODEL: STANDARD SQUARE COLOR: MILK SIZE: SMALL (5.9"X5.9")	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
F03	TRELLIS STEEL	TBD	COLOR: BLACK (EXACT COLOR TBD) FINISH: PRIME & PAINT HSS	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
F04	SPA COPING	TBD	TBD	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL
F04A	SPA WATERLINE TILE	TBD	TBD	CONTRACTOR TO PROVIDE SAMPLE AND MOCK UP FOR APPROVAL

AMENITY SCHEDULE

SYMBOL	ITEM/DESCRIPTION	MANUFACTURER	COLOR/FINISH	REMARKS
AM01	PREFABRICATED FIREPIT W/ WINDGUARD @ PODIUM	ERNSDORF DESIGN CONTACT: SETH ERNSDORF (213) 388-6965	COLOR/FINISH: ABACUS FIRE TABLE IN BRILLIANT WHITE SIZE: 7' X 3' X 14"HT FIREGLASS: COPPER	CONTRACTOR TO PROVIDE CUT SHEET AND SAMPLE FOR APPROVAL
AM02	PREFABRICATED FIREPIT W/ WINDGUARD @ ROOF	ERNSDORF DESIGN CONTACT: SETH ERNSDORF (213) 388-6965	COLOR/FINISH: ABACUS FIRE TABLE IN BRILLIANT WHITE SIZE: 6' X 3' 6" X 14"HT FIREGLASS: COPPER	CONTRACTOR TO PROVIDE CUT SHEET AND SAMPLE FOR APPROVAL
AM03	HANDRAIL	–	BRUSHED STAINLESS STEEL	CONTRACTOR TO PROVIDE CUT SHEET AND SAMPLE FOR APPROVAL
AM04	BIKE RACK	LANDSCAPE FORMS MODEL: BOLA CONTACT: MARY KAY SHAEFER 310.541.6691	ELECTROPOLISHED STAINLESS STEEL	CONTRACTOR TO PROVIDE CUT SHEET AND SAMPLE FOR APPROVAL

ABBREVIATIONS

SC	SAWCUT CONTROL JOINT
EJ	EXPANSION JOINT, EVERY 20'
PA	PLANTING AREA
PIP	PROTECT IN PLACE
TYP	TYPICAL
WJ	WALL SAWCUT CONTROL JOINT @ O.C. UNLESS OTHERWISE NOTED
TF	TOP OF FENCE/GATE
TC	TOP OF COUNTER (34" MAX ABOVE FS)
TW	TOP OF WALL

LEGEND

1. PROPERTY LINE
2. PORTABLE PLANTER, REFER TO PLANTING PLAN
3. BUILDING LINE ABOVE, SEE ARCHITECTURAL DRAWINGS
4. BUILDING WALL, SEE ARCHITECTURAL DRAWINGS
5. SPA 11'X8', SEE SPA DRAWINGS
6. SPA ADA LIFT, SEE SPA DRAWINGS
7. UTILITY, REFER TO CIVIL DRAWINGS
8. STAIRS, SEE ARCHITECTURAL DRAWINGS
9. FF&E PER INTERIOR PLANS

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

SCALE IN FEET

EXHIBIT "A"
Page No. 24 of 29
Case No. DIR-2020-3348-TOC-SPR-HCA

Architect

NEXT ARCHITECTURE
100 WEST BROADWAY STE. 3000
LONG BEACH, CA 90802
(562) 810-3719

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Consultant

LRM
10335 JEFFERSON BLVD
CULVER CITY, CA 90232

Client/Owner

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

Project

7901 SUNSET

7901 SUNSET BLVD.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

Issues & Revisions

No.	Date	Description
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL
	09/23/2020	100% DESIGN DEVELOPMENT

NOT FOR CONSTRUCTION

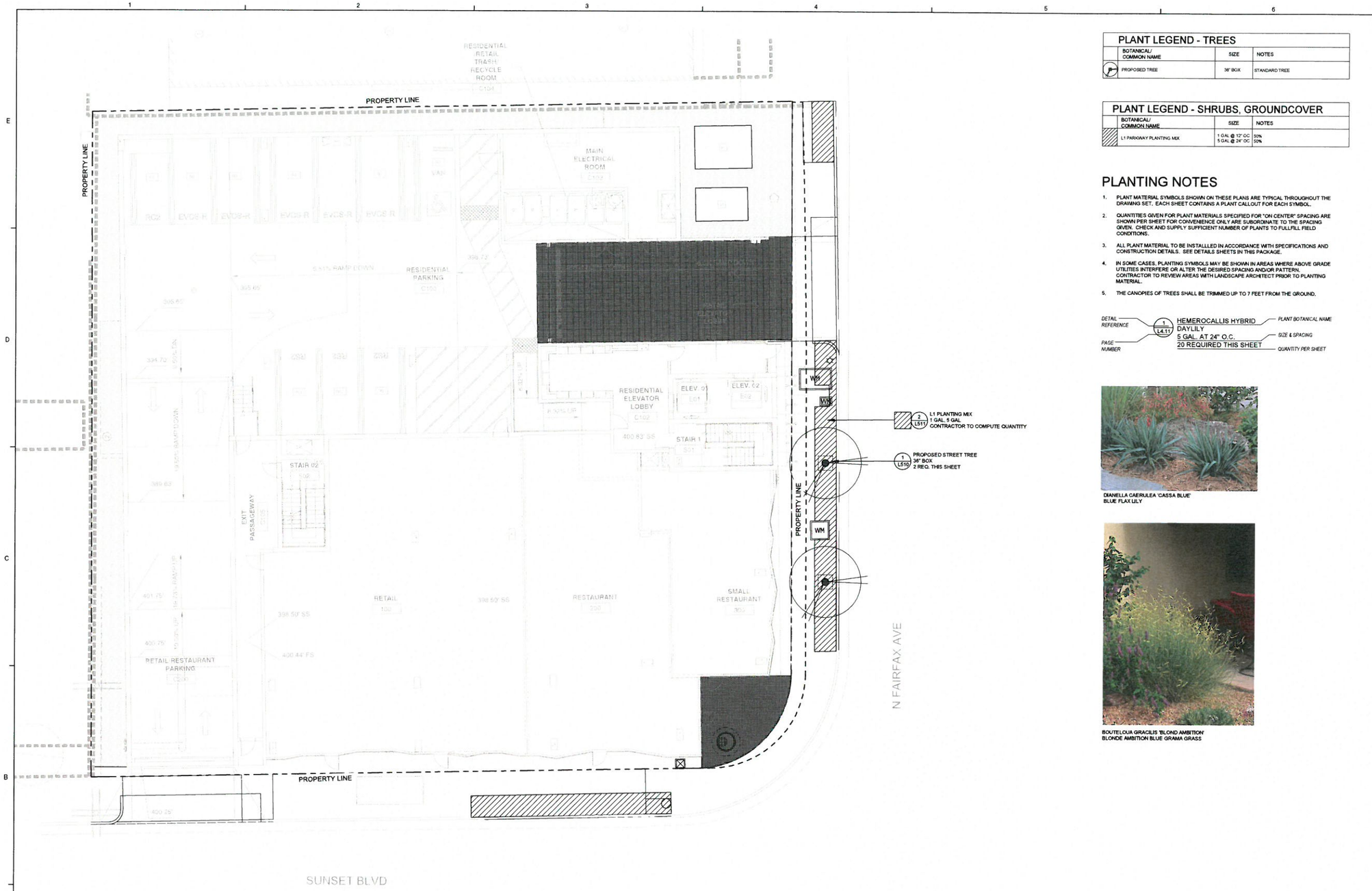
Project Number: 19.120

Sheet Title

CONSTRUCTION PLAN - LEVEL 1

Sheet Number

L101



PLANT LEGEND - TREES

	BOTANICAL/ COMMON NAME	SIZE	NOTES
	PROPOSED TREE	36" BOX	STANDARD TREE

PLANT LEGEND - SHRUBS, GROUNDCOVER

	BOTANICAL/ COMMON NAME	SIZE	NOTES
	L1 PARKWAY PLANTING MIX	1 GAL @ 12" OC 5 GAL @ 24" OC	50% 50%

PLANTING NOTES

1. PLANT MATERIAL SYMBOLS SHOWN ON THESE PLANS ARE TYPICAL THROUGHOUT THE DRAWING SET. EACH SHEET CONTAINS A PLANT CALLOUT FOR EACH SYMBOL.
2. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN PER SHEET FOR CONVENIENCE ONLY ARE SUBORDINATE TO THE SPACING GIVEN. CHECK AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULLFILL FIELD CONDITIONS.
3. ALL PLANT MATERIAL TO BE INSTALLLED IN ACCORDANCE WITH SPECIFICATIONS AND CONSTRUCTION DETAILS. SEE DETAILS SHEETS IN THIS PACKAGE.
4. IN SOME CASES, PLANTING SYMBOLS MAY BE SHOWN IN AREAS WHERE ABOVE GRADE UTILITIES INTERFERE OR ALTER THE DESIRED SPACING AND/OR PATTERN. CONTRACTOR TO REVIEW AREAS WITH LANDSCAPE ARCHITECT PRIOR TO PLANTING MATERIAL.
5. THE CANOPIES OF TREES SHALL BE TRIMMED UP TO 7 FEET FROM THE GROUND.

DETAIL REFERENCE — 1 / L4.11 — PAGE NUMBER
HEMEROCALLIS HYBRID — PLANT BOTANICAL NAME
DAYLILY
5 GAL. AT 24" O.C. — SIZE & SPACING
20 REQUIRED THIS SHEET — QUANTITY PER SHEET

DIANELLA CAERULEA 'CASSA BLUE'
BLUE FLAX LILY

BOUTELOUA GRACILIS 'BLOND AMBITION'
BLONDE AMBITION BLUE GRAMA GRASS

EXHIBIT "A"
Page No. 25 of 29
Case No. ~~ENV~~ DIR-2020-3348-TOC-SPR-HCA

SCALE: 1/8" = 1'-0"
4 0 8 16 24
SCALE IN FEET

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NEXT ARCHITECTURE
100 WEST BROADWAY STE. 3000
LONG BEACH, CA 90802
(562) 810-3719

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Consultant

LRM
10335 JEFFERSON BLVD
CULVER CITY, CA 90232

Client/Owner

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

Project

7901 SUNSET

7901 SUNSET BLVD.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

Issues & Revisions

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	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL
	09/23/2020	100% DESIGN DEVELOPMENT

NOT FOR CONSTRUCTION

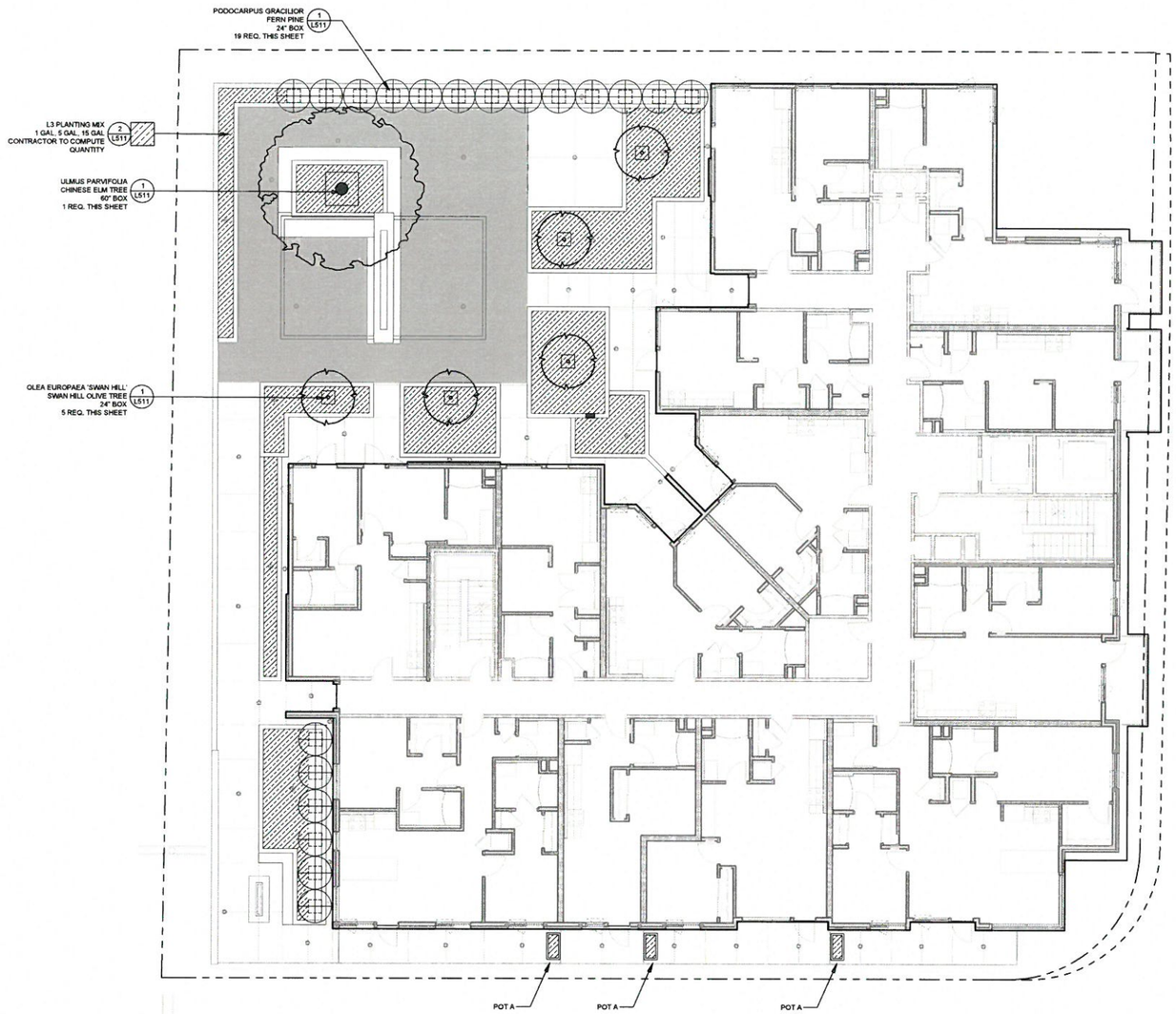
Project Number: 19.120

Sheet Title

PLANTING PLAN
- LEVEL 1

Sheet Number

L501



PLANT LEGEND - TREES

	BOTANICAL/ COMMON NAME	SIZE	NOTES
	ULMUS PARVIFOLIA CHINESE ELM	60" BOX	STANDARD TREE
	OLEA EUROPAEA 'SWAN HILL' SWAN HILL OLIVE TREE	24" BOX	STANDARD TREE
	PODOCARPUS GRACILIOR FERN PODOCARPUS	24" BOX	STANDARD TREE. FULL TO GROUND

PLANT LEGEND - SHRUBS, GROUNDCOVER

	BOTANICAL/ COMMON NAME	SIZE	NOTES
	L3 PLANTING MIX	1 GAL @ 12" OC 5 GAL @ 24" OC 15 GAL @ 36" OC	25% 50% 25%

PLANTING NOTES

1. PLANT MATERIAL SYMBOLS SHOWN ON THESE PLANS ARE TYPICAL THROUGHOUT THE DRAWING SET. EACH SHEET CONTAINS A PLANT CALLOUT FOR EACH SYMBOL.
2. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN PER SHEET FOR CONVENIENCE ONLY ARE SUBORDINATE TO THE SPACING GIVEN. CHECK AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULLFILL FIELD CONDITIONS.
3. ALL PLANT MATERIAL TO BE INSTALLLED IN ACCORDANCE WITH SPECIFICATIONS AND CONSTRUCTION DETAILS. SEE DETAILS SHEETS IN THIS PACKAGE.
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5. THE CANOPIES OF TREES SHALL BE TRIMMED UP TO 7 FEET FROM THE GROUND.

DETAIL REFERENCE — 1 / L4.11 — PAGE NUMBER
HEMEROCALLIS HYBRID — PLANT BOTANICAL NAME
DAYLILY
5 GAL. AT 24" O.C. — SIZE & SPACING
20 REQUIRED THIS SHEET — QUANTITY PER SHEET

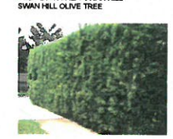
PORTABLE PLANTER SCHEDULE

SYM.	ITEM/DESCRIPTION	MANUFACTURER	COLOR/FINISH	QTY.	NOTES
A	WILSHIRE COLLECTION RECTANGLE PLANTER MODEL: WR-48244Z 48" L X 24" W X 42" H	MFR: TOURNESOL (800) 543-2282 WWW.TOURNESOL.COM	MATERIAL: FRP COLOR: TBD FINISH: TO	L3 - 3	CONTRACTOR TO PROVIDE SAMPLE CHIP WITH SPECIFIED COLOR/FINISH FOR APPROVAL. PROVIDE DRAIN HOLE FOR ALL PLANTERS. REFER TO PLANTING PLANDETAILS.
B	WILSHIRE COLLECTION RECTANGLE PLANTER MODEL: WR-72242A 72" L X 24" W X 24" H	MFR: TOURNESOL (800) 543-2282 WWW.TOURNESOL.COM	MATERIAL: FRP COLOR: TBD FINISH: TO	L7 - 1	CONTRACTOR TO PROVIDE SAMPLE CHIP WITH SPECIFIED COLOR/FINISH FOR APPROVAL. PROVIDE DRAIN HOLE FOR ALL PLANTERS. REFER TO PLANTING PLANDETAILS.
C	WILSHIRE COLLECTION RECTANGLE PLANTER MODEL: WR-72842 72" L X 36" W X 42" H	MFR: TOURNESOL (800) 543-2282 WWW.TOURNESOL.COM	MATERIAL: FRP COLOR: TBD FINISH: TO	L7 - 3	CONTRACTOR TO PROVIDE SAMPLE CHIP WITH SPECIFIED COLOR/FINISH FOR APPROVAL. PROVIDE DRAIN HOLE FOR ALL PLANTERS. REFER TO PLANTING PLANDETAILS.


OLEA EUROPAEA 'SWAN HILL'
SWAN HILL OLIVE TREE


LOMANDRA LONGIFOLIA 'BREEZE'
DWARF MAT RUSH


AGAVE ATTENUATA
FOXTAIL AGAVE


PODOCARPUS GRACILIOR
FERN PODOCARPUS


OLEA EUROPAEA 'MONTRA'
LITTLE OLLIE


ALOE PLICATILIS
FAN ALOE


ULMUS PARVIFOLIA
CHINESE ELM


SESLERIA AUTUMNALIS
AUTUMN MOOR GRASS


KALANCHOE BAHARENSIS
FELT PLANT

EXHIBIT "A"
Page No. 26 of 29
Case No. DIR-2020-3348-
TOC-SPR-HCA

SCALE: 1/8" = 1'-0"
4 0 8 16 24
SCALE IN FEET

Architect

NEXT ARCHITECTURE
100 WEST BROADWAY STE. 3000
LONG BEACH, CA 90802
(562) 810-3719

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Consultant

LRM
10335 JEFFERSON BLVD
CULVER CITY, CA 90232

Client/Owner

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

Project

7901 SUNSET

7901 SUNSET BLVD.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

Issues & Revisions

No.	Date	Description
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL
	09/23/2020	100% DESIGN DEVELOPMENT

NOT FOR CONSTRUCTION

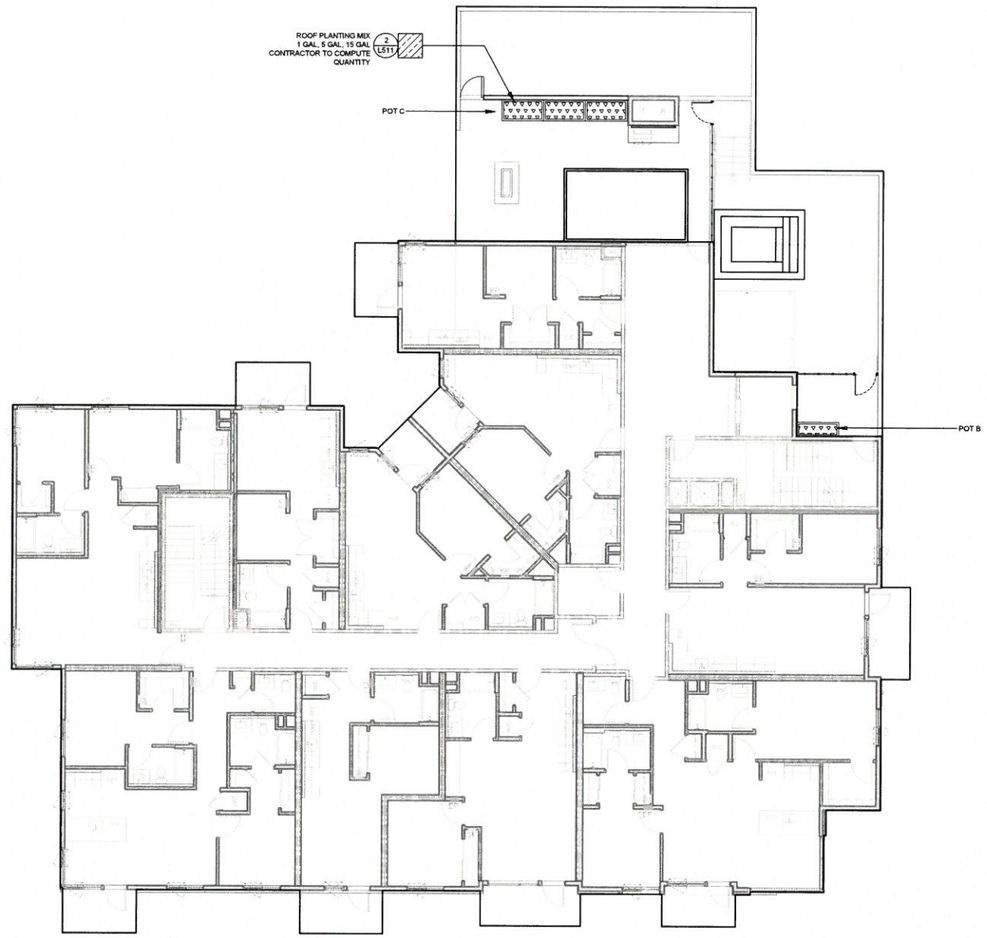
Project Number: 19.120

Sheet Title

PLANTING PLAN
- LEVEL 3

Sheet Number

L503



PLANT LEGEND - SHRUBS, GROUNDCOVER

	BOTANICAL/ COMMON NAME	SIZE	NOTES
	ROOFTOP PLANTING MIX	1 GAL @ 12" OC 5 GAL @ 24" OC 15 GAL @ 36" OC	25% 50% 25%

PLANTING NOTES

1. PLANT MATERIAL SYMBOLS SHOWN ON THESE PLANS ARE TYPICAL THROUGHOUT THE DRAWING SET. EACH SHEET CONTAINS A PLANT CALLOUT FOR EACH SYMBOL.
2. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN PER SHEET FOR CONVENIENCE ONLY ARE SUBORDINATE TO THE SPACING GIVEN. CHECK AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULLFILL FIELD CONDITIONS.
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4. IN SOME CASES, PLANTING SYMBOLS MAY BE SHOWN IN AREAS WHERE ABOVE GRADE UTILITIES INTERFERE OR ALTER THE DESIRED SPACING AND/OR PATTERN. CONTRACTOR TO REVIEW AREAS WITH LANDSCAPE ARCHITECT PRIOR TO PLANTING MATERIAL.
5. THE CANOPIES OF TREES SHALL BE TRIMMED UP TO 7 FEET FROM THE GROUND.

DETAIL REFERENCE — 1 / L4.11 — PAGE NUMBER
HEMEROCALLIS HYBRID — PLANT BOTANICAL NAME
DAYLILY
5 GAL. AT 24" O.C. — SIZE & SPACING
20 REQUIRED THIS SHEET — QUANTITY PER SHEET

PORTABLE PLANTER SCHEDULE

SYM.	ITEM/DESCRIPTION	MANUFACTURER	COLOR/FINISH	QTY.	NOTES
A	WILSHIRE COLLECTION RECTANGLE PLANTER MODEL: WR-482442 48" L X 24" W X 42" H	MFR: TOURNESOL (800) 542-2282 WWW.TOURNESOL.COM	MATERIAL: FRP COLOR: TBD FINISH: T0	L3 - 3	CONTRACTOR TO PROVIDE SAMPLE CHIP WITH SPECIFIED COLOR/FINISH FOR APPROVAL. PROVIDE DRAIN HOLE FOR ALL PLANTERS. REFER TO PLANTING PLANDETAILS.
B	WILSHIRE COLLECTION RECTANGLE PLANTER MODEL: WR-722424 72" L X 24" W X 24" H	MFR: TOURNESOL (800) 542-2282 WWW.TOURNESOL.COM	MATERIAL: FRP COLOR: TBD FINISH: T0	L7 - 1	CONTRACTOR TO PROVIDE SAMPLE CHIP WITH SPECIFIED COLOR/FINISH FOR APPROVAL. PROVIDE DRAIN HOLE FOR ALL PLANTERS. REFER TO PLANTING PLANDETAILS.
C	WILSHIRE COLLECTION RECTANGLE PLANTER MODEL: WR-723642 72" L X 36" W X 42" H	MFR: TOURNESOL (800) 542-2282 WWW.TOURNESOL.COM	MATERIAL: FRP COLOR: TBD FINISH: T0	L7 - 3	CONTRACTOR TO PROVIDE SAMPLE CHIP WITH SPECIFIED COLOR/FINISH FOR APPROVAL. PROVIDE DRAIN HOLE FOR ALL PLANTERS. REFER TO PLANTING PLANDETAILS.


OLEA EUROPAEA 'MONTRA'
LITTLE OLLIE


AEONIUM SP
AEONIUM


YUCCA ROSTRATA
BEAKED YUCCA


BOUTELOUA GRACILIS 'BLOND AMBITION'
BLONDE AMBITION BLUE GRAMA GRASS

EXHIBIT "A"
Page No. 27 of 29
Case No. DIR-2020-3348-
TOC-SPR-HCA

SCALE: 1/8" = 1'-0"
4 0 8 16 24
SCALE IN FEET

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NEXT ARCHITECTURE
100 WEST BROADWAY STE. 3000
LONG BEACH, CA 90802
(562) 810-3719

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Consultant

LRM
10335 JEFFERSON BLVD
CULVER CITY, CA 90232

Client/Owner

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

Project

7901 SUNSET

7901 SUNSET BLVD.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

Issues & Revisions

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	04/15/2020	TOC SUBMITTAL
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	05/08/2020	PZA SUBMITTAL
	09/23/2020	100% DESIGN DEVELOPMENT

NOT FOR CONSTRUCTION

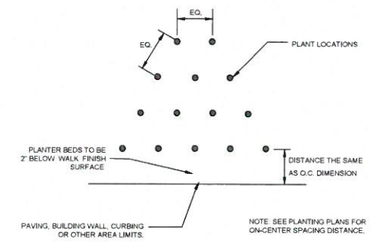
Project Number: 19.120

Sheet Title

PLANTING PLAN
- LEVEL 7

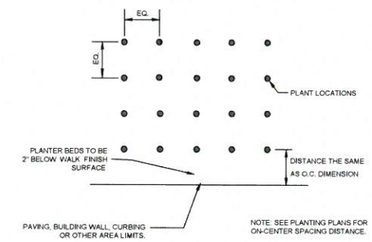
Sheet Number

L507



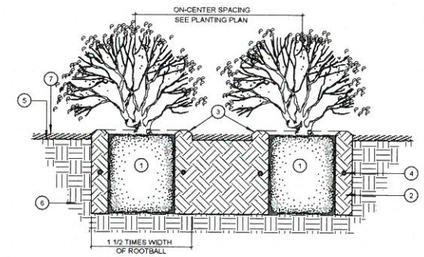
PLANT SPACING - TRIANGULAR

SCALE 1'-0"=1'-0" | 7



PLANT SPACING - SQUARE

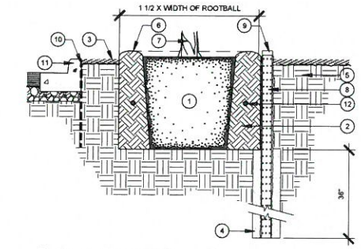
SCALE 1'-0"=1'-0" | 8



1. ROOTBALL, SET 3" ABOVE FINISH GRADE.
2. BACKFILL MIX, UNIFORMLY MIXED: 3-5% ORGANIC MATTER ON A DRY WEIGHT BASIS, PER SOIL LAB RECOMMENDATIONS.
3. WATERING BASIN
4. PLANT FERTILIZER TABLETS, SEE SPECS
5. FINISH GRADE
6. SITE SOIL, AMEND PER SOIL LAB RECOMMENDATIONS
7. 3" LAYER OF WOOD BARK MULCH, SEE SPECS, UNLESS OTHERWISE NOTED ON PLANS

SHRUB PLANTING DETAIL (SPACING < 30" O.C.)

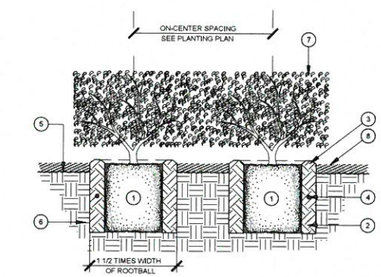
SCALE 1"=1'-0" | 4



1. ROOTBALL, SET 3" ABOVE FINISH GRADE
2. BACKFILL MIX, UNIFORMLY MIXED: 3-5% ORGANIC MATTER ON A DRY WEIGHT BASIS, PER SOIL LAB RECOMMENDATIONS.
3. 3" LAYER OF WOOD BARK MULCH, SEE SPECS, UNLESS OTHERWISE NOTED ON PLANS
4. 12" DIA. SUMP, BACKFILL WITH AMENDED SOIL OR WASH CONCRETE SAND
5. SITE SOIL, AMEND PER SOIL LAB RECOMMENDATIONS
6. WATERING BASIN
7. TREE TRUNK
8. 4" DIA. PERFORATED P.V.C. RIGID DRAINAGE PIPE WRAPPED IN FILTER FABRIC SOCK.
9. GREEN NDS PLASTIC FLAT GRATE, MATCH PIPE SIZE, 1" MAX ABOVE FINISH GRADE
10. ROOT CONTROL BARRIER INSTALL PER MANUFACTURER RECOMMENDATIONS. SEE SPECS. SEE PLANTING PLAN FOR LOCATIONS
11. ADJACENT CONCRETE CURB OR PAVING WHERE APPLICABLE
12. FERTILIZER TABLET. SEE SPECIFICATIONS

TREE PLANTING DETAIL

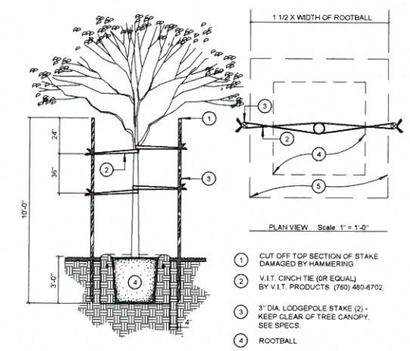
SCALE 1/2"=1'-0" | 1



1. ROOTBALL, SET 3" ABOVE FINISH GRADE
2. BACKFILL MIX, UNIFORMLY MIXED: 3-5% ORGANIC MATTER ON A DRY WEIGHT BASIS, PER SOIL LAB RECOMMENDATIONS.
3. WATERING BASIN
4. PLANT FERTILIZER TABLETS - SEE SPECIFICATIONS
5. FINISH GRADE
6. SITE SOIL, AMEND PER SOIL LAB RECOMMENDATIONS
7. SHRUB FOLIAGE SHEARED INTO HEDGE FORM (OUTER SURFACES NOT BETWEEN PLANTS)
8. 3" LAYER OF WOOD BARK MULCH, SEE SPECS, UNLESS OTHERWISE NOTED ON PLANS

HEDGE PLANTING DETAIL

SCALE 1"=1'-0" | 5

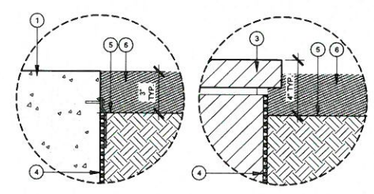


1. CUT OFF TOP SECTION OF STAKE DAMAGED BY HAMMERING
2. V.I.T. CINCH TIE (OR EQUAL) BY V.I.T. PRODUCTS. (760) 480-6702.
3. 3" DIA. LODGEPOLE STAKE (2) - KEEP CLEAR OF TREE CANOPY. SEE SPECS.
4. ROOTBALL
5. SEE BOX TREE PLANTING DETAIL, THIS SHEET.

NOTE: INSPECT STRAPS MONTHLY FOR PROPER ADJUSTMENT, AND DAMAGE TO TREE. ADJUST AS REQUIRED.

TREE STAKING DETAIL

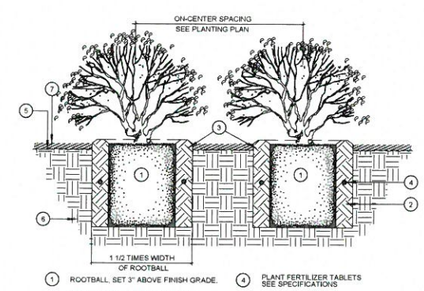
SCALE 1"=1'-0" | 2



1. C.J.P. CONCRETE - WHERE OCCURS
2. NOT USED
3. CMU PLANTER WALL WITH CMU CAP
4. WATER PROOFING BY OTHERS
5. FINISH GRADE
6. 3" MULCH, SEE SPECS

FINISH GRADE, TYP.

SCALE 3"=1'-0" | 6



1. ROOTBALL, SET 3" ABOVE FINISH GRADE.
2. BACKFILL MIX, UNIFORMLY MIXED: 3-5% ORGANIC MATTER ON A DRY WEIGHT BASIS, PER SOIL LAB RECOMMENDATIONS.
3. WATERING BASIN
4. PLANT FERTILIZER TABLETS SEE SPECIFICATIONS
5. FINISH GRADE
6. SITE SOIL, AMEND PER SOIL LAB RECOMMENDATIONS
7. 3" LAYER OF WOOD BARK MULCH, SEE SPECS, UNLESS OTHERWISE NOTED ON PLANS

SHRUB PLANTING DETAIL (SPACING > 30" O.C.)

SCALE 1"=1'-0" | 3

EXHIBIT "A"
Page No. 28 of 29
Case No. DIR-2020-3348-TOC-SPR-HCA

Architect

NEXT ARCHITECTURE
100 WEST BROADWAY STE. 3000
LONG BEACH, CA 90802
(562) 810-3719

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Consultant

LRM
10335 JEFFERSON BLVD
CULVER CITY, CA 90232

Client/Owner

SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

Project

7901 SUNSET

7901 SUNSET BLVD.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

Issues & Revisions

No.	Date	Description
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL
	09/23/2020	100% DESIGN DEVELOPMENT

NOT FOR CONSTRUCTION

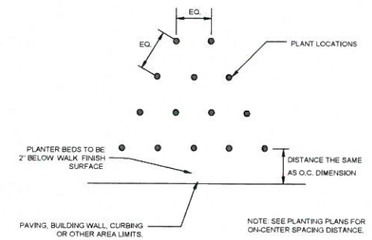
Project Number: 19.120

Sheet Title

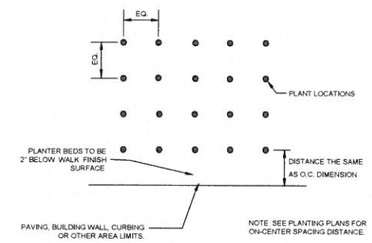
PLANTING DETAILS (ON GRADE)

Sheet Number

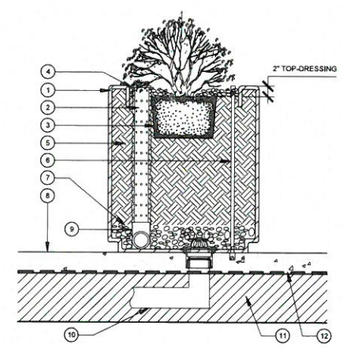
L510



PLANT SPACING - TRIANGULAR | SCALE 1'-0"=1'-0" | 4



PLANT SPACING - SQUARE | SCALE 1'-0"=1'-0" | 5



1. FIBERGLASS PLANTER (NO DRAIN HOLES). SEE PORTABLE PLANTER SCHEDULE L1.10.
2. SIPHON DEVICE: 4" SCHEDULE 40 PVC & ROUND GRATE. PERFORATE ALL PIPE W/ 1/2" HOLES @ 6" O.C. WRAP PIPE W/ FILTER FABRIC OR SOCK.
3. PLANT ROOTBALL
4. 2" THICK TOP-DRESSING. 3/4"-1" BLACK MEXICAN BEACH PEBBLES. (SOUTHWEST BOULDER AND STONE 800-540-1147)
5. PLANTER MIX: UPPER 12" TO BE 70% WASHED PLASTER SAND & 30% PEAT MOSS. REMAING BACKFILL TO BE 100% WASHED PLASTER SAND
6. IRRIGATION. SEE IRRIGATION DRAWINGS.
7. 3" MIN. DEEP PEA GRAVEL (1"-3/4" DIA.)
8. ADJACENT PAVING. SEE CONSTRUCTION SCHEDULE
9. 4" TEE, SL X SL X SL, SOLVENT WELD
10. PLANTER DRAIN. REFER TO CIVIL PLANS
11. STRUCTURAL SLAB. REFER TO STRUCTURAL DRAWINGS
12. WATERPROOFING. REFER TO ARCHITECT'S DRAWINGS

PORTABLE PLANTER | SCALE 1/2"=1'-0" | 6

TREE PLANTING DETAIL | SCALE 1/2"=1'-0" | 1

SHRUB PLANTING DETAIL | SCALE 1/2"=1'-0" | 2

HEDGE PLANTING DETAIL | SCALE 1/2"=1'-0" | 3

EXHIBIT "A"
Page No. 29 of 29
Case No. DIR-2020-3348-
TOC-SPR-HCA

Architect
NEXT ARCHITECTURE
100 WEST BROADWAY STE. 3000
LONG BEACH, CA 90802
(562) 810-3719

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CULVER CITY, CA 90232

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SKYVIEW SUNSET LLC

888 S FIGUEROA ST.
LOS ANGELES, CA 90017

Project
7901 SUNSET

7901 SUNSET BLVD.
LOS ANGELES, CA 90046

MIXED-USE PROJECT

Issues & Revisions

No.	Date	Description
	04/15/2020	TOC SUBMITTAL
	04/16/2020	100% SCHEMATIC DESIGN
	05/08/2020	PZA SUBMITTAL
	09/23/2020	100% DESIGN DEVELOPMENT

NOT FOR CONSTRUCTION

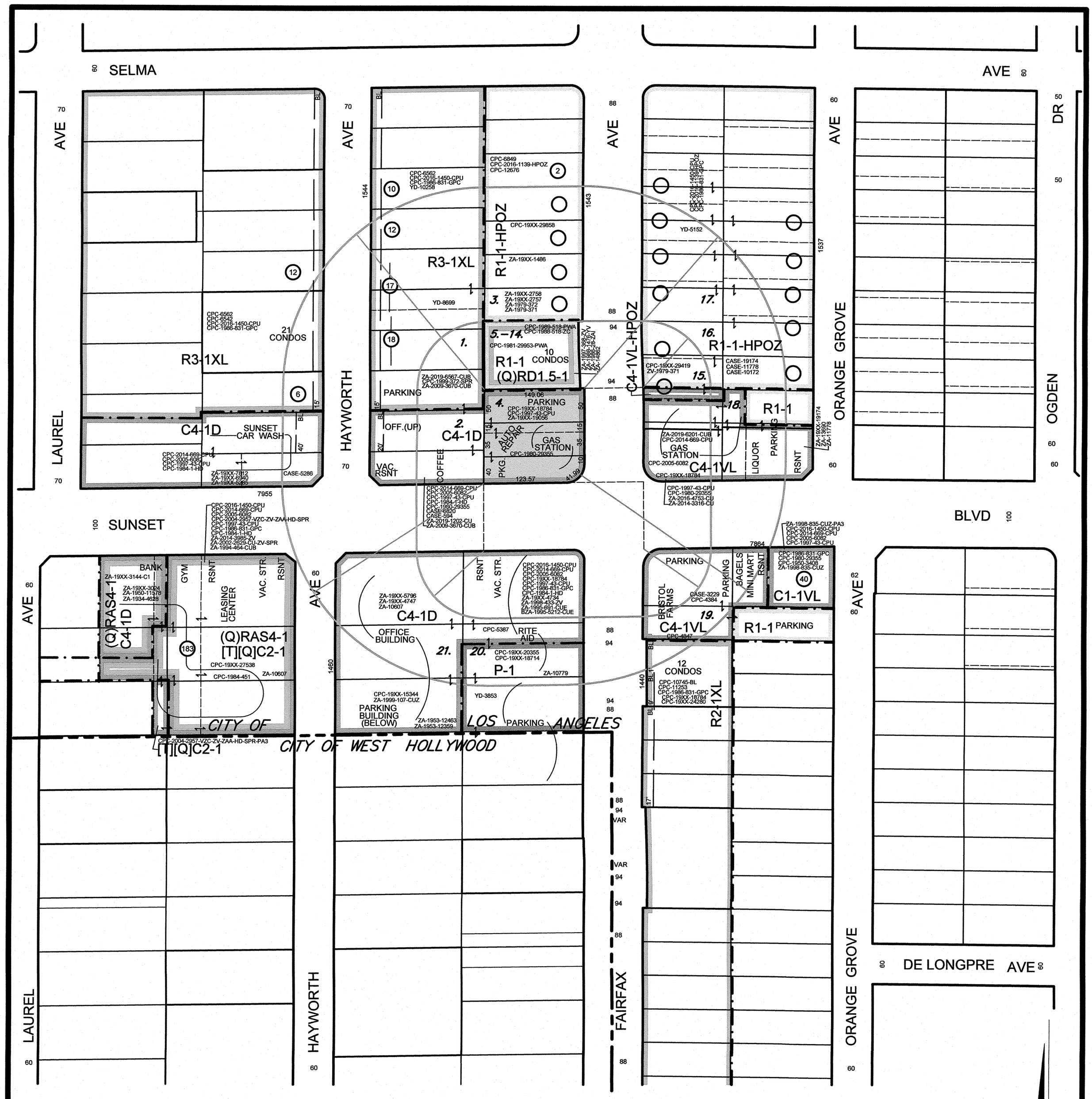
Project Number: 19.120

Sheet Title
PLANTING DETAILS (ON STRUCTURE)

Sheet Number
L511

EXHIBIT B

RADIUS MAP



LEGAL: LOTS 46 TO 48, TRACT NO. 1607

SITE PLAN REVIEW
TRANSIT ORIENTED COMMUNITIES

C.D. 4
C.T. 1898.00
P.A. HOLLYWOOD

N

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM

SITE ADDRESS:
7901-7907 SUNSET BLVD.
1501-1513 FAIRFAX AVE.

0.48 NET AC.

CASE NO.
DATE: 12-09-2019
SCALE: 1" = 100'
USES FIELD
D.M. 147 B 177
T.B. PAGE: 593 GRID: B-5

EXHIBIT C

DIRECTOR OF PLANNING DECISION LETTER

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

VAHID KHORSAND
VICE-PRESIDENT

DAVID H. J. AMBROZ
CAROLINE CHOE
HELEN LEUNG
KAREN MACK
DANA M. PERLMAN
YVETTE LOPEZ-LEDESMA
AJAY RELAN

CITY OF LOS ANGELES

CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM AND SITE PLAN REVIEW

February 4, 2021

Applicant/Owner
Daniel Taban
SkyView Sunset, LLC
888 South Figueroa Street, Unit #1900
Los Angeles, CA 90017

Representative
Jonathan Yang
Irvine & Associates, Inc.
660 South Figueroa Street, Unit #1780

Case No. DIR-2020-3348-TOC-SPR-HCA
CEQA: ENV-2020-3349-CE
Location: 7901-7907 Sunset Boulevard, 1501-1513 Fairfax Avenue
Council District: 4 – Raman
Neighborhood Council: Hollywood Hills West
Community Plan Area: Hollywood
Land Use Designations: Neighborhood Office Commercial
Zone: C4-1D
Legal Description: Lots FR 46-48, TF 1607, 147B177 998

Last Day to File an Appeal: February 19, 2021

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM AND SITE PLAN REVIEW

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.31, 12.22 A.25(g), and 16.05, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

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

2. **Approve with Conditions** a 17 percent increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following incentives for a qualifying Tier 3 project electing Tier 1 incentives totaling 62 dwelling units, reserving 5 units as affordable housing units for Extremely Low Income (ELI) Household occupancy for a period of 55 years;

a. **Residential Density.** A 17 percent increase in density for a total of 62 dwelling units in lieu of the maximum 53 dwelling units otherwise permitted in the C4-1D Zone;

b. **Floor Area Ratio (FAR).** A Floor Area Ratio (FAR) of 2.75 to 1 in lieu of the permitted 1 to 1 FAR;

c. **Parking.** A maximum of 0.5 parking spaces per bedroom for the residential use of the project and a 10% reduction for the commercial use;

d. **Yards/Setbacks.** Utilization of the westerly rear and northerly side yard requirements of the RAS3 Zone for a project in a commercial zone; and

e. **Transitional Height.** Utilization of Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured form a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 or more restrictive residential zone.

3. **Approve with Conditions**, pursuant to LAMC Section 16.05, a Site Plan Review for a development project which creates or results in an increase of 50 or more dwelling units; and

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

The approval is subject to the following terms and conditions:

CONDITIONS OF APPROVAL

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.31, the following conditions are hereby imposed upon the use of the subject property:

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. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.

2. **Residential Density**. The project shall be limited to a maximum density of 62 residential units, including on-site Restricted Affordable Units.

3. **On-site Restricted Affordable Units.** Five (5) dwelling units, or equal to 8 percent of the project's total proposed density, shall be reserved for Extremely Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).

4. **Changes in On-site Restricted Units**. Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.

5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the HCIDLA to make **5 units** available to **Extremely Low Income Households** or equal to **8 percent** of the project's total proposed residential density allowed, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of HCIDLA, and in consideration of the project's SB 330 Determination. 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 Transit Oriented Communities Affordable Housing Incentive Program Background section of this determination.

6. **Base Incentives.**

   a. **Floor Area Ratio.** The project is limited to a maximum FAR of 2.75 to 1 in lieu of the 1 to 1 floor area limitation established by the 1D height district.

   b. **Residential Density.** The project shall be limited to a maximum density of 62 dwelling units; a density increase of 17%.

   c. **Parking.**

      i. **Automotive Parking.** Residential automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits a maximum of 0.5 parking space per bedroom for a Tier 3 Project utilizing Tier 1 Base Incentives. The project will provide 47 residential parking stalls for residents. Similarly, commercial automobile parking shall permit a 10% reduction for ground floor commercial use utilizing Tier 1 Base Incentives. Thirty-five commercial parking stalls will be designated for the commercial use of the project.

      ii. **Bicycle Parking.** The project shall provide a minimum of 56 long-term bicycle parking spaces and 11 short-term bicycle parking spaces. Short-term bicycle parking shall be located outside the building along the Fairfax Avenue frontage. Placement of bicycle racks in the public right of way is subject to review and approval by the Bureau of Engineering. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A.16.

      iii. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

      iv. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

7. **Additional Incentives.**

a. **Yards/Setbacks.** Utilization of RAS3 Zone setbacks to permit a minimum rear yard of 5 feet in lieu of 19 feet, and a minimum side yard (northern yard) of 5 feet in lieu of 10 feet otherwise required for the residential use of the project. The project will provide a rear yard and side yard of 5 feet.

b. **Transitional Height.** Utilization of Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured form a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone. The maximum transitional height will be limited to 106 feet and 2 inches. The project will rise to a maximum height of 97 feet and 6 inches in lieu of the 33 feet otherwise permitted for a commercial zoned property located 50 – 99 feet away from the R1 Zone.

Site Plan Review Conditions

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

9. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping or a green wall.

10. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

11. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.

12. **Materials.** A variety of high quality exterior building materials, consistent with the approved Exhibit "A" plans, shall be used. Substitutes of an equal quality shall be permitted to the satisfaction of the Department of City planning.

13. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

14. **Parking.** With the exception of vehicle and pedestrian entrances and/or fresh air intake/ventilation, all vehicle parking shall be enclosed and/or screened in substantial conformance with Exhibit A. As shown in Exhibit A, the exterior of the parking garage contains air intake areas, louvers, windows, glazing, solid walls, and exhaust areas, with a mural under separate permit.

15. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

16. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.

17. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

18. During the construction phase of the Project, noise attenuation features such as mufflers, temporary noise barriers, and the warming up of stage equipment away from sensitive land uses are required to reduce noise impacts on adjacent properties.

Administrative Conditions

19. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans." A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

20. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

21. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

22. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

23. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

24. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for

additional review and sign-off prior to the issuance of any permit in connection with those plans.

25. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

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

27. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

28. **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, in whole or in part, of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The subject property is an approximately 20,815 square-foot (0.478 acres), level, corner site consisting of 3 lots with a combined frontage of approximately 149 feet on the north side of Sunset Boulevard and 140 feet on the west side of Fairfax Avenue in Hollywood. The site is zoned C4-1D and is located within the Hollywood Community Plan with a General Plan Land Use Designation of Neighborhood Office Commercial.

The site is located within the Transit Priority Area in the City of Los Angeles (ZI-2452), Tier 3 TOC, an Urban Agriculture Incentive Zone, Fire District No. 1, and is within 0.28 kilometers of the nearest known fault (Hollywood Fault). The site is not subject to any additional land use specific plan, community design overlay, or interim control ordinances.

The subject property is currently developed with a gas station and mini-market. The property site is located in an urbanized neighborhood bound by Fairfax Avenue to the east, Sunset Boulevard to the south, a two-story commercial-office building to the west, and a three-story multi-family residential building to the north.

The proposed project involves the demolition of existing structures and construction, use, and maintenance of a seven-story, 62-unit mixed-use commercial-residential building. Seven stories will be constructed above grade and one level below grade. The proposed building will encompass approximately 57,241 square-feet of floor area, resulting in a FAR of 2.75 to 1. The building will rise to a maximum height of 97 feet and 6 inches. The project's residential dwelling units will inhabit the top five stories of the building and include five (5) units reserved for Extremely

Low Income households. The residential unit mix includes 19 studio units, 28 one-bedroom units, and 15 two-bedroom units. Parking will be located within the subterranean, first, and second floor levels of the structure. Parking accommodations include 82 automobile parking spaces; 47 parking spaces will be dedicated to the residential use of the project and will be located on the subterranean and first floors while 35 parking spaces will be dedicated to the commercial use of the project on the second floor. The Project will be served by two, two-way driveways along Sunset Boulevard and Fairfax Avenue, respectively. The driveway located along Sunset Boulevard will provide access to commercial parking stalls on the second floor. The driveway located along Fairfax Avenue will provide access to residential parking stalls on the first and subterranean levels. The Project will also provide 11 short-term bicycle parking stalls and 56 long-term bicycle parking stalls. The Project will provide 10,319 square-feet of open space (6,575 square-feet credited, 3,744 square-feet non-credited) which includes 62 private balconies, a recreation room, a courtyard on the third floor, and a roof deck.

Projects in the C4 Zone can typically build to an unlimited height. However, since the proposed project is within 50 – 99 feet from an RW1 or more restrictive residential zone, the maximum height allowed by the LAMC is 33 feet. In addition, the project site is located in a 1D height district as identified in the Hollywood Community Plan. Projects in this height district are limited to a FAR of 1:1. With the proposed project, the applicant requests the following discretionary actions:

SURROUNDING PROPERTIES

Surrounding properties are developed with commercial, office, and residential developments. Properties to the west are zoned C4-1D and are developed with a two-story commercial-office building and a car wash. Properties to the south are zoned C4-1D and are developed with a one-story commercial building with a drug store, restaurant, and shoe repair shop as well as the multi-story Directors Guild of America office building. Properties to the east are zoned C4-1VL and are developed with a gas station and grocery market. Properties to the north are zoned R1-1, RD-1.5-1, and R3-1XL, and are developed with single-family and multi-family residential buildings.

STREETS

Sunset Boulevard, adjoining the subject property to the south, is a designated Avenue I, with a roadway width of 70 feet and a right-of-way width of 100 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Fairfax Avenue, adjoining the subject property to the east, is a designated Avenue II, with a roadway width of 56 feet and a right-of-way width of 86 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk.

TRANSIT ORIENTED COMMUNITIES

The subject property is located within 250 feet from the intersection of one Metro Rapid Bus Line and two Metro Local Bus Lines. The subject property is therefore located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 3 incentives. However, the applicant is electing a lower tier as is permissible, for Tier I incentives. Per Section IV of the Transit Oriented Communities Guidelines, Tier 1 projects are eligible for the base incentives as well as up to two additional incentives as the project reserves at least 7 percent of the base units for Extremely Low Income Households.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and up to two (2) additional incentives.

As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 50 percent, (2) increase the maximum allowable floor area ratio to 2.75 to 1, and (3) provide 0.5 parking space per residential unit and a 10% reduction in commercial parking spaces. The project is requesting two additional incentives as follows: (1) the utilization of the rear and side yard requirements of the RAS3 Zone for a westerly rear yard and northerly side yard of a minimum of 5 feet, and; (2) the utilization of Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

With an existing lot area of 20,815 square-feet, the property is permitted to construct up to 52 units by-right. By setting aside 8% of the project's 53-unit base density for Extremely Low Income Households, the project is eligible for a density increase to a maximum of 80 total units. The project proposes 62 units with five (5) units set aside. The Project will have a FAR of 2.75 to 1, resulting in a total floor area of 57,241 square-feet, and will observe a height of 97 feet and 6 inches and seven stories (one level of subterranean parking and two levels of above-grade parking). Upon completion the gross building area would be approximately 108,409 square-feet.

HOUSING REPLACEMENT (AB 2556 DETERMINATION)

Pursuant to LAMC Section 12.22 A.31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, the Governor signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2015. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. The Department of Housing and Community Investment (HCIDLA) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated **April 1, 2020**, that

there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

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

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which it does:

1. **On-Site Restricted Affordable Units.** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*

    a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
    b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
    c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
    d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

    The project site is located within a Tier 3 Transit Oriented Communities (TOC) Affordable Housing Incentive Area. The applicant has elected a lower tier (Tier 1), as permitted by TOC Guidelines, and will provide the percentage of On-Site Restricted Affordable Units required for that tier. As part of the proposed development, the project is required to reserve a total of five (5) on-site dwelling units for Extremely Low Income Households, which equates to 8 percent of the 62 total dwelling units proposed as part of the Housing Development. Therefore, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

2. **Major Transit Stop.** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

    As defined in the TOC Guidelines, a Major Transit Stop is defined as a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The subject property is located within 250 feet from a street intersection with three major bus routes (Metro Local Bus Lines 2 and 217, and Metro Rapid Bus Line 780). As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. **Housing Replacement.** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified*

by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.

Pursuant to the SB 330 Determination made by the Housing and Community Investment Department (HCIDLA) dated April 1, 2020, the proposed project is not required to provide any replacement affordable housing units. Therefore, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. **Other Density or Development Bonus Provisions.** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

   The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. The project will redevelop an existing gas station and mini-market with a seven-story mixed-use development with 62 dwelling units and commercial tenant space on the ground floor. The TOC Incentives are applied throughout the entirety of the site and no development bonuses under any other state or local program will be utilized. The total project will reserve five (5) units for Extremely Low Income households and provide 57 market rate units. As such, the project meets this eligibility requirement.

5. **Base Incentives and Additional Incentives.** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 above (except Moderate Income units).*

   a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*

   b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*

c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an eligible housing development, the project is qualified to receive the Base Incentives listed in the TOC Guidelines. The project is seeking two (2) Additional Incentives: 1) the utilization of the northern side setback and western rear setback requirements of the RAS3 Zone for a project in a commercial zone, and 2) the utilization of the Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured form a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 or more restrictive residential zone. The project will set aside at least 7 percent of the 53 base units for Extremely Low Income Households. Of the 62 units proposed, 8 percent (5 units) will be set aside for Extremely Low Income Households. As such, the project meets the eligibility requirement for Base and Additional Incentives.

6. **Projects Adhering to Labor Standards.** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking Additional Incentives beyond the two permitted in exchange for reserving at least 7 percent of the base units for Extremely Low Income Households. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11; this eligibility requirement does not apply.

7. **Multiple Lots.** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The proposed building is located on three lots, all of which are designated within a Tier 3 TOC Affordable Housing Incentive Area. Although the Project is eligible for Tier 3 the applicant has elected to utilize Tier 1 as is permitted in the TOC Guidelines. By electing Tier I, the Project must provide the minimum number of On-site Restricted Affordable Housing Units for the lower tier based on the total number of units in the final project. . With 62 dwelling units proposed, the Project will provide 8 percent (5 units) for Extremely Low Income Households.

8. **Request for a Lower Tier.** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The applicant is eligible for Tier 3, but has elected to utilize Tier 1. The Project will provide the percentage of On-Site Restricted Affordable Housing Units for the lower Tier. It will provide 8% of the total 62 dwelling units for Extremely Low Income households.

9. **100% Affordable Housing Projects.** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's*

unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.

The project does not consist of 100% On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. **Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.*

The project as proposed and as conditioned, meets the intent of the Citywide Design Guidelines (adopted by City Planning Commission October 24, 2019).

GUIDELINE 1: PROMOTE A SAFE, COMFORTABLE AND ACCESSIBLE PEDESTRIAN EXPERIENCE FOR ALL.

Street-level commercial tenants face Sunset Boulevard and wrap around a portion of Fairfax Avenue, with aluminum framed storefront windows providing natural light into these spaces during the day. This contributes to the visibility and accessibility of the project among pedestrians. In addition, residential amenities are also accessible from the street. A dedicated entryway into the residential lobby, elevators, and mail room are located on Fairfax Avenue for residents to utilize.

GUIDELINE 2: CAREFULLY INCORPORATE VEHICULAR ACCESS SUCH THAT IT DOES NOT DISCOURAGE AND/OR INHIBIT THE PEDESTRIAN EXPERIENCE.

Vehicular access into the building is located at two, two-way driveways furthest from the intersection of Sunset Boulevard and Fairfax Avenue. The driveway located on Sunset Boulevard provides access to commercial parking stalls on the second level of the building. The driveway located on Fairfax Avenue provides access to residential parking stalls on the first and basement level of the building. Each driveway provides ample space for vehicles to queue in and out of the building, mitigating interference with the sidewalk.

GUIDELINE 3: DESIGN PROJECTS TO ACTIVELY ENGAGE WITH STREETS AND PUBLIC SPACE AND MAINTAIN HUMAN SCALE.

Street-level commercial tenants and the pedestrian entryway into the residential lobby face Sunset Boulevard and Fairfax Avenue and are accessible from the sidewalk. Storefront glazing of these spaces provide visibility into the building, allowing visual interaction and observation between building occupants and pedestrians. The façade of the building includes various colored vinyl-glass panels and fiber cement sidings which lends to the aesthetic of the project while also adding visual interest from the street. These design components will be complemented by the installation of a mural on the west-facing wall of the building, closest to Sunset Boulevard, for pedestrians and drivers to view. In addition, residential windows and outdoor patios facing the street also provide a sense of safety and engagement between public and private space users.

Metal awnings along the exterior of the building facing Sunset Boulevard and Fairfax Avenue provide minimal coverage for pedestrians from sunlight and weather conditions.

Street trees placed along Fairfax Avenue provide a similar function, providing shade for pedestrians.

GUIDELINE 4: ORGANIZE AND SHAPE PROJECTS TO RECOGNIZE AND RESPECT SURROUNDING CONTEXT.

The placement and orientation of the building's third floor residential courtyard on the western side of the property acknowledges the surrounding residential and commercial uses adjacent to the project site. The courtyard space mitigates the project's visual impact on the residents residing north and northwest while also providing the building's residents semi-private open space for recreation, socialization, and relaxation. The courtyard extends to southern edge of the project along Sunset Boulevard, allowing residents to observe the pedestrian and commercial activities below.

Commercial tenant spaces are designated to the ground-floor, facing Sunset Boulevard and Fairfax Avenue. Storefront glazing and street-level entry contribute to the accessibility of the project and the activation of the street frontages. This is consistent with the commercial character of the neighborhood.

GUIDELINE 5: EXPRESS A CLEAR AND COHERENT ARCHITECTURAL IDEA.

The project evokes a modern-contemporary design and mimics the topography surrounding the Hollywood neighborhood. The design and height of the roof mimic the terrain of the hills and mountains north of the project site. The choice of color and utilization of concrete cladding, metal wall panels, vinyl window, and cement plastering with wooden accents along the exterior of the building help produce a cohesive look and distinguish the commercial and residential portions of the project. The residential patio spaces, third-floor courtyard, and roof deck, in conjunction with the Project's Landscape Plan, provide a balance between the built and natural environment. These features break up the massing of the building while providing visual interest, air and light ventilation, and openness to the surrounding neighborhood. Street-facing commercial tenants with storefront glazing are consistent with the architecture of the building, allowing for visibility and activation of the street frontages.

GUIDELINE 6: PROVIDE AMENITIES THAT SUPPORT COMMUNITY BUILDING AND PROVIDE AN INVITING, COMFORTABLE USER EXPERIENCE.

The project provides adequate short-term and long-term bicycle parking stalls for its residential and commercial users. The third-floor courtyard and sky deck function as semi-private gathering spaces for relaxation and social interaction. These spaces also provide residents a connection to the surrounding environment with views of the streets below and of Los Angeles. The built-in spa on the roof deck will further enhance residents' comfort.

GUIDELINE 7: CAREFULLY ARRANGE DESIGN ELEMENTS AND USES TO PROTECT SITE USERS

The Project organizes the commercial and residential use of the proposed building with dedicated entryways, driveways, and parking stalls to protect site users.

Access to the residential lobby can only be made through an entryway adjacent to and visible from the Leasing and Property Management Offices on the eastern side of the building. This entryway is located along Fairfax Avenue, away from the commercial

activities that would predominately occur along the southern portion of the property and Sunset Boulevard. Residential parking will also be accessible from a driveway along Fairfax Avenue, which would lead to residential-only parking stalls on the ground and subterranean levels. Entry into the Project's garages and residential lobby will be locked after business hours, otherwise individuals must use a key card or utilize the visitor call box to obtain entry.

With commercial businesses fronting Sunset Boulevard, customers arriving by foot will have ease of access to these spaces from the commercial corridor. Customers parking at the Project will utilize the driveway along Sunset Boulevard to access commercial parking stalls on the second floor. Commercial tenants and customers would utilize a dedicated elevator to access the Project's street-level businesses and would not have access to the dwelling units located above.

The third-floor residential courtyard is located on the western portion of the project site, mitigating noise and air quality impacts attributed to street traffic along Fairfax Avenue and Sunset Boulevard. Additional open space is found on the roof deck, creating additional semi-private space for tenants.

GUIDELINE 8: PROTECT THE SITE'S UNIQUE NATURAL RESOURCES AND FEATURES.

The project preserves the site's natural topography and the existing draining courses. The project also proposes the use of a plant palette that is native to the State of California.

GUIDELINE 9: CONFIGURE THE SITE LAYOUT, BUILDING MASSING AND ORIENTATION TO LOWER ENERGY DEMAND AND INCREASE COMFORT AND WELL-BEING OF USERS.

The project's orientation and its utilization of natural light, air ventilation, and shading were taken account in the design of the building. The ground-floor commercial spaces utilize storefront glazing to maximize natural light and visibility into the building during the day. The parking garage of the building, located on the ground and second floors of the building, will be open to light and air ventilation. Colored panels and landscaping will be used to hide the parked cars from public view. The project's residential units are designed to face towards the third-floor courtyard on the northwestern portion of the project site, and towards the north, east, and south directions. This minimizes sun exposure from the west, thereby reducing energy consumption associated with the building's HVAC system. The building's windows are designed to be slightly inset from the building's face to regulate direct sunlight. Lastly, the building's rooftop will utilize a coating with high thermal emittance and solar reflectance to regulate heat absorption.

GUIDELINE 10: ENHANCE GREEN FEATURES TO INCREASE OPPORTUNITIES TO CAPTURE STORMWATER AND PROMOTE HABITAT.

The project will utilize native, drought tolerant landscaping throughout the project site. These plants will reduce the project's consumption of water while also allowing the capture of stormwater runoff.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM /AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to Section 12.22 A.31(e) of the LAMC, the Director shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22 A.25(g).

1. **The incentives are <u>not required</u> to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

   The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, moderate, and extreme income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

   The list of base and additional incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include relief mechanisms that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

   Density. The requested incentive for an increase in density is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Subject to LAMC, the subject project is required to provide 400 square feet of lot area per residential unit. With a lot size of 20,815 square feet, the base density of the project is 53 units. However, TOC projects are eligible for a density bonus based on their qualified Tier or lower Tier. Although the proposed project qualifies for Tier 3, the applicant is electing to utilize the Tier 1 density bonus incentive for a maximum increase of 50%. The project requests a percent density increase of 17% with 62 units proposed. The increase in density allows for more units reserved for Extremely Low Income Households. This incentive supports the applicant's proposal to reserve five (5) units for Extremely Low Income Households and rent 57 units as market-rate units.

   Floor Area Ratio. The requested incentive for an increase in floor area ratio is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The subject property is zoned C4-1D in the Hollywood Community Plan which allows for a maximum FAR of 1 to 1, or 20,815 square-feet. The proposed project is eligible for Tier 1 incentives which allows for a maximum FAR of 2.75 to 1. The project will utilize the maximum FAR with a proposed floor area of 57,241 square-feet. The increase in floor area will allow for more residential units which support the inclusion of units reserved for Extremely Low Income Households. This incentive supports the applicant's proposal to reserve five (5) units for Extremely Low Income Households and rent 57 units as market-rate units, for a total of 62 units.

   Parking. The requested incentive for a reduction in the number of automobile parking spaces required is expressed in the Menu of Incentives in the Transit Oriented Communities

Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, the proposed project is required to provide a total of 130 automobile parking spaces (91 residential, 39 commercial). However, eligible TOC projects can utilize an automobile parking reduction incentive based on their qualified Tier or a lower Tier. The proposed project will utilize the Tier 1 parking reduction incentive which allows for projects to provide 0.5 parking spaces per bedroom and a 10% reduction in commercial parking spaces. With the incentive, the project will provide a total of 82 automobile parking spaces (47 residential, 35 commercial), a net decrease of 48 parking spaces otherwise required. The requested incentive allows the developer to reduce parking requirements so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve five units as affordable housing units reserved for Extremely Low Income Households.

Yards/Setbacks. The requested incentive for reduced yards is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The applicant has requested to utilize the setback requirements of the RAS3 Zone. The applicant proposes a westerly rear yard of 5 feet in lieu of 19 feet required by zoning and a northerly side yard of 5 feet in lieu of 10 feet. The requested incentive will allow the developer to increase the buildable area of the site. This increase allows for additional square footage to be allocated to residential units which supports the inclusion of units reserved for Extremely Low Income Households. This incentive supports the applicant's proposal to reserve five (5) units for Extremely Low Income Households and rent 57 units as market-rate units, for a total of 62 units.

Transitional Height. The requested incentive for an increase in transitional height is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, projects developed in a commercial zone with portions of buildings within 50 – 99 feet of a RW1 or more restrictive Zone shall not exceed 33 feet in height. The project is located approximately 91 feet from an R1 Zone, across Fairfax Avenue, and therefore would be subject to this requirement. However, the applicant has requested to utilize the Transitional Height requirements for TOC projects in their qualified Tier or lower. The applicant is electing to utilize Tier 1 Transitional Height requirements which allows the building height limit to be stepped-back at a 45 degree angle measured from the horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the R1 Zone across Fairfax Avenue. The maximum height established by the transitional height incentive is 106 feet and 2 inches. The maximum proposed height of the project will be 97 feet and 6 inches, encompassing seven stories. This increase in transitional height supports the inclusion of units reserved for Extremely Low Income Households with the addition of residential levels. The incentive supports the applicant's proposal to reserve five (5) units for Extremely Low Income Households and rent 57 units as market-rate units, for a total of 62 units.

2. **The Incentive <u>will have</u> a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no 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 proposed Project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the State's CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed Project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines.

The Class 32 Exemption is intended to promote infill development within urbanized areas. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "Infill Projects" as further described in the analysis for Case No. ENV-2020-3349-CE. The five conditions which the project must meet in order to qualify for the Class 32 Categorical Exemption are as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services. The project, as proposed, was determined to meet all five conditions. Furthermore, planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project.

Therefore, there is no substantial evidence that the proposed Project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

SITE PLAN REVIEW FINDINGS

1. *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 proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Hollywood Community Plan Map designates the property for Neighborhood Office Commercial land uses with corresponding zones C1, C2, C4, P, RAS3, and RAS4. The site is zoned C4-1D, which permits one dwelling unit per 400 square feet of lot area thereby allowing up to 53 dwelling units based on the size of the site (20,815 square feet). The subject Transit Oriented Communities ("TOC") density bonus allows for the proposed 62 units with 5 units set aside for Extremely Low-Income residents.

   The proposed project is consistent with the Goals, Objectives, and Policies, of the Hollywood Community Plan as described below.

Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

The project site is designated for Neighborhood Office Commercial uses and is zoned C4-1D which allows for residential and commercial uses. The site is currently underutilized as it is developed with a gas station and mini-market. The applicant proposes to demolish the existing infrastructure and construct a seven-story mixed-use project with 62 apartment units and commercial tenant space on the ground floor fronting Fairfax Avenue and Sunset Boulevard. The Project will provide a unit mix of 17 single, 31 one-bedroom, and 14 two-bedroom dwelling units, allocating 8% of the proposed dwelling units (5 units) for households that meet the Extremely Low Income criteria. The mix of market rate and restricted affordable units provides greater individual choice in housing. Furthermore, the Project is consistent with the Community Plan's policy to "provide adequate multifamily residential development" by redeveloping underutilized land and proposing a more intense and efficient use of the site with an increase of 62 units in the community.

Housing Criteria 1 The intensity of residential land use and the density of the population shall be accommodated by the existing and assured circulation and public transportation systems within the area.

The proposed mixed-use project will be located in a transit priority area (TPA) within 250 feet from two Major Transit Stops serviced by three Metro Local Bus Lines. The three bus lines provide public transit commuters access to communities across Los Angeles County. Bus service and operation close to the project site addresses the Community Plan's housing criteria of providing adequate public transportation options for local residents. In addition, based on the Project Trip Generation Assessment conducted for the proposed project, the Project is not expected to result in a significant impact to the surrounding transportation given that fewer daily trips are anticipated compared to the existing land use. As a result, the Los Angeles Department of Transportation (LADOT) concluded that a traffic impact analysis was not required for this project.

The proposed project is consistent with the Goals, Objectives, and Policies, of the General Plan's Housing Element as described below.

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

Policy 1.1.1 Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.

The project site is currently underutilized as it is developed with a gas station and mini-market. The applicant proposes to demolish the existing improvements and construct a seven-story mixed-use development with 62 apartment units and 6,452 square-feet of ground floor commercial tenant space. This will contribute to a net increase in 62 dwelling units in the community, including 5 units reserved for Extremely Low Income households The Project will be developed in a transit priority area, adjacent to two major transit stops in the Hollywood neighborhood. The project site is surrounded by commercial, office, and

residential uses. The residential and commercial use of the proposed project will complement the surrounding land uses.

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

Policy 2.2.1 Provide incentives to encourage integration of housing with other compatible land uses.

The proposed project will dedicate 8% of its total units (5 units) for Extremely Low Income households in exchange for utilizing TOC Base and On-Menu Incentives. As a result, the Project will offer mixed-income housing within a seven-story, commercial-residential building with restaurant and retail tenants located on the ground-floor and dwelling units located on the second to seventh floors. Not only does the Project accommodate various tenant types and income levels, the project site is also surrounded by numerous commercial businesses and offices, further integrating the housing component with multiple land uses in the neighborhood. Three Metro Bus Lines service the project vicinity along the intersection of Fairfax Avenue and Sunset Boulevard, promoting the accessibility and sustainable development of the neighborhood. Local residents and workers can utilize the existing public transit service to connect to communities across Los Angeles County.

As such, the proposed project is in substantial conformance with the purposes, intent and provisions of the Community Plan and the Project is consistent with the applicable general plan designation and applicable general plan policies as well as with applicable zoning designation and regulations.

2. *That the project consists of an arrangement of buildings and structure (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 project site consists of three contiguous lots encompassing approximately 20,815 square-feet (0.478 acres) of lot area. The subject property is rectangular-shaped and located on the corner northwest corner of Sunset Boulevard and Fairfax Avenue. The project site has a street frontage of approximately 149 feet along the north side of Sunset Boulevard and a frontage of approximately 140 feet along the west side of Fairfax Avenue. The site is zoned C4-1D and is located within the Hollywood Community Plan Area with a General Land Use Designation of Neighborhood Office Commercial. Currently, the subject property is developed with gas station and mini-market. The proposed project involves the demolition of the existing structures and the construction, use, and maintenance of a new seven-story, mixed-use residential-commercial development with 62 dwelling units and ground-floor commercial tenant space.

The proposed building would encompass approximately 57,241 square-feet in total floor area, resulting in a FAR of 2.75 to 1. Upon completion the gross building area would be approximately 108,409 square-feet. The Project would provide a unit mix of 19 single, 28 one-bedroom, and 15 two-bedroom dwelling units, allocating 8% of the proposed dwelling units (5 units) for households that meet the Extremely Low Income criteria. The project will provide 82 automobile parking spaces (47 residential, 35 commercial) in addition to 56 long-term bicycle parking spaces and 11 short-term bicycle parking spaces. A total of

10,319 square-feet of open space will be provided, divided among the residential courtyard, sky deck, recreation room, and outdoor balconies.

The project site is located in a highly urbanized area with a mix of land uses including commercial, office, single- and multi-family residential uses. Properties to the west are zoned C4-1D and are developed with a two-story commercial-office building and a car wash. Properties to the south are zoned C4-1D and are developed with a one-story commercial building with a drug store, restaurant, and shoe repair shop as well as the multi-story Directors Guild of America office building. Properties to the east are zoned C4-1VL and are developed with a gas station and grocery market. Properties to the north are zoned R1-1, RD-1.5-1, and R3-1XL, and are developed with single-family and multi-family residential buildings.

As a Tier 3 designated property under the TOC Guidelines, the project site is intended for higher intensity development as the site is commercially zoned and within close proximity to two Major Transit Stops with three Metro Rapid and Local Bus Lines. The project has been conditioned and designed to comply with the TOC Guidelines and, as such, the project is compatible with the adjacent land uses and is consistent with the General Plan and Hollywood Community Plan.

<u>Height, Bulk, and Setbacks</u>

Properties zoned for commercial use with a height district of 1 normally allow for unlimited height and stories. However, projects in a commercial zone located within a certain distance from a RW1 or more restrictive zone shall not exceed a specified height limit. The proposed project is located approximately 91 feet from a R1 Zone across Fairfax Avenue, and therefore would be restricted to a height limit of 33 feet in accordance with LAMC Section 12.21.1 A.10. As permitted through the TOC Incentive Program and LAMC Section 12.22 A.31, Housing Developments in Tier 3-designated commercial zones may request the use of an Additional Incentive to allow for a building's height to be stepped-back at a 45 degree angle measured from the horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive zone. However, the applicant is electing to utilize Tier 1 Incentives, as is permissible in the TOC Guidelines, to provide a building height that shall be stepped-back at a 45 degree angle measured from the horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the R1 Zone across Fairfax Avenue. The proposed maximum height of the project will be 97 feet and 6 inches, encompassing seven stories.

The C4-1D zoning of the project site allows a maximum FAR of 1 to 1. As permitted through the TOC Incentive Program and LAMC Section 12.22 A.31, Housing Developments utilizing Tier 1 Base Incentives qualify for a FAR increase of up to 2.75 to 1 in a commercial zone in exchange for setting aside a portion of the proposed residential units toward affordable housing. The project's total FAR is approximately 2.75 to 1, resulting in a total floor area of 57,241 square-feet.

Also in accordance with the TOC Incentive Program, the Project is requesting an Additional Incentive to utilize setback requirements of the RAS3 Zone in exchange for the provision of affordable housing units. The applicant proposes a reduction to the project's westerly rear yard and northerly side yard. The development will have for a westerly rear yard of 5 feet in lieu of 19 feet required by zoning and a northerly side yard reduction of 5 feet in lieu of 10 feet.

The bulk and massing of the proposed mixed-use development would be tempered by multiple design features which relate to the project's open space, landscaping, building materials, and orientation in relation to the surrounding built environment. The building includes an open-air courtyard on the third floor oriented toward the residential structures north and northwest of the project site. The utilization of this space as a courtyard rather than for massing and bulking, reduces the project's visual impact on the adjacent residential uses. Additionally, the project incorporates street-facing balconies on the residential floors of the building, windows, and breaks in the façade (both vertically and horizontally) to reduce the bulk and massing of the building. The building would incorporate a variety of building materials including concrete cladding, glass panels, vinyl windows, and plastering with wooden accents to produce a balanced and cohesive look that distinguishes the commercial and residential portions of the project. Commercial tenant spaces located on the ground floor facing Sunset Boulevard will utilize street front glazing to match the modern design aesthetic of the project. Landscaping would be utilized in a thoughtful manner to create an attractive third-floor courtyard and roof deck, as well as along the perimeter of the project site as a buffer between the adjacent residential properties and the roadway.

The height, bulk, and setbacks of the Project are thus consistent with the existing development in the immediate surrounding area and with the underlying C4 Zone. Therefore, the project will be compatible with the existing and future developments in the neighborhood.

Parking

Per LAMC, the Project would be required to provide 130 automobile parking spaces (91 residential, 39 commercial). However, the project qualifies for TOC Tier 3 and will utilize the Tier 1 automobile parking reduction incentive in exchange for dwelling units reserved for Extremely Low Income household. With the Tier 1 incentive, projects can provide 0.5 spaces per bedroom and a 10% reduction in commercial parking. The 62-unit project will provide a total of 82 parking spaces, 47 designated to the residential use of the project and 35 designated the commercial use. The Project would provide 44 residential parking spaces and four (4) commercial parking spaces less than what is required by zoning. Automobile parking will be provided in three levels; residential parking spaces are designated to the subterranean and first floors, and commercial parking spaces are designated to the second-floor podium. The parking areas would be accessible from two, two-way driveways located on Fairfax Avenue (residential parking access) and Sunset Boulevard commercial parking access). The second-floor parking podium fronting Sunset Boulevard and Fairfax Avenue would be screened by rows of colored glass panels that are spaced to allow air and light into the parking structure. The panels would help minimize the visibility of parking from the street level while complementing the overall design of the building. Portions of the at-grade and above-grade parking levels located at the rear of the building and fronting the western portion of the project would have openings that are partially screened by parapet walls. These openings provide additional natural ventilation while also shielding automobile headlights from shining through to adjoining properties.

In addition, the Project would also provide 56 long-term bicycle parking spaces and 11 short-term bicycle parking spaces located on the subterranean and ground floors, respectively.

Lighting

Lighting is required to be provided per LAMC requirements. The Project would provide security lighting on exterior areas to illuminate the building entrances, walkways, and parking areas. The Project is required to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. This condition has also been included in the subject approval. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

A total of 10,319 square-feet of open space (6,575 credited, 3,744 uncredited) would be provided, divided among a courtyard, roof deck, private patio decks, and lobby lounge. A total of 1,506 square-feet of landscaped area will also be provided on-site. The Project has been conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan. The planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Division's requirements. Therefore, the on-site landscaping will be compatible with the existing the future developments in the neighborhood.

Loading/Trash Area

The development is not required to provide a loading area pursuant to LAMC Section 12.21-C, 6. However, the Project would provide a loading area within the interior of the building located adjacent to residential lobby and trash area, and accessible from the driveway along Fairfax Avenue. Tenants moving in and out of the building will be able to park their moving trucks in this area. Additionally service trucks (i.e. utility, waste, maintenance) and USPS carriers can also utilize this space during regular business hours.

The Project would include on-site trash collection for both refuse and recyclable materials, in conformance with LAMC. The main trash and recycling collection area would be located in an enclosed room adjacent to the parking area on the ground floor. It will be accessible from the driveway located on the eastern side of the project site along Fairfax Avenue. Residents of the building can dispose of their trash through the trash rooms located on each residential floor, which feed into the main trash and recycling collection area. Compliance with these regulations would allow the Project to be compatible with existing and future development.

As described above, the project consists of an arrangement of buildings and structure (including height, bulk, and setbacks), off-street parking facilities, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on neighboring properties.

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

The project will provide 10,319 square feet of open space, including a 3,845 square-foot courtyard, 1,741 square-foot roof deck, 439 square-foot lobby lounge, and a total of 4,294 square-feet of private, outdoor patio space. The project's amenities would include a pool and spa on the roof deck and lounging space in courtyard, all of which are attractively

landscaped. These amenities would provide residents a space for gathering, socialization, recreation, and relaxation.

The Project would also accommodate off-street parking within three parking levels (the subterranean and ground floors are designated for residential use, the second floor is designated for commercial use) at an amount that is more than required. In addition, the subject property is located in a commercial zone near various amenities nearby and less than 250 feet from two Major Transit Stops with three Metro Rapid and Local Bus Lines for transit-dependent residents. Therefore, as proposed, the project provides a variety of recreational and service amenities in order to improve habitability for the residents while minimizing impacts on neighboring properties.

ADDITIONAL MANDATORY FINDINGS

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

5. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

   (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

   The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Hollywood Community Plan Map designates the property for Neighborhood Office Commercial land uses with corresponding zones C1, C2, C4, P, RAS3, and RAS4. The site is zoned C4-1D, which permits one dwelling unit per 400 square feet of lot area thereby allowing up to 53 dwelling units based on the size of the site (20,815 square feet). The subject Transit Oriented Communities ("TOC") density bonus allows for the proposed 62 units with 5 units set aside for Extremely Low-Income residents.

   The proposed project is consistent with the Goals, Objectives, and Policies, of the Hollywood Community Plan as described below.

   > *Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.*

   The project site is designated for Neighborhood Office Commercial uses and is zoned C4-1D which allows for residential and commercial uses. The site is currently underutilized as it is developed with a gas station and mini-market. The applicant

proposes to demolish the existing infrastructure and construct a seven-story mixed-use project with 62 apartment units and commercial tenant space on the ground floor fronting Fairfax Avenue and Sunset Boulevard. The Project will provide a unit mix of 17 single, 31 one-bedroom, and 14 two-bedroom dwelling units, allocating 8% of the proposed dwelling units (5 units) for households that meet the Extremely Low Income criteria. The mix of market rate and restricted affordable units provides greater individual choice in housing. Furthermore, the Project is consistent with the Community Plan's policy to "provide adequate multifamily residential development" by redeveloping underutilized land and proposing a more intense and efficient use of the site with an increase of 62 units in the community.

> *Housing Criteria 1: The intensity of residential land use and the density of the population shall be accommodated by the existing and assured circulation and public transportation systems within the area.*

The proposed mixed-use project will be located in a transit priority area (TPA) within 250 feet from two Major Transit Stops serviced by three Metro Local Bus Lines. The three bus lines provide public transit commuters access to communities across Los Angeles County. Bus service and operation close to the project site addresses the Community Plan's housing criteria of providing adequate public transportation options for local residents. In addition, based on the Project Trip Generation Assessment conducted for the proposed project, the Project is not expected to result in a significant impact to the surrounding transportation given that fewer daily trips are anticipated compared to the existing land use. As a result, the Los Angeles Department of Transportation (LADOT) concluded that a traffic impact analysis was not required for this project.

The proposed project is consistent with the Goals, Objectives, and Policies, of the General Plan's Housing Element as described below.

> *Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;*
>
> > *Policy 1.1.1: Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.*

The project site is currently underutilized as it is developed with a gas station and mini-market. The applicant proposes to demolish the existing improvements and construct a seven-story mixed-use development with 62 apartment units and 6,452 square-feet of ground floor commercial tenant space. This will contribute to a net increase in 62 dwelling units in the community, including 5 units reserved for Extremely Low Income households The Project will be developed in a transit priority area, adjacent to two major transit stops in the Hollywood neighborhood. The project site is surrounded by commercial, office, and residential uses. The residential and commercial use of the proposed project will complement the surrounding land uses.

> *Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit;*
>
> > *Policy 2.2.1: Provide incentives to encourage integration of housing with other compatible land uses.*

The proposed project will dedicate 8% of its total units (5 units) for Extremely Low Income households in exchange for utilizing TOC Base and On-Menu Incentives. As a result, the Project will offer mixed-income housing within a seven-story, commercial-residential building with restaurant and retail tenants located on the ground-floor and dwelling units located on the second to seventh floors. Not only does the Project accommodate various tenant types and income levels, the project site is also surrounded by numerous commercial businesses and offices, further integrating the housing component with multiple land uses in the neighborhood. Three Metro Bus Lines service the project vicinity along the intersection of Fairfax Avenue and Sunset Boulevard, promoting the accessibility and sustainable development of the neighborhood. Local residents and workers can utilize the existing public transit service to connect to communities across Los Angeles County.

As such, the proposed project is in substantial conformance with the purposes, intent and provisions of the Community Plan and the Project is consistent with the applicable general plan designation and applicable general plan policies as well as with applicable zoning designation and regulations.

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

The proposed development is wholly within the City of Los Angeles and is on a 0.478 acre site (i.e., less than five acres). The project site is surrounded by urban uses within an urban area; and not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of development including transit, commercial, office, and residential uses. The proposed project will be consistent with the developments in the area, in compliance with subsection b.

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

The project site is located within an established, highly urbanized area with a mix of uses, located in the Hollywood Community Plan area. The subject property is currently developed with a gas station and mini-market. There are no protected trees on-site. Three non-protected trees located on-site will be removed as part of the proposed project. The project site is not identified as a biological resource area, nor is it within or near a designated Significant Ecological Area. Therefore, the project site has no value as habitat for endangered species, rare, or threatened species.

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

Traffic:

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. On June 11, 2020, LADOT completed its review of a Trip Generation Assessment report conducted by Crain & Associates and determined that the Project would not result in significant impacts to the surrounding transportation system.

The Project consists of the demolition of the existing gas station and mini-market, and the construction and operation of a seven-story mixed-use building with commercial and residential uses. Vehicular access to the project site will be provided by two, two-way access driveways along the west side of Fairfax Avenue and the north side of Sunset Boulevard. The Project would replace the existing gas station and mini-market with ground-floor restaurant and retail space, three levels of parking on the subterranean, first, and second floors, and 62 residential dwelling units on the third to seventh floors. Two screening criteria were utilized to ensure the Project's compliance with CEQA Guidelines regarding transportation impacts. These criteria include daily vehicle trip generation and net vehicle miles traveled (VMT). The Trip Generation Assessment determined that the Project would generate a net decrease of 257 daily trips, falling below the threshold of a net increase of 250 daily trips. As a result, a Transportation Assessment or VMT analysis was not prepared as the Project would produce fewer trips than the existing use of the project site. On June 11, 2020, LADOT concurred with the Trip Generation Assessment's conclusion and did not require the preparation of further traffic studies for the Project.

Noise:

A significant noise impact may occur if the proposed project would result in exposure of persons to or generation of noise levels in excess of standards established in the General plan, Noise Ordinance, of applicable standards of other agencies. In June 2020, a Noise Analysis studying project-related construction and operation noise impacts was completed by Eco Tierra Environmental Consulting, Inc.. The study evaluated noise impacts from five locations adjacent to sensitive land uses using the thresholds from the State CEQA Thresholds Guidelines and determined that the Project would comply with the City's existing noise regulations. The study concluded that construction and operation noise impacts associated with the proposed project would be less than significant.

Construction noise would be temporary and intermittent during the construction phase of the Project. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The Project would comply with the City's existing noise regulations, including the noise attenuation techniques required by LAMC 41.40 and 112.05, to ensure construction noise impacts would be less than significant. These codes regulate hours for construction activity and the maximum allowable noise level of powered equipment, respectively. Compliance requires the applicant to incorporate all feasible noise attenuation features such as noise mufflers and barriers. The Project would employ the construction techniques and best management practices such as utilizing mufflers, erecting temporary noise barriers, and warming up stage equipment away from sensitive land uses, as conditioned, to reduce noise impacts onto adjacent properties on the northern and western boundaries of the project site.

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, air conditioning equipment, parking, traffic, residential and commercial activities. In addition, noise generated by occupants entering and leaving the building, and utilizing the outdoor patio area will also contribute to on-site operational noise. These sources of noise are not expected to disturb the surrounding land uses including the nearby residential structures. Noise levels generated by mechanical equipment such as air conditioners, fans, generators,

pumps, filters and related equipment are anticipated to be below the threshold established in LAMC Section 112.02 with the use of appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls and thus will be in compliance with this regulation. Noise associated with the parking areas of the Project, including cars entering and exiting, engines accelerating, car alarms, and other activities will contribute to noise levels that are less than significant throughout the Project's design and will comply with existing LAMC regulations. As determined in the Noise Analysis, neither the commercial or residential uses located on-site will generate noise impacts that will exceed any thresholds of significance, especially in residential open area spaces where live or amplified music are prohibited. Based on the Trip Generation Assessment reviewed by LADOT, the proposed project is expected to reduce traffic given the net decrease in daily trips associated with the proposed project and not result in a doubling of the existing traffic volume on streets in the project's vicinity. Therefore, traffic noise impacts pertaining to the Project are reported to be less than significant.

By complying with all existing regulations governing both construction and operational noise, project-specific impacts would be less than significant.

Air Quality:

An Air Quality Analysis evaluating the Project for potential air quality impacts was prepared by Eco Tierra Environmental Consulting, Inc. in June 2020. The study evaluated the proposed project using South Coast Air Quality Management District (SCAQMD) methodologies and thresholds, as well as federal and state air quality standards established by the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Regional and localized thresholds analyzed include regulated pollutants (i.e VOCs, NOX, SOX, CO, PM10, and PM2.5), toxic air contaminants, and odors. The study concluded that air quality impacts associated with the Project will have a less than significant impact on the project site and the surrounding area, with no mitigation measures required. The following five potential impacts were evaluated:

(1) Regional and localized emissions associated with construction activities -- less than significant.

The South Coast Air Quality Management District (SCAQMD) develops significance thresholds for regulated pollutants (VOCs, NOX, SOX, CO, PM10, and PM2.5) using emissions data quantified by CalEEMod (Version 2016.3.2) software. The SCAQMD also regulates fugitive dust emissions as they are not amenable to collection and discharge through a controlled source.

The emission of pollutants and dust are expected from the following construction activities: demolition, grading, paving, building construction, and architectural coating. Based on the on-site and off-site emissions involved in the construction of the Project, emissions will not exceed SCAQMD's regional significance thresholds for criteria pollutants. In compliance with SCAQMD's Rule 403 regarding fugitive dust emissions, the Project will incorporate the best available dust control measures (BACMs) as they are considered standard regulatory requirements. These measures include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes and the use of water trucks during all phases of construction where earth moving operations

would occur. As such, the Air Quality Analysis concluded that construction-related regional pollutant emissions would impose a less than significant impact with no mitigation measures required.

In addition to reviewing the Project's regional emissions impact, the Air Quality Analysis also evaluated the significance of localized emissions and their potential to contribute to exceedances of federal and state ambient air quality standards. For this project, localized significant thresholds, or LSTs, are used as an indicator of significance and are based on the nearest residence, or sensitive receptor. As dictated by the LST Methodology, any receptors located closer than 25 meters to a project shall be based on the 25 meter thresholds established in SCAQMD's Mass Rate Look-Up Table. With multiple sensitive receptors located in close proximity to the project site, particularly the two-story multi-family residential structure abutting the project site to the north, LSTs for a one-acre site with receptors located within 25 meters were used to address the potential impact of localized NOx, CO, PM10, and PM2.5 emissions related to construction activities. Based on the local construction emissions calculated by CalEEMod software, none of the analyzed criteria pollutants are projected to exceed local emissions thresholds at the nearest sensitive receptors. Therefore, construction-related localized pollutant emissions in conjunction with the proposed Project will have a less than significant impact with no mitigation measures required.

(2) Regional and localized impacts associated with operational activities -- less than significant.

Similar to how criteria pollutants were measured using SCAQMD's CalEEMod software, the emission of VOCs, NOX, SOX, CO, PM10, and PM2.5 associated with the operational activities of the existing commercial use of the project site (gas station and mini-market) and the proposed project were evaluated in the Air Quality Analysis report. Operational emissions are expected from the following primary sources: area source emissions, energy source emissions, and mobile source emissions.

Area source emissions can be contributed from the use of architectural coatings, consumer projects, fireplaces, and landscape maintenance equipment. Energy source emissions can be contributed from combustion emissions associated with natural gas and electricity usage. Source emissions can be contributed from daily vehicle trip generation, peak hour traffic volumes and traffic operations in the project vicinity, and fugitive dust related to vehicular travel. Regarding potential vehicular emission impacts, a Trip Generation Assessment concluded that the Project would contribute to a negative net number of peak-hour and daily trips compared to the existing commercial uses on the site. As a result, preparation of a Transportation Assessment and Vehicle Miles Traveled (VMT) analysis were not required by LADOT. Based on the regional operational pollutant emissions calculated by CalEEMod software, as it pertains to the area source, energy source, and mobile source emissions, none of the analyzed criteria pollutants would exceed SCAQMD's regional thresholds. Therefore, a less than significant impact would occur from the operation of the Project and no mitigation measures would be required.

While operational emissions from area source emissions, energy source emissions, and mobile source emissions may have a less than significant impact

on a regional scale (South Coast Air Basin (SCAB)), they can potentially exceed state and federal air quality standards in the project vicinity. As with evaluating the localized impact of pollutants from construction activity using the nearest sensitive receptors and LSTs, the same methodology was used for assessing localized, stationary source and mobile source emissions. Energy source emissions were excluded in the analysis as such emissions would occur at an electrical and natural gas facility located off-site. Due to the lack of on-site stationary source emissions associated with the proposed project, no long-term localized threshold analysis was conducted. As explained above, the Project would contribute to a net decrease in daily vehicle trips and peak-hour trips, warranting no preparation of a Transportation Assessment and VMT analysis by LADOT. Criteria pollutant emissions related to the operational use of the Project will therefore have a less than significant localized impact on the project site with no mitigation measures required.

(3) Regional and localized impacts associated with toxic air contaminants (TACs) -- less than significant.

Construction activities associated with the development of a project are subject to the toxic air pollutant regulations established by the applicable regional, state, and federal levels which protect sensitive populations from substantial concentration of the emission. Toxic air contaminants have a disproportionate effect on vulnerable populations including children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and individuals who engage in frequent exercise. Houses or places that accommodate these groups of people are defined as “sensitive receptors”. The proposed project is nearby two sensitive receptors: the assisted living facility and multi-family residential structures located adjacent to the southern boundary of the project site.

The greatest potential for TAC emissions resulting from the construction of the Project involve diesel particulate emissions from trucks and heavy equipment. With an estimate construction schedule of 18 months, the Project would not result in a long-term exposure to TAC emissions. Given the temporary and short-term construction schedule, construction-based particulate matter will not exceed local and regional thresholds. The Project would comply with the applicable Air Quality Management Plan (AQMP), the California Air Resources Board’s (CARB) Air Toxics Control Measure, the CARB In-use Off-Road Diesel Vehicle Regulation, and the requirements of SCAQMD Rule 1403.

Carbon monoxide (CO) emitted along roadways is a major contributor to localized toxic air contaminant emissions as its most notable source comes from motorized vehicles. As a result, CO is used as an indicator in the Air Quality Analysis for assessing potential local air quality impacts. The relative impact on local air quality is evaluated by comparing CO concentrations with and without the proposed project to state and federal standards. To determine any exceedances, a sensitivity analysis was conducted to identify potential CO hotspots at various intersections in the project vicinity. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) indicates that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day or more would constitute as a hot spot.

Based on the Trip Generation Assessment analysis, the proposed project will generate no more than 250 daily vehicle trips. Peak hour roadway volumes along

the segment of Sunset Boulevard west of Fairfax Avenue were measured at approximately 1,517. Given that the addition of project-related traffic volumes to existing traffic volumes falls below the 100,000 vehicles per day necessary to create a CO hotspot, no CO hot spot was identified. Therefore, the Project will impose no significant long-term air quality impacts on the project site due to its operational use. The Project will not exceed the localized TACs thresholds nor will any of the sensitive receptors be significantly impacted by these emissions.

(4) Objectionable Odors from construction and operational activities-- less than significant.

Objectionable odors are typically associated with the use of chemicals, solvents, petroleum products, and other odorous materials. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. Given that the proposed project involves the development of a new commercial-residential structure, the potential impacts associated with objectionable odors will be less than significant and will require no mitigation measures.

The construction and operational activities associated with the development of a seven-story mixed-use project with five-stories of residential dwelling units, commercial tenant space on the ground floor, and three floors of parking is unlikely to trigger odor complaints. Potential sources of odor emittance during construction include asphalt pavement, diesel exhaust, and the use of volatile organic chemicals (VOCs), however emission of these sources is short-term and dispersed rapidly. As a result, they are unlikely to reach an objectionable level at the nearest sensitive receptor. In terms of operational activities, no long-term objectionable odors are anticipated as the site will is designated for residential and commercial use. Any odors coming from the retail and restaurant use of the property will be temporary and directed away from the adjacent residential uses. Trash and recyclable materials disposed by residential and commercial tenants will be collected in an enclosed room on the ground floor as shown on the project's site and first floor plans. Residents will have the capability of disposing their trash and recyclable materials through a collector chute on the third to seventh floors which will drop down to the ground-floor trash and recycle room.

(5) Project consistency with the Air Quality Management Plan (AQMP), NAAQS, CAAQS, and the growth projections in the City's General Plan -- impact less than significant and in compliance

The project site is within the South Coast Air Basin and the South Coast Air Quality Management District (SCAQMD). It is subject to the standards and thresholds laid out by the Air Quality Management Plan (AQMP) as well as those established on the state and federal level, i.e. CAAQS and NAAQS. Based on the findings reported in the Air Quality Analysis, the Project will not exceed any regional and localized significance thresholds during the construction and operation of the Project for criteria pollutants, TACs, and odors.

Similarly, the development of the Project will be consistent with the regional growth projections outlined in the City's General Plan and is therefore consistent with the AQMP. The Project will have a less than significant impact on air quality.

Water:

In regards to groundwater quality, a significant impact would occur if the potable water levels are sufficiently changed to: 1) reduce the ability of a water utility to use the groundwater basin, 2) reduce yields of adjacent wells or well fields, 3) adversely change the rate or direction of flow of groundwater, or 4) result in demonstrable and sustained reduction in groundwater recharge capacity. The proposed project does not involve the extraction of groundwater nor will it reduce the aquifer volume and lower the local groundwater table. In addition, the operation of the Project will not interfere with any groundwater recharge activities within the site. Therefore, impacts to groundwater are expected to be less than significant.

A significant impact on surface water quality would occur if a project creates pollution, contamination, or nuisances as defined by Section 13050 of the California Water Code, or violates regulatory standards established by the National Pollution Discharge Elimination System (NPDES) and Water Quality Control Plan. Significant impacts would also occur if projects do not comply with the standards that regulate surface water quality and water discharge into stormwater drainage systems, including those established by the State Water Resources Control Board (SWRCB) and the Standard Urban Storm Water Mitigation Plan (SUSMP).

Construction activities associated with the Project can potentially degrade water quality through the exposure of surface runoff to exposed soils, dust, and other debris, as well as runoff from construction equipment. The Project will comply with the requirements set forth by the Los Angeles Regional Water Quality Control Board (LARWQCB), NPDES, and the Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges within the Coastal Watersheds of Los Angeles County (MS4 Permit). It will implement Best Management Practices (BMPs) that will meet or exceed local, state, and federal guidelines, especially those for stormwater treatment. By complying with the water quality regulations and implementing BMPs where needed, the potential impacts during construction of the Project would be less than significant.

Similarly, surface water quality impacts associated with the operational use of the project will be regulated through the project's adherence to the Los Angeles County MS4 Permit and SUSMP. Adherence to these guidelines and the implementation of BMPs would ensure that potential impacts are less than significant. In addition, the Project is subject to the City's Low Impact Development (LID) ordinance which offers design practices aimed at mitigating the impacts of increases in runoff and stormwater pollution. These practices include on-site filtration, the capture and reuse of stormwater runoff, and biofiltration/bioretention. Given that the existing commercial use of the project site is approximately 100 percent impervious and that the proposed project will decrease the area of impervious surfaces with exterior landscaping, less runoff volume will be directed to the storm drain system. The operational use of the Project will reduce the impact of runoff and stormwater pollution, therefore project-related impacts to the storm drain system would be less than significant.

(e) The site can be adequately served by all required utilities and public services:

The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services. The project site will be adequately served by all required public utilities and services given that the site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the City's existing regulatory compliance measures and landscaping ordinance (Ordinance No. 170,978) requires projects to meet stringent efficiency standards for both water and power, such as the use of high-efficiency appliances and irrigation methods that promote water conservation. As a result of these regulations, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services through the addition of 62 residential dwelling units and commercial tenant space. Based on the facts herein, it can be found that the Project meets the qualifications of the Class 32 Exemption.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

(a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

(b) Cumulative Impact. *The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.*

This exception does not apply to the proposed project. The Project involves demolition of existing structures and the construction, use, and maintenance of a mixed-use building containing multi-family residential dwelling units and commercial tenant space. The project site is surrounded by commercial, office, and residential developments. The Project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the Transit Oriented Communities Affordable Housing Incentive Program. With 62 residential

units proposed, the project's density and use are permitted by the underlying zone and land use designation and through the Transit Oriented Communities Affordable Housing Incentive Program. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The Project will not result in a cumulatively considerable contribution to traffic, noise, air quality, or water quality impacts. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. As concluded in the Trip Generation Assessment for the proposed project and concurred in LADOT's review of the assessment, the Project would generate a net decrease in daily vehicle trips and therefore would not contribute to a net increase of 250 daily trips that would exceed the threshold. Given this determination, a Transportation Assessment and VMT Analysis were not conducted and the Project would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. In regard to the Project's impact on air quality thresholds of significance, the Project does not have the potential to result in a project-specific significant air quality impact from both the construction and operational use of the Project. The Project's emission of criteria pollutants, dust, toxic air contaminant, and odors are expected to fall below any thresholds of significance with the Project's compliance with state and regional regulations. The same conclusion was made regarding the Project's impact on groundwater and surface water. Therefore, the Project does not have the potential to result in a cumulatively considerable contribution to a significant air and water quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles and California state guidelines regulate impacts related to Transportation/Traffic, Construction and Operational Noise, Air Quality, and Water Quality. Numerous Los Angeles Municipal Code Sections provide requirements for construction and operation activities, and ensure impacts related to noise and water quality are less than significant. LAMC Sections 41.40 and 114 regulate noise thresholds from project-specific construction activities and operational uses by regulating the time which construction can occur and recommending the necessary noise attenuation measures that will mitigate noise impacts relative a project's proximity to sensitive land uses. Landscape Ordinance, No. 170,978, imposes water conservation measures in landscaping, installation, and maintenance. In addition, the California Environmental Quality Act (CEQA) Guidelines Section 15064.3 evaluates traffic impact by screening the number of vehicle trips and vehicle miles traveled (VMT) generated by the project. The Air Quality Management Plan regulates air pollutant emissions from construction activity and transportation uses. There is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative in the area surrounding the project site. Thus, this exception does not apply.

(c) Significant Effect Due To Unusual Circumstances. *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

The Project proposes the construction of a seven-story mixed-use building with 62 multi-family residential dwelling units and commercial tenant space on the ground floor in an area zoned and designated for commercial development. The project site is located in an urbanized area in the City of Los Angeles with neighboring properties developed with commercial, single- and multi-family residential, and office uses. The mixed-use development of the site will be compatible with the surrounding land uses and will be consistent with the underlying zone. The proposed height and density of the Project are permitted by the Zone through the Transit Oriented Communities Affordable Housing Incentive Program. There are no special districts or other known circumstances that indicate a special or sensitive surrounding environment. The Project imposes no significant impacts regarding traffic, noise, air quality, and water quality. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Therefore, this exception does not apply.

(d) Scenic Highways. *This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. Based on this, the proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

(e) Hazardous Waste Sites. *Projects located on a site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the California Department of Toxic Substances Control "Envirostor Database", the project site is not listed as a hazardous waste site nor is it on any list pursuant to California Government Code 65962.5. Phase I and II Environmental Site Assessments (ESAs) were conducted by Citadel Environmental Service, Inc. in 2018 to identify any existing or potential recognized environmental conditions affecting the project site. Since 1948, the project site has operated as a gasoline service station. With its operation, the project site has been considered a REC with the presence of hazardous substances or petroleum products. In addition the project site was identified as a RCRA Small Quantity Generator (SCG) and on the HAZNET database between 1993 and 2016 for generating organic solids, hydrocarbon solvents, aqueous solution with total organic residues, oil/water separation sludge, tank bottom waste, and/or unspecified organic liquid mixture, with no violations reported. The site currently

contains a clarifier, four underground hydraulic hoists, three underground storage tanks (UST), and one aboveground storage tank (AST). In 1993, a leak in one of the USTs was identified affecting the soil. Several investigations and remediation work were conducted between 1993 and 1996, with the case being completed and closed by LAFD in 1996. In 2006 and 2018 additional subsurface investigations analyzed soil samples for contaminants and concluded the detection of no contaminants of concern on the project site. With the proposed excavation activities on the project site, a Soil Management Plan would be prepared to address any unknown concerns if encountered during the demolition process. Therefore, construction and operation of the Project would not impose an environmental hazard to surrounding sensitive uses or the environment in regard to the siting of the Project on a known hazardous waste site and a less than significant impact would occur.

(f) Historical Resources. *Projects that may cause a substantial adverse change in the significance of an historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017 and amended on February 26, 2018 with Technical Clarifications, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25-A,2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2901, (818) 374-5050, or through the Department of City Planning website at http://planning.lacity.org. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.
Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than $1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective after February 19, 2021 unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at www.planning.lacity.org.

Planning Department public offices are located at:

Downtown	San Fernando Valley	West Los Angeles
Figueroa Plaza 201 North Figueroa Street, 4th Floor Los Angeles, CA 90012 (213) 482-7077	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, 2nd Floor Los Angeles, CA 90025 (310) 231-2598

Pursuant to LAMC Section 12.22 A.25(f), only abutting property owners and tenants can appeal the Transit Oriented Communities Affordable Housing Incentive Program portion of this determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

The applicant or any person aggrieved by the Site Plan Review may appeal the decision to the City Planning Commission.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

Note of Instruction Regarding the Notice of Exemption: Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: https://www.lavote.net/home/county-clerk/environmental-notices-fees. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Heather Bleemers, Senior City Planner

Reviewed by:

JoJo Pewsawang, City Planner

Prepared by:

David Woon, City Planning Assistant

Attachments:
Exhibit A: Architectural Plans & Landscape Plans

EXHIBIT D

ENVIRONMENTAL CLEARANCE
(ENV-2020-3349-CE)

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
DIR-2020-3348-TOC-SPR-HCA / Transit Oriented Communities

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2020-3349-CE
PROJECT TITLE 7901 – 7907 Sunset Boulevard, 1501 – 1513 Fairfax Avenue	COUNCIL DISTRICT 4

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached
7901 – 7907 Sunset Boulevard, 1501 – 1513 Fairfax Avenue

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
Construction of a new seven-story, mixed-use residential-commercial building with 62 dwelling units and ground-floor commercial tenant space. Of the 62 dwelling units, 5 units will be set aside for extremely low income households. The building will be approximately 97 feet and 6 inches in height and will encompass 57,241 square-feet in floor area. The building will provide 82 automobile parking spaces between the subterranean, ground, and second floors. The project is requesting a Transit Oriented Communities entitlement and any addition actions including but not limited to, tree removal, demolition, grading, excavation of up to 12,300 cubic yards of dirt, haul route, and building permits.

NAME OF APPLICANT / OWNER:
Daniel Taban, SkyView Sunset, LLC

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Jonathan Yang, Irvine & Associates, Inc.	(213) 437-3403

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **32**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

In-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
David Woon	Planning Assistant

ENTITLEMENTS APPROVED
Transit Oriented Communities

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

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VICE-PRESIDENT

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CITY OF LOS ANGELES

CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

December 9, 2020

Daniel Taban (A/O)
SkyView Sunset, LLC
888 South Figueroa Street, Unit #1900
Los Angeles, CA 90017

Jonathan Yang (R)
Irvine & Associates, Inc.
660 South Figueroa Street, Unit #1780
Los Angeles, CA 90017

RE: DIR-2020-3348-TOC-SPR-HCA
Related Cases: none
Address: 7901-7907 Sunset Boulevard,
1501-1513 Fairfax Avenue
Community Plan: Hollywood
Zone: C4-1D
Council District: 4 – Ryu
CEQA No.: ENV-2020-3349-CE

RE: ENV-2020-3349-CE (Categorical Exemption - Class 32)

The subject property is an approximately 20,815 square-foot (0.478 acres), level, corner site consisting of 3 lots with a combined frontage of approximately 149 feet on the west side of Sunset Boulevard and 140 feet on the west side of Fairfax Avenue in Hollywood. The site is zoned C4-1D and is located within the Hollywood Community Plan with a General Plan Land Use Designation of Neighborhood Office Commercial.

The site is located within the Transit Priority Area in the City of Los Angeles (ZI-2452), Tier 3 TOC, an Urban Agriculture Incentive Zone, Fire District No. 1, and is within 0.28 kilometers of the nearest known fault (Hollywood Fault). The site is not subject to any additional land use specific plan, community design overlay, or interim control ordinances.

The subject property is currently developed with a gas station and mini-market. The property site is located in an urbanized neighborhood bound by Fairfax Avenue to the east, Sunset Boulevard to the south, a two-story commercial-office building to the west, and a three-story multi-family residential building to the north.

The proposed project involves the demolition of existing structures and construction, use, and maintenance of a seven-story, 62-unit mixed-use commercial-residential building. Seven stories will be constructed above grade and one level below grade. The proposed building will encompass approximately 57,241 square-feet of floor area, resulting in a FAR of 2.75 to 1. The building will rise to a maximum height of 97 feet and 6 inches. The project's residential dwelling units will inhabit the top five stories of the building, with five (5) units reserved for Extremely Low Income households. The residential unit mix includes 19 studio units, 28 one-bedroom units, and 15 two-bedroom units. Parking will be located within the subterranean, first, and second floor levels of the structure. Parking accommodations include 82 automobile parking spaces; 47 parking spaces will be dedicated to the residential use of the project and will be located on the subterranean and first floors while 35 parking spaces will be dedicated to the commercial use of the project on the second floor. The Project will be served by two, two-way driveways along Sunset Boulevard and Fairfax Avenue. The driveway located along Sunset Boulevard will provide access to commercial parking stalls on the second floor. The driveway located along Fairfax Avenue will provide access to residential

parking stalls on the first and subterranean levels. The Project will also provide 11 short-term bicycle parking stalls and 56 long-term bicycle parking stalls. The Project will provide 10,319 square-feet of open space (6,575 square-feet credited, 3,744 square-feet non-credited) which includes 62 private balconies, a recreation room, a courtyard on the third floor, and a roof deck.

The Project is requesting the following discretionary actions:

1. Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and up to two (2) additional incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 50 percent, (2) increase the maximum allowable floor area ratio to 2.75:1 (3) provide 0.5 parking space per unit. The project is requesting two additional incentives as follows: (1) reduced yards consistent with the requirements of the RAS3 Zone. The project is requesting a minimum rear yard of 5 feet in lieu of 19 feet and a minimum side yard of 5 feet on the north side of the property in lieu of 10 feet otherwise required; and (2) utilization of Tier 1 Transitional Height requirements in which the project's building height limit shall be stepped-back at a 45 degree angle as measured form a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive residential zone.

2. Pursuant to LAMC Section 16.05, approval of a Site Plan Review for a development project resulting in an increase of 50 or more dwelling units on the project site.

3. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation (up to 12,300 cubic yards of dirt will be exported), haul route, on-site tree removal (one non-protected Strelitzia Nicolai, two non-protected Cycas revoluta), and building permits.

The proposed project would not have a significant effect on the environment. A "significant effect on the environment" is defined as "a substantial, or potentially substantial, adverse change in the environment" (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Project has been issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

1. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Hollywood Community Plan Map designates the property for Neighborhood Office Commercial land uses with corresponding zones C1, C2, C4, P, RAS3, and RAS4. The site is zoned C4-1D, which permits one dwelling unit per 400 square feet of lot area

thereby allowing up to 53 dwelling units based on the size of the site (20,815 square feet). The subject Transit Oriented Communities ("TOC") density bonus allows for the proposed 62 units with 5 units set aside for Extremely Low-Income residents.

The proposed project is consistent with the Goals, Objectives, and Policies, of the Hollywood Community Plan as described below.

Objective 3: *To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.*

The project site is designated for Neighborhood Office Commercial uses and is zoned C4-1D which allows for residential and commercial uses. The site is currently underutilized as it is developed with a gas station and mini-market. The applicant proposes to demolish the existing infrastructure and construct a seven-story mixed-use project with 62 apartment units and commercial tenant space on the ground floor fronting Fairfax Avenue and Sunset Boulevard. The Project will provide a unit mix of 17 single, 31 one-bedroom, and 14 two-bedroom dwelling units, allocating 8% of the proposed dwelling units (5 units) for households that meet the Extremely Low Income criteria. The mix of market rate and restricted affordable units provides greater individual choice in housing. Furthermore, the Project is consistent with the Community Plan's policy to "provide adequate multifamily residential development" by redeveloping underutilized land and proposing a more intense and efficient use of the site with an increase of 62 units in the community.

Housing Criteria 1 *The intensity of residential land use and the density of the population shall be accommodated by the existing and assured circulation and public transportation systems within the area.*

The proposed mixed-use project will be located in a transit priority area (TPA) within 250 feet from two Major Transit Stops serviced by three Metro Local Bus Lines. The three bus lines provide public transit commuters access to communities across Los Angeles County. Bus service and operation close to the project site addresses the Community Plan's housing criteria of providing adequate public transportation options for local residents. In addition, based on the Project Trip Generation Assessment conducted for the proposed project, the Project is not expected to result in a significant impact to the surrounding transportation given that fewer daily trips are anticipated compared to the existing land use. As a result, the Los Angeles Department of Transportation (LADOT) concluded that a traffic impact analysis was not required for this project.

The proposed project is consistent with the Goals, Objectives, and Policies, of the General Plan's Housing Element as described below.

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

Policy 1.1.1 *Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.*

The project site is currently underutilized as it is developed with a gas station and mini-market. The applicant proposes to demolish the existing improvements and construct a seven-story mixed-use development with 62 apartment units and 6,452 square-feet of ground floor commercial tenant space. This will contribute to a net increase in 62 dwelling units in the community, including 5 units reserved for Extremely Low Income households The Project will be developed in a transit priority area, adjacent to two major transit stops in the Hollywood neighborhood. The project site is surrounded by commercial, office, and residential uses. The residential and commercial use of the proposed project will complement the surrounding land uses.

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

Policy 2.2.1 *Provide incentives to encourage integration of housing with other compatible land uses.*

The proposed project will dedicate 8% of its total units (5 units) for Extremely Low Income households in exchange for utilizing TOC Base and On-Menu Incentives. As a result, the Project will offer mixed-income housing within a seven-story, commercial-residential building with restaurant and retail tenants located on the ground-floor and dwelling units located on the second to seventh floors. Not only does the Project accommodate various tenant types and income levels, the project site is also surrounded by numerous commercial businesses and offices, further integrating the housing component with multiple land uses in the neighborhood. Three Metro Bus Lines service the project vicinity along the intersection of Fairfax Avenue and Sunset Boulevard, promoting the accessibility and sustainable development of the neighborhood. Local residents and workers can utilize the existing public transit service to connect to communities across Los Angeles County.

As such, the proposed project is in substantial conformance with the purposes, intent and provisions of the Community Plan and the Project is consistent with the applicable general plan designation and applicable general plan policies as well as with applicable zoning designation and regulations.

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

The proposed development is wholly within the City of Los Angeles and is on a 0.478 acre site (i.e., less than five acres). The project site is surrounded by urban uses within an urban area; and not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of development including transit, commercial, office, and residential uses. The proposed project will be consistent with the developments in the area, in compliance with subsection b.

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

The project site is located within an established, highly urbanized area with a mix of uses, located in the Hollywood Community Plan area. The subject property is currently developed with a gas station and mini-market. There are no protected trees on-site. Three non-protected trees located on-site will be removed as part of the proposed project. The project site is not identified as a biological resource area, nor is it within or near a designated Significant Ecological Area. Therefore, the project site has no value as habitat for endangered species, rare, or threatened species.

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

Traffic

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. On June 11, 2020, LADOT completed its review of a Trip Generation Assessment report conducted by Crain & Associates and determined that the Project would not result in significant impacts to the surrounding transportation system.

The Project consists of the demolition of the existing gas station and mini-market, and the construction and operation of a seven-story mixed-use building with commercial and residential uses. Vehicular access to the project site will be provided by two, two-way access driveways along the west side of Fairfax Avenue and the north side of Sunset Boulevard. The Project would replace the existing gas station and mini-market with ground-floor restaurant and retail space, three levels of parking on the subterranean, first, and second floors, and 62 residential dwelling units on the third to seventh floors. Two screening criteria were utilized to ensure the Project's compliance with

CEQA Guidelines regarding transportation impacts. These criteria include daily vehicle trip generation and net vehicle miles traveled (VMT). The Trip Generation Assessment determined that the Project would generate a net decrease of 257 daily trips, falling below the threshold of a net increase of 250 daily trips. As a result, a Transportation Assessment or VMT analysis was not prepared as the Project would produce fewer trips than the existing use of the project site. On June 11, 2020, LADOT concurred with the Trip Generation Assessment's conclusion and did not require the preparation of further traffic studies for the Project.

Noise

A significant noise impact may occur if the proposed project would result in exposure of persons to or generation of noise levels in excess of standards established in the General plan, Noise Ordinance, of applicable standards of other agencies. In June 2020, a Noise Analysis studying project-related construction and operation noise impacts was completed by Eco Tierra Environmental Consulting, Inc.. The study evaluated noise impacts from five locations adjacent to sensitive land uses using the thresholds from the State CEQA Thresholds Guidelines and determined that the Project would comply with the City's existing noise regulations. The study concluded that construction and operation noise impacts associated with the proposed project would be less than significant.

Construction noise would be temporary and intermittent during the construction phase of the Project. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The Project would comply with the City's existing noise regulations, including the noise attenuation techniques required by LAMC 41.40 and 112.05, to ensure construction noise impacts would be less than significant. These codes regulate hours for construction activity and the maximum allowable noise level of powered equipment, respectively. Compliance requires the applicant to incorporate all feasible noise attenuation features such as noise mufflers and barriers. The Project would employ the construction techniques and best management practices such as utilizing mufflers, erecting temporary noise barriers, and warming up stage equipment away from sensitive land uses, as conditioned, to reduce noise impacts onto adjacent properties on the northern and western boundaries of the project site.

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, air conditioning equipment, parking, traffic, residential and commercial activities. In addition, noise generated by occupants entering and leaving the building, and utilizing the outdoor patio area will also contribute to on-site operational noise. These sources of noise are not expected to disturb the surrounding land uses including the nearby residential structures. Noise levels generated by mechanical equipment such as air conditioners, fans, generators, pumps, filters and related equipment are anticipated to be below the threshold established in LAMC Section 112.02 with the use of appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls and thus will be in compliance with this regulation. Noise associated with the parking areas of the Project, including cars entering and exiting, engines accelerating, car alarms, and other activities will contribute to noise levels that are less than significant throughout the Project's design and will comply with existing LAMC regulations. As determined in the Noise Analysis, neither the commercial or residential uses located on-site will generate noise impacts that will exceed any thresholds of significance, especially in residential open area spaces where live or amplified music are prohibited. Based on the Trip Generation Assessment reviewed by LADOT, the proposed project is expected to reduce traffic given the net decrease in daily trips associated with the proposed project and not result in a doubling of the existing traffic volume on streets in the project's vicinity. Therefore, traffic noise impacts pertaining to the Project are reported to be less than significant.

By complying with all existing regulations governing both construction and operational noise, project-specific impacts would be less than significant.

Air Quality

An Air Quality Analysis evaluating the Project for potential air quality impacts was prepared by Eco Tierra Environmental Consulting, Inc. in June 2020. The study evaluated the proposed project using South Coast Air Quality Management District (SCAQMD) methodologies and thresholds, as well as federal and state air quality standards established by the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Regional and localized thresholds analyzed include regulated pollutants (i.e VOCs, NOX, SOX, CO, PM10, and PM2.5), toxic air contaminants, and odors. The study concluded that air quality impacts associated with the Project will have a less than significant impact on the project site and the surrounding area, with no mitigation measures required. The following five potential impacts were evaluated:

(1) Regional and localized emissions associated with construction activities -- less than significant.

The South Coast Air Quality Management District (SCAQMD) develops significance thresholds for regulated pollutants (VOCs, NOX, SOX, CO, PM10, and PM2.5) using emissions data quantified by CalEEMod (Version 2016.3.2) software. The SCAQMD also regulates fugitive dust emissions as they are not amenable to collection and discharge through a controlled source.

The emission of pollutants and dust are expected from the following construction activities: demolition, grading, paving, building construction, and architectural coating. Based on the on-site and off-site emissions involved in the construction of the Project, emissions will not exceed SCAQMD's regional significance thresholds for criteria pollutants. In compliance with SCAQMD's Rule 403 regarding fugitive dust emissions, the Project will incorporate the best available dust control measures (BACMs) as they are considered standard regulatory requirements. These measures include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes and the use of water trucks during all phases of construction where earth moving operations would occur. As such, the Air Quality Analysis concluded that construction-related regional pollutant emissions would impose a less than significant impact with no mitigation measures required.

In addition to reviewing the Project's regional emissions impact, the Air Quality Analysis also evaluated the significance of localized emissions and their potential to contribute to exceedances of federal and state ambient air quality standards. For this project, localized significant thresholds, or LSTs, are used as an indicator of significance and are based on the nearest residence, or sensitive receptor. As dictated by the LST Methodology, any receptors located closer than 25 meters to a project shall be based on the 25 meter thresholds established in SCAQMD's Mass Rate Look-Up Table. With multiple sensitive receptors located in close proximity to the project site, particularly the two-story multi-family residential structure abutting the project site to the north, LSTs for a one-acre site with receptors located within 25 meters were used to address the potential impact of localized NOx, CO, PM10, and PM2.5 emissions related to construction activities. Based on the local construction emissions calculated by CalEEMod software, none of the analyzed criteria pollutants are projected to exceed local emissions thresholds at the nearest sensitive receptors. Therefore, construction-related localized pollutant emissions in conjunction with the proposed Project will have a less than significant impact with no mitigation measures required.

(2) Regional and localized impacts associated with operational activities -- less than significant.

Similar to how criteria pollutants were measured using SCAQMD's CalEEMod software, the emission of VOCs, NO_X, SO_X, CO, PM10, and PM2.5 associated with the operational activities of the existing commercial use of the project site (gas station and mini-market) and the proposed project were evaluated in the Air Quality Analysis report. Operational emissions are expected from the following primary sources: area source emissions, energy source emissions, and mobile source emissions.

Area source emissions can be contributed from the use of architectural coatings, consumer projects, fireplaces, and landscape maintenance equipment. Energy source emissions can be contributed from combustion emissions associated with natural gas and electricity usage. Source emissions can be contributed from daily vehicle trip generation, peak hour traffic volumes and traffic operations in the project vicinity, and fugitive dust related to vehicular travel. Regarding potential vehicular emission impacts, a Trip Generation Assessment concluded that the Project would contribute to a negative net number of peak-hour and daily trips compared to the existing commercial uses on the site. As a result, preparation of a Transportation Assessment and Vehicle Miles Traveled (VMT) analysis were not required by LADOT. Based on the regional operational pollutant emissions calculated by CalEEMod software, as it pertains to the area source, energy source, and mobile source emissions, none of the analyzed criteria pollutants would exceed SCAQMD's regional thresholds. Therefore, a less than significant impact would occur from the operation of the Project and no mitigation measures would be required.

While operational emissions from area source emissions, energy source emissions, and mobile source emissions may have a less than significant impact on a regional scale (South Coast Air Basin (SCAB)), they can potentially exceed state and federal air quality standards in the project vicinity. As with evaluating the localized impact of pollutants from construction activity using the nearest sensitive receptors and LSTs, the same methodology was used for assessing localized, stationary source and mobile source emissions. Energy source emissions were excluded in the analysis as such emissions would occur at an electrical and natural gas facility located off-site. Due to the lack of on-site stationary source emissions associated with the proposed project, no long-term localized threshold analysis was conducted. As explained above, the Project would contribute to a net decrease in daily vehicle trips and peak-hour trips, warranting no preparation of a Transportation Assessment and VMT analysis by LADOT. Criteria pollutant emissions related to the operational use of the Project will therefore have a less than significant localized impact on the project site with no mitigation measures required.

(3) Regional and localized impacts associated with toxic air contaminants (TACs) -- less than significant.

Construction activities associated with the development of a project are subject to the toxic air pollutant regulations established by the applicable regional, state, and federal levels which protect sensitive populations from substantial concentration of the emission. Toxic air contaminants have a disproportionate effect on vulnerable populations including children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and individuals who engage in frequent exercise. Houses or places that accommodate these groups of people are defined as "sensitive receptors". The proposed project is nearby two sensitive receptors: the assisted living facility and multi-family residential structures located adjacent to the southern boundary of the project site.

The greatest potential for TAC emissions resulting from the construction of the Project involve diesel particulate emissions from trucks and heavy equipment. With an estimate

construction schedule of 18 months, the Project would not result in a long-term exposure to TAC emissions. Given the temporary and short-term construction schedule, construction-based particulate matter will not exceed local and regional thresholds. The Project would comply with the applicable Air Quality Management Plan (AQMP), the California Air Resources Board's (CARB) Air Toxics Control Measure, the CARB In-use Off-Road Diesel Vehicle Regulation, and the requirements of SCAQMD Rule 1403.

Carbon monoxide (CO) emitted along roadways is a major contributor to localized toxic air contaminant emissions as its most notable source comes from motorized vehicles. As a result, CO is used as an indicator in the Air Quality Analysis for assessing potential local air quality impacts. The relative impact on local air quality is evaluated by comparing CO concentrations with and without the proposed project to state and federal standards. To determine any exceedances, a sensitivity analysis was conducted to identify potential CO hotspots at various intersections in the project vicinity. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) indicates that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day or more would constitute as a hot spot.

Based on the Trip Generation Assessment analysis, the proposed project will generate no more than 250 daily vehicle trips. Peak hour roadway volumes along the segment of Sunset Boulevard west of Fairfax Avenue were measured at approximately 1,517. Given that the addition of project-related traffic volumes to existing traffic volumes falls below the 100,000 vehicles per day necessary to create a CO hotspot, no CO hot spot was identified. Therefore, the Project will impose no significant long-term air quality impacts on the project site due to its operational use. The Project will not exceed the localized TACs thresholds nor will any of the sensitive receptors be significantly impacted by these emissions.

(4) Objectionable Odors from construction and operational activities-- less than significant.

Objectionable odors are typically associated with the use of chemicals, solvents, petroleum products, and other odorous materials. According to the SCAQMD *CEQA Air Quality Handbook,* land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. Given that the proposed project involves the development of a new commercial-residential structure, the potential impacts associated with objectionable odors will be less than significant and will require no mitigation measures.

The construction and operational activities associated with the development of a seven-story mixed-use project with five-stories of residential dwelling units, commercial tenant space on the ground floor, and three floors of parking is unlikely to trigger odor complaints. Potential sources of odor emittance during construction include asphalt pavement, diesel exhaust, and the use of volatile organic chemicals (VOCs), however emission of these sources is short-term and dispersed rapidly. As a result, they are unlikely to reach an objectionable level at the nearest sensitive receptor. In terms of operational activities, no long-term objectionable odors are anticipated as the site will is designated for residential and commercial use. Any odors coming from the retail and restaurant use of the property will be temporary and directed away from the adjacent residential uses. Trash and recyclable materials disposed by residential and commercial tenants will be collected in an enclosed room on the ground floor as shown on the project's site and first floor plans. Residents will have the capability of disposing their trash and recyclable materials through a collector chute on the third to seventh floors which will drop down to the ground-floor trash and recycle room.

(5) Project consistency with the Air Quality Management Plan (AQMP), NAAQS, CAAQS, and the growth projections in the City's General Plan -- impact less than significant and in compliance

The project site is within the South Coast Air Basin and the South Coast Air Quality Management District (SCAQMD). It is subject to the standards and thresholds laid out by the Air Quality Management Plan (AQMP) as well as those established on the state and federal level, i.e. CAAQS and NAAQS. Based on the findings reported in the Air Quality Analysis, the Project will not exceed any regional and localized significance thresholds during the construction and operation of the Project for criteria pollutants, TACs, and odors.

Similarly, the development of the Project will be consistent with the regional growth projections outlined in the City's General Plan and is therefore consistent with the AQMP. The Project will have a less than significant impact on air quality.

Water

In regards to groundwater quality, a significant impact would occur if the potable water levels are sufficiently changed to: 1) reduce the ability of a water utility to use the groundwater basin, 2) reduce yields of adjacent wells or well fields, 3) adversely change the rate or direction of flow of groundwater, or 4) result in demonstrable and sustained reduction in groundwater recharge capacity. The proposed project does not involve the extraction of groundwater nor will it reduce the aquifer volume and lower the local groundwater table. In addition, the operation of the Project will not interfere with any groundwater recharge activities within the site. Therefore, impacts to groundwater are expected to be less than significant.

A significant impact on surface water quality would occur if a project creates pollution, contamination, or nuisances as defined by Section 13050 of the California Water Code, or violates regulatory standards established by the National Pollution Discharge Elimination System (NPDES) and Water Quality Control Plan. Significant impacts would also occur if projects do not comply with the standards that regulate surface water quality and water discharge into stormwater drainage systems, including those established by the State Water Resources Control Board (SWRCB) and the Standard Urban Storm Water Mitigation Plan (SUSMP).

Construction activities associated with the Project can potentially degrade water quality through the exposure of surface runoff to exposed soils, dust, and other debris, as well as runoff from construction equipment. The Project will comply with the requirements set forth by the Los Angeles Regional Water Quality Control Board (LARWQCB), NPDES, and the Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges within the Coastal Watersheds of Los Angeles County (MS4 Permit). It will implement Best Management Practices (BMPs) that will meet or exceed local, state, and federal guidelines, especially those for stormwater treatment. By complying with the water quality regulations and implementing BMPs where needed, the potential impacts during construction of the Project would be less than significant.

Similarly, surface water quality impacts associated with the operational use of the project will be regulated through the project's adherence to the Los Angeles County MS4 Permit and SUSMP. Adherence to these guidelines and the implementation of BMPs would ensure that potential impacts are less than significant. In addition, the Project is subject to the City's Low Impact Development (LID) ordinance which offers design practices aimed at mitigating the impacts of increases in runoff and stormwater pollution. These practices include on-site filtration, the capture and reuse of stormwater runoff, and biofiltration/bioretention. Given that the existing commercial use of the project site is approximately 100 percent impervious and that the proposed project will decrease the area of impervious surfaces with exterior landscaping, less runoff volume will be

directed to the storm drain system. The operational use of the Project will reduce the impact of runoff and stormwater pollution, therefore project-related impacts to the storm drain system would be less than significant.

(e) The site can be adequately served by all required utilities and public services:

The proposed project has been reviewed by City staff and can be adequately served by all required utilities and public services. The project site will be adequately served by all required public utilities and services given that the site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the City's existing regulatory compliance measures and landscaping ordinance (Ordinance No. 170,978) requires projects to meet stringent efficiency standards for both water and power, such as the use of high-efficiency appliances and irrigation methods that promote water conservation. As a result of these regulations, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services through the addition of 62 residential dwelling units and commercial tenant space. Based on the facts herein, it can be found that the Project meets the qualifications of the Class 32 Exemption.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

(a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

(b) ***Cumulative Impact.*** *The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.*

This exception does not apply to the proposed project. The Project involves demolition of existing structures and the construction, use, and maintenance of a mixed-use building containing multi-family residential dwelling units and commercial tenant space. The project site is surrounded by commercial, office, and residential developments. The Project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the Transit Oriented Communities Affordable Housing Incentive Program. With 62 residential units proposed, the project's density and use are permitted by the underlying zone and land use designation and through the Transit Oriented Communities Affordable Housing Incentive Program. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The Project will not result in a cumulatively considerable contribution to traffic, noise, air quality, or water quality impacts. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. As concluded in the Trip Generation Assessment for the proposed project and concurred in LADOT's review of the assessment, the Project would generate a net decrease in daily vehicle trips and therefore would not contribute to a net increase of 250 daily trips that would exceed the threshold. Given this determination, a Transportation Assessment and VMT Analysis were not conducted and the Project would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. In regard to the Project's impact on air quality thresholds of significance, the Project does not have the potential to result in a project-specific significant air quality impact from both the construction and operational use of the Project. The Project's emission of criteria pollutants, dust, toxic air contaminant, and odors are expected to fall below any thresholds of significance with the Project's compliance with state and regional regulations. The same conclusion was made regarding the Project's impact on groundwater and surface water. Therefore, the Project does not have the potential to result in a cumulatively considerable contribution to a significant air and water quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles and California state guidelines regulate impacts related to Transportation/Traffic, Construction and Operational Noise, Air Quality, and Water Quality. Numerous Los Angeles Municipal Code Sections provide requirements for construction and operation activities, and ensure impacts related to noise and water quality are less than significant. LAMC Sections 41.40 and 114 regulate noise thresholds from project-specific construction activities and operational uses by regulating the time which construction can occur and recommending the necessary noise attenuation measures that will mitigate noise impacts relative a project's proximity to sensitive land uses. Landscape Ordinance, No. 170,978, imposes water conservation measures in landscaping, installation, and maintenance. In addition, the California Environmental Quality Act (CEQA) Guidelines Section 15064.3 evaluates traffic impact by screening the number of vehicle trips and vehicle miles traveled (VMT) generated by the project. The Air Quality Management Plan regulates air pollutant emissions from construction activity and transportation uses. There is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative in the area surrounding the project site. Thus, this exception does not apply.

(c) Significant Effect Due To Unusual Circumstances. *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

The Project proposes the construction of a seven-story mixed-use building with 62 multi-family residential dwelling units and commercial tenant space on the ground floor in an area zoned and designated for commercial development. The project site is located in an urbanized area in the City of Los Angeles with neighboring properties developed with commercial, single- and multi-family residential, and office uses. The mixed-use development of the site will be compatible with the surrounding land uses and will be consistent with the underlying zone. The proposed height and density of the Project are permitted by the Zone through the Transit Oriented Communities Affordable Housing Incentive Program. There are no special districts or other known circumstances that indicate a special or sensitive surrounding environment. The Project imposes no significant impacts regarding traffic, noise, air quality, and water quality. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Therefore, this exception does not apply.

(d) Scenic Highways. *This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within* a *highway officially designated as* a *state scenic highway.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. Based on this, the proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

(e) Hazardous Waste Sites. *Projects located on* a *site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the California Department of Toxic Substances Control "Envirostor Database", the project site is not listed as a hazardous waste site nor is it on any list pursuant to California Government Code 65962.5. Phase I and II Environmental Site Assessments (ESAs) were conducted by Citadel Environmental Service, Inc. in 2018 to identify any existing or potential recognized environmental conditions affecting the project site. Since 1948, the project site has operated as a gasoline service station. With its operation, the project site has been considered a REC with the presence of hazardous substances or petroleum products. In addition the project site was identified as a RCRA Small Quantity Generator (SCG) and on the HAZNET database between 1993 and 2016 for generating organic solids, hydrocarbon solvents, aqueous solution with total organic residues, oil/water separation sludge, tank bottom waste, and/or unspecified organic liquid mixture, with no violations reported. The site currently contains a clarifier, four underground hydraulic hoists, three underground storage tanks (UST), and one aboveground storage tank (AST). In 1993, a leak in one of the USTs was identified affecting the soil. Several investigations and remediation work were conducted between 1993 and 1996, with the case being completed and closed by LAFD in 1996. In 2006 and 2018 additional subsurface investigations analyzed soil samples for contaminants and concluded the detection of no contaminants of concern on the project site. With the proposed excavation activities on the project site, a Soil Management Plan would be prepared to address any unknown concerns if encountered during the demolition process. Therefore, construction and operation of the Project would not impose an environmental hazard to surrounding sensitive uses or the environment in regard to the siting of the Project on a known hazardous waste site and a less than significant impact would occur.

(f) Historical Resources. *Projects that may cause* a *substantial adverse change in the significance of an historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. Based on this, the Project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

Conclusion

The proposed project involves the construction of a new seven-story, mixed-use commercial-residential development on an existing corner parcel encompassing approximately 20,815 square-feet of lot area. The Project would demolish the existing gas station and mini-market. The Project is compatible with the surrounding commercial and residential developments, is permitted by the TOC Guidelines, and is consistent with the General Plan designation, zoning, and requirements of the LAMC. The Project will contribute to a less than significant impact on traffic, noise, air quality and water quality in the surrounding neighborhood. The Project is located in an urbanized area and thus will be adequately served by public utilities and services.

Since the Project meets all the requirements of the categorical exemption set forth by CEQA Guidelines Section 15332 (Class 32 Exemption) and none of the applicable exceptions in Section 15302.2 to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

FINDINGS SUPPORTING A CATEGORICAL EXEMPTION

7901 Sunset Project

Case Number: ENV-2020-3349-CE

Project Location: 7901-7909 Sunset Boulevard and 1501-1513 N. Fairfax Avenue, Los Angeles CA 90046

Community Plan Area: Hollywood Community Plan

Council District: 4 — David E. Ryu

Project Description: The Project proposes the demolition of an existing gasoline/service station with a convenience market and the construction of a seven-story mixed-use building including approximately 6,452 square feet of commercial space and 62 residential units. The Project would consist of 62 total multi-family residential units including at least eight percent (or 5 dwelling units), set aside as Extremely Low Income units. The Project will consist of five stories of residential uses above one level of above grade parking, one ground level of commercial uses, parking, and residential entries, and one level of subterranean parking. A total of 82 vehicle parking spaces would be provided. The Project would also provide a total of 56 long-term bicycle parking spaces and 11 short-term bicycle parking spaces. The Project would provide approximately 10,319 square feet of open space in roof-top open areas, interior courtyards, and private balconies. The Project proposes to reach a height of 85 feet, plus rooftop appurtenances, in seven stories above grade. The total floor area of the Project would be approximately 57,241 square feet, resulting in a Floor Area Ratio (FAR) of 2.75:1. The Project will provide eight percent of the residential units as Extremely Low Income (ELI) affordable units per the Transit Oriented Communities (TOC) Guidelines, and thus utilize the TOC Tier 1 base incentive for density with additional incentives for reduced open space, transitional height, and reduced side yard setback.

In order to permit development of the Project, the City would require approval of the following discretionary actions: (1) Pursuant to LAMC Section 16.05.C.1(b) Site Plan Review; (2) Director's Determination for a TOC project; (3) demolition, grading, excavation, and building permits; and (4) other permits, ministerial or discretionary, may be necessary in order to execute and implement the Project. The Project also qualifies for Tier 1 development rights under the City's TOC program. The Project relies on the following TOC "Base Incentives" which are ministerial/non-discretionary requests under the TOC Program: (1) up to a 50 percent residential density bonus (2) a FAR increase from 1:1 to 2.75:1; and (3) parking at 0.5 spaces per bedroom and a 10 percent parking reduction for commercial uses. The Project is requesting Additional Incentives of transitional height request adjacent to a residential zone and reduced side and rear yard setback to RAS3 zone requirements.

PREPARED FOR:
The City of Los Angeles
Department of City Planning
PREPARED BY:
EcoTierra Consulting, Inc.
APPLICANT:
Skyview Sunset LLC
September 2020

7901 Sunset Project

7901-7909 Sunset Boulevard and 1501-1513 N. Fairfax Avenue, Los Angeles CA 90046

FINDINGS SUPPORTING A CATEGORICAL EXEMPTION

PREPARED FOR:
The City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012-2601

APPLICANT:
Skyview Sunset LLC

PREPARED BY:
EcoTierra Consulting, Inc.
633 W. 5th Street, 26th Floor
Los Angeles, CA 90071

September 2020

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I. INTRODUCTION

1. INTRODUCTION

The subject of this document is the proposed 7901 Sunset Project (the "Project"), a development of a seven-story mixed-use building including approximately 6,452 square feet of commercial space and 62 multi-family residential units at 7901 Sunset Boulevard (the "Project Site") in the Hollywood community of the City of Los Angeles (the "City").[1] The Project is discussed in further detail in Section II, Project Description. The Project Site is located within the Hollywood Community Plan Area of the City of Los Angeles. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

2. PROJECT INFORMATION

Project Title: 7901 Sunset Project

Project Applicant: Skyview Sunset LLC

Project Location: 7901-7909 Sunset Boulevard and 1501-1513 N. Fairfax Avenue
Los Angeles, CA 90046

Lead Agency: City of Los Angeles Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

3. ORGANIZATION OF THIS DOCUMENT

This document is organized as follows:

Introduction: This section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the proposed Project.

Project Description: This section provides a detailed description of the proposed Project including the environmental setting, Project characteristics, and environmental clearance requirements.

[1] *A conservative approach was taken as the Categorical Exemption analyzed a slightly larger building than is currently proposed by the Applicant.*

Categorical Exemption Analysis: This section contains a consistency analysis of the Project with the appropriate Categorical Exemption class and demonstrates that exclusions to a Categorical Exemption are not applicable to this Project.

II. PROJECT DESCRIPTION

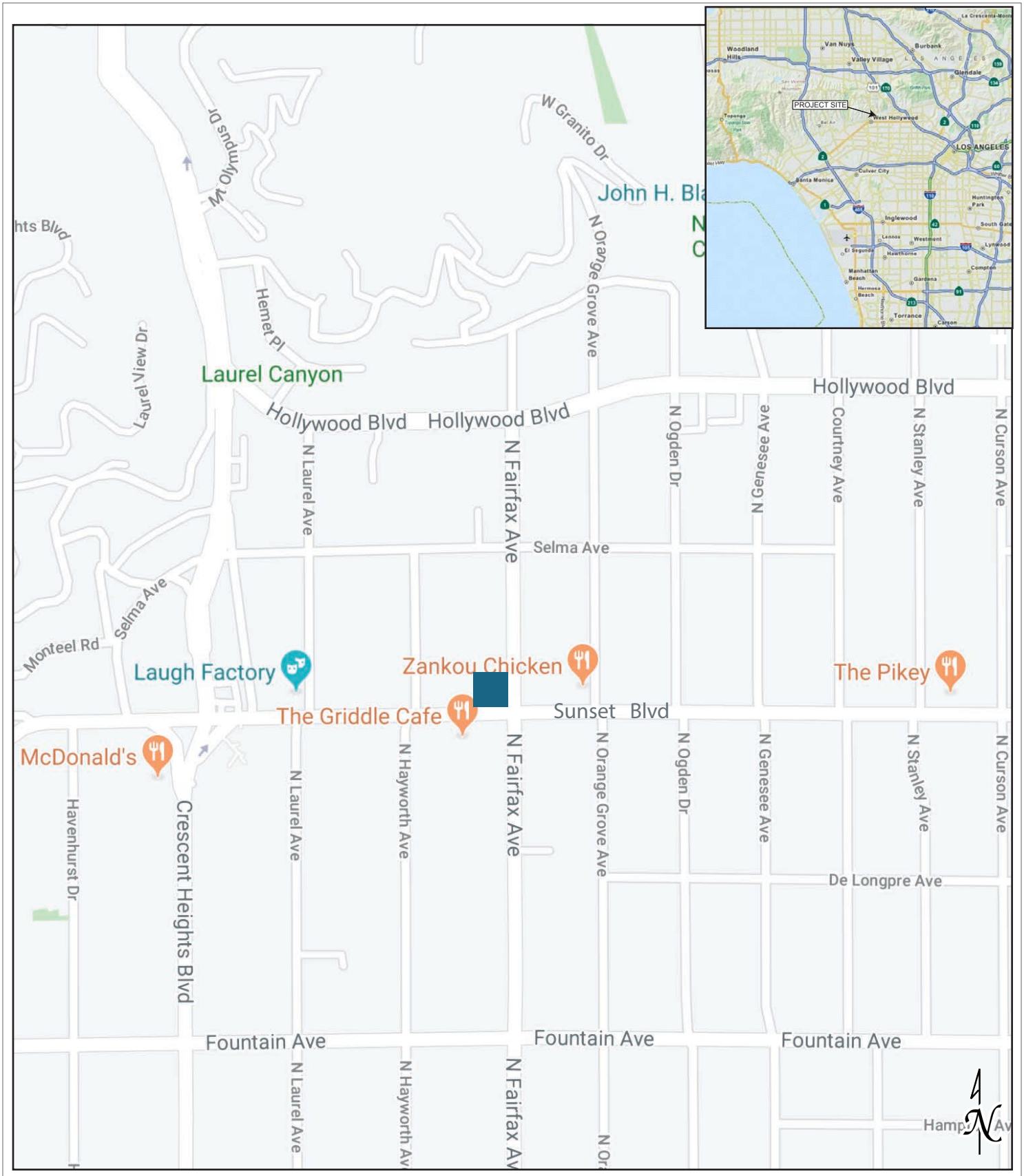
1. PROJECT SUMMARY

The Project proposes the demolition of an existing gasoline/service station with a convenience market and the construction of a seven-story above-grade and one subterranean story mixed-use building including approximately 6,452 square feet of commercial space and up to 62 multi-family residential units, including at least eight percent (or 5 dwelling units), set aside as Extremely Low Income units. The Project will consist of five stories of residential uses above one level of above grade parking, one ground level of commercial uses, parking, and residential entries, and one level of subterranean parking. A total of up to 82 vehicle parking spaces would be provided. The Project would also provide a total of up to 56 long-term bicycle parking spaces and up to 11 short-term bicycle parking spaces. The Project would provide approximately 10,319 square feet of open space in roof-top open areas, interior courtyards, and private balconies. The Project proposes to reach a height of 85 feet, plus rooftop appurtenances, in seven stories above grade.

2. ENVIRONMENTAL SETTING

a) Project Location

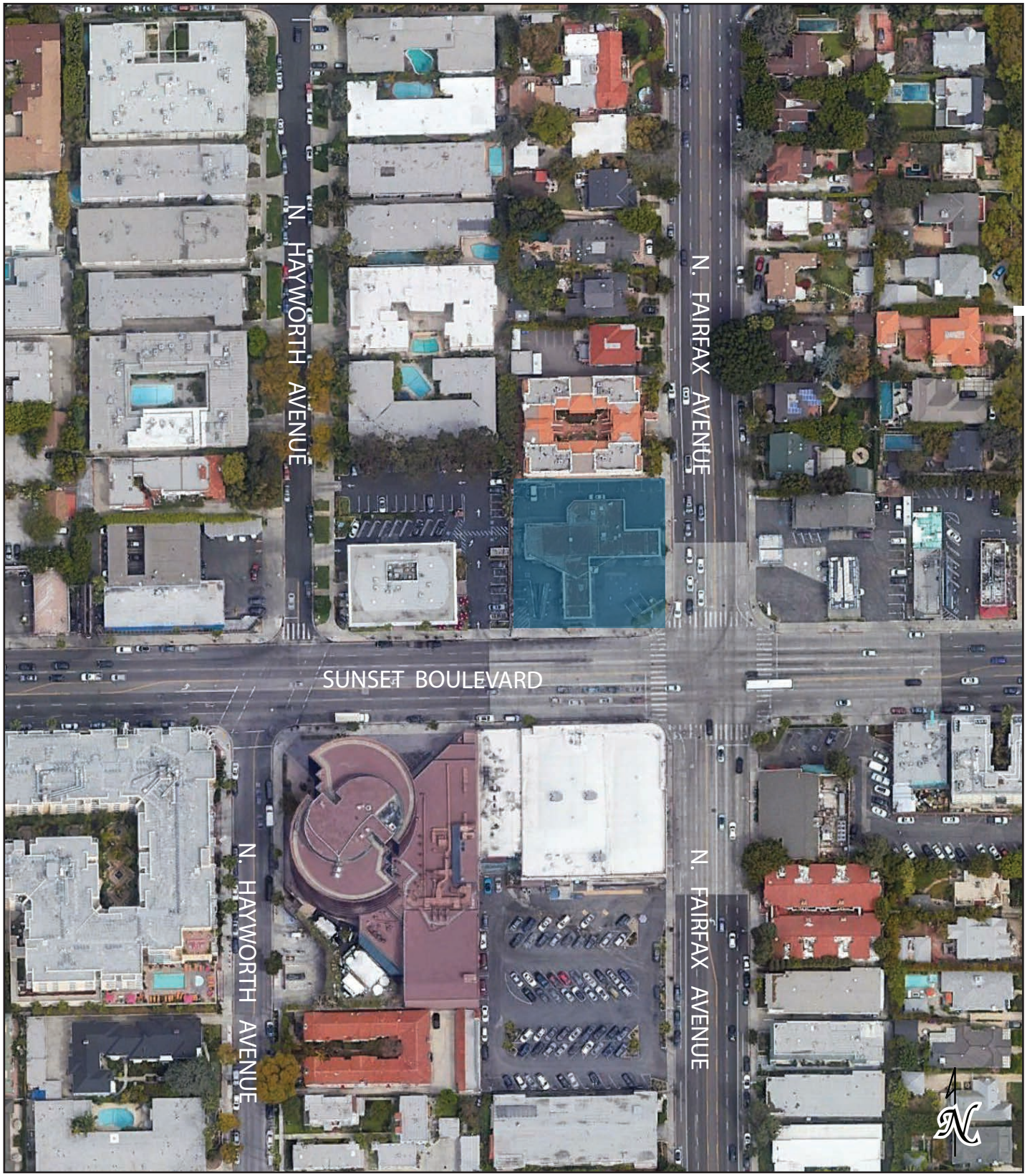
The Project is located at 7901-7909 Sunset Boulevard and 1501-1513 N. Fairfax Avenue in the Hollywood community of the City of Los Angeles (the "City") and is associated with Assessor Parcel Number 5551-018-020 (the "Project Site"). The pre-dedicated lot area of the Project Site is approximately 0.476 acres (20,815 square feet) and is comprised of three parcels of land at the northwest corner of Sunset Boulevard and Fairfax Avenue (see **Figures II-1**, **Vicinity and Regional Map** and **II-2, Aerial Photograph of Project Site**). Post-dedication, the lot area is approximately 20,065 square feet (0.46 ac). The Project Site is currently developed with a gasoline/service station with a convenience market.



Project Site

Source: Google Earth, February 2020.

Figure II-1
Vicinity and Regional Map



Project Site

Source: Google Earth, February 2020.

Figure II-2
Aerial Photograph of the Project Site

Regional access to the Project Site is provided by the Hollywood Freeway ("US 101") approximately 2.6 miles to the east. Local access to the Project Site is provided by Sunset Boulevard, Fairfax Avenue, and Hollywood Boulevard. Along Fairfax Avenue and Hollywood Boulevard, Metro Rapid Bus (Line 780) provides regional bus service and Metro Bus (Line 217) provides local bus service. Metro Bus (Line 2) provides local bus service along Sunset Boulevard. Along Crescent Heights Boulevard, Metro Bus (Line 218) provides local service.

b) Existing Conditions

The Project Site is currently developed with a gasoline/service station with a convenience market including an approximately 2,756 square-foot building, six dispensing stations and 12 vehicle fueling positions (vfp) with overhead canopies, and asphalt-paved parking areas; the gas station was constructed in 1968 and expanded to its current configuration in 1984.[2] The Project Site currently has two vehicular driveways on Fairfax Avenue and two vehicular driveways on Sunset Boulevard. See **Figure II-3, Views of the Project Site**.

The Project Site is located within the Hollywood Community Plan which designates the property as Neighborhood Office Commercial, which has corresponding zones of C1, C2, C4, P, RAS3, RAS4. The Project Site is zoned C4-1D (Commercial Zone - Height District 1 – Development Limitation). The D Development Limitation, established by Ordinance No. 164,714 limits "total floor area contained in all buildings on a lot" to one (1) times the buildable area of the lot.

The Project Site is also located within a Transit Priority Area (TPA) pursuant to Senate Bill (SB) 743,[3] and a City-verified Tier Transit Oriented Communities (TOC) Affordable Housing Incentive Program Area as the Project Site is within a half-mile of a Major Transit Stop as defined in Public Resources Code Section 21064.3.[4] Specifically, the major transit stop within a half-mile of the Project Site is the intersection of the Metro Line 2/302 bus stop located on N. Fairfax Avenue (approximately 95 feet to the south) and the Metro

[2] *Phase I Environmental Site Assessment Report, Citadel Environmental Services, February 23, 2018.*

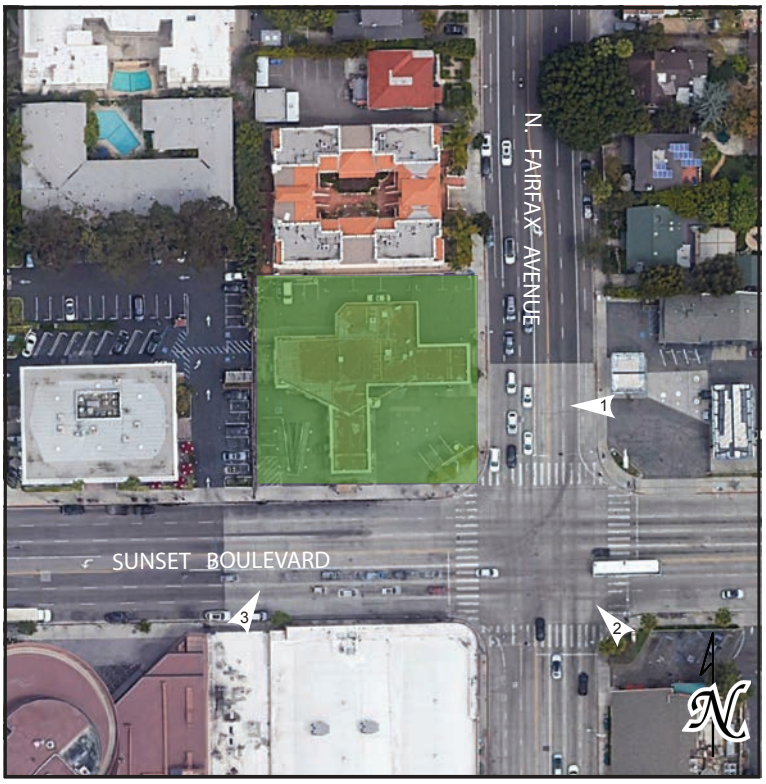
[3] *SB 743 made several changes to the California Environmental Quality Act (CEQA) and deems aesthetic and parking impacts less than significant as a matter of law for residential, mixed-use residential, or employment center projects on an infill site within a TPA.*

[4] *City of Los Angeles Department of City Planning, Zone Information & Map Access System; and Department of City Planning Case Number PAR-2018-2995-TOC.*

View 1: View looking west along N. Fairfax Avenue at the Project Site.

View 2: View looking northwest from the southeast corner of N. Fairfax Avenuve and Sunset Boulevard at the Project Site.

View 3: View looking northeast along Sunset Boulevard at the Project Site.



PROJECT SITE

PHOTO LOCATION MAP

Source: GoogleEarth, February 2020.

Figure II-3
Existing Views of the Project Site
Views 1, 2, and 3

Line 217 located on Sunset Boulevard, which both have frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. The City's Zoning Information File No. 2452 also identifies the Project Site as within a TPA.[5]

Measure JJJ was approved by the City's voters on November 11, 2016, and became effective as law when the vote results were certified by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the TOC Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department of City Planning adopt a set of TOC Guidelines, which establish density increases, parking reductions and development incentives and concessions for residential or mixed-use projects that contain affordable housing units and that are located within a half-mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, effective September 22, 2017, establish a tier-based system with varying density increases and development incentives based on a project's distance from different types of transit. The largest increases are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The TOC Guidelines describe the range of density increases and development incentives that applicants may select.

The Project Site has City-confirmed Tier 3 TOC eligibility. However, the Project is only seeking TOC Tier 1 base and additional incentives as allowed by the TOC Program and TOC Guidelines, in consideration of the fact that the Project would reserve at least eight percent (or 5 dwelling units) of the total proposed residential units for Extremely Low Income Households.

Within the Project Site area, the City's Mobility Plan 2035 classifies Sunset Boulevard as Avenue I and N. Fairfax Avenue as Avenue II. In addition, the City's Mobility Plan 2035 designates Sunset Boulevard in the area of the Project Site as a Tier 3 Bicycle Lane and N. Fairfax Avenue in the area of the Project Site as a Tier 2 Bicycle Lane in the Bicycle Lane Network.[6]

c) Surrounding Land Uses

The Project is located in the Hollywood community of the City. The Project Site is adjacent to a two-story multi-family residential building with semi-subterranean parking to the north and a two-story commercial building to the west. Across Sunset Boulevard to

[5] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*
[6] *City of Los Angeles, Department of City Planning, General Plan 2035 Mobility Plan, June 23, 2016.*

the south of the Project Site is a one-story commercial building and a six-story office building; at the southeast corner of Fairfax Avenue and Sunset Boulevard is a one-story grocery store; across Fairfax Avenue to the east of the Project Site are a gas station and two-story single-family residential buildings. Other uses in the Project area include single- and multi-family residential buildings, commercial uses, and offices. Views of the surrounding land uses are shown on **Figures II-4 and II-5**.

3. PROJECT CHARACTERISTICS

a) Project Overview

The Project proposes the demolition of an existing gasoline/service station with a convenience market and the construction of a seven-story above-grade and one subterranean story mixed-use building including approximately 6,452 square feet of commercial space and up to 62 multi-family residential units, including at least eight percent (or 5 dwelling units), set aside as Extremely Low Income units. The Project will consist of five stories of residential uses above one level of above grade parking, one ground level of commercial uses, parking, and residential entries, and one level of subterranean parking. A total of up to 82 vehicle parking spaces would be provided. The Project would also provide a total of up to 56 long-term bicycle parking spaces and up to 11 short-term bicycle parking spaces. The Project would provide approximately 10,319 square feet of open space in roof-top open areas, interior courtyards, and private balconies. The Project proposes to reach a height of 85 feet, plus rooftop appurtenances that would reach to a height of 97'-6" feet, in seven stories above grade. The total floor area of the Project would be approximately 57,241 square feet, resulting in a Floor Area Ratio (FAR) of 2.75:1. Project data, floor plans, sections and renderings are shown on **Figures II-6 through II-19**.

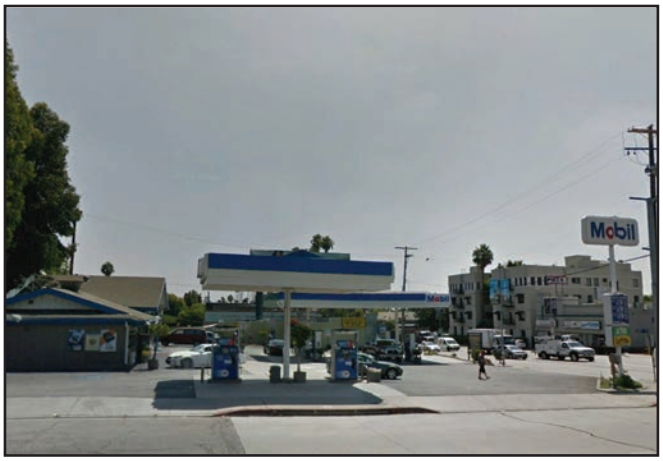
b) Design and Architecture

In accordance with the Citywide Design Guidelines,[7] the proposed building provides a variety of architectural materials and building planes and ground-floor façade transparency, with special attention to the surrounding environment while also providing a pedestrian-scale at the street level. Project consistency with the Citywide Design Guidelines, is discussed in further detail in **Section III** of this document. The Project is designed in a contemporary architectural style and incorporates cement plaster and fiber cement siding as well as a neutral color palette generally consisting of off-white and grey.

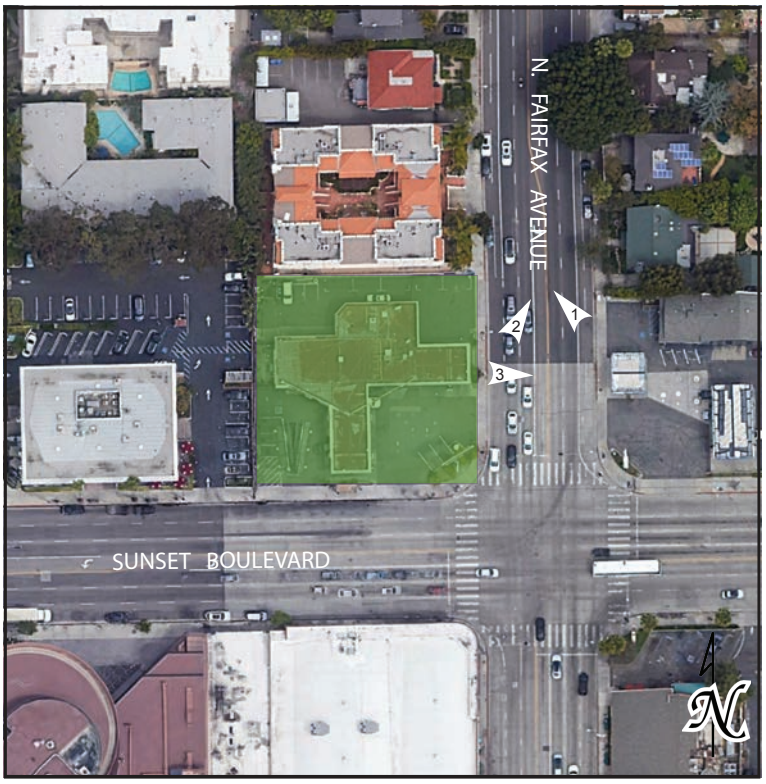
[7] *Citywide Design Guidelines, adopted October 24, 2019.*

View 1: View looking northwest along N. Fairfax Avenue towards adjacent multi-family uses.

View 2: View looking northeast along N. Fairfax Avenue towards multi-family uses.



View 3: View looking east along N. Fairfax Avenue towards a gas station.

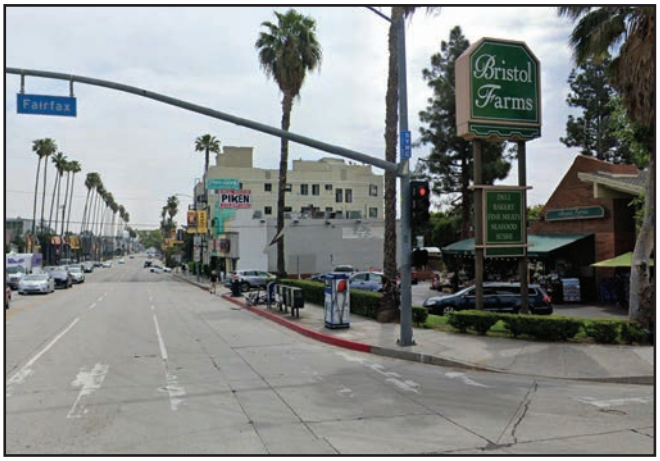


PROJECT SITE

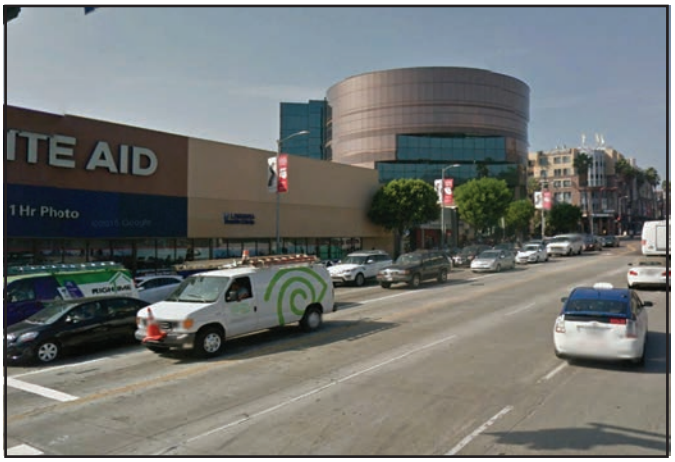
PHOTO LOCATION MAP

Source: GoogleEarth, February 2020.

Figure II-4
Views of Surrounding Uses
Views 1, 2, and 3

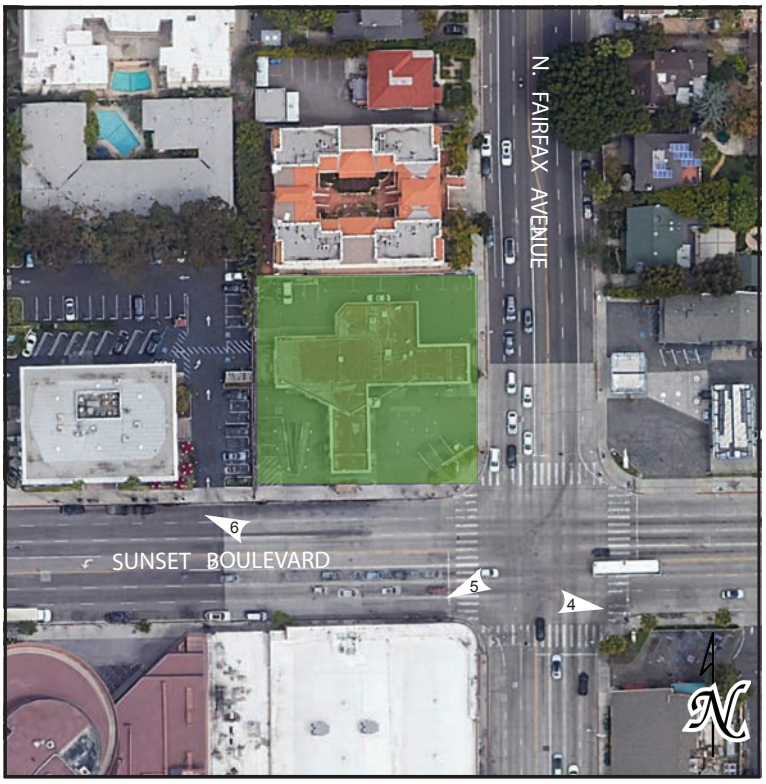


View 4: View looking east along Sunset Boulevard towards commercial uses.



View 5: View looking southwest along Sunset Boulevard towards commercial uses.

View 6: View looking northwest along Sunset Boulevard towards commercial uses.

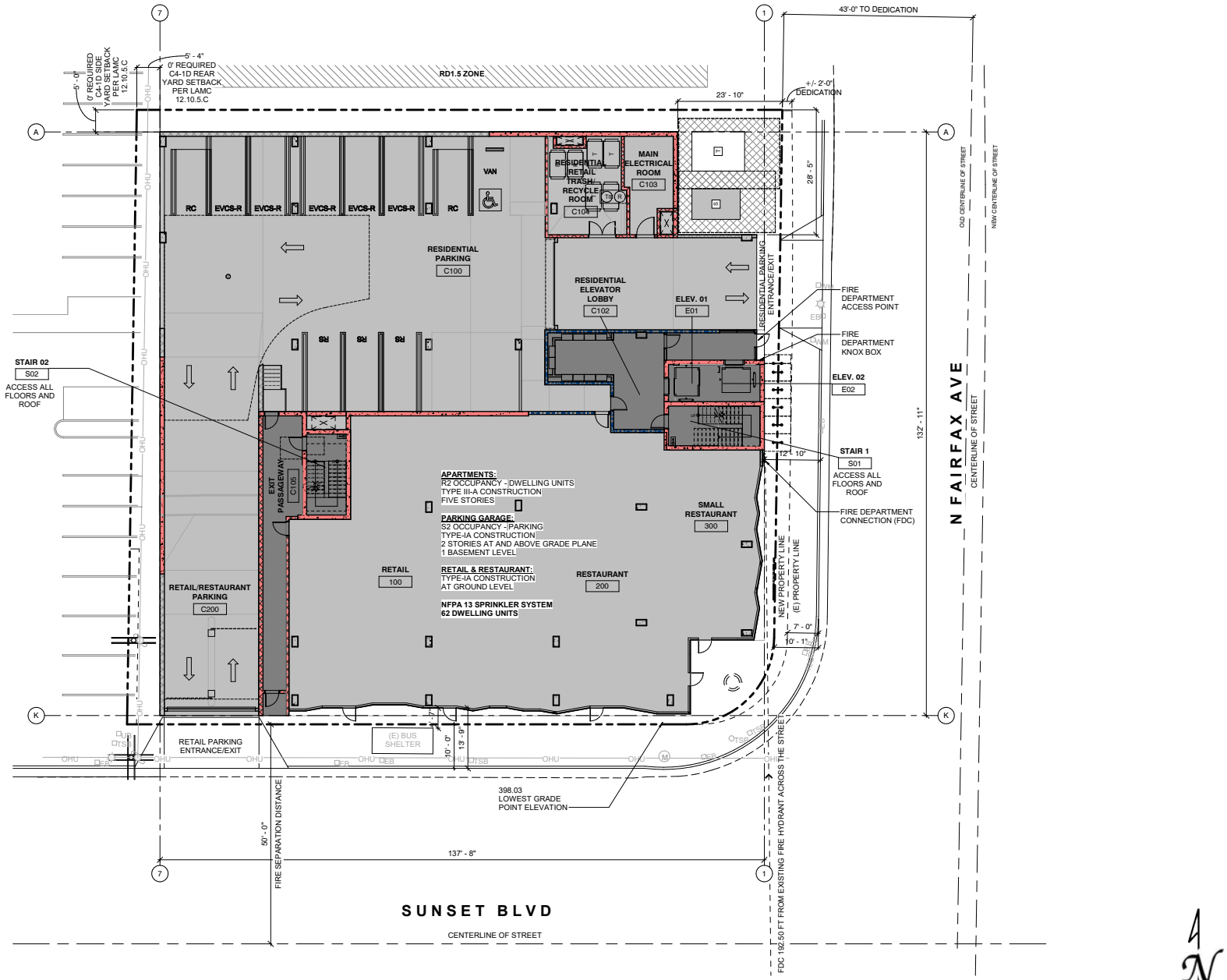


PROJECT SITE

PHOTO LOCATION MAP

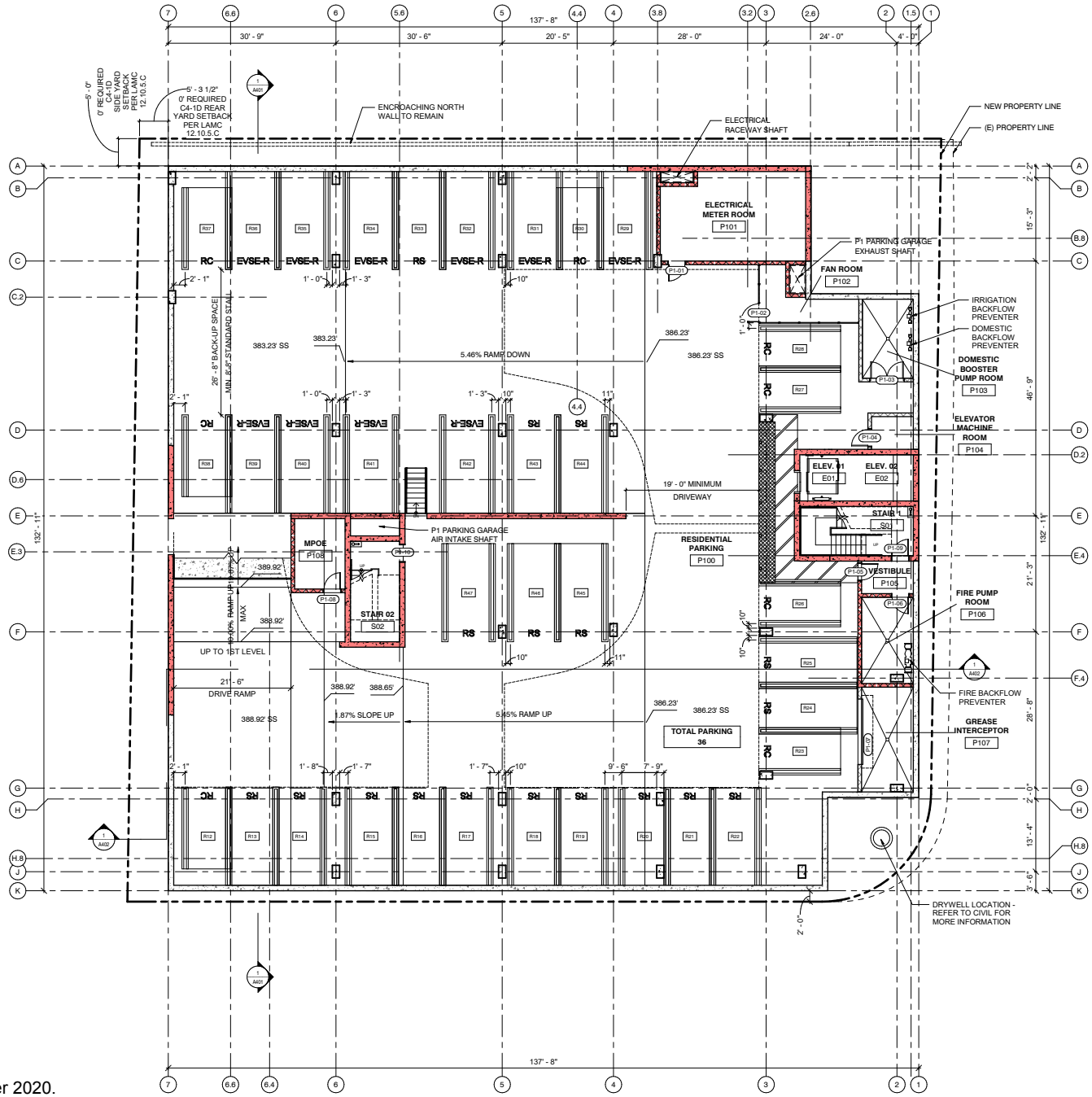
Source: GoogleEarth, February 2020.

Figure II-5
Views of Surrounding Uses
Views 4, 5, and 6



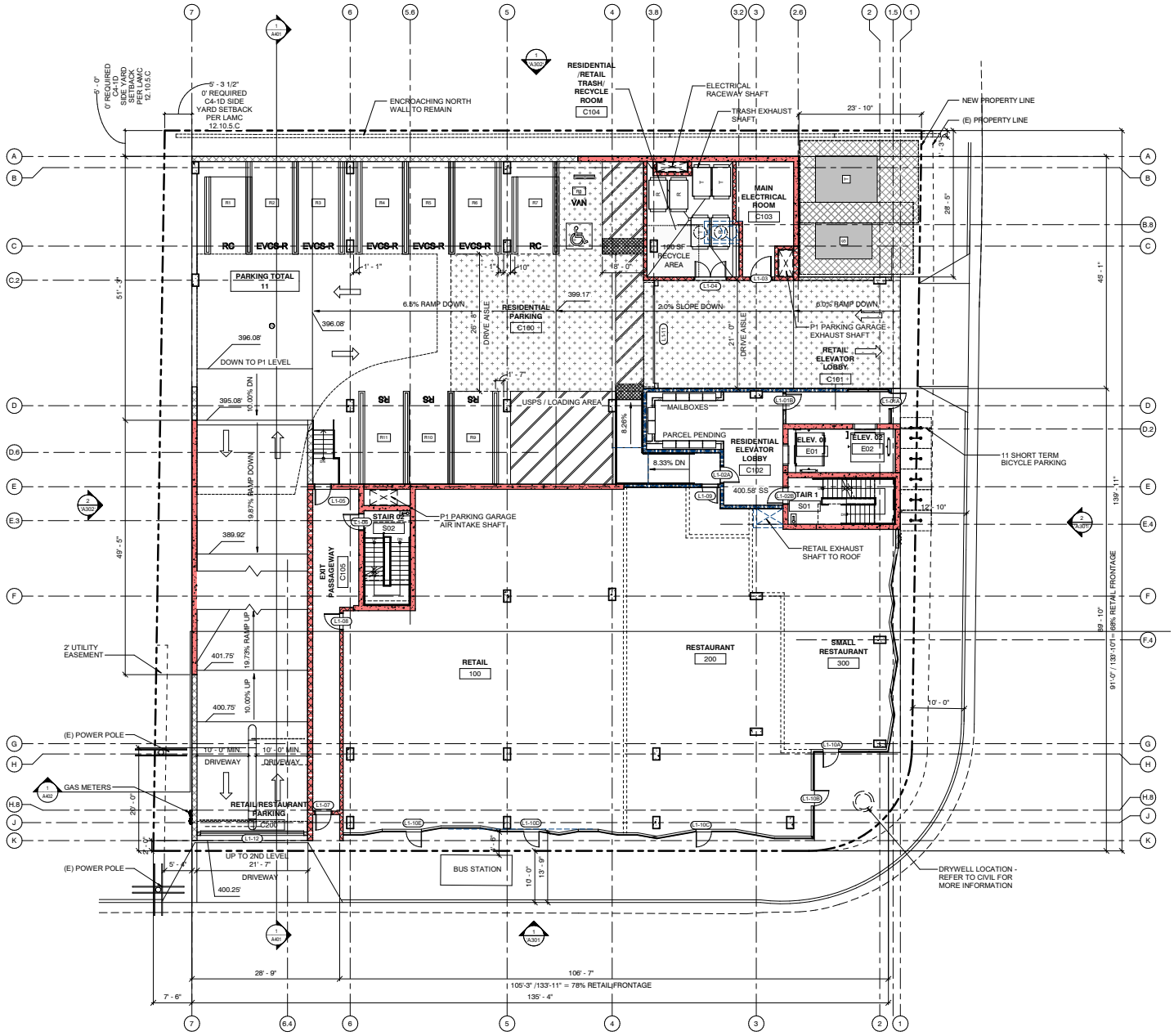
Source: NEXT Architects, September 2020.

Figure II-6
Conceptual Site Plan



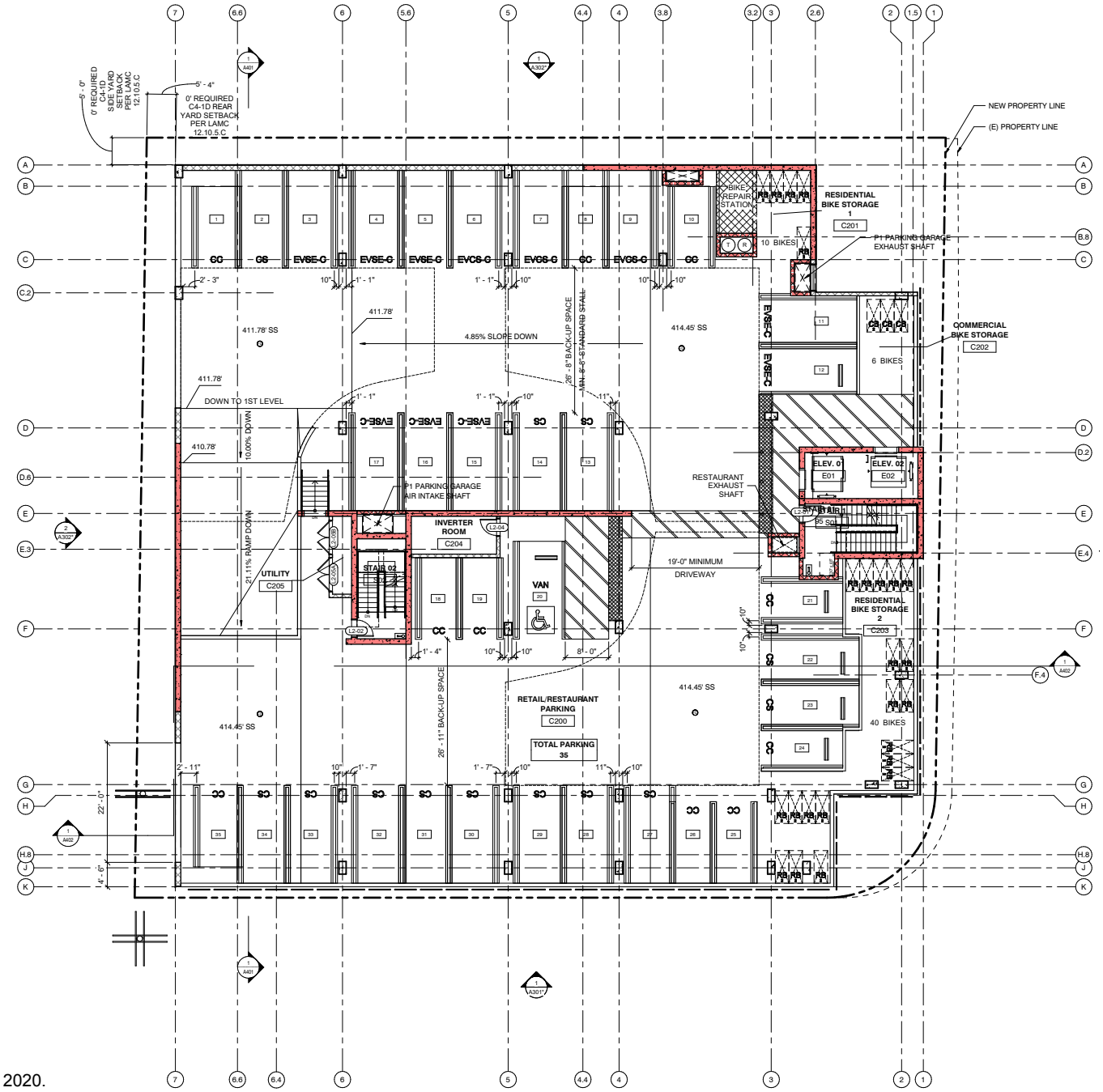
Source: NEXT Architects, September 2020.

Figure II-7
Subterranean Parking Level



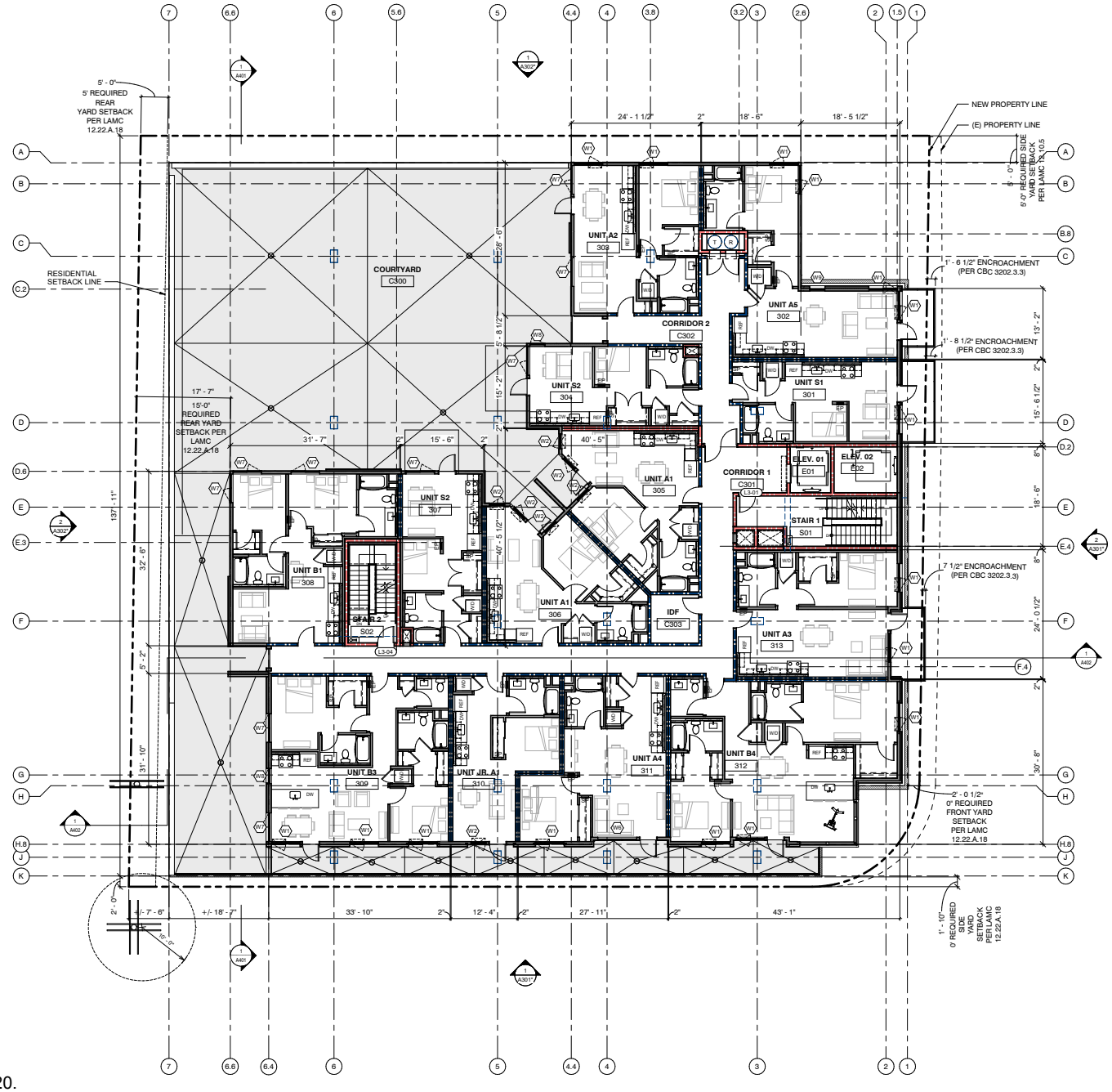
Source: NEXT Architects, September 2020.

Figure II-8
1st Floor Plan



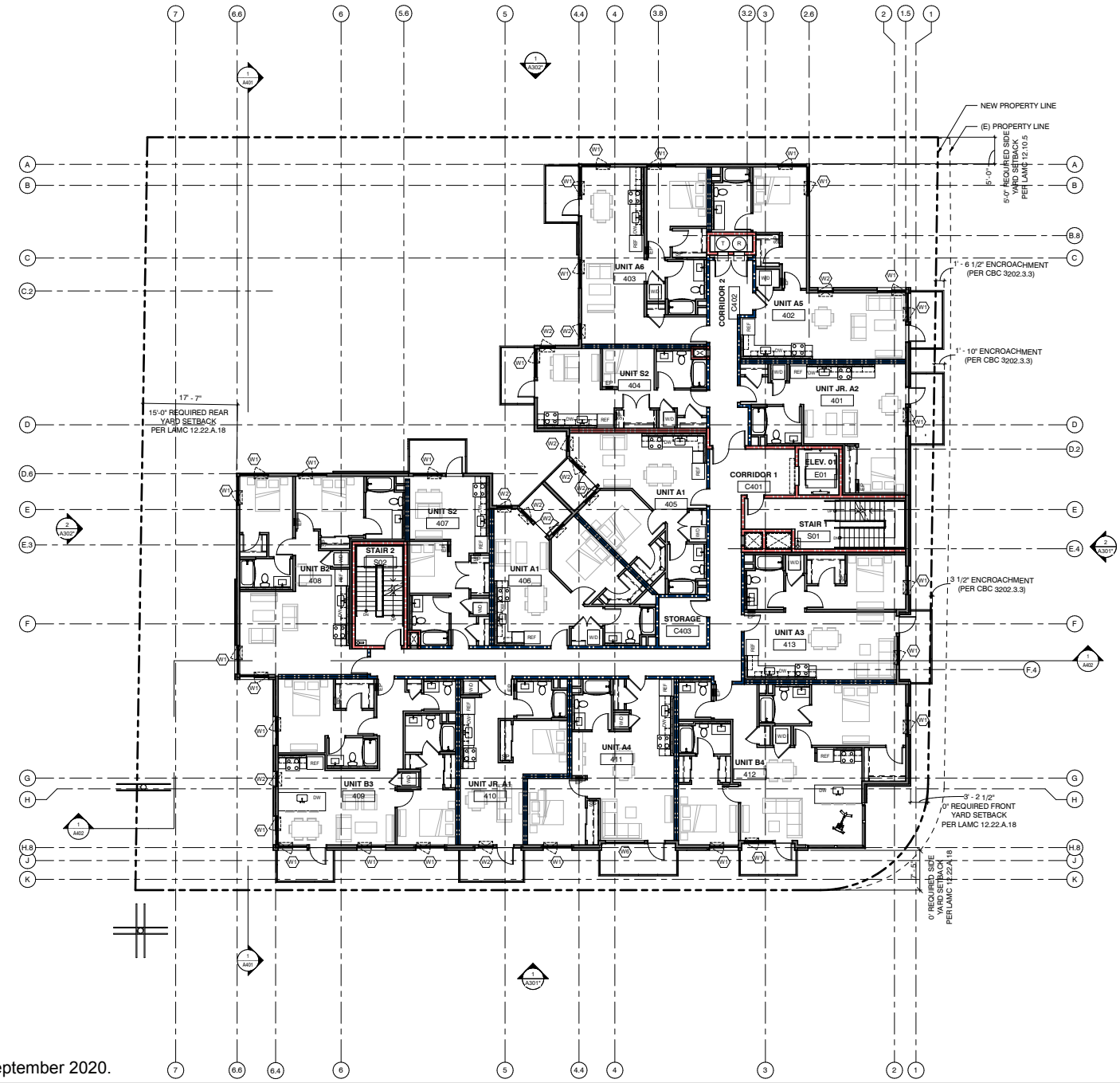
Source: NEXT Architects, September 2020.

Figure II-9
2nd Floor Plan



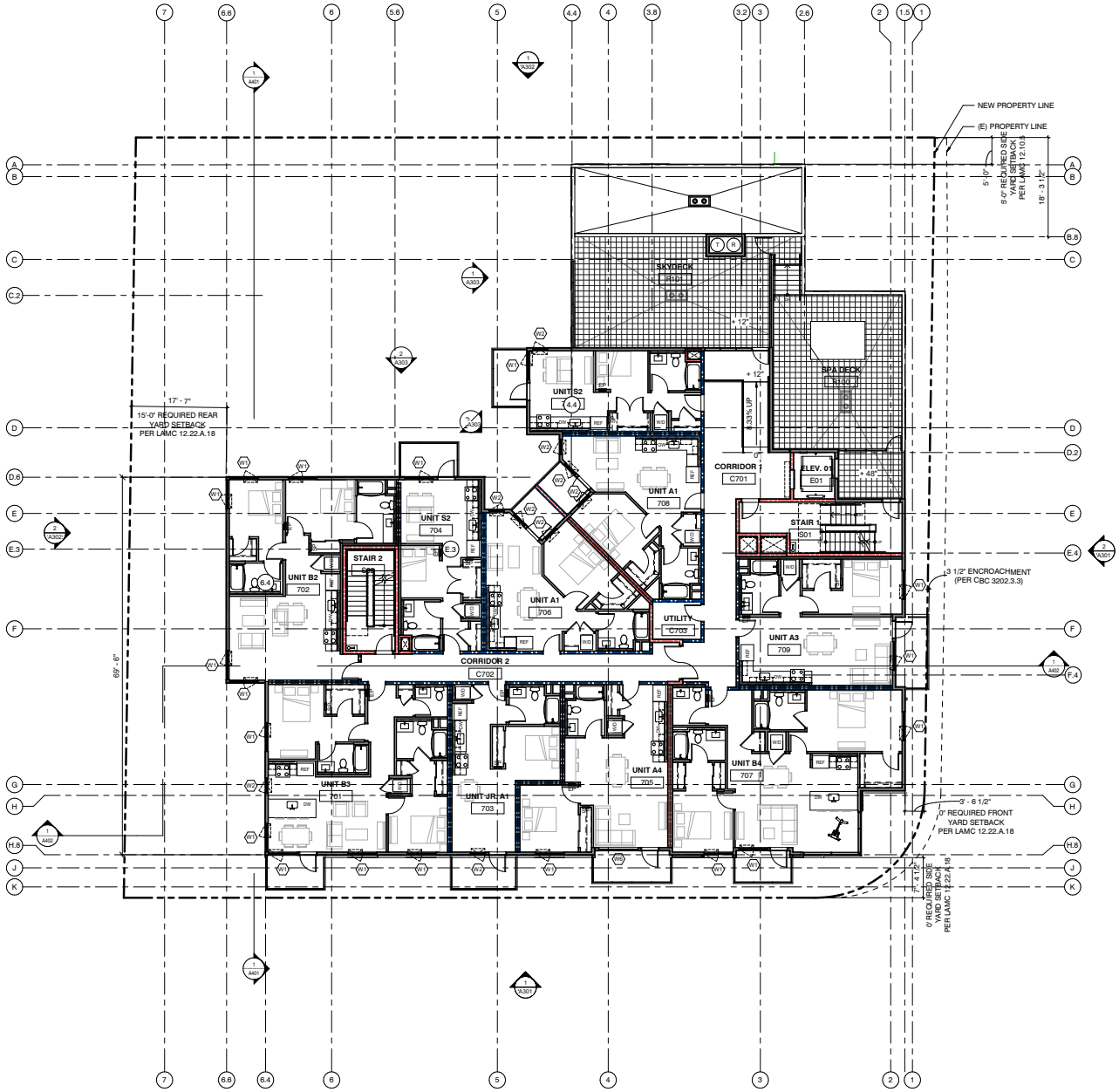
Source: NEXT Architects, September 2020.

Figure II-10
3rd Floor Plan



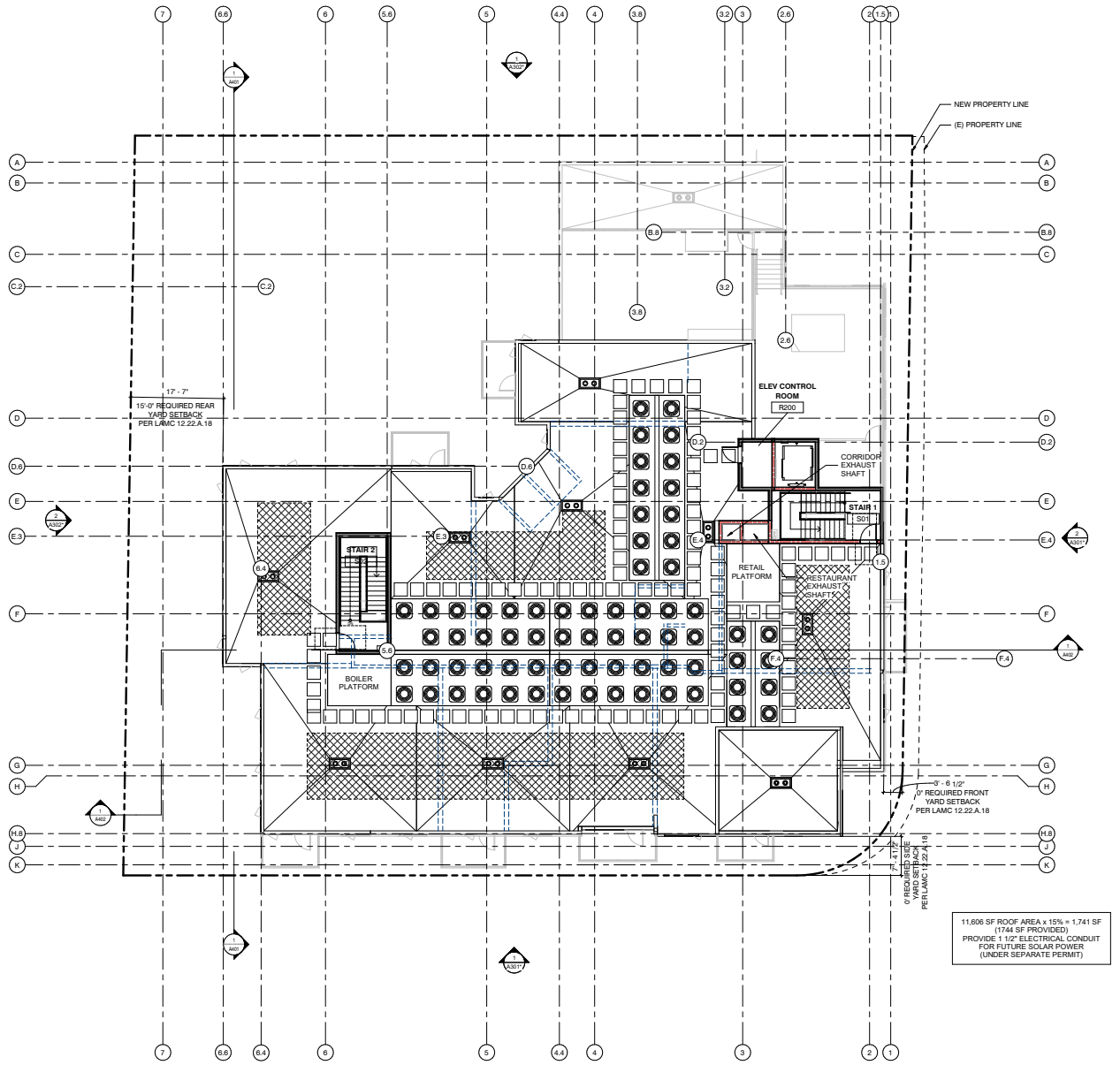
Source: NEXT Architects, September 2020.

Figure II-11
4th through 6th Floor Plans



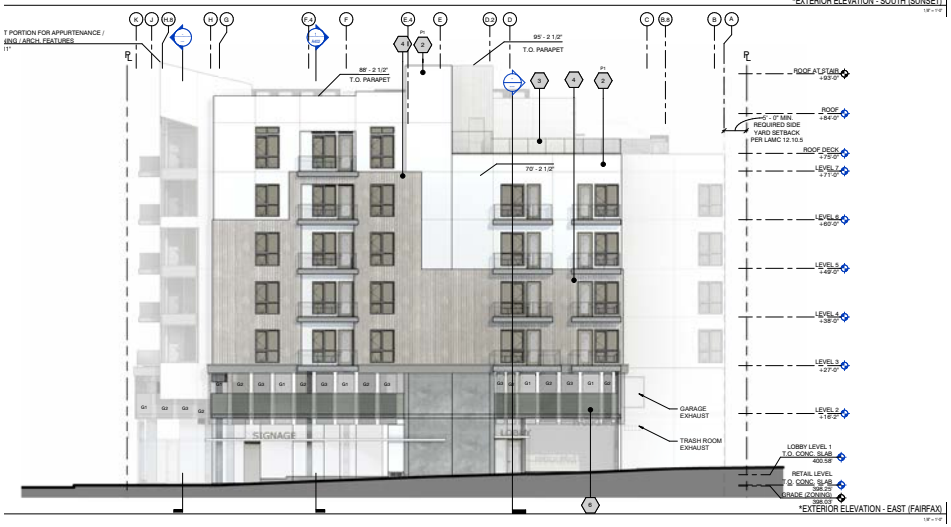
Source: NEXT Architects, September 2020.

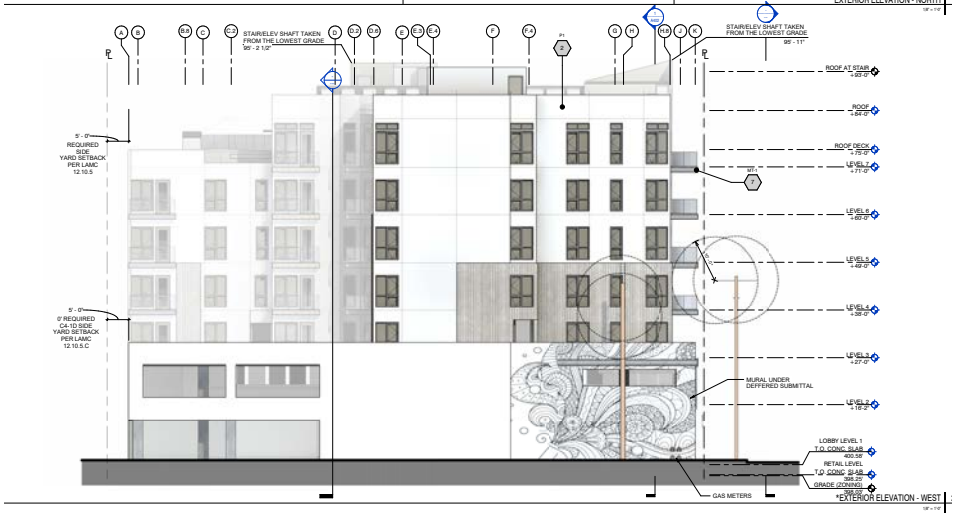
Figure II-12
7th Floor Plan



Source: NEXT Architects, September 2020.

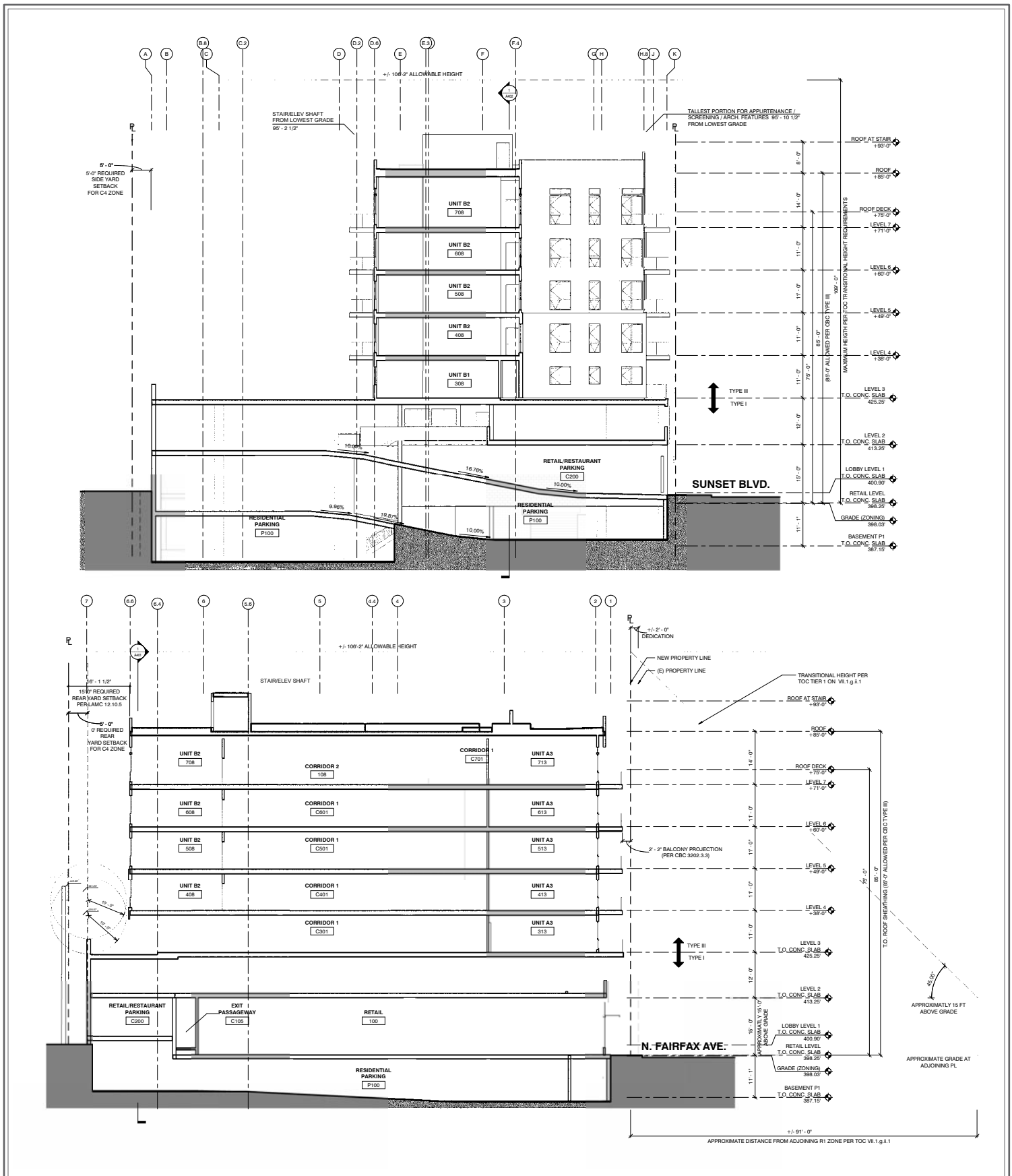
Figure II-13
Roof Plan





Source: NEXT Architects, September 2020.

Figure II-14
Project Elevations



Source: NEXT Architects, September 2020.

Figure II-15
Building Sections

Source: NEXT Architects, September 2020.

Figure II-16
Project Rendering

LEGEND

1. PROPOSED STREET TREE
2. OUTDOOR TABLE AND CHAIRS
3. ENHANCED PAVING
4. SHADE TREE
5. FIREPLACE WITH LOUNGE SEATING
6. BBQ AND BAR COUNTER
7. FAMILY TABLE AND CHAIRS
8. PING PONG TABLE
9. SHADE STRUCTURE
10. ARTIFICIAL TURF
11. RAISED PLANTER
12. HEDGE
13. BBQ COUNTER
14. LOUNGE FURNITURE WITH FIRE PIT
15. STAIRS
16. RAMP
17. SPA
18. POOL ENCLOSURE
19. PORTABLE PLANTER
20. PARAPET PLANTER
21. BIKE RACK
22. DAY BED

Source: NEXT Architects, May 2020.

Figure II-17
1st Floor Landscape Plan

LEGEND

1. PROPOSED STREET TREE
2. OUTDOOR TABLE AND CHAIRS
3. ENHANCED PAVING
4. SHADE TREE
5. FIREPLACE WITH LOUNGE SEATING
6. BBQ AND BAR COUNTER
7. FAMILY TABLE AND CHAIRS
8. PING PONG TABLE
9. SHADE STRUCTURE
10. ARTIFICIAL TURF
11. RAISED PLANTER
12. HEDGE
13. BBQ COUNTER
14. LOUNGE FURNITURE WITH FIRE PIT
15. STAIRS
16. DAY BED
17. SPA
18. POOL ENCLOSURE
19. PORTABLE PLANTER
20. PARAPET PLANTER
21. BIKE RACK

Source: NEXT Architects, May 2020.

Figure II-18
Podium Level Landscape Plan

LEGEND

1. PROPOSED STREET TREE
2. OUTDOOR TABLE AND CHAIRS
3. ENHANCED PAVING
4. SHADE TREE
5. FIREPLACE WITH LOUNGE SEATING
6. BBQ AND BAR COUNTER
7. FAMILY TABLE AND CHAIRS
8. PING PONG TABLE
9. SHADE STRUCTURE
10. ARTIFICIAL TURF
11. RAISED PLANTER
12. HEDGE
13. BBQ COUNTER
14. LOUNGE FURNITURE WITH FIRE PIT
15. STAIRS
16. DAY BED
17. SPA
18. POOL ENCLOSURE
19. PORTABLE PLANTER
20. PARAPET PLANTER
21. BIKE RACK

Source: NEXT Architects, May 2020.

Figure II-19
Roof Level Landscape Plan

The 2nd floor parking area would be screened off with glass panels covered with green tones of colored vinyl. The Project's use of different textures, colors, setbacks, materials, and distinctive architectural treatments is designed to create visual interest, avoid repetitive facades, and break up the building's mass. See **Figures II-14** through **II-16** for the Project's elevations, building sections, and conceptual rendering.

a) Access, Circulation, and Parking

Pedestrians would access the ground floor commercial space and residential units from Fairfax Avenue and Sunset Boulevard. Vehicular access to the Project Site would be provided via two driveways, each providing controlled access. This is a reduction from the four existing driveways. A two-way access driveway for the residential parking is proposed at the northeast corner of the Project Site, along the west side of Fairfax Avenue. A two-way commercial access driveway is proposed at the southwest corner of the Project Site, along the north side of Sunset Boulevard. All automobile parking will be provided within the parking garage. Per LAMC Transit Oriented Communities (TOC) requirements, the Project is required to provide 35 vehicular parking spaces for commercial uses and 39 vehicular parking spaces for residential units pursuant to Tier 1 TOC. The Project proposes to provide up to 35 parking spaces for commercial uses and up to 47 parking spaces to serve residential uses for a total of 82 vehicular parking spaces.

Per the Bicycle Parking Ordinance (Ordinance No. 182,386), the Project is required to provide 56 long-term and 11 short-term bicycle parking spaces. The Project will provide 67 total bicycle parking spaces, per the requirement. Residential long-term bicycle parking and commercial long-term bicycle parking would be provided in the parking area on the 2nd floor. Short-term bicycle parking would be provided on Fairfax Avenue, near the entrance to the residential lobby.

b) Lighting and Signage

New Project signage would be used for building identification, wayfinding, and security. Exterior lights would be wall- or ground-mounted and shielded away from adjacent properties. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

c) Site Operation and Security

Given the residential uses on the Project Site, the Project would operate 24 hours a day, seven days a week. On-site residential amenities would be available only to residents

and their guests, and would not be open to the public. The on-site amenities, specifically the podium level courtyard and roof deck, would not be used for recreational purposes, special events or entertainment (i.e., no special events and live or amplified music would be performed). The hours of ground floor commercial space would depend on the commercial tenants' use and services. The Project would provide security features including, but not limited to controlled access to residential areas and video surveillance.

d) TOC Affordable Housing Incentive Program

As discussed above, the TOC Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with Measure JJJ and LAMC Section 12.22.A.31. The TOC Guidelines were released on September 22, 2017, and were subsequently revised on February 26, 2018.

Each lot within a TOC Affordable Housing Incentive Area is determined to be in one of four tiers based on the shortest distance between any point on the lot and the classification of the nearest qualified Major Transit Stop. An applicant is responsible for providing documentation showing that the location qualifies as a Major Transit Stop and for providing a radius map showing the distance to the Major Transit Stop. The Project has been verified by the City to be in Tier 3 due to its proximity to the Metro Local Line 2/302 and Metro Line 217.[8] However, the Project is only seeking TOC Tier 1 incentives.

Housing developments are eligible for TOC incentives if a project meets certain requirements identified in the TOC Guidelines. Since the Project would deed-restrict eight percent (5 dwelling units) of the proposed 62 dwelling units for Extremely Low-Income Households and is within a half-mile of a Major Transit Stop, the Project is eligible for TOC Guidelines base incentives. In addition, since the Project's 5 deed-restricted Extremely Low-Income units represent eight percent of the Project Site's base density of 52 units, the Project is eligible for up to two TOC Guidelines additional incentives.[9]

As set forth in Section VI of the TOC Guidelines, Tier 1 base incentives include a 50 percent residential density increase and an up to 40 percent increase in allowable FAR, or a FAR increase resulting in at least a 2.75:1 FAR in commercial zones, whichever is greater. Regarding parking, Tier 1 base incentives include reduced parking to a minimum 0.5-space per residential dwelling unit parking requirement and a 10 percent reduction in commercial parking. As set forth in Section VII of the TOC Guidelines, available additional incentives include the utilization of the RAS3 zone's yard standards for commercially-zoned projects, transitional height adjustments, and open space reductions.

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[8] *Department of City Planning Case Number PAR-2018-2995-TOC.*
[9] *5 divided by 52 equals 9.6 percent.*

The Project complies with all applicable provisions of LAMC Section 12.22.A.31 and the TOC Guidelines for a Tier 1 housing development, as it incorporates a 50 percent residential density increase and results in a 2.75:1 FAR. The Project also provides at least 0.5 parking space per bedroom. Furthermore, the Project would provide side and rear yards in compliance with RAS3 zone standards and a transitional height design to be stepped-back at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the (Q)RD1.5-1 Zone. Accordingly, the Project is consistent with the TOC Guidelines.

e) Sustainability Features

The Project would be compliant with the Los Angeles Green Building Code and California Energy Code/Title 24 requirements, and would include, but not be limited to, the following features:

- Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten percent of the total number of parking spaces will have chargers for electric vehicles;
- Air tight and insulated envelope;
- Low-E windows;
- Low-water use plumbing fixtures;
- MERV 13 air filters;
- Low-water use landscaping and weather-sensor controlled drip irrigation; and
- Solar thermal or photovoltaic systems.

The Project's landscape plan proposes 16 trees, including eight (8) street trees and eight (8) trees throughout the Project Site, pending Department of Urban Forestry approval. Overall, the proposed landscaping plan provides a mix of ground cover and trees to complement the architecture. Plant material has been selected for temperature hardiness and low water use. Overall water consumption will be minimized with the inclusion of water efficient appliances and fixtures throughout the development.

As also required by the City Building Code, the proposed building would provide space to accommodate future rooftop solar panels and conduit for on-site electric automobile charging stalls, which would be provided in the parking garage.

f) Anticipated Construction Schedule

The Project would be constructed over approximately 18 months. Construction activities would include the demolition of the existing structures, excavation, grading, and building

construction. Demolition activities are anticipated to start in the third quarter of 2021, and construction completion and occupancy is anticipated in the first quarter of 2023.

The Project is estimated to require a net export of approximately 12,300 cubic yards of soil. Exported materials would likely be disposed at the Azusa Land Reclamation Landfill in Azusa.

4. REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The discretionary and ministerial entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

(1) Transit Oriented Communities Affordable Housing Incentives pursuant to LAMC Section 12.22 A.31. By providing five (5) Extremely Low Income affordable housing units within a Tier 1 incentive area, the Project qualifies for Base Incentives to allow a 50-percent density increase from 52 to 80 units (the Project is proposing up to 62 units) and decreased vehicular parking reducing commercial parking by ten percent and providing residential parking at a ratio of 0.5 spaces per bedroom (the Project proposes to provide up to 82 vehicular parking spaces). The Project located within Tier 1 qualifies for three Additional Incentives from the Menu of Incentives found in the TOC Guidelines. In this case, the Applicant has elected to request the following incentives:

a. Transitional height adjacent to a more restrictive residential zone; and
b. Yard requirements of the RAS3 zone per LAMC 12.10.5.

(2) Site Plan Review pursuant to LAMC Section 16.05 for the proposed development that has more than fifty dwelling units; and

(3) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, demolition permits, grading permits, excavation/shoring permits, building permits, and sign permits in order to execute and implement the Project.

5. ENVIRONMENTAL REVIEW

As demonstrated in the following Section III, Categorical Exemption Analysis, this Project has been determined to qualify as a Class 32 In-Fill Development Project, which is a categorical exemption under CEQA.

III. CATEGORICAL EXEMPTION ANALYSIS

1. EXEMPTION

The Project qualifies for a Class 32 – In-Fill Development Project Categorical Exemption under the California Environmental Quality Act (CEQA) (Public Resources Code, Sections 21000-21189.57) as set forth in Section 15332 of the *State CEQA Guidelines* (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387).

2. EXEMPTION RATIONALE

Article 19, Categorical Exemptions, of the *State CEQA Guidelines* (Sections 15300 – 15333) lists classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA as required by Section 21084 of the Public Resources Code. This section provides an analysis demonstrating that the Project meets the conditions for a Class 32 Categorical Exemption and that none of the possible exceptions to a Categorical Exemption listed in Section 15300.2 of the *State CEQA Guidelines* is applicable to this Project. The specific language of each condition of the Class 32 Categorical Exemption and each possible exception is shown in italics below under their respective headings, which are followed by the Project analysis for each condition and exception.

a) Conditions of the Class 32 Categorical Exemption

[State CEQA Guidelines Section] 15332. In-Fill Development Projects

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services.

(1) Project Analysis

Condition (a): The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(a) City of Los Angeles General Plan

Land uses on the Project Site are guided by the General Plan. The General Plan sets forth goals, objectives, and programs to guide day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of State-mandated elements including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation. The Land Use Element of the General Plan consists of 35 community plans that guide land use at a local level. The General Plan also includes the Framework Element, which sets forth general guidance regarding land use issues for the City and defines citywide policies regarding land use that influence the community plans and most of the City's General Plan Elements.

(i) General Plan Framework Element

The consistency of the Project with applicable objectives and policies in the General Plan Framework Element is presented in **Table III-1, Project Consistency with the Framework Element**. As shown, the Project would be consistent with the applicable objectives and policies.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
Land Use Chapter	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Project would develop 62 dwelling units, including five deed-restricted affordable housing units for Extremely Low-Income Households, and 6,452 square feet of commercial space available in the Hollywood Community Plan area, which would help meet the anticipated growth in housing demand for the area and the City.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long- Range Land Use Diagram.	**Consistent**. As discussed under subheading *Impacts to Project-Serving Utilities*, below, the agencies that provide public infrastructure services and utilities to the Project Site would have capacity to serve the Project.
Objective 3.2: Provide for the spatial distribution of development that promotes	**Consistent.** The Project proposes infill multi-family residential development within an existing

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	urbanized setting with a diversity of land uses; is within an area well-served by existing transit routes, including a Major Transit Stop within 95 feet south of the site; and would provide bicycle parking spaces in compliance with the LAMC's requirements so as to reduce car dependency for trips, which helps reduce vehicle miles traveled while contributing to greater quality of life and improved air quality.
Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	**Consistent:** The Project would develop commercial uses and 62 dwelling units on a site surrounded by a variety of development. The Project would increase the integration of housing with a commercial use and contribute to the diversity of land uses in the area, which currently includes commercial, residential, retail, and restaurant land uses within walking distance of the Project Site.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent.** The Project would include short- and long-term bicycle parking, including short-term bicycle parking spaces along Fairfax Avenue allowing direct access to the Project's residential and commercial uses. Pedestrians would access the ground floor commercial space and residential units from Fairfax Avenue and Sunset Boulevard. The removal of two of four of the existing driveways at the Project Site would enhance pedestrian/bicycle access by minimizing potential conflicts with vehicles. Accordingly, the Project would facilitate pedestrian and bicycle access between the Site, existing transit, and nearby neighborhood-serving commercial uses along Fairfax Avenue and Sunset Boulevard.
Housing Chapter	
Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.	**Consistent.** The Project would develop 62 dwelling units, including five deed-restricted affordable housing units for Extremely Low-Income Households, available in the Hollywood Community Plan area, which would help meet the anticipated growth in housing demand for the area and the City.
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-	**Consistent.** The multi-family residential Project would include up to 62 dwelling units, including 5 dwelling units reserved for Extremely Low-Income Households, in an area well-served by existing transit, including a Major Transit Stop within 95 feet south of the Project Site. The Project would be permitted to develop a 7-story tall building at the

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
density developments and surrounding lower-density residential neighborhoods.	Project Site through the residential density increases allowed through the TOC Affordable Housing Incentive Program as a Tier 1 project and pursuant to its provision of affordable housing for Extremely Low-Income Households. The Project would be similar to other multi-family residences along Fairfax Avenue and Sunset Boulevard, which are major arterial roadways well-served by transit. The Project would not materially impact the character of the existing residential uses in the area of the Project Site, nor does the Project remove existing housing or result in displacement of existing residents.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	**Consistent.** The Project is located along Fairfax Avenue and Sunset Boulevard, which are well-served by existing transit service, including a Major Transit Stop within 95 feet south of the Project Site. Fairfax Avenue and Sunset Boulevard are developed with a diversity of land uses, including commercial uses, that connects and serve the surrounding neighborhoods.
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**Consistent:** The Project would redevelop a site consisting of an existing gasoline/service station with a convenience market with a new, high-quality, engaging architectural design for a mixed use residential building that is constructed to the latest resource-efficient requirements of the LA Green Building Code, as well as provisions for on-site bicycle parking and proximity to a Major Transit Stop to reduce car dependency, thereby facilitating transportation alternatives to single-occupant vehicles, reducing vehicle miles traveled, and improving the quality of life and aesthetic quality of the public realm.
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	**Consistent:** The Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited, and security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project’s residents would be able to monitor suspicious activity at the building entry points.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
Objective 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.	**Consistent:** See consistency analysis for Objective 5.9.
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	**Consistent.** The Project would support this objective by providing a mixed-use development consisting of 62 dwelling units, including five deed-restricted affordable housing units for Extremely Low-Income Households, and 6,452 square feet of commercial space that would serve the community and future businesses. The proposed neighborhood-serving retail and restaurant uses would complement the employment base of the Hollywood Community Plan area, meet the needs of local residents, and foster continued economic investment. In addition, the Project Site would have convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in vehicle trips, vehicle miles traveled, and air pollution to ensure maximum feasible environmental quality. Furthermore, the Project would integrate sustainable and green building techniques by incorporating various standards and guidelines to reduce resources and energy consumption.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent.** During construction, the Project would be required to obtain coverage under the National Pollutant Discharge Elimination System Construction General Permit. In accordance with the requirements of this permit, the Project would implement a Stormwater Pollution Prevention Plan that specifies Best Management Practices and erosion control measures to be used during construction to manage runoff flows and prevent pollution. In addition, in accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
	requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent.** See the consistency analysis for Policy 9.3.1., above.

[a] *City of Los Angeles, The Citywide General Plan Framework Element, readopted August 2001.*
Source (table): EcoTierra Consulting, May 2020.

(ii) Hollywood Community Plan

The City's community plans are intended to promote an arrangement of land uses, streets, and services, which would encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The community plans are also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The Hollywood Community Plan guides land uses on the Project Site and in the surrounding areas within the Hollywood Community Plan Area. This current Community Plan sets forth planning goals and objectives to maintain the community's distinctive character.

As set forth in the Community Plan, the Project Site is designated for Neighborhood Office Commercial land uses.[10] Zoning designations consistent with the Neighborhood Office Commercial land use category include C1, C2, C4, RAS3, RAS4, PB, and P. The Project would be consistent with this land use designation as the Project's multi-family residential land use and commercial land use are both allowed in the Neighborhood Office Commercial land use designation and the Project Site's corresponding C4-1D zoning designation. Moreover, the Project is consistent with multiple other Community Plan objectives and policies. The Project's consistency with these applicable objectives and

[10] *City of Los Angeles, General Plan Land Use Map, Hollywood Community Plan as of April 2014.*

policies is presented in **Table III-2, Project Consistency with the Hollywood Community Plan**.

Table III-2
Project Consistency with the Hollywood Community Plan

Objectives and Policies[a]	Project Consistency
Objectives	
Objective 3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.	**Consistent.** The Project would include up to 62 multi-family dwelling units, including five units reserved for Extremely Low-Income Households, within the Community Plan Area.
Commerce	
Parking areas should be located between commercial and residential uses on the commercially-zoned properties where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid masonry wall and landscaped setback.	**Consistent.** Parking for the Project would be located below ground and above ground on the second level of the building. To the extent that there is any ground level parking within the building, it is located between the commercial and adjacent residential uses to the north. As such, it would not be visible from the surrounding roadways.
Housing	
New apartments should be soundproofed and should be provided with adequate usable open space at a minimum ratio of 100 square feet per dwelling unit excluding parking areas, driveways and the required front yard setback.	**Consistent.** The Project is comprised of 62 apartments units that would be designed and constructed in accordance with Title 24 insulation standards of the California Code of Regulations for multi-family residential buildings. The Project would provide approximately 10,319 square feet of open space for the 62 residences. Open space would be provided in the form of a podium courtyard, a roof deck, and private balconies. Further, the Project requires 0' front yard setback, but will be providing a 2'1" commercial front yard setback and a 1'6" residential yard setback.
[a] *City of Los Angeles, Hollywood Community Plan, December 13, 1988, effective April 2, 2014.* *Source (table): EcoTierra Consulting, May 2020.*	

(b) Planning and Zoning Code

All on-site development activity is subject to the City's Planning and Zoning Code. The Planning and Zoning Code includes development standards for the various districts in the City. The Project Site is currently zoned C4-1D (Commercial Zone – Height District No. 1-Development Limitation).[11]

Land uses allowed in the C4 zone include a wide range of commercial uses (including retail stores, restaurants/bars, offices, hotels, drug stores, grocery stores, etc.) as well as

[11] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

any residential land use allowed in the R4 zone (including multiple family dwellings with a minimum lot area of 400 square feet per dwelling unit).[12]

Measure JJJ was approved by the City's voters on November 11, 2016, and became effective as law when the vote results were certified by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish density increases, parking reductions, and development incentives and concessions for residential or mixed-use projects that contain affordable housing units and that are located within a half-mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying density increases and development incentives based on a project's distance from different types of transit. The largest increases are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The TOC Guidelines describe the range of density increases and development incentives that applicants may select.

Each lot within a TOC Affordable Housing Incentive Area is determined to be in one of four tiers based on the shortest distance between any point on the lot and the classification of the nearest qualified Major Transit Stop. An applicant is responsible for providing documentation showing that the location qualifies as a Major Transit Stop and for providing a radius map showing the distance to the Major Transit Stop. The Project has been verified by the City to be in Tier 3 due to its proximity to the Metro Local Line 2/302 and Metro Line 217.[13] However, the Project is only seeking TOC Tier 1 incentives.

Housing developments are eligible for TOC incentives if a project meets certain requirements identified in the TOC Guidelines. Since the Project would deed-restrict eight percent (5 dwelling units) of the proposed 62 dwelling units for Extremely Low-Income Households and is within a half-mile of a Major Transit Stop, the Project is eligible for TOC Guidelines base incentives. In addition, since the Project's 5 deed-restricted Extremely Low-Income units represent ten percent of the Project Site's base density of 52 units, the Project is eligible for up to two TOC Guidelines additional incentives.[14]

As set forth in Section VI of the TOC Guidelines, Tier 1 base incentives include a 50 percent residential density increase and an up to 40 percent increase in allowable FAR,

[12] *LAMC Section 12.16.A.*

[13] *Department of City Planning Case Number PAR-2018-2995-TOC.*

[14] *5 divided by 52 equals 9.6 percent.*

or a FAR increase resulting in at least a 2.75:1 FAR in commercial zones, whichever is greater. Regarding parking, Tier 1 base incentives include reduced parking to a minimum 0.5-space per bedroom parking requirement and a 10 percent reduction in commercial parking. As set forth in Section VII of the TOC Guidelines, available additional incentives include the utilization of the RAS3 zone's yard standards for commercially-zoned projects and a transitional height adjustment.

The C4 Zone permits the R4 Zone's multiple dwelling unit density of 1 unit per 400 square feet of land area, or 52 dwelling units at the Project Site.[15] As the Project complies with all applicable provisions of LAMC Section 12.22.A.31 and the TOC Guidelines for a Tier 1 housing development by providing 8 percent of the proposed dwelling units for Extremely Low Income Households, the Project is eligible for a 50 percent increase in residential density. As such, the Project would be able to construct up to 80 dwelling units.[16] The Project proposes 62 units.

Height District No. 1 allows unlimited building heights, but limits the FAR to 1.5:1. However, the "D" Development Limitation of the Project Site's zoning, adopted pursuant to Ordinance 164,714 in 1989, establishes the base total floor area contained in all buildings to a maximum FAR of 1:1. As mentioned above, the TOC Guidelines permit qualifying Tier 1 housing developments up to 40 percent increase in allowable FAR, or a FAR increase resulting in at least a 2.75:1 FAR in commercial zones, whichever is greater. Accordingly, as the Project Site is within a commercial zone and complies with the applicable provisions of LAMC Section 12.22.A.31 and the TOC Guidelines for a Tier 1 housing development, the Project proposes to achieve a 2.75:1 FAR.

The Project is a mixed-use development proposed in the C4 zone and is not required by the LAMC to provide front yard setbacks, but is required to provide side and rear yard setbacks at the lowest story containing residential units. The Project would be constructed with a 2'1" front yard setback along Fairfax Avenue, a 1'0" side yard setback along Sunset Boulevard, a 2'0" side yard setback along the northerly edge, and a 5'2" rear yard setback along the westerly edge. The provision of these setbacks minimizes the Project's massing, along with its potential impacts upon these adjacent properties, while remaining consistent with the intent of the LAMC's yard requirements. Furthermore, as a TOC Tier 1 additional incentive, the Project Applicant is requesting the approval of a transitional height design to be stepped-back at a 45-degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot in the (Q)RD1.5-1 Zone. The total height of the Project is 85 feet to the roof line, with the top height 97'-6" to the top of the appurtenances/architectural features.

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[15] *Gross lot area of the Project Site is 20,815 square feet, which, at the underlying residential density of 1 dwelling unit per 400 square feet, equals 52 residential dwelling units (20,815 / 400 = 52).*

[16] *53 dwelling units + 50% increase = 79.5 (rounded up to 80).*

The City's TOC Guidelines allow residential parking reductions to a minimum of 0.5 space per bedroom for TOC Tier 1 projects and a nonresidential parking reduction of 10 percent. Under standard LAMC requirements, the Project's 62 dwelling units would require 91 parking spaces and the Project's 6,452 square feet of commercial uses would require 39 parking spaces.[17] With utilization of a TOC Guidelines base incentive parking reduction, the Project would provide 47 parking spaces for the proposed residences and 35 parking spaces for the proposed commercial uses.

With regard to bicycle parking, LAMC requires one long-term bicycle parking space per dwelling unit and one short-term space per 10 dwelling units for the first 25 dwelling units, then one long-term bicycle parking space per 1.5 dwelling units and one short-term space per 15 dwelling units for dwelling units 26-62.[18] For projects with non-residential uses, off-street parking spaces for bicycles shall be provided at a ratio of one parking space for every 2,000 square feet of non-residential floor area for the first 10,000 square feet of floor area. Thus, the Project is required to provide 56 long-term bicycle parking spaces[19] and 11 short-term bicycle parking spaces.[20] The Project would provide 56 long-term and 11 short-term bicycle parking spaces consistent with LAMC requirements.

The Project's required amount of open space was calculated pursuant to LAMC Section 12.21.G, based on the size and number of dwelling units. The Project proposes 62 residential units. For each one-bedroom unit, 100 square feet of open space is required. For each two-bedroom unit, 125 square feet of open space is required. Thus, a total of 6,575 square feet of open space is required for the Project.[21] The Project would provide

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[17] *Per LAMC 12.21.A.4(a), studio units (i.e. units with < three habitable rooms) require 1.0 parking space per unit, one-bedroom units (i.e., units with three habitable rooms) require 1.5 parking spaces per units, and two-bedroom units (i.e. units with > three habitable rooms) require 2.0 parking spaces per unit. Accordingly, the Project's 19 studios (19 parking spaces), 28 one-bedroom units (42 parking spaces), and 15 two-bedroom units (30 parking spaces) would require 91 parking spaces. The Project's commercial uses require one parking space per 100 square feet of high turnover restaurant space, one parking space per 200 square feet of small restaurant space, and one parking space per 250 square feet of retail space. Accordingly, the Project's 2,000 square feet of restaurant space (20 parking spaces), 1,000 square feet of small restaurant space (5 parking spaces), and 3,542 square feet of retail space (14 parking spaces) would require 39 parking spaces.*

[18] *Per Ordinance No. 185,480, effective May 9, 2018.*

[19] *Long-Term: For units 1-25, 1 space per unit equals 25 spaces; for units 26-62, 1 space per 1.5 units equals 25 spaces. 25 plus 25 equals 50 long-term bicycle parking spaces for residences required. Commercial space requires 1 parking space per 2,000 square feet, minimum 2 spaces. The Project's 6,452 square feet of commercial space would require 6 long-term bicycle parking spaces. The Project would require 50+ 6 = 56 long-term spaces.*

[20] *Short-Term: For units 1-25, 1 space per 10 units equals 3 spaces; for units 26-62, 1 space per 15 units equals 2 spaces. 3 plus 2 equals 5 short-term bicycle parking spaces for residences required. Commercial space requires 1 parking space per 2,000 square feet, minimum 2 spaces. The Project's 6,452 square feet of commercial space would require 6 short-term bicycle parking spaces. The Project would require 5 + 6 = 11 short-term spaces.*

[21] *47 studio and one-bedroom units, which multiplied by the 100-square-foot requirement equals 4,700 square feet of required open space. 15 two-bedroom units, which multiplied by the 125-square-foot requirement equals 1,875 square feet of required open space. Total required open space is 4,700 square feet + 1,875 square feet = 6,575 square feet.*

10,319 square feet of open space. Approximately 25 percent of the provided outdoor common open space would be landscaped, or a minimum of 2,580 square feet.

Therefore, the Project would be consistent with the City's Planning and Zoning Code, including the provisions of the TOC Affordable Housing Incentive Program established by Measure JJJ (LAMC Section 12.22.A.31) and the City's adopted TOC Guidelines.

(c) Los Angeles Green Building Code

The Los Angeles Green Building Code ("LA Green Building Code") is based on the California Green Building Standards Code (commonly known as CALGreen), which was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the LA Green Building Code:

- All new buildings (residential and non-residential);
- Every building alteration with a building permit valuation of $200,000 or more (residential and non-residential);
- Residential alterations that increase the building's conditioned volume; and
- Every building addition (residential and non-residential).

The Project would be compliant with the LA Green Building Code and California Energy Code/Title 24 requirements, and would include, but not be limited to, the following features:

- Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten percent of the total number of parking spaces will have chargers for electric vehicles;
- Air tight and insulated envelope;
- Low-E windows;
- Low-water use plumbing fixtures;
- MERV 13 air filters;
- Low-water use landscaping and weather-sensor controlled drip irrigation; and
- Solar thermal or photovoltaic systems.

As also required by the City's Building Code, the proposed building would provide space to accommodate future rooftop solar panels and conduit for on-site electric vehicle charging stalls, which would be provided in the parking garage.

(d) Citywide Design Guidelines

The City's General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence. The Citywide Design Guidelines provide

guidance for applying policies contained within the General Plan Framework and the City's 35 Community Plans. The Citywide Design Guidelines are particularly applicable to those areas within the City that do not currently have adopted design guidelines contained in a Community Plan Urban Design chapter, specific plan, or other community planning documents. They provide guidance for new Community Plan updates. Per the Citywide Design Guidelines, in instances where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter, a specific plan, or a community-specific guideline such as the Downtown Design Guide, the community-specific requirements prevail.[22]

The Project's consistency with the applicable objectives and guidelines of the Citywide Design Guidelines is presented in **Table III-3, Consistency with Applicable Provisions of the Citywide Design Guidelines**. As shown, the Project would be consistent with the applicable objectives and guidelines.

Table III-3
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.	**Consistent.** The Project is a mixed-use development that would include residential units and commercial land uses. The Project's building frontage would provide a ground floor commercial uses along Sunset Boulevard and Fairfax Avenue and opportunities for residents, employees, and visitors to use public transit for work trips, and walk to other retail businesses within and near the Project Site. Furthermore, appropriate lighting and other security measures would be incorporated into the design and the residential areas of the site would be secured during nighttime hours.
Site Planning Provide direct access to the surrounding neighborhood and amenities, including transit.	**Consistent.** While the Project is not a large development, the Project Site is within a half-mile of a Major Transit Stop. The Project's pedestrian entrances are located at-grade accessible from the sidewalks along Fairfax Avenue and Sunset Boulevard. The entrances would be safe and easily accessible for residents and visitors utilizing transit to and from the Project Site.
Use ornamental low-level lighting to highlight and provide security for pedestrian paths and entrances. Ensure that all parking areas and pedestrian walkways are illuminated.	**Consistent.** Project lighting would include architectural lighting, interior lighting, and exterior lighting for security and wayfinding purposes. Exterior lights would be wall mounted or ground mounted, directed

[22] *Citywide Design Guidelines, adopted October 24, 2019.*

Table III-3
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
	downward, and shielded away from adjacent land uses. Other illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.
Building Design Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Entryways below street level should be avoided.	**Consistent.** The Project's pedestrian entrances are provided at grade and unobstructed from view of the respective public rights-of-way.
Guideline 2: Carefully incorporate vehicular access such that it does not discourage and/or inhibit the pedestrian experience.	**Consistent.** Automobile access to the parking garage would be via a driveway and ramp off of Fairfax Avenue at the northern end of the Project Site for residential parking and via a driveway and ramp off of Sunset Boulevard at the western end of the Project Site for commercial parking. Both vehicle access driveways would be separated from the pedestrian activity areas. Pedestrians would access the ground floor commercial space and residential units from Fairfax Avenue and Sunset Boulevard.
Site Planning Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.	**Consistent.** Automobile access to the parking garage would be via a driveway and ramp off of Fairfax Avenue at the northern end of the Project Site for residential parking and via a driveway and ramp off of Sunset Boulevard at the western end of the Project Site for commercial parking. These driveways would be located as far from the corner as possible. Both vehicle access driveways would be separated from the pedestrian activity areas. Pedestrians would access the ground floor commercial space and residential units from Fairfax Avenue and Sunset Boulevard.
Minimize both the number of driveway entrances and overall driveway widths.	**Consistent.** Automobile access to the parking garage would be via a driveway and ramp off of Fairfax Avenue at the northern end of the Project Site for residential parking and via a driveway and ramp off of Sunset Boulevard at the western end of the Project

Table III-3
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
	Site for commercial parking. The Project would reduce the total number of existing driveways from four to two and driveways would be built to the satisfaction of the Bureau of Engineering.
Orient vehicular access as far from street intersections as possible.	**Consistent**. Vehicular access into the parking garage would be provided via a driveway and ramp off of Fairfax Avenue at the northern end of the Project Site for residential parking and via a driveway and ramp off of Sunset Boulevard at the western end of the Project Site for commercial parking. Both are located midblock away from the intersection of Fairfax Avenue and Sunset Boulevard as far from the street intersection as possible.
Guideline 5: Express a clear and coherent architectural idea.	**Consistent.** The Project is designed in a contemporary architectural style and incorporates cement plaster and fiber cement siding as well as a neutral color palette generally consisting of off-white and grey. The 2nd floor parking area would be screened off with glass panels covered with green tones of colored vinyl. The Project's use of different textures, colors, setbacks, materials, and distinctive architectural treatments is designed to create visual interest, avoid repetitive facades, and break up the building's mass.
Building Design Design lighting to enhance the ground floor environment or to emphasize key architectural features without projecting light into the night sky. Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.	**Consistent.** Illuminated areas would be localized and would minimize light trespass and spill. Exterior lights would be wall mounted or ground mounted and shielded away from adjacent land uses to ensure no light spillage. Other illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.
Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.	**Consistent.** The Project's location near major transit facilities, which designates it in a TPA, could help reduce the energy and emission footprint of the Project and the per capita GHG emissions of the residents and

Table III-3
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
	visitors from private automobile travel. Furthermore, the Project would be compliant with the Los Angeles Green Building Code and California Energy/Title 24 requirements. The Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.
Site Planning Plant trees and/or install shade structures to increase comfort and provide passive cooling opportunities. Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing façades.	**Consistent.** A total of eight (8) on-site trees, along with low-growing vegetation, and eight (8) new street trees, would be incorporated into the landscape plan. The trees would be comprised of Desert Museum (*Cercidium*), Forest Pansy (*Cercis Canadensis*), Olive (*Olea Europaea*), Fern Podocarpus (*Podocarpus Gracilior*), Krauter Vesuvius (*Prunus Cerasifera),* and Chinese Elm (*Ulmas Parvifolia*) and would provide shade throughout the Project Site.
Install a publicly accessible Electric Vehicle charging station and/or space for car-share providers on the project site, if the site and context is suitable.	**Consistent.** The Project would include ten percent of its required and provided parking spaces (or eight spaces) with chargers for electric vehicles.
Integrate solar powered lighting to increase energy efficiency.	**Consistent.** The Project would be compliant with the Los Angeles Green Building Code and California Energy/Title 24 requirements. The Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.
Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.	**Consistent.** In accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.

Table III-3
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
Site Planning Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.	**Consistent.** In accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Select plant species that are adapted and suitable for the site's specific soil conditions and microclimate.	**Consistent.** Landscaping would consist of low water use and drought tolerant landscaping that is suitable to the Project Site.
Source: Citywide Design Guidelines, adopted October 24, 2019; EcoTierra Consulting, May 2020.	

(e) Walkability Checklist: Guidance for Entitlement Review

In January 2007, the Department of City Planning created the *Walkability Checklist: Guidance for Entitlement Review* ("Walkability Checklist"). The purpose of the Walkability Checklist is to guide the Department of City Planning, as well as developers, architects, engineers, and all community members, in creating enhanced pedestrian movements, access, comfort, and safety contributing to overall walkability throughout the City. The Walkability Checklist provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-way and on private property. Each of the implementation strategies in the Walkability Checklist should be considered in a project, although not all strategies would be appropriate in every project. While the Walkability Checklist is neither a requirement nor part of the LAMC, it provides guidance for consistency relating to the policies contained in the General Plan Framework Element. Incorporating these guidelines into a project's design encourages pedestrian activity, higher quality urban forms, and place-making. The following is an analysis of the Project's consistency with the applicable guidelines.

(i) Sidewalks

The Project generally supports the walkability guidelines discussing sidewalks, which provide that pedestrian corridors should be delineated by creating a consistent rhythm, should be wide enough to accommodate pedestrian flow, and provide pedestrian safety, specifically by creating a clear separation from the roadway and from traffic. The pedestrian access to the residential lobby is provided from Fairfax Avenue and the pedestrian access to the commercial businesses is provided from Fairfax Avenue and Sunset Boulevard. While there is no parkway along these portions of the roadway that fronts the Project Site, planting eight (8) new street trees and planters along this frontage too would help buffer pedestrian activity on the sidewalk from the roadway.

(ii) Utilities

The Project generally supports the walkability guidelines discussing utilities, which provide that ideally utilities should be placed underground in order to improve and preserve the character of the street and neighborhood, increase visual appeal, and minimize obstructions in the pedestrian travel path. If new utility equipment is needed, the Project would place utility equipment underground and/or in the specified zones outlined in the Walkability Checklist.

(iii) Building Orientation

The Project generally supports the walkability guidelines discussing building orientation, which provide that a building's placement on a site establishes its relationship to the sidewalk and street and could enhance pedestrian activity. Pedestrian access would be provided via the existing sidewalks that front the Project Site along Fairfax Avenue and Sunset Boulevard. The Project's building orientation and ground-floor accessibility allow the building to engage the sidewalk and promote pedestrian activity.

(iv) Off-Street Parking and Driveways

The Project generally supports the walkability guidelines discussing off-street parking and driveways, which provide that the safety of the pedestrian is primary in an environment where pedestrians and automobiles must both be accommodated. Vehicular access to the Project Site would be provided via two driveways, each providing controlled access. A two-way access driveway for the residential parking is proposed at the northeast corner of the Project Site, along the west side of Fairfax Avenue. A two-way commercial access driveway is proposed at the southwest corner of the Project Site, along the north side of Sunset Boulevard. Vehicular ingress and egress for the street level of the parking garage would be provided from existing driveways on Fairfax Avenue and Sunset Boulevard, thereby avoiding the need for new curb cuts or driveways, and in fact, provide a substantial reduction from the four existing driveways at the Project Site. The vehicle access points would be separated from the pedestrian activity of the Project.

(v) On-Site Landscaping

The Project would generally support the walkability guidelines discussing on-site landscaping. Consistent with these guidelines, the Project would incorporate on-site landscaping including new trees and landscaped planters that would be designed to complement pedestrian movement, where appropriate.

(vi) Building Façade

The Project generally supports the walkability guidelines discussing building façade, which provide that a building's façade could be employed to meet many objectives for a safe, accessible, and comfortable pedestrian environment, specifically by adding visual interest and emphasizing pedestrian movement and comfort. The façade of the Project would be articulated through distinct horizontal blocks of material including recessed windows and balconies, as well as a change of material from the parking levels to the residential levels above. The Project is designed with a strong base on Fairfax Avenue and Sunset Boulevard to distinguish the ground floor level from the levels above, but also to activate the pedestrian level. The strong base at the street level allow for a clear frontage to engage the pedestrian environment. The façade of the upper levels uses different materials to help create visual interest. A creative combination of plaster and fiber cement combined with balconies would push and pull out at various depths to create visual movement along the south and east facades.

(vii) Building Signage and Lighting

The Project would be designed to generally support the walkability guidelines discussing building signage and lighting, which describe signage as part of the visual urban language and contributing to neighborhood identity and "place-making." The Project would include pedestrian-scale wayfinding signage. Outdoor lighting would be used minimally to illuminate the building for safety, security, and address/building identification. Exterior lighting would be directed on-site and comply with LAMC for site lighting requirements. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

(f) Transit Priority Area

The Project is located within a Transit Priority Area (TPA) pursuant to Senate Bill 743, due to its proximity to a "major transit stop" as defined in Public Resources Code Section 21064.3. The Public Resources Code defines a TPA as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the AM and PM peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where

at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. As previously discussed, the major transit stop within a half-mile of the Project Site is the intersection of the Metro Local Line 2/302 and Metro Local Line 217, which both have frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. The City's Zoning Information File No. 2452 also identifies the Project Site as within a TPA.[23]

(g) Summary

As discussed above, the Project would be consistent with applicable objectives and policies of set forth in the City's plans and zoning including the General Plan, Hollywood Community Plan, Planning and Zoning Code, LA Green Building Code, Citywide Design Guidelines, Walkability Checklist, and Transit Priority Area. Therefore, as the Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations, the Project meets this condition.

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

The Project Site is located entirely within the City limits on a site that is approximately 20,815 square feet (0.476-acre) in size. Views of the regional vicinity and Project Site are shown in **Figures II-1** through **II-3** in **Section II, Project Description**; as shown therein, the Project Site is located a highly urbanized setting characterized by a mix of commercial and residential uses. The Project Site is adjacent to a two-story multi-family residential building to the north and a two-story commercial building to the west. Across Sunset Boulevard to the south of the Project Site is a one-story commercial building and a six-story office building; at the southeast corner of Fairfax Avenue and Sunset Boulevard is a one-story grocery store; across Fairfax Avenue to the east of the Project Site are a gas station and two-story single-family residential buildings. Other uses in the Project area include single- and multi-family residential buildings, commercial uses, and offices. Therefore, as the proposed development occurs within City limits, the Project Site is less than five acres in size, and the Project Site is substantially surrounded by urban uses, the Project meets this condition.

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

The City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains,

[23] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the City contain fewer natural areas.[24] The Project Site and surrounding area are not identified as a biological resource area.[25]

Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[26]

The generally flat Project Site is currently developed with a gasoline/service station with a convenience market that includes an approximately 2,756 square-foot building, six dispensing stations and 12 vfp with overhead canopies, and asphalt-paved parking areas. As the Project Site is nearly completely developed with structures and hardscaping within a heavily urbanized area of the City, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. No such species or habitats are known to occur at the Project Site per local or regional plans by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located near undeveloped natural/undisturbed open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Furthermore, the Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.[27] Therefore, as the Project Site has no value as habitat for endangered, rare, or threatened species, the Project meets this condition.

Condition (d): Approval of the project would not result in any significant effects related to traffic, noise, air quality, greenhouse gases, or water quality.

The following provides a Project-specific analysis of the impacts to traffic, noise, air quality, greenhouse gases, and water quality.

(a) Project-Specific Transportation Impacts

The following transportation impact analysis summarizes and incorporates by reference the information provided in the *Trip Generation Assessment for the 7901 Sunset Boulevard Mixed-Use Project, City of Los Angeles,* prepared by Crain & Associates May 2020 (Trip Generation Assessment). The City of Los Angeles Department of

[24] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.*
[25] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).*
[26] *Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET online database.*
[27] *California Department of Fish and Wildlife, California Regional Conservation Plans, April 2019.*

Transportation (LADOT) issued an assessment letter for the Trip Generation Assessment on June 11, 2020, accepting the findings of the Trip Generation Analysis. The Trip Generation Assessment and LADOT assessment letter are available as **Appendix A** to this document.

In July 2019, the LADOT updated the City's Transportation Assessment Guidelines (TAG) to conform to the requirements of SB 743. The TAG replaced the Transportation Impact Study Guidelines (December 2016) and shifted the performance metric for evaluating transportation impacts under the CEQA from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. Per the TAG, a Transportation Assessment is required when a project is likely to add 250 or more net daily trips to the local street system. This trip generation assessment has been conducted to determine if the Project would generate 250 or more net daily trips, and would thereby require the preparation of a Transportation Assessment.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis of a land use project's impact based on VMT is required. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips; and*
2. *The project would generate a net increase in daily VMT.*

(i) Project Trip Generation Assessment

The latest version of the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) and City of Los Angeles local trip generation rates for Affordable Housing located outside a TPA were utilized to estimate the Project's trip generation characteristics. The trip generation equations and rates in the ITE manual are nationally recognized and are used as the basis for most traffic studies conducted in the City of Los Angeles. The City of Los Angeles trip generation rates for Affordable Housing are based on studies of the unique trip generation characteristics of multi-family affordable housing in Los Angeles. As previously discussed, please note that the Project

Site is actually located within a TPA, based on the bus service and frequency provided at the neighboring intersection of Sunset Boulevard and Fairfax Avenue, which is within one-half mile of the Project site. The bus stops at this adjacent intersection are served by Los Angeles County Metropolitan Transportation Authority ("Metro") Lines 2/302 and 217, which both have peak-hour headways of 15 minutes or less. Metro Line 780 is a rapid service bus line also serving this intersection, with peak-hour headways of 15-20 minutes. However, to provide a more conservative analysis, the Outside TPA Area rates were utilized for the Affordable Housing component.

Gasoline/Service Station with Convenience Market [ITE Land Use Code 945] was utilized to calculate the trip generation of the existing land use. An appropriate pass-by trip adjustment of 50 percent, which is consistent with the TAG, was included to conservatively reduce the existing use trip credit. The proposed Project land uses include Multifamily Housing (Mid-Rise) [ITE Land Use Code 221], Shopping Center [ITE Land Use Code 820], High-Turnover (Sit-Down) Restaurant [ITE Land Use Code 932], Fast-Food Restaurant without Drive-Through Window [ITE Land Use Code 933], and Affordable Housing, reflective of the Project's current design. To provide a conservative analysis, no internal capture adjustments or transit/walk adjustments were included, despite the proposed commercial retail/restaurant uses being available to serve residents and the abundant adjacent transit and pedestrian facilities. Pass-by trip adjustments were applied to the commercial uses in accordance with LADOT policy, as follows:

- Shopping Center (ITE Code 820), less than 50,000 square feet - 50 percent;
- High-Turnover (Sit-Down) Restaurant (ITE Code 932) – 20 percent; and
- Fast-Food Restaurant without Drive-Through (ITE Code 933) – 50 percent.

These pass-by adjustments were included to be consistent with the pass-by credit taken for the existing Gasoline/Service Station with Convenience Market use.

Net weekday daily, AM peak-hour, and PM peak-hour trips were calculated for the Project. Attachment B of the Trip Generation Assessment (available in **Appendix A** of this report) summarizes the Project trip generation rates and calculations. As shown, once completed and operational, the Project would be expected to generate -257 net daily trips, with -1 net AM peak-hour trips and -2 net PM peak-hour trips. Based on the TAG screening thresholds, as the Project would generate negative trips, i.e., fewer than 250 net daily trips, the Project would not require the preparation of a Transportation Assessment or further VMT analysis, per the screening thresholds in the TAG.

Per the TAG, a Transportation Assessment is required when a project is likely to add 250 or more net daily trips to the local street system. Given that the Project is anticipated to generate fewer daily trips than the existing land use (thus having a negative net daily trip

generation estimate), the Project would not result in significant impacts to the surrounding transportation system. Furthermore, pedestrians would access the ground floor commercial space and residential units from Fairfax Avenue and Sunset Boulevard. Automobile access to the parking garage would be via a driveway and ramp off of Fairfax Avenue at the northern end of the Project Site for residential parking and via a driveway and ramp off of Sunset Boulevard at the western end of the Project Site for commercial parking. These driveways would be located as far from the corner as possible and the removal of two of four of the existing driveways at the Project Site would enhance pedestrian/bicycle access by minimizing potential conflicts with vehicles. Therefore, neither a Transportation Assessment nor other further analysis of transportation impacts is required for the proposed Project.

(ii) Transportation Impact Summary

As indicated above and in the Trip Generation Assessment, the Project would result in less than significant impacts to traffic.

(b) Project-Specific Noise Impacts

(i) Construction Noise

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities. LAMC Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 PM and 7:00 AM, Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 AM or after 6:00 PM on any Saturday, or on any Sunday or national holiday.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

(a) No person shall, between the hours of 9:00 PM and 7:00 AM of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair

work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 AM or after 6:00 PM on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site.

LAMC Section 112.05 establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to Project construction would be subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would be necessary for Project demolition and grading, especially. However, LAMC Section 112.05 goes on to note that these limitations would not necessarily apply if proven that the Project's compliance therewith would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 AM and 10:00 PM, in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

As such, construction noise impacts would not be considered significant if the Project fully implements noise attenuation measures to the fullest extent possible to reduce noise impacts during construction of the proposed building, in conformance with the requirements of the LAMC.

However, per the 2006 City of Los Angeles Draft *L.A. CEQA Thresholds Guide*, which the City uses as guidance for determing whether a project may normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday.

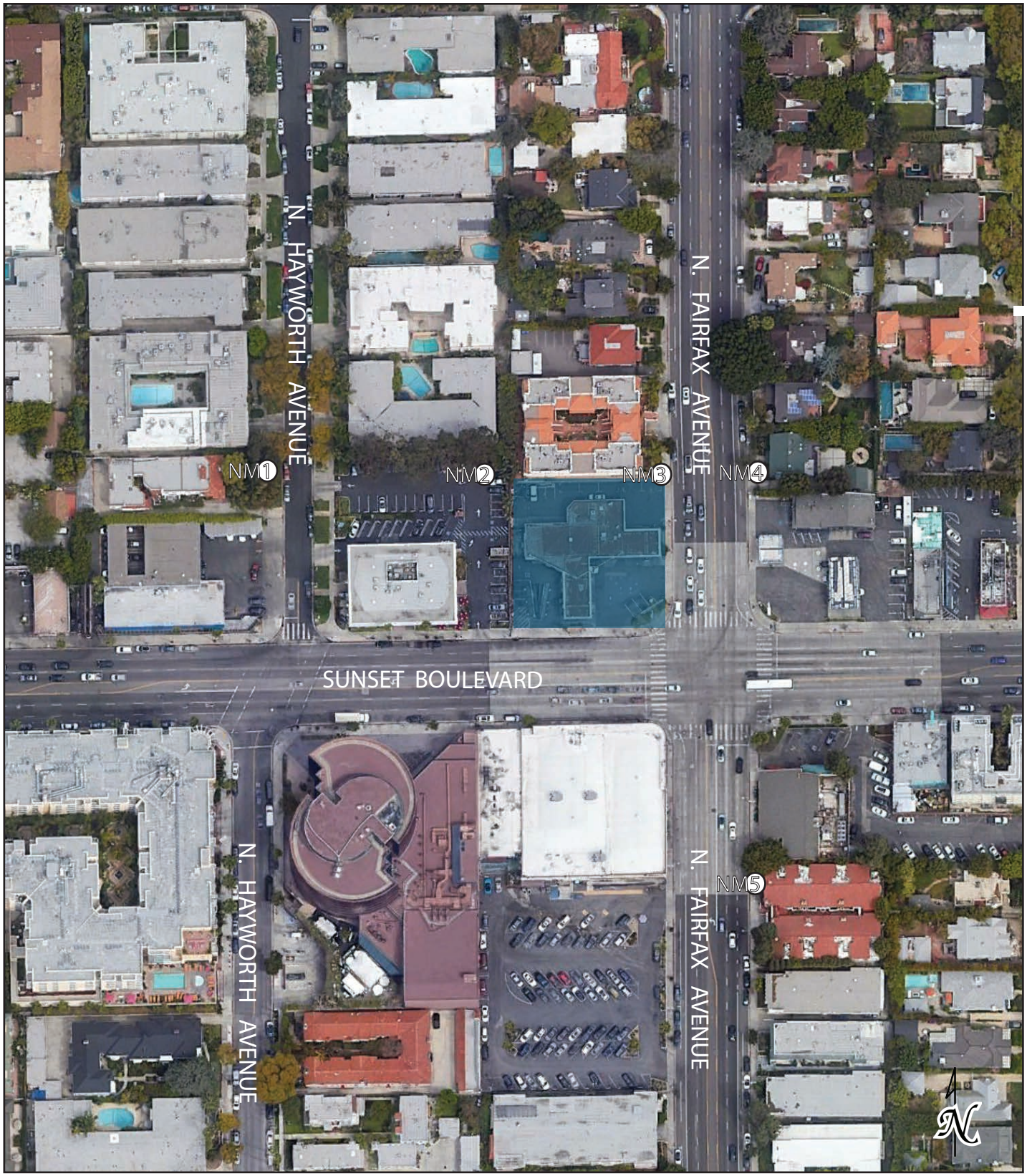
The Project Site is located in the Hollywood community of the City. The Project Site is adjacent to a two-story multi-family residential building with partially subterranean parking to the north and a two-story commercial building to the west. Across Sunset Boulevard to the south of the Project Site is a one-story commercial building and a six-story office building; at the southeast corner of Fairfax Avenue and Sunset Boulevard is a one-story grocery store; across Fairfax Avenue to the east of the Project Site are a gas station and two-story single-family residential buildings. Other uses in the Project area include single- and multi-family residential buildings, commercial uses, and offices.

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple family residential, including transient lodging, motels and hotel uses make up the majority of these areas. Sensitive receptors that may be affected by project-generated construction noise include: the two-story multi-family residential use located adjacent to the northern boundary of the Project Site, the multi-family residential use located northwest of the Project Site (north of Sunset Boulevard and east of Hayworth Avenue), the residential use located east of the Project Site (north of Sunset Boulevard and east of N. Fairfax Avenue), the multi-family residential located west of the Project Site (north of Sunset Boulevard and west of N. Hayworth Avenue), and the multi-family residential use located southeast of the Project Site (south of Sunset Boulevard and east of N. Fairfax Avenue). All other noise-sensitive uses are located at greater distances from the Project Site and would therefore experience lower noise levels

from potential sources of noise located on the Project Site. Therefore, noise levels at additional sensitive receptors located beyond those identified above were not evaluated.

To determine the existing noise level environment at nearby sensitive receptors, short-term (15 minute) noise measurements were taken in the Project study area at five locations in the Project vicinity (see **Figure III-1, Noise Measurement Location Map**). The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the closest receptors to the Project Site and to provide a baseline for any potential noise impacts that may be created by development of the Project.

Noise monitoring was performed a Larson Davis Model Soundtrack LxT Class 1 sound level meter. The noise meter was programmed in “slow” mode to record the sound pressure level at one second intervals for in A-weighted form. The sound level meter and microphone was mounted approximately five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before monitoring using a Larson Davis CAL250 calibrator. The noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).



Project Site

Source: Google Earth, June 2020.

Figure III-1
Noise Measurement Location Map

As shown on **Figure III-1, Noise Measurement Location Map**, the noise measurements were taken near the closest sensitive uses to: the west, at the multi-family uses located on the western side of N. Hayworth Avenue, north of Sunset Boulevard (NM1); to the northwest, adjacent to multi-family residential use located east of N. Hayworth Avenue, north of Sunset Boulevard (NM2); to the north at the multi-family residential located adjacent to the northern boundary of the site (NM3); to the east, at the single-family homes located west of N. Fairfax Avenue, north of Sunset Boulevard (NM4), and at the multi-family residential uses located to the southeast, south of Sunset Boulevard and east of N. Fairfax Avenue (NM5). **Table III-4, Existing Ambient Noise Levels** provides a summary of the ambient noise data. Ambient average noise levels were measured between 60.3 and 71.6 dBA Leq. **Appendix B** to this document includes photos, field sheet, and measured noise data. The dominant noise sources were from vehicles traveling along the adjacent roadways, helicopter and other aircraft, and pedestrian-related noise (bicycle and foot traffic).

Table III-4
Existing Ambient Noise Levels

Noise Measurement Location	Location	Primary Noise Sources	Noise Levels[a]		
			L_{eq}	L_{max}	L_{min}
NM1	Adjacent to the multi-family uses located on the western side of N. Hayworth Avenue, north of Sunset Boulevard	Main noise sources are from vehicular traffic travelling along Sunset Boulevard, Fairfax Avenue & surrounding roads . The local buildings do reflect much of the sound and residential complexes also generate a low level residential ambiance. Other noise sources include pedestrians, low altitude aircraft both fixed wing propeller, jet & choppers, also bird song.	60.3	76.1	46.8
NM2	Adjacent to adjacent to multi-family residential use located east of N. Hayworth Avenue, north of Sunset Boulevard.		65.3	83.2	55.1
NM3	Adjacent to the multi-family residential uses located adjacent to the northern boundary of the site.		67.9	83.3	56.2
NM4	Adjacent to the single family homes located west of N. Fairfax Avenue, north of Sunset Boulevard.		71.6	88.2	52.9
NM5	Adjacent to the multi-family residential uses located south of Sunset Boulevard and east of N. Fairfax Avenue.		70.8	90.8	53.2

Table III-4
Existing Ambient Noise Levels

Noise Measurement Location	Location	Primary Noise Sources	Noise Levels[a]		
			L_{eq}	L_{max}	L_{min}

[a] ***See Figure III-1*** *for noise measurement locations. Each noise measurement was performed over a 15-minute duration.*
[b] *Noise measurements performed on May 19, 2020.*
Ambient noise data details are available in ***Appendix B*** *to this document.*

Construction of the Project is expected to last approximately 18 months and would require the use of heavy equipment. The construction phases for the Project are anticipated to include: demolition, grading, building construction, architectural coating and paving. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

As stated above, the nearest sensitive receptors that could potentially be subject to noise impacts associated with demolition/construction of the Project include residential uses to the north, northwest, west, east and southeast of the Project Site. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., demolition and grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors. As shown in **Table III-4** above, sensitive receptors in the area are already exposed to maximum (L_{max}) noise levels up to 90.8 dBA.

A summary of noise level data for a variety of construction equipment compiled by the FTA is available in **Appendix B** to this document. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings.

Construction noise associated with the Project was calculated utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project Site. Distances to receptors were based on the acoustical center of the proposed construction activity. Construction noise levels were calculated for each phase. To be conservative, the noise generated by each piece of equipment was added together for

each phase of construction; however, it is unlikely (and unrealistic) that every piece of equipment will be used at the same time, at the same distance from the receptor, for each phase of construction. A summary of anticipated noise levels during each construction phase at the closest receptors are presented in **Table III-5**, and worksheets are included as **Appendix B** to this document.

As defined by the Section 41.40 of the LAMC, a project would normally have a significant impact on noise levels from construction if construction activity (including demolition) or repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, occurs between the hours of 9:00 PM and 7:00 AM Monday through Friday, or between 6:00 PM and 8:00 AM on Saturday. Per Section 112.05 of the LAMC, a significant impact on noise levels from construction could also occur if equipment is operated in a manner that causes it to exceed 75 dBA at a distance of 50 feet, between the hours of 7:00 AM and 10:00 PM.

The above noise level limitations do not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction techniques during the operation of the equipment.

Project construction noise levels at each of the nearby sensitive receptors detailed above for each phase of construction are shown in **Table III-5, Construction Noise Levels (by Phase) at Nearest Receptors.**

Table III-5
Construction Noise Levels (by Phase) at Nearest Receptors

Construction Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[1]	Unmitigated Construction Noise Levels (dBA Leq)[2]	Increase Over Ambient (dBA)	Is The Increase Significant (Over 5 dBA)?
Demolition	West (NM1)	60.3	67.6	7.3	**Yes**
	Northwest (NM2)	65.3	75.8	10.5	**Yes**
	North (NM3)	67.9	81.2	13.3	**Yes**
	East (NM4)	71.6	73.1	1.5	No
	Southeast (NM5)	70.8	67.9	-2.9	No
Grading	West (NM1)	60.3	65.1	4.8	No
	Northwest (NM2)	65.3	73.2	7.9	**Yes**
	North (NM3)	67.9	78.6	10.7	**Yes**
	East (NM4)	71.6	70.5	-1.1	No
	Southeast (NM5)	70.8	65.4	-5.4	No

Table III-5
Construction Noise Levels (by Phase) at Nearest Receptors

Construction Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[1]	Unmitigated Construction Noise Levels (dBA Leq)[2]	Increase Over Ambient (dBA)	Is The Increase Significant (Over 5 dBA)?
Building Construction	West (NM1)	60.3	61.5	1.2	No
	Northwest (NM2)	65.3	69.7	4.4	No
	North (NM3)	67.9	75.1	7.2	**Yes**
	East (NM4)	71.6	67.0	-4.6	No
	Southeast (NM5)	70.8	61.8	-9.0	No
Paving	West (NM1)	60.3	65.4	5.1	**Yes**
	Northwest (NM2)	65.3	73.5	8.2	**Yes**
	North (NM3)	67.9	79.0	11.1	**Yes**
	East (NM4)	71.6	70.9	-0.7	No
	Southeast (NM5)	70.8	65.7	-5.1	No
Architectural Coatings	West (NM1)	60.3	56.9	-3.4	No
	Northwest (NM2)	65.3	65.1	-0.2	No
	North (NM3)	67.9	70.5	2.6	No
	East (NM4)	71.6	62.4	-9.2	No
	Southeast (NM5)	70.8	57.2	-13.6	No

[1] *Noise measurement locations are shown on **Figure III-1**.*
[2] *Construction noise level calculations for each phase of construction at each receptor available in **Appendix B.***

As shown in **Table III-5** above, without incorporation of any best management practices (BMPs) the highest construction noise levels at sensitive receptors located east of the Project Site could reach up to 81.2 dBA Leq, which would exceed the 75 dBA construction noise level defined by the Section 41.40 of the LAMC. Therefore, Best Management Practices (BMPs) to reduce construction noise would be incorporated. See **Table III-6**, **Construction Noise Levels With BMPs (by Phase) at Nearest Receptors,** below for details on the reductions in noise levels at receptor locations from incorporation of BMP construction noise attenuation measures.

Table III-6
Construction Noise Levels With BMPs (by Phase) at Nearest Receptors

Construction Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[1]	Minimum Reduction Needed (dBA) from BMPs	Unmitigated Construction Noise Levels (dBA Leq)[2]	Mitigated Construction Noise Levels (dBA Leq)[3]	Increase Over Ambient (dBA)	Is The Increase Significant With BMPs?
Demolition	West (NM1)	60.3	3.0	67.6	64.6	4.3	No
	Northwest (NM2)	65.3	6.0	75.8	69.8	4.5	No
	North (NM3)	67.9	9.0	81.2	72.2	4.3	No
	East (NM4)	71.6	0.0	73.1	73.1	1.5	No
	Southeast (NM5)	70.8	0.0	67.9	67.9	-2.9	No
Grading	West (NM1)	60.3	0.0	65.1	65.1	4.8	No
	Northwest (NM2)	65.3	3.0	73.2	70.2	4.9	No
	North (NM3)	67.9	6.0	78.6	72.6	4.7	No
	East (NM4)	71.6	0.0	70.5	70.5	-1.1	No
	Southeast (NM5)	70.8	0.0	65.4	65.4	-5.4	No
Building Construction	West (NM1)	60.3	0.0	61.5	61.5	1.2	No
	Northwest (NM2)	65.3	0.0	69.7	69.7	4.4	No
	North (NM3)	67.9	3.0	75.1	72.1	4.2	No
	East (NM4)	71.6	0.0	67.0	67.0	-4.6	No
	Southeast (NM5)	70.8	0.0	61.8	61.8	-9.0	No
Paving	West (NM1)	60.3	1.0	65.4	64.4	4.1	No
	Northwest (NM2)	65.3	4.0	73.5	69.5	4.2	No
	North (NM3)	67.9	7.0	79.0	72.0	4.1	No
	East (NM4)	71.6	0.0	70.9	70.9	-0.7	No
	Southeast (NM5)	70.8	0.0	65.7	65.7	-5.1	No
Architectural Coating	West (NM1)	60.3	0.0	56.9	56.9	-3.4	No
	Northwest (NM2)	65.3	0.0	65.1	65.1	-0.2	No
	North (NM3)	67.9	0.0	70.5	70.5	2.6	No
	East (NM4)	71.6	0.0	62.4	62.4	-9.2	No
	Southeast (NM5)	70.8	0.0	57.2	57.2	-13.6	No

As shown in **Table III-6** above, with incorporation of BMPs such as mufflers and/or use temporary construction noise barriers (where feasible) that provide a 9 dBA reduction during all phases of demolition/construction at receptors located closest to the northern and western boundaries of the project, construction noise levels would not exceed the applicable standard of 75 dBA at the nearby sensitive receptors or ambient noise levels by more than 5 dBA.

These industry-wide best management practices for construction in urban or otherwise noise-sensitive areas, will be incorporated to attenuate construction noise levels to receptors located to the west, northwest and north.

- Erect temporary noise barriers around the Project's perimeter capable of achieving a 9 dBA reduction in construction equipment noise levels.
- Use advanced mufflers capable of achieving a 9 dBA reduction to dampen noise from internal combustion engines used during construction.
- Warm-up or stage equipment as far away from sensitive receptors as possible.

Therefore, with compliance with City noise regulations and incorporation of BMPs, construction noise impacts would be less than significant.

As noted above, LAMC Section 41.40 regulates noise from construction activities by regulating the days and hours during which construction may occur. The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. In conformance with the requirements of LAMC Section 112.05, implementation of the following attenuation measures would reduce the noise levels associated with construction of the Project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of the noise attenuation measures provided below would ensure the Project would be consistent with the LAMC and construction noise impacts would be less than significant.

The Project's noise best management practices attenuation measures, in conformance with LAMC Sections 41.40 and 112.05, would include the following:

1. Compliance with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which

prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

2. Restricting construction and demolition to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

3. Scheduling demolition and construction activities so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

4. Construction contractor using power construction equipment with state-of-the-art noise shielding and muffling devices.

5. Conducting construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) as far as possible from the nearest noise- and vibration-sensitive land uses, and utilizing natural and/or manmade barriers (e.g., intervening construction trailers) to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

6. Erecting barriers including but not limited to, plywood structures or flexible sound control curtains, to reduce noise levels by 9 dBA, would be erected around the perimeter of the construction site and stationary equipment to minimize the amount of noise during demolition/construction/paving on nearby noise-sensitive uses to the extent feasible.Temporary noise barriers would need to be tall enough to block the line-of-sight between the receptors located closest to the northern and western boundaries of the project and the construction equipment used on-site.

7. Compliance with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

(ii) Operational Noise

(a) <u>Parking Noise</u>

The proposed parking areas have the potential to generate noise due to cars entering and exiting, engines accelerating, braking, car alarms, squealing tires, and other general activities associated with people using the parking areas (i.e., talking, opening/closing doors, etc.). Noise levels within the parking areas would fluctuate with the amount of

automobile and human activity. Activity levels would be highest in the early morning and evening when the largest number of people would enter and exit. However, these events would occur at low exiting and entering speeds, which would not generate high noise levels. During these times, the noise levels can range from 44 to 63 dBA Leq.[28] As the parking areas would be enclosed, except for the driveway areas which would have retail garage access from Sunset Boulevard and residential garage access from N. Fairfax Avenue. Noise generated from within the parking area would not exceed existing noise levels of 67.9 dBA Leq at the closest receptors located north of the Project site and would not adversely affect any off-site sensitive receptors. Furthermore, operational noise generated by motor vehicles within the Project Site is regulated under the LAMC. Specifically, Section 114.02 of the LAMC prohibits the operation of any motor vehicles upon any property within the City such that the created noise would cause the noise level on the premises of the property to exceed the ambient noise level by more than five decibels. LAMC Section 114.06 prohibits any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. LAMC Section 114.03 prohibits loading or unloading of any vehicle, operating any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. of the following day. Therefore, through project design, and compliance with existing LAMC regulations, noise impacts associated with parking would be less than significant.

(b) Stationary Noise Sources

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed for the new structure. The operation of mechanical equipment typical for developments like the Project, such as air conditioners, fans, generators, and related equipment, may generate audible noise levels. Project mechanical equipment would be located on rooftops or within buildings, and would be shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. In addition, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls, to comply with noise limitation requirements provided in Section 112.02 of the LAMC, which prohibit the noise from such equipment causing an increase in the ambient noise level by more than five decibels. The Project would comply with the requirement to install mechanical equipment that would generate noise levels below this threshold, consistent with applicable regulatory requirements.

[28] *Gordon Bricken & Associates, 1996. Estimates are based on actual noise measurements taken at various parking lots.*

Exterior reference noise levels for air condenser units, fans, and related equipment, the primary sources of noise from fixed mechanical equipment, would be 81.9 dBA Leq measured at a distance of 5 feet (based on noise data from large shopping center projects in Southern California).[29] Noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls would achieve a minimum 5 dBA reduction in noise level due to partial noise shielding, although 10 dBA or more could be achieved from blocking the line of sight completely. As the top of building will be 4 stories higher than the surrounding uses, the line of sight between any roof-top HVAC system and surrounding uses will be blocked completely. The site plan shows the retail exhaust shaft to be located approximately in the middle of the site; therefore, the distance from the exhaust to the closest receptor will be over 50 feet from any roof-top stationary noise source, noise levels at the closest receptor would be less than 51.9 dBA (61.9 dBA[30] at 50 feet minus 10 dbA for line-of-sight attenuation). As such, the HVAC equipment associated with the Project would not represent a significant source of noise in the Project Site vicinity and would not exceed the ambient noise levels in the area.

As stated above, the operation of the HVAC and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Compliance with this regulation will ensure that HVAC-related noise impacts are less than significant.

(c) Residential and Commercial Operational Noise

As shown in **Figure II-3, Roof Plan,** and **Figure II-10, 3rd Floor Plan**, the Project includes residential open-space areas. These areas will generate typical residential noise levels (~65 dBA[31]) and will not be a source of increased noise levels as sources of live or amplified music are prohibited. The commercial use on the ground floor will be enclosed, with access via four south-facing doors, and will be separated from the residential floors by the retail parking located above it on level 2. Therefore, neither the residential nor the commercial uses will be significant sources of on-site noise. Impacts are less than significant.

(iii) Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in

[29] *Refer to: City of Moreno Valley, Moreno Valley Walmart Noise Impact Analysis, Table 9-1, Page 71, February 10, 2015; and City of Pomona, Pomona Ranch Plaza Walmart Expansion Project, Table 4.4-5, Pg. 4.4-33, August 2014.*

[30] *Using the reduction of 6 dBA for every doubling of the distance from a stationary noise source.*

[31] *Residential Acoustics website, Levels of Common Quiet and Loud Noises.*

order for a 3 dBA increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant. Per the Trip Generation Assessment,[32] the Project would be expected to generate -257 net daily trips, with -1 net AM peak-hour trips and -2 net PM peak-hour trips. As the Project would generate fewer than 250 net daily trips, the Project would not require the preparation of a Transportation Assessment or further VMT analysis. Therefore, as Project-related increase in traffic would reduce traffic and not result in a doubling of the existing traffic volume on the well-traveled streets in the Project's vicinity, the net increase in traffic noise would not result in a significant (3 dBA or greater) increase in traffic noise from the Project and traffic generated noise impacts would be considered less than significant.

(iv) Noise Impact Summary

The Project would not result in any significant noise impacts during the construction and operations phases. No mitigation measures are required.

(c) Project-Specific Air Quality Emission Impacts

The Project has been evaluated to determine if it will violate an air quality standard or contribute to an existing or projected air quality violation. Additionally, the Project has been evaluated to determine if it will result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin (SCAB) is non-attainment under an applicable federal or state ambient air quality standard. The significance of these potential impacts is described below.

(i) Standards of Significance

The SCAQMD has developed significance thresholds for regulated pollutants, as summarized in **Table III-7, SCAQMD Air Quality Significance Thresholds**. The SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. It should be noted that the SCAQMD provides a threshold for emissions of lead, however for purposes of this analysis no lead emissions are calculated as there are no substantive sources of lead emissions. Additionally, the air quality modeling program (discussed below) does not calculate any emissions of lead from typical construction or operational activities.

[32] *Trip Generation Assessment for the 7901 Sunset Boulevard Mixed-Use Project, City of Los Angeles, prepared by Crain & Associates, May 5, 2020 (refer to **Appendix A** of this document).*

Table III-7
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds[a]		
Pollutant	**Construction**	**Operation**
NO_x	100 pounds/day	55 pounds/day
VOC[b]	75 pounds/day	55 pounds/day
PM_{10}	150 pounds/day	150 pounds/day
$PM_{2.5}$	55 pounds/day	55 pounds/day
SO_x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day
Lead	3 pounds/day	3 pounds/day
Toxic Air Contaminants and Odor Thresholds		
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Hazard Index ≥ 1.0 (project increment)	
Odor	roject creates an odor nuisance pursuant to SCAQMD Rule 40	
GHG	10,000 MT/yr CO2eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants [c]		
NO_2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual average	10.4 µg/m^3 (construction)[d] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	10.4 µg/m^3 (construction)[d] & 2.5 µg/m^3 (operation)	
Sulfate 24-hour average	25 µg/m^3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	

Notes: ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter

[a] *Source: SCAQMD CEQA Handbook (SCAQMD, 1993).*

[b] *The definition of VOC includes ROG compounds and additional organic compounds not included in the definition of ROG. However, for the purposes of this evaluation, VOC and ROG will be considered synonymous.*

[c] *Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, table A-2 unless otherwise stated.*

[d] *Ambient air quality threshold based on SCAQMD Rule 403.*

Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, revised April 2019 and accessed April 2020.

(ii) Construction Emissions

Emissions are estimated using the CalEEMod (Version 2016.3.2) software, which is a statewide land use emissions computer model designed to provide a uniform platform for

government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California and is recommended by the SCAQMD.[33]

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst case day and do not represent the emissions that would occur for every day of project construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are available in the CalEEMod Output provided in **Appendix C** of this document.

Construction activities associated with the Project will result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction related emissions are expected from the following construction activities:

- Demolition
- Grading
- Paving
- Building Construction
- Architectural Coating

Demolition activities are expected to start no sooner than the third quarter of 2021 and construction completion and occupancy is anticipated by the first quarter of 2023. The construction schedule utilized in the analysis represents a “worst-case” analysis scenario even if construction was to occur any time after the respective dates since emission

[33] *South Coast Air Quality Management District, California Emissions Estimator Model.*

factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.[34] The construction activities for the Project are anticipated to include: demolition of the existing gasoline/service station with a convenience market, that includes an approximately 2,756 square-foot (SF) building with overhead 2,478 SF of overhead canopies, and approximately 17,462 SF of asphalt-paved parking areas; site preparation of approximately 0.46 acres, construction of a seven-story building with approximately 6,452 square feet of commercial space and 62 residential units, including at least eight percent (or 5 dwelling units), set aside as Extremely Low Income units, and one level of above grade parking, one ground level of commercial uses, parking, and residential entries, and one level of subterranean parking with a total of 82 vehicle parking spaces, paving, and application of architectural coatings.

Dust is typically a major concern during demolition, site preparation and rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions". Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 0.46 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the best available dust control measures are applied for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where

[34] *As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2016.3.2, Section 4.3 "OFFROAD Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.*

earth moving operations would occur and is incorporated into the emissions modeling for the Project.

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on CalEEMod. SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) and Rule 403 (Fugitive Dust). Best Available Control Measures (BACMs) are considered standard regulatory requirements. As such, credit for Rule 403 and Rule 1113 have been taken.

The estimated maximum daily construction emissions are summarized in **Table III-8, Construction-Related Regional Pollutant Emissions**. Detailed construction model outputs are presented in **Appendix C** to this document.

Table III-8
Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
Demolition	On-Site[a]	0.80	7.25	7.57	0.01	0.84	0.45
	Off-Site[b]	0.11	2.06	0.92	0.01	0.28	0.08
	Subtotal	0.91	9.32	8.49	0.02	1.12	0.53
Grading	On-Site[a]	0.64	6.37	7.17	0.01	0.65	0.48
	Off-Site[b]	0.55	15.22	4.25	0.05	1.33	0.40
	Subtotal	1.19	21.59	11.42	0.06	1.97	0.87
Building Construction	On-Site[a]	0.78	7.99	7.26	0.01	0.45	0.41
	Off-Site[b]	0.35	1.76	3.23	0.01	0.89	0.25
	Subtotal	1.12	9.74	10.49	0.02	1.34	0.66
Paving	On-Site[a]	0.50	4.41	5.41	0.01	0.21	0.20
	Off-Site[b]	0.06	0.04	0.56	0.00	0.17	0.05
	Subtotal	0.56	4.45	5.96	0.01	0.38	0.24
Architectural Coating	On-Site[a]	13.63	1.41	1.81	0.00	0.08	0.08
	Off-Site[b]	0.06	0.04	0.52	0.00	0.16	0.04
	Subtotal	13.69	1.45	2.33	0.00	0.24	0.12
Total for overlapping		15.38	15.64	18.79	0.04	1.96	1.02

Table III-8
Construction-Related Regional Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM10	PM2.5
phases[c]						
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading and site preparation PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.*
[b] *Off-site emissions from equipment operated on public roads.*
[c] *Construction, painting and paving phases may overlap.*
Source: CalEEMod Version 2016.3.2. Output, available in ***Appendix C****.*

As shown in **Table III-8, Construction-Related Regional Pollutant Emissions**, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. Thus, a less than significant impact would occur for Project-related construction-source emissions. No mitigation measures are required.

(a) Localized Significance-Construction

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$; both of which are non-attainment pollutants.

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology). SCAQMD's Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs."[35] Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds".[36] CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the LST lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

(1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
(2) The maximum number of acres disturbed on the peak day.
(3) Any emission control devices added onto off-road equipment.
(4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in **Appendix C** of this document show the equipment used for this analysis.

As shown in **Table III-9, Maximum Number of Acres Disturbed Per Day**, the maximum number of acres disturbed in a day would be 1.5 acres during demolition and grading. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in LST Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Central Los Angeles source receptor area (SRA) 1 and a disturbance value of one acre per day (to be conservative, as a lower disturbance acreage has a more stringent threshold).

[35] *South Coast Air Quality Management District, Localized Significance Thresholds Methodology, 2003.*
[36] *South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.*

Table III-9
Maximum Number of Acres Disturbed Per Day

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Demolition	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes[1]	2	0.5	1
Total for phase		**-**	**-**	**1.5**
Grading	Rubber Tired Dozers	1	0.5	0.5
	Tractors/Loaders/Backhoes[1]	2	0.5	1
Total for phase		**-**	**-**	**1.5**

Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.
[1] The tractor portion of tractor/loader/backhoe assumed to have similar ground disturbance capability as a crawler tractor per SCAQMD staff guidance.

The Project Site is adjacent to a two-story multi-family residential building above semi-subterranean parking to the north and a two-story commercial building to the west. Across Sunset Boulevard to the south of the Project Site is a one-story commercial building and a six-story office building; at the southeast corner of Fairfax Avenue and Sunset Boulevard is a one-story grocery store; across Fairfax Avenue to the east of the Project Site are a gas station and two-story single-family residential buildings. Other uses in the Project area include single- and multi-family residential buildings, commercial uses, and offices.

According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. The nearest sensitive receptors to the Project Site include: the two-story multi-family residential use located adjacent to the northern boundary of the Project Site, the multi-family residential use above semi-subterranean parking located approximately 25 feet northwest of the Project Site (north of Sunset Boulevard and east of Hayworth Avenue), the residential use located approximately 90 feet east of the Project Site (north of Sunset Boulevard and east of N. Fairfax Avenue), the multi-family residential located approximately 250 feet west of the Project Site (north of Sunset Boulevard and west of N. Hayworth Avenue), and the multi-family residential use located approximately 260 feet southeast of the Project Site (south of Sunset Boulevard and east of N. Fairfax Avenue); therefore, the SCAQMD Look-up Tables for 25 meters was used. Other air quality sensitive land uses located further from the Project Site and would experience lower impacts. **Table III-10, Local Construction Emissions at the Nearest Receptors** shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

Table III-10
Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Demolition	7.25	7.57	0.84	0.45
Grading	6.37	7.17	0.65	0.48
Building Construction	7.99	7.26	0.45	0.41
Paving	4.41	5.41	0.21	0.20
Architectural Coating	1.41	1.81	0.08	0.08
SCAQMD Thresholds[a]	**74**	**680**	**5**	**3**
Exceeds Threshold?	**No**	**No**	**No**	**No**

[a] *The nearest sensitive receptors to the project include: the two-story multi-family residential use located adjacent to the northern boundary of the project site, the multi-family residential use located approximately 25 feet northwest of the site (north of Sunset Blvd and east of Hayworth Avenue), the residential use located approximately 90 feet east of the site (north of Sunset Blvd and east of N. Fairfax Ave), the multi-family residential located approximately 250 feet west of the site (north of Sunset Blvd and west of N. Hayworth Ave), and the multi-family residential use located approximately 260 feet southeast of the site (south of Sunset Blvd and east of N. Fairfax Ave); therefore, the 25 meter threshold was used.*
Note: The Project would disturb up to a maximum of 1.5 acres a day during demolition and grading (see Table 3).

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 25 m in SRA 1 Central Los Angeles.

The data provided in **Table III-10**, **Local Construction Emissions at the Nearest Receptors,** shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the Project. No mitigation measures are required.

(iii) Operational Emissions

Emissions were calculated for both the existing commercial uses (to be removed) and for the Project. Operational activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

(a) <u>Area Source Emissions</u>

Architectural Coatings

Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and

other surface coatings as part of Project maintenance. Rule 1113 (Architectural Coatings) limits paints applied to buildings to 50g/L VOC content.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Fireplaces

The Project is not proposing to install any fireplaces and therefore would not result in any emissions associated with hearths/fireplaces.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project.

(b) Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance and only natural gas use is considered.

(c) Source Emissions

Vehicles

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project-related operational air quality impacts are derived primarily from vehicle trips generated by the Project.

On July 30, 2019, the City of Los Angeles updated its travel demand model, impact evaluation methodology, and transportation impact thresholds based on VMT. In accordance with the new CEQA Section 15064.3, although the City considers the Level

of Service (LOS) which measures vehicle delay during the Site Plan Review process, the Significance of Transportation Impacts for the purposes of CEQA are now determined using the vehicle miles traveled (VMT) metric.

Per the Trip Generation Assessment[37], the Project would be expected to generate -257 net daily trips, with -1 net AM peak-hour trips and -2 net PM peak-hour trips. As the Project would generate fewer than 250 net daily trips, the Project would not require the preparation of a Transportation Assessment or further VMT analysis.

The trip generation rates used in this analysis were obtained from the Trip Generation Assessment. The Trip Generation Assessment gave the following trip generation rates for the existing use: gasoline/service station with convenience market (ITE 945) 102.67 trips/pump/day (includes 50 percent reduction for pass-by trips). For the proposed Project uses, the Trip Generation Assessment gave the following trip generation rates: multi-family housing (ITE 221) plus Affordable Housing (LADOT) (all modeled as mid-rise apartments), 5.34 trips/DU/day; retail (ITE 820), 19.28 trips/TSF/day (includes 50 percent reduction for pass-by trips); high turn-over restaurant (ITE 932), 90 trips/TSF/day (includes 20 percent reduction for pass-by trips); and fast-food restaurant without drive-through (ITE 933), 173 trips/TSF/day (includes 50 percent reduction for pass-by trips). As the pass-by reductions were already accounted for in the trip generation rates calculated above, the default pass-by reduction percentages in CalEEMod were zeroed-out and the amount was divided and added to the primary and diverted trip percentages in the model. The CalEEMod program then applies the emission factors for each trip, which is provided by the EMFAC2014 model, to determine the vehicular traffic pollutant emissions.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates.

(d) Emissions Summary

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts. The worst-case summer or winter criteria pollutant emissions created from both the existing commercial uses (to be demolished) and the Project's long-term operations have been calculated and are shown below in **Table III-11, Regional Operational Pollutant Emissions.**

[37] *Trip Generation Assessment for the 7901 Sunset Boulevard Mixed-Use Project, City of Los Angeles, prepared by Crain & Associates, May 5, 2020 (refer to **Appendix A** of this document).*

Table III-11
Regional Operational Pollutant Emissions

Operational Activities	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Area Sources[a]	1.51	0.98	5.52	0.01	0.10	0.10
Energy Usage[b]	0.05	0.45	0.32	0.00	0.04	0.04
Mobile Sources[c]	1.43	5.88	17.39	0.06	5.35	1.46
Subtotal Emissions	2.98	7.32	23.24	0.07	5.49	1.60
-Existing commercial uses being removed	-1.93	-8.08	-19.23	-0.06	-4.69	-1.29
Total Emissions	**1.06**	**-0.77**	**4.00**	**0.01**	**0.80**	**0.31**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[a] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[b] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
[c] Mobile sources consist of emissions from vehicles and road dust.
*Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions, available in **Appendix C**.*

The results from **Table III-11, Regional Operational Pollutant Emissions,** show that even before subtracting the emissions for the existing uses being removed, none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the Project. No mitigation measures are required.

(e) Localized Significance - Operation

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, onsite usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the state and federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors to the Project Site include: the assisted living facility and multi-family residential uses located adjacent to the southern boundary of the project site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The Project involves the construction and operation of a mixed-use building containing retail/commercial and residential uses over two levels of parking. However, due the lack of on-site/stationary source emissions, no long-term localized significance threshold analysis is warranted.

Therefore, the Project's contribution to cumulative regional emissions would not be cumulatively considerable and, thus, would be less than significant. No mitigation measures are required.

(iv) Toxic Air Contaminants

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors"; they are also known to be locations where an individual can remain for 24 hours. The nearest sensitive receptors to the Project Site include: the assisted living facility and multi-family residential uses located adjacent to the southern boundary of the Project Site.

(a) Construction

With respect to TACs, the greatest potential for TAC emissions resulting from construction of the Project would involve diesel particulate emissions associated with trucks and heavy equipment. Based on SCAQMD guidance, health effects from TACs are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer. Project construction activity would not result in long-term substantial sources of TAC emissions (i.e., 30 or 70 years) and would not generate ongoing construction TAC emissions. Given the temporary and short-term construction schedule (approximately 18 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction. Furthermore, as shown above, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

In addition, the construction activities associated with the Project would be similar to other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and Federal level that would protect sensitive receptors from substantial concentrations of these emissions. The Project would be consistent with applicable AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five (5) minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the demolition activities.

(b) Operation

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future

without and with Project CO levels to the State and federal CO standards which were presented above.

To determine if the Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region’s unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

Per the Trip Generation Assessment analysis, the Project would generate less than 250 daily vehicle trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Peak hour roadway traffic volumes along the segment of Sunset Boulevard west of N. Fairfax Avenue are approximately 1,517[38]. Therefore, as the addition of Project-related traffic volumes to exsiting traffic volumes would fall far short of 100,000 vehicles necessary to create a CO

[38] *8150 Sunset FEIR. SCH No. 2013091044. Appendix E, Hirsch/Green Transportation Consulting Inc. Supplemntal Traffic Data and Traffic Study Appendices, Figure p-8(b) Future (2018) Traffic Volumes with Proposed Project. May 2016.*

"hot spot," no CO hot spot modeling was performed. No significant long term air quality impact is anticipated to local air quality with the ongoing use of the Project.

As discussed above, the Project would not exceed any of thresholds of significance recommended by the SCAQMD; therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

(v) Odors

Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of a mixed-use building containing retail/commercial and residential uses over two levels of parking; none of which are typically associated with odor complaints.

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Restaurant uses are required to comply with SCAQMD Rule 1138 to control emissions from restaurant operations. The retail exhaust shaft is located centrally on-site and would direct the exhaust emissions away from adjacent residential uses. Therefore, potential impacts associated with objectionable odors would be less than significant and no mitigation is required.

(vi) AQMP Consistency

The City, including the Project Site, is within the South Coast Air Basin (Basin), and the South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. The SCAQMD has responded to this requirement by preparing a series of AQMPs. The 2016 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of

pollutants. Control measures established in previous AQMPs have substantially decreased exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS), as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels.[39] The 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.[40]

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). These indicators are discussed below:

Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Construction Impacts

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) or regional significance thresholds were exceeded. The Project would not exceed the applicable LSTs or regional significance thresholds for construction activity. Therefore, the Project would not conflict with the AQMP according to this criterion.

Operational Impacts

The Project would not exceed the applicable LST or regional significance thresholds for operational activity. Therefore, the Project would not conflict with the AQMP according to this criterion.

On the basis of the preceding discussion, the Project is consistent with the first criterion.

[39] *South Coast Air Quality Management District. Final 2016 Air Quality Management Plan (AQMP), March 2017.*

[40] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016.*

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

(a) Overview

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City General Plan is considered to be consistent with the AQMP.

(b) Construction Impacts

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities.

(c) Operational Impacts

The Project Site is located within the Hollywood Community Plan which designates the property as Neighborhood Office Commercial, which has corresponding zones of C1, C2, C4, P, RAS3, RAS4. The Project Site is zoned C4-1D (Commercial Zone - Height District 1 – Development Limitation). The D Development Limitation, established by Ordinance No. 164,714 limits "total floor area contained in all buildings on a lot" to one (1) times the buildable area of the lot. The Project would be consistent with this land use designation as the Project's multi-family residential land use and commercial land use are both allowed in the Neighborhood Office Commercial land use designation and the Project Site's corresponding C4-1D zoning designation. Moreover, the Project is consistent with multiple other Community Plan objectives and policies.

Therefore, the development proposed by the Project would be consistent with general plan land use/regional growth projections and is therefore considered consistent with the AQMP.

As further discussed above, the Project would not exceed regional or local thresholds and would therefore be considered to have a less than significant impact.

On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion.

(d) AQMP Consistency Conclusion

The Project would not result in or cause NAAQS or CAAQS violations. The Project would not result in any construction-source or operational-source emissions exceedances. The Project is therefore considered to be consistent with the AQMP. Thus, the Project would not conflict with or obstruct implementation of the AQMP, and this impact would be less than significant.

(i) Air Quality Impact Summary

The Project would not result in any significant effects relating to air quality.

(d) Project-Specific Greenhouse Gas Impacts

Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs.

Because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment. CARB's Climate Change Scoping Plan; the City's LA Green Plan; and Sustainable City pLAn all apply to the Project and are all intended to reduce GHG emissions to meet the statewide targets set forth in AB 32. Thus, the Lead Agency has determined that the Project would not have a significant effect on the environment if the Project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within CARB's 2017 Climate Change Scoping Plan, the City's LA Green Plan, and Sustainable City pLAn.

However, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is

to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water/wastewater, and construction equipment. The following provides the methodology used to calculate the Project-related GHG emissions and the Project impacts.

CalEEMod Version 2016.3.2 was used to calculate the GHG emissions from the Project. The CalEEMod Annual Outputs for year 2021 for the existing use and year 2023 for the proposed Project, are available in **Appendix C** of this document. The operational GHG emissions from the existing gasoline/service station with a convenience market (being removed) were subtracted from the Project total. Each source of GHG emissions is described in greater detail below.

(i) Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions.

(ii) Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

(iii) Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The emissions from the vehicle trips associated with the existing uses (being removed) and the Project have been analyzed in the manner described above in the **Air Quality Section**.

Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip generation rate, trip distance, the GHG emission factors for the mobile sources, and the GWP values for the GHGs emitted. The types of vehicles that would visit the Project Site include all vehicle types including automobiles, light-duty trucks, delivery trucks, and waste haul trucks. Modeling for the Project was conducted using the vehicle fleet mix for the Los Angeles County portion of the South Coast Air Basin as provided in EMFAC2014 and CalEEMod.

"Annual mobile source GHG emissions in units of MTCO2e are generally calculated as follows:

Annual Emissions [MTCO2e] = (Σi (Units × ADT × DTRIP × Days × EF × GWP)i) ÷ 2204.6

Where:

Units = Number of vehicles (same vehicle model year and class)

ADT = Average daily trip rate [trips/day]

DTRIP = Trip distance [miles/trip]

Days = Number of days per year [days/year]

EF = GHG emission factor [pounds per mile]

GWP = Global warming potential [CO2 = 1, CH4 = 25, N2O = 298]

2204.6 = Conversion factor [pounds/MT]

i = Summation index""[41]

Per the Trip Generation Assessment, the Project would be expected to generate -257 net daily trips, with -1 net AM peak-hour trips and -2 net PM peak-hour trips. As the Project would generate fewer than 250 net daily trips, the Project would not require the preparation of a Transportation Assessment or further VMT analysis. Therefore, no VMT analysis was conducted.

(iv) Waste

Waste includes the GHG emissions generated from the processing of waste from the Project as well as the GHG emissions from the waste once it is interred into a landfill. According to the City of Los Angeles Zero Waste Progress Report (March 2013), the City achieved a landfill diversion rate of approximately 76 percent by year 2012.[42] AB 341 requires that 75 percent of waste be diverted from landfills by 2020. No changes were made to the default waste parameters and no reductions were taken.

(v) Water/Wastewater

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy associated with supplying and treating water and wastewater. California Green Building Standards require a 20

[41] *Eyestone Environmental. 2016, Crossroads Hollywood Project, Greenhouse Gas Emissions Methodology, page 24, October 2016.*

[42] *City of Los Angeles, Department of Public Works, LA Sanitation, Zero Waste Progress Report, March 2013.*

percent reduction in indoor water usage. No changes were made to the default water usage parameters and no reductions were taken.

(vi) Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30 year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod.

The GHG emissions have been calculated based on the parameters as described above. A summary of the results is shown below in **Table III-12, Project-Related GHG Emissions,** and the CalEEMod Model runs for the Project are provided in **Appendix C** of this document. **Table III-12, Project-Related GHG Emissions,** shows that the Project's emissions would be 1,722.42 MTCO2e per year. With the removal of the existing uses, the emissions are reduced to 701.88 MTCO2e per year.

Table III-12
Project-Related GHG Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area Sources	14.55
Energy Usage (Electricity & Natural Gas)	539.22
Mobile Sources (Motor Vehicles)	1,043.20
Solid Waste Generation	44.65
Water/Wastewater	65.68
Construction Emissions	15.13
Project Total	**1,722.42**
Existing Commercial uses being removed	-1,020.54
Total Emissions	**701.88**

*Calculation sheets are provided in **Appendix C** of this document.*
Source: CalEEMod Version 2016.3.2 for Opening Year 2023 for the Project and 2021 for Existing Uses being removed.

As stated above, because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment.

As set forth above, the Project would generate incrementally increased GHG emissions over existing conditions. However, even a very large individual project would not generate

enough GHG emissions on its own to significantly influence global climate change. As discussed below, the Project would be consistent with the Climate Change Scoping Plan, the *LA Green Plan*, and the *Sustainable City pLAn*. The Project's consistency with these applicable regulatory plans and policies to reduce GHG emissions and compliance with regulatory requirements, would minimize the Project's GHG emissions. Therefore, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts with respect to GHGs would be less than significant. No mitigation measures would be required.

(vii) Consistency with Scoping Plan (AB 32)

CARB's Scoping Plan identifies strategies to reduce California's GHG emissions in support of Assembly Bill (AB) 32 which requires the State to reduce its GHG emissions to 1990 levels by 2020. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the Project, such as energy efficiency. Finally, while some measures are not directly applicable, the Project would not conflict with their implementation.

Reduction measures are grouped into 18 action categories, as follows:

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap–and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.

2. **California Light-Duty Vehicle Greenhouse Gas Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.

3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).

4. **Renewables Portfolio Standards.** Achieve 33 percent renewable energy mix statewide.

5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard.

6. **Regional Transportation-Related GHG Targets.** Develop regional GHG emissions reduction targets for passenger vehicles.
7. **Vehicle Efficiency Measures.** Implement light-duty vehicle efficiency measures.
8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.
9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.
10. **Medium- and Heavy-Duty Vehicles.** Adopt medium- (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010.5 Future, yet to be determined improvements, includes hybridization of MD and HD trucks.
11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
12. **High Speed Rail.** Support implementation of a high-speed rail system.
13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
14. **High Global Warming Potential Gases.** Adopt measures to reduce high warming global potential gases.
15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.
16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MTCO2e/yr.
17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water.

18. **Agriculture.** In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.

Table III-13, Scoping Plan Consistency Summary, summarizes the Project's consistency with the State Scoping Plan. As summarized, the Project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories through energy efficiency, water conservation, recycling, and landscaping.

Table III-13
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Cap-and-Trade Program	--	**Not Applicable**. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect commercial/residential projects.
Light-Duty Vehicle Standards	T-1	**Not Applicable**. This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1 E-2 CR-1 CR-2	**No Conflict**. The Project will include a variety of building, water, and solid waste efficiencies consistent with current CALGREEN requirements.
Renewables Portfolio Standard	E-3	**Not Applicable**. Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	**Not Applicable**. Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related Greenhouse Gas Targets	T-3	Not Applicable. This is a statewide measure and is not within the purview of this Project.
Vehicle Efficiency Measures	T-4	**Not Applicable**. Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5 T-6	**Not Applicable**. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are yet to be implemented and will be voluntary, the Project would not interfere with their implementation.
Million Solar Roofs (MSR) Program	E-4	**Not Applicable**. The MSR program sets a goal for use of solar systems throughout the state as a whole. The Project includes solar thermal or voltaic systems.
Medium- & Heavy-Duty Vehicles	T-7 T-8	**Not Applicable**. MD and HD trucks and trailers accessing the Project will be subject to aerodynamic and hybridization requirements as established by ARB; no feature of the Project would interfere with

Table III-13
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
		implementation of these requirements and programs.
Industrial Emissions	I-1 I-2 I-3 I-4 I-5	**Not Applicable**. These measures are applicable to large industrial facilities (> 500,000 $MTCO_2e$/yr) and other intensive uses such as refineries.
High Speed Rail	T-9	**Not Applicable**. Supports increased mobility choice.
Green Building Strategy	GB-1	**Consistent**. The Project will include a variety of building, water, and solid waste efficiencies consistent with CALGREEN requirements.
High Global Warming Potential Gases	H-1 H-2 H-3 H-4 H-5 H-6 H-7	**Not Applicable**. The Project is not a substantial source of high GWP emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
Recycling and Waste	RW-1 RW-2 RW-3	**No Conflict**. The Project will recycle a minimum of 75 percent diversion to recycling from construction activities and operations pursuant to AB 939, AB 341 and AB 75 requirements.
Sustainable Forests	F-1	**No Conflict**. The Project will increase carbon sequestration by increasing on-site trees per the Project landscaping plan.
Water	W-1 W-2 W-3 W-4 W-5 W-6	**No Conflict**. The Project will include use of low-flow fixtures and efficient landscaping pursuant to CalGreen requirements.
Agriculture	A-1	**Not Applicable**. The Project is not an agricultural use.
*NOTE: Supporting measures can be found in CARB, **Appendix C** Status of Initial Scoping Plan Measures.* *Table Source: EcoTierra Consulting, 2020.*		

As shown above, the Project would be consistent with the applicable measures established in the Scoping Plan.

(viii) Consistency with Scoping Plan (AB 32)

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. The goal of Executive

Order S-3-05, to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). The Project, as analyzed above, is consistent with AB 32. Therefore, the Project does not conflict with this component of Executive Order S-3-05. The Executive Orders also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. However, studies have shown that, in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its Climate Change Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update, however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; largescale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."

Unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively, the 2050 target of Executive Order S-3-05 has not been codified, so the 2050 reduction target has not been the subject of any analysis by CARB. For example, CARB has not prepared an update to the aforementioned Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target.

In 2017, the California Supreme Court examined the need to use the Executive Order S-3-05 2050 reduction target in *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497 (Cleveland National). The case arose from SANDAG's adoption of its 2050 Regional Transportation Plan, which included its Sustainable Communities Strategy, as required by SB 375. On review, the Supreme Court held that SANDAG did not violate CEQA by not considering the Executive Order S-3-05 2050 reduction target. Accordingly, since the Project is much smaller in size and scope in comparison to the Regional Transportation Plan examined in Cleveland National, assessing the Project's consistency with regard to the 2050 target of Executive Order S-3-05 is not necessary for determining compliance with CEQA.

The 2017 Scoping Plan builds on the 2008 Scoping Plan in order to achieve the 40 percent reduction from 1990 levels by 2030. Major elements of the 2017 Scoping Plan framework that will achieve the GHG reductions include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing Zero Emission Vehicle (ZEV) buses and trucks. When adopted, this measure would apply to all trucks accessing the Project site; this may

include existing trucks or new trucks purchased by the project proponent, which could be eligible for incentives that expedite the Project's implementation of ZEVs.

- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030). When adopted, this measure would apply to all fuel purchased and used by the Project in the state.
- Implementing SB 350, which expands RPS to 50 percent and doubles energy efficiency savings by 2030. When adopted, this measure would apply when electricity is provided to the Project by a utility company.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. When adopted, this measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030. When adopted, the Project would be required to comply with this measure and reduce SLPS accordingly.
- Continued implementation of SB 375. The Project is not within the purview of SB 375 and would therefore not conflict with this measure.
- Post-2020 Cap-and-Trade Program that includes declining caps. When adopted, the Project would be required to comply with the Cap-and-Trade Program if it generates emissions from sectors covered by Cap-and-Trade.
- 20 percent reduction in GHG emissions from refineries by 2030. When adopted, the Project would be required to comply with this measure if it were to utilize any fuel from refineries.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink. This is a statewide measure that would not apply to the Project.

As shown above, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.

Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030.[43]

(ix) LA Green Plan

The LA Green Plan was one of the first steps the City took to address the issue of global climate change. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

As discussed above, the Project would comply with the LA Green Building Code and CALGreen Code which would ensure energy efficiency and installation of water conserving fixtures. Moreover, the Project Site would install solar thermal or photovoltaic systems and utilize energy from LADWP, which is actively increasing its use of renewable sources. The Project would place commercial and residential land uses close to transit opportunities. The Project Site is served by several bus lines; along Fairfax Avenue and Hollywood Boulevard, Metro Rapid Bus (Line 780) provides regional bus service and Metro Bus (Line 217) provides local bus service. Metro Bus (Line 2) provides local bus service along Sunset Boulevard. Along Crescent Heights Boulevard, Metro Bus (Line 218) provides local service. The proximity of the Project Site to these transit stops would provide employees easy access to the new development on the Project Site. In addition, the Project would provide 56 long-term and 11 short-term bicycle parking spaces. Therefore, the Project would be consistent with the goals of the LA Green Plan.

(x) City of Los Angeles Sustainable City pLAn

The Project would be required to comply with the Title 24 requirements and would be therefore be consistent with the goals and initiatives of set forth by the Sustainable City pLAn.

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant, and no mitigation is required.

[43] *California Legislative Information, Senate Bill No. 32.*

(xi) Greenhouse Gas Impact Summary

The Project would not result in any significant effects relating to greenhouse gases.

(e) Project-Specific Water Quality Impacts

(i) Groundwater

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to:

- Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
- Reduce yields of adjacent wells or well fields (public or private);
- Adversely change the rate or direction of flow of groundwater; or
- Result in demonstrable and sustained reduction in groundwater recharge capacity.

The Project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. The historically highest groundwater level is greater than 150 feet below grade.[44] It is anticipated that the proposed subterranean parking level would only extend up to a depth of 15 feet below the existing grade.[45] Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors. However, due to the depth of the groundwater anticipated on the Project Site, the operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is entirely developed in its existing condition and the degree to which any surface water infiltration and groundwater recharge occurs on-site is negligible. Moreover, the entire site would be redeveloped by the Project. Therefore, impacts to groundwater would be less than significant.

(ii) Surface Water

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as

[44] *Geotechnical Engineering Investigation for the Proposed Mixed-Use Development 7901 Sunset Boulevard, 1507 and 1513 North Fairfax Avenue, Los Angeles, CA, prepared by Geotechnologies, Inc., March 9, 2018 (found in **Appendix D.1** to this report).*

[45] *Update of Geotechnical Engineering Investigation for the Proposed Mixed-Use Development 7901 Sunset Boulevard, 1507 and 1513 North Fairfax Avenue, Los Angeles, CA, prepared by Geotechnologies, Inc., January 7, 2020 (found in **Appendix D.2** to this report).*

defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

(e) Construction

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction associated with the Project would be subject to the requirements of Los Angeles Regional Water Quality Control Board (LARWQCB) Order No. R4-2012-0175-A01, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the "Los Angeles County MS4 Permit"), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[46] ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan. Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. Therefore, potential impacts during construction of the Project would be less than significant.

[46] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.*

(f) Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project.[47] This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. In compliance with these regulatory requirements, a Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

In addition, the Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater, as appropriate. The LID Ordinance would require the Project to incorporate LID standards and practices to encourage the beneficial use of rainwater and urban runoff and reduce stormwater runoff such as the installation of LID BMPs for, at a minimum, the first flush or the equivalent of the greater between the 85th percentile storm and first 0.75-inch of rainfall for any storm event. In this regard, the City has established review procedures to be implemented by the Department of City Planning, Department of Building and Safety (LADBS), and Department of Public Works that parallel the review of the SUSMP discussed above.

[47] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 97 et seq.*

Incorporation of these features would minimize the increase in stormwater runoff from the Project Site. The SUSMP consists of structural BMPs built, such as on-site filtration, capture and reuse of stormwater runoff, and biofiltration/bioretention of stormwater runoff into the Project for ongoing water quality purposes over the life of the Project. Additionally, because the Project Site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site compared to existing conditions. Furthermore, in the existing condition, the Project Site is paved with impervious materials, and it appears stormwater discharges from the Project Site without filtration. Considering the Project Site would be developed with a mixed-use building that incorporates exterior landscaping, the post-project condition would have an increase in the amount of pervious surfaces on-site. Accordingly, there would be an incremental decrease in the imperviousness of the Project Site and runoff volumes into the existing storm drain system would decrease. Therefore, impacts would be less than significant.

(iii) Summary

As the approval of the Project would not result in any significant effects relating to traffic, noise, air quality, greenhouse gases, or water quality, the Project meets this condition.

Condition (e): The site can be adequately served by all required utilities and public services.

The following provides a Project-specific analysis of the impacts to utilities and public services that would serve the Project.

(a) Impacts to Project-Serving Utilities

(i) Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project Site. LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. The LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,326 miles of pipes, and more than 117 storage tanks and reservoirs.[48] Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP treats approximately 600 million gallons of water per day.[49]

[48] *Los Angeles Department of Water and Power, 2018-2019 Briefing Book.*
[49] *Better Buildings U.S. Department of Energy website.*

The Project's estimated water consumption is presented on **Table III-14, Estimated Average Daily Water Consumption**. As shown, the Project would consume a net total of approximately 11,579 gallons per day (gpd) (approximately 0.012 mgd), or approximately 12.25 acre-feet of water per year.

Table III-14
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
Project				
Studio	19 du	90 gpd/du	1,710	1.83
One-bedroom apartments	28 du	132 gpd/du	3,696	4.02
Two-bedroom apartments	15 du	180 gpd/du	2,700	2.92
Restaurant: Full Service	100 seats[b]	30/seat	3,000	3.29
Retail Use	3,452 sf	30 gpd/1,000 sf	104	0.11
Parking Area	43,986 sf	20 gpd/1,000 sf	44	0.04
Landscaped Area	1,506 sf	60 gpd/1,000 sf	90	0.11
Spa[c]	100 sf	400	400	0.11
Existing Use				
Commercial Use	2,756 sf	60 gpd/1,000 sf	165	0.18
		Project Total	**11,744**	**12.43**
		Existing Uses Total	*165*	*0.18*
		Project Net Total	**11,579**	**12.25**

Notes: sf = square feet; du = dwelling units; cf = cubic feet; gpd = gallons per day; AF/Y = acre-feet per year. Estimated gallons per day have been rounded.
[a] *Based on 120% of rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*
[b] *Assumes 30 square feet per seat.*
[c] *Pool square footage obtained from Architectural Floor Plans.*
Source (table): EcoTierra Consulting, May 2020.

Thus, implementation of the Project is not expected to measurably reduce LAAFP's capacity, and as such, no new or expanded water treatment facilities would be required. Therefore, with respect to water treatment facilities, impacts would be less than significant.

Moreover, as discussed below, the Project's anticipated water demand is consistent with demand projected under LADWP's UWMP, therefore, it is anticipated that LADWP would be able to meet the Project's water treatment demand.

In addition to supplying water for domestic uses, LADWP also supplies water for fire protection services, in accordance with the Los Angeles Fire Code. The City of Los

Angeles Fire Department (LAFD) and LAMC Section 57.507 require a water flow ranging from 4,000 gallons per minute (gpm) flowing from four hydrants simultaneously for high-density residential and neighborhood commercial land uses to 6,000 to 9,000 gpm flowing from four to six hydrants simultaneously for industrial and commercial land uses. The existing water lines that currently serve the Project Site, including the existing 8-inch water main located in Sunset Boulevard,[50] would serve the proposed Project. If water main or infrastructure upgrades are required, LAMC requires the Project Applicant to pay for such upgrades, which would be constructed by either the Project Applicant or LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place, as is standard practice. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because: (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements, if any are to be required, would be less than significant.

Furthermore, the Project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or would be, available to treat LADWP's projected water supply, as well as the LADWP's expected water sources. Compliance with water conservation measures, including Title 20 and 24 of the California Administrative Code would serve to reduce the projected water demand. Chapter XII of LAMC comprises the City's Emergency Water Conservation Plan.

The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use.

On April 7, 2017, following unprecedented water conservation averaging approximately 25 percent across the State and plentiful winter rain and snow, the governor ended the drought state of emergency in most of California (including Los Angeles County) through Executive Order B40-17. Executive Order B-40-17 builds on actions taken in Executive Order B-37-16, which remains in effect, to continue making water conservation a way of

[50] *City of Los Angeles Planning Department, 7500 Sunset Boulevard Project EIR, SCH No. 2014111007.*

life in California.[51] Executive Order B-37-16 (Making Water Conservation a California Way of Life) directs the California Department of Water Resources to work with the State Water Resources Control Board (SWRCB) to make some of the requirements of the emergency conservation regulation permanent so as to build upon and exceed the existing State law requirements to achieve a 20 percent reduction in urban water usage by 2020. These water use targets shall be based on strengthened standards that were developed in response to the State's conservation mandate regarding indoor residential per capita water use; outdoor irrigation, in a manner that incorporates landscape area, local climate, and new satellite imagery data; commercial, industrial, and institutional water use; and water lost through leaks. Overall, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. Moreover, as discussed below, the Project's anticipated water demand is consistent with demand projected under LADWP's UWMP. Therefore, the impact would be less than significant.

(ii) Wastewater Treatment Facilities and Existing Infrastructure

The City's Bureau of Sanitation provides sewer service to the Project area. The Project Site has existing sewer connections to the City's sewer system via a sewer lateral that conveys wastewater into an 8-inch sewer pipeline located along Fairfax Avenue where it is conveyed southward.[52] Sewage from the Project Site is ultimately conveyed via existing sewer infrastructure to the Hyperion Treatment Plant (HTP), which has the capacity to treat approximately 450 mgd of wastewater to full secondary treatment level and currently treats 260 mgd. The remaining capacity at the HTP is approximately 190 million gpd or approximately 42 percent of its total capacity.[53]

Estimated Project wastewater generation is presented below in **Table III-15, Estimated Average Daily Wastewater Generation**. As shown, the Project would generate approximately 7,928 net gpd (0.008 mgd) of wastewater. Therefore, the HTP would have adequate capacity to serve the Project. As such, with respect to the capacities of wastewater treatment facilities, impacts would be less than significant.

[51] *State Water Resources Control Board, Press Room, Announcements, State Releases Plan to Make Water Conservation a Way of Life, April 7, 2017.*
[52] *City of Los Angeles, Bureau of Engineering, Public Works Department, NavigateLA.*
[53] *City of Los Angeles, One Water LA 2040 Plan, Volume 2, Wastewater Facilities Plan, page 59.*

Table III-15
Estimated Average Daily Wastewater Generation

Land Use	Size	Generation Rate[a]	Total Wastewater Generated (gpd)
Project			
Studio	19 du	70 gpd/du	1,330
One-bedroom apartments	28 du	75 gpd/du	2,100
Two-bedroom apartments	15 du	110 gpd/du	1,650
Restaurant: Full Service	100 seats[b]	25/seat	2,500
Retail Use	3,452 sf	25 gpd/1,000 sf	86
Spa[c]	100 sf	400	400
Existing Use			
Commercial Use	2,756 sf	50 gpd/1,000 sf	138
		Project Total	**8,066**
		Existing Uses Total	*138*
		Project Net Total	**7,928**

Notes: sf = square feet; du = dwelling units; cf = cubic feet; gpd = gallons per day. Some numbers have been rounded.
[a] *Based on rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*
[b] *Assumes 30 square feet per seat.*
[c] *Pool square footage obtained from Architectural Floor Plans. This is a conservative estimate as the spa wastewater generation reflects peak flow. Draining of the spa unlikely to be more than a few times per year.*
Source (table): EcoTierra Consulting, May 2020.

Based on the estimated net wastewater generation of approximately 7,928 gpd (0.008 mgd), and given the infill location of the Project Site surrounded by commercial and residential uses that are well-served by existing utility infrastructure, it is reasonably anticipated that the existing sewer lines have sufficient capacity to accommodate the additional flow. Nonetheless, as part of the building permit process, the City will require detailed gauging and evaluation of the Project's wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Project Applicant would be required, at its own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation in accordance with all City permitting requirements, which would be a temporary action and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

(iii) Existing and Projected Water Supply

The City's water supply primarily comes from the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California (MWD), which is obtained from the Colorado River Aqueduct, and to a lesser degree from local groundwater sources. MWD uses a land use-based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. The LADWP *2015 Urban Water Management Plan* confirmed that the rate of water use in the City has remained relatively consistent over the previous five years and about the same as in the 1970s despite the fact that over 1.1 million more people now live in Los Angeles. The *2015 Urban Water Management Plan* water demand projection for 2040 is approximately 709,500 acre-feet. As shown in **Table III-14, Estimated Average Daily Water Consumption**, the Project is anticipated to consume a net total of approximately 12.21 af/y of water. This projected water demand from the Project falls within the UWMP's projected water supplies through 2040, representing less than approximately 0.002 percent of the projected water supply (709,500 af/y). The City is also making efforts to increase the availability of water supplies, including increasing recycled water use and identification of alternative water supplies, such as water transfer, desalination, and stormwater runoff reuse, as well as implementing management agreements for long-term groundwater use strategies to prevent overdraft. Consideration of existing sources of supply, coupled with the combined effect of these City efforts to increase available water supplies, it is expected to assure adequate water supplies for the LADWP service area through at least 2040. Therefore, the amount of new annual demand from the Project would be insignificant relative to available supplies through 2040, projected growth in Los Angeles, and planned water resource development by LADWP.

LADWP's Water System 10-Year Capital Improvement Program for the Fiscal Years 2010-2019 details LADWP's 10-year process of capital upgrades to the water infrastructure system of the City and increasing its water resources, enhance the quality of water it distributes, and improve the security of the water supply. These goals are accomplished by replacing and/or adding to the water system infrastructure, complying with and/or exceeding all state and federal water regulations, looking for new sources of water supply as well as conserving those already in existence, and adopting new and improved security measures to ensure the safety of the city's water. Through this program, LADWP can provide reliable sources of water to the residents of the City.[54] Thus, sufficient water supplies are anticipated to be available to serve the Project from existing entitlements and resources, and new or expanded entitlements would not be

[54] *City of Los Angeles Department of Water and Power, Water System Ten-Year Capital Improvement Program for the Fiscal Years 2010-2019.*

necessary. Moreover, the Project's housing and population increases are consistent with the RTP/SCS and UWMP (making the addition of 62 dwelling units resulting from the Project consistent with regional growth). Thus, the Project's estimated water usage is within applicable projections and would not exceed the amount anticipated by the City's long-range land use and planning efforts.

The Project would also comply with Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season), therefore helping to reduce the Project's water demand.

Water demand would be further reduced through adherence to the City's existing regulatory compliance measures including the following:

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallons per flush), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets with a maximum flow rate of 1.5 gallons per minute and self-closing design.
- High-efficiency Energy Star-rated dishwashers.
- Prohibiting the use of single-pass cooling equipment (single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).
- Demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- No more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- High-efficiency clothes washers (water factor of 6.0 or less), if provided in either individual units and/or in a common laundry room(s).
- Weather-based irrigation controller with rain shutoff.
- Matched precipitation (flow) rates for sprinkler heads.
- Drip/microspray/subsurface irrigation where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.

- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials.
- Use of landscape contouring to minimize precipitation runoff.
- A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.

Thus, it is reasonably anticipated that the Project would not create any water system capacity issues, and sufficient reliable water supplies would be available to meet Project demands. Therefore, impacts would be less than significant.

(iv) Solid Waste Disposal

Solid waste generated within the City is disposed of at privately-owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential developments within the City. It is reasonably anticipated, then, that the Project Applicant would contract with a local commercial solid waste hauler following completion of the Project. As is typical for most solid waste haulers in the greater Los Angeles area, the hauler would be anticipated to separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts. Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition (C&D) waste. Moreover, as of 2018, Azusa Land Reclamation is the only permitted inert (i.e., unclassified and C&D waste which includes earth, rock, concrete rubble, asphalt paving fragments, etc.) in Los Angeles County that has a full solid waste facility permit.[55] **Table III-16, Current Landfill Capacity and Intake**, details the permitted daily intake and estimated remaining capacity at these landfills currently.

Table III-16
Current Landfill Capacity and Intake

Landfill Facility	Permitted Daily Intake (tpd)[a]	2018 Average Daily Intake (tpd)[a]	Estimated Total Remaining Permitting Capacity[a] (million tons)
Class III Landfill			
Sunshine Canyon	12,100	7,012	65
Inert Construction & Demolition Waste-Accepting Landfill			
Azusa Land Reclamation	6,500	1,358	58
Notes: tpd = tons per day			

[55] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2018 Annual Report, published December 2019.*

Table III-16
Current Landfill Capacity and Intake

Landfill Facility	Permitted Daily Intake (tpd)[a]	2018 Average Daily Intake (tpd)[a]	Estimated Total Remaining Permitting Capacity[a] (million tons)

[a] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2018 Annual Report, published December 2019, pages 57 and 68.*
Source (table): EcoTierra Consulting, May 2020.

(a) Construction

Implementation of the Project would generate C&D waste. C&D debris includes concrete, asphalt, wood, drywall, metals, concrete rubble, and other miscellaneous and composite materials. **Table III-17, Estimated Project Construction and Demolition Solid Waste**, presents the Project's estimated C&D waste.

Table III-17
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated
Project Construction	108,409 sf[b]	4.39 lbs/sf	475,916 lbs (238 tons)
Demolition of Existing Nonresidential Uses	22,696 sf	158 lbs/sf	3,585,968 lbs (1,793 tons)
		Total	**4,061,884 lbs (2,031 tons)**

Notes: sf = square feet; lbs = pounds. Numbers have been rounded.
[a] *Source: U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Material Amounts, March 2009, Table 2-1 (Residential Construction) and Table 2-4 (Nonresidential Demolition), pages 9, 14.*
[b] *Gross building useable area square footage.*
Source (table): EcoTierra Consulting, June 2020.

As shown in **Table III-17**, the Project would generate approximately 4,061,884 pounds or 2,031 tons of C&D debris. This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City-certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 163.39 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste.[56] Some C&D waste may also be landfilled at the Sunshine Canyon Class III landfill. Thus, Project-generated C&D waste would represent a very small percentage of

[56] *County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2018 Annual Report, December 2019, page 32.*

the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled since the Project would comply with City's recycling requirements. Therefore, solid waste impacts from C&D activities would be less than significant.

(b) Operation

The Project's estimated operational solid waste generation is presented in **Table III-18, Estimated Project Operational Solid Waste**.

Table III-18
Estimated Project Operational Solid Waste

Land Use	Size	Generation Rate[a]	Total Solid Waste Generated (lbs/day)
Project			
Residential	62 units	12.23 lbs/unit	758
Commercial Use	17 emp[b]	10.53 lbs/emp	179
Existing Use			
Commercial Use	7 emp[c]	10.53 lbs/emp	74
		Project Total	**937**
		Less Existing Uses Total	*74*
		Project Net Total	**863**

Notes: sf = square feet; lbs = pounds; emp = employees
[a] *L.A. CEQA Thresholds Guide, 2006, page M.3-2.*
[b] *Conversion to employee rate based on a generation rate of 0.00271 employees per square foot (Proposed commercial: 6,452 x 0.00271). Source: Los Angeles Unified School District, Developer Fee Justification Study, March 2018.*
[c] *Conversion to employee rate based on a generation rate of 0.00271 employees per square foot (Existing commercial: 2,756 x 0.00271). Source: Los Angeles Unified School District, Developer Fee Justification Study, March 2018.*
Source (table): EcoTierra Consulting, February 2020.

AB 374 mandates a 75 percent landfill diversion rate by 2020.[57] Furthermore, the City's Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, aims to achieve a goal of 90 percent diversion by 2025 within the City.[58] The Bureau of Sanitation's Solid Resources Citywide Recycling Division (SRCRD) develops and implements source reduction, recycling, and re-use programs in the City.[59] The SRCRD provides technical assistance to public and private recyclers, manages the collection and disposal programs for Household Hazardous Waste, and helps create markets for recycled materials.[60] At the State-mandated minimum diversion rate of 75 percent, approximately 647 pounds

[57] *California Department of Resources and Recycling, California's 75 Percent Initiative.*
[58] *City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013.*
[59] *Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide.*
[60] *Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide.*

would be recycled and the remaining 216 pounds (0.1 tons) would be landfilled. At the City's goal of 90 percent diversion, approximately 777 pounds would be recycled and the remaining 86 pounds (0.04 tons) would be landfilled. In either scenario, there is adequate landfill capacity for the Project's operational impact (see **Table III-18**, above). Furthermore, AB 341 requires multi-family residential developments with five units or more to provide for recycling services on site. Therefore, solid waste impacts from operation of the Project would be less than significant.

(c) Natural Gas Existing Infrastructure

Southern California Gas Company (SCG) provides natural gas service to the City, including the Project Site. The *2018 California Gas Report* presents a comprehensive outlook for natural gas requirements and supplies for California through 2035. SCG expects its active meter growth to increase by an annual average of 0.84 percent from the period 2018 through 2035; however, SCG expects natural gas demand in its service area will decline at an annual rate of 0.74 percent during this same period. Specifically, the residential load is expected to decline by 1.4 percent annually from 238 billion cubic feet in 2017 to 186 billion cubic feet in 2035. The decrease in gas demand results from a combination of continued decline in residential use per meter, increases in marginal gas rates, the impact of savings from SCG's Advanced Metering Infrastructure (AMI) project deployment which began in 2013, and CPUC authorized energy efficiency program savings in this market. These energy efficiency savings are forecasted to lead to very large reductions in residential gas use equaling a total of 41 billion cubic feet in year 2035.[61]

The Project's natural gas consumption would represent an extremely small percentage of SCG's total usage supplied to residential buildings. Also, as the Project would be infill redevelopment, there is already a natural gas connection point; expansion for distribution infrastructure would not be required and capacity-enhancing alterations to existing facilities would be highly unlikely. SCG is satisfactorily meeting its obligations to its current customers and projects to meet obligations of its future customers. As such, SCG's existing infrastructure and storage supplies are well-prepared for the long-term forecasts. However, in the event SCG cannot provide service from the existing infrastructure, a system analysis would be conducted by SCG to determine the best method to provide service and appropriate actions such as pressure betterments may be initiated to resolve the issue. Thus, any corrective action, albeit unlikely, would be minimal and temporary, and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

[61] *California Gas and Electric Utilities, 2018 California Gas Report, page 69.*

(v) Electrical Power Existing Infrastructure

LADWP provides electrical service to the City, including the Project Site. On January 13, 2017, LADWP adopted the 2017 Power Integrated Resource Plan (IRP), which provides a 20-year roadmap to guide LADWP in meeting future energy needs by forecasting demand for energy and determine how that demand will be met by executing new projects and replacement projects and programs. In April 2018, LADWP approved the expansion of the IRP into the Power Strategic Long-Term Resource Plan (SLTRP),[62] which increased the planning horizon from 20 years ending in 2037 through 2050, in order to better align with Statewide GHG emissions goals and align with the City's 100 percent clean energy initiative. The SLTRP lays out alternative strategies for meeting LADWP's regulatory requirements and environmental policy goals for increasing renewable energy and reducing GHG emissions, while maintaining power reliability. The SLTRP provides detailed analysis and results of the updated Power SLTRP resource cases, which investigated the economic and environmental impact of increased Renewable Portfolio Standard (RPS), local solar, energy storage, and various levels of transportation electrification within a 20-year horizon. LADWP generates power from a variety of different sources that include renewable energy, hydroelectric, natural gas, nuclear energy, and other fuels. LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 33 percent of the State's energy from renewables by 2020.[63] Current installed generation capacity is over 7,880 megawatts of power.[64]

The Project Site is currently served by LADWP for electrical power. LADWP routinely plans capacity additions and changes at existing and new facilities as needed to supply area load. The Project's electrical consumption would be part of the total load growth forecast for the City and has been accounted for in the planned growth of the City's power system. Furthermore, as the Project would be infill redevelopment, there is already an electrical power connection point, and expansion for distribution infrastructure would not be required, nor would capacity-enhancing alterations to existing facilities be required from Project implementation. Therefore, impacts would be less than significant.

(b) Impacts to Project-Serving Public Services

(i) Fire Protection

LAFD considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between high-density residential and

[62] *Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017.*
[63] *California Environmental Protection Agency, Air Resources Board, Renewable Portfolio Standard.*
[64] *Los Angeles Department of Water and Power website, Power, Facts & Figures.*

neighborhood commercial land uses (which is likely the most appropriate land use category for the Project) and a LAFD fire station that houses an engine company is 1.5 miles, and two miles from a station that houses a truck company. If these distances are exceeded, the project in question would be required to install automatic fire sprinkler systems.

The Project would be served primarily by Fire Station No. 41, located at 1439 N. Gardner Street, approximately 0.6-roadway-mile to the southeast from the Project Site.[65] Fire Station No. 41 includes an engine, paramedic rescue ambulance, and brush patrol, and as such, is within the maximum response distance of a station with an engine company.[66] Even so, the Project would include automatic fire sprinkler systems as required by the Fire Code. Furthermore, Fire Station No. 27, located at 1327 N. Cole avenue, approximately 2.0-roadway-miles to the east from the Project Site, would also aid as needed. Fire Station No. 27 includes task force, paramedic rescue ambulance, basic life service (BLS) Rescue Ambulance, and Urban Search & Rescue, and as such, is within the maximum response distance of a station with a truck company.[67]

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gpm in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. LAMC Section 57.507.3.3 identifies a fire flow requirement of 4,000 gpm for high density residential and neighborhood commercial projects such as the Project as well as the maximum response distances to engine and truck companies discussed above. Moreover, as noted above, the Project would include automatic fire sprinkler systems as required by the Fire Code. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow; however, no new water facilities are anticipated. Moreover, such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way, and as such, the construction activities would be temporary and not result in any significant environmental impacts.

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[65] *City of Los Angeles Fire Department website, Find Your Station.*
[66] *City of Los Angeles Fire Department, Fire Station Directory, March 2014.*
[67] *City of Los Angeles Fire Department, Fire Station Directory, March 2014.*

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Land uses in the Industrial and Commercial category require one hydrant per 80,000 square feet of land with 300-foot distances between 2.5-inch by 4-inch or 4-inch by 4-inch double fire hydrants. Regardless of land use, every first story of a residential, commercial, and industrial building must be within 300 feet of an approved hydrant. The nearest fire hydrant is located approximately 50 feet north of the Project Site, directly in front of the adjacent multi-family residential use. An additional fire hydrant is located approximately 104 feet to the south of the Project Site and is located in the right-of-way of Sunset Boulevard near the southwest intersection of Sunset Boulevard and Fairfax Avenue across from the Project Site.[68] The Project would implement City Building and Fire Code requirements regarding Project components including, but not limited to, structural design, building materials, site access, clearance, hydrants, fire flow, storage and management of hazardous materials, alarm and communications systems, and building sprinkler systems. Compliance with these requirements would be demonstrated as part of a plot plan that would be submitted to LAFD for review and approval prior to issuance of a building permit in accordance with City regulations. Compliance with applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, prior to the issuance of a building permit. Construction activities to install any new pipes or pumping infrastructure would be temporary and of short duration and would not result in any significant environmental impacts.

Emergency vehicle access to the Project Site would continue to be provided from local roadways. All improvements proposed would comply with the Fire Code, including any additional access requirements of LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation pursuant to the Worksite Traffic Control Plan that would be prepared for the Project and approved by the City.

Therefore, for the reasons stated above, impacts related to adequate proximity to a fire station, fire flow, fire hydrants, and emergency access would be less than significant.

(ii) Police Protection

The Project Site is served by the City of Los Angeles Police Department's (LAPD) Hollywood Community Police Station, which is located at 1358 N. Wilcox Avenue, approximately 2.2-roadway-mile to the east of the Project Site.[69] The Hollywood Community Police Station's boundaries include more than 300,000 people and covers

[68] *City of Los Angeles Geo Hub, fire hydrant locations.*
[69] *City of Los Angeles Police Department website, Find Your Community.*

17.2 square miles. The Hollywood Community Police Station is under the jurisdiction of LAPD's West Bureau.[70] The Project Site is located in Reporting District 632.[71]

(a) Construction

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, as required by the City as a regulatory compliance measure, the Project would employ construction safety features including erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant.

(b) Operation

Based on the residential generation factor currently used by the Department of City Planning, operation of the Project could result in an on-site population of approximately 150 residents.[72]

These estimates are highly conservative given that approximately 70 percent of the dwelling units would be studio and one-bedroom units in the Project. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons could be anticipated to increase as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls that LAPD would otherwise receive. In light of these features, it is anticipated that any increase in demands upon police protection services would be relatively low, and not necessitate the construction of a new police station, the construction of which could

[70] *City of Los Angeles Police Department, West Bureau, Hollywood Community Police Station.*
[71] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*
[72] *Based on a Citywide factor of 2.42 residents per dwelling unit. Jack Tsao, Data Analyst II, Los Angeles Department of City Planning.*

potentially cause environmental impacts. Therefore, potential impacts to police protection services during the operation of the Project would be less than significant.

(iii) Schools

The Project is in an area that is currently served by the Los Angeles Unified School District (LAUSD) schools. The Project would demolish the existing gasoline/service station with a convenience market, that includes an approximately 2,756 square-foot building, six dispensing stations and 12 vfp with overhead canopies, which is estimated to generate approximately 7 employees, and construct up to 62 multi-family residential units and 6,452 square feet of commercial uses. As shown in **Table III-19**, compared to the existing uses, the Project is expected to increase the local student population by a net total of 28 students.

Table III-19
Student Generation

Land Use	Size	Student Generation Rates[a]			Total Students
		Elementary School	Middle School	High School	
Project					
Residential	62 du	14	4	8	26
Commercial	6,452 sf				4
				Project Total	**30**
Existing Use					
Commercial Uses	2,756 sf				2
				Project Total	**30**
				Less Existing Uses Total	*2*
				Project Net Total	**28**

Notes: du = dwelling units; sf = square feet

[a] *Based on student generation factors provided in the 2018 Developer Fee Justification Study for Los Angeles Unified School District, March 2018. The ratio of students per employee in the District is 0.2249. The student generation rate of 0.00271 (employees per square foot) for "Neighborhood Shopping Center" (Table 14) uses is applied for proposed commercial uses (6,452 x 0.00271 x 0.2249 = 3.93), resulting in 4 (rounded) students. The ratio of students per employee in the District is 0.2249. The student generation rate of 0.00271 (employees per square foot) for "Neighborhood Shopping Center" (Table 14) uses is applied for existing commercial uses (2,756 x 0.00271 x 0.2249 = 1.68), resulting in 2 (rounded) students. The following student generation rates are applied for residential uses: 0.2269 students per household (grades K-6) (62 x 0.2269=14.07), resulting in 14 (rounded) students, 0.0611 students per household (grades 7-8) (62 x 0.0611=3.79), resulting in 4 (rounded) students, and 0.1296 students per household (grades 9-12) (62 x 0.1296=8.04), resulting in 8 (rounded) students (Table 3).*

Source (table): EcoTierra Consulting, May 2020.

The Project Site is currently served by the following LAUSD schools:[73]

- Gardner Elementary School, located at 7450 Hawthorne Avenue;
- Hubert Howe Bancroft Middle School, located at 929 N. Las Palmas Avenue;
- Fairfax Senior High School, located at 7850 Melrose Avenue, and
- Hollywood Senior High School, located at 1521 N. Highland Avenue.

It should be noted that State-mandated open enrollment policy enables students anywhere in LAUSD to apply to any regular, grade-appropriate LAUSD school with designated "open enrollment" seats. The number of open enrollment seats is determined annually. Each individual school is assessed based on the principal's knowledge of new housing and other demographic trends in the attendance area. Open enrollment seats are granted through an application process that is completed before the school year begins. Students living in a particular school's attendance area are not displaced by a student requesting an open enrollment transfer to that school.

To reduce any potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). The Developer Fee Justification Study for LAUSD was prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code.[74] The Project would be required to pay the appropriate fees, based on the square footage, to LAUSD.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to address a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. SB 50 is deemed to fully address school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law. Therefore, as payment of appropriate school fees to LAUSD is required by law and considered to fully address impacts, impacts would be less than significant.

(iv) Parks and Recreation

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipal recreation and park facilities within the City. The following parks and recreational facilities are available to serve the Project Site:[75]

<u>Community Parks (between 10 and 50 acres in size) within a two-mile radius</u>

[73] *Los Angeles Unified School District website, School Finder.*
[74] *Los Angeles Unified School District, Developer Fee Justification Study, March 2018.*
[75] *Los Angeles Department of Recreation and Parks website, Facility Map Locator.*

- Poinsettia Park, a 42.0-acre park located at 7341 Willoughby Avenue

Regional Parks (50+ acres in size) within a two-mile radius

- Runyon Canyon Park, a 160-acre park located at 2000 N. Fuller Avenue
- Wattles Garden Park, a 50.0-acre park located at 1850 North Curson Avenue

The Project would construct 62 multi-family residential units and 6,452 square feet of commercial uses, which is conservatively estimated to generate approximately 150 residents.[76] The Project is located in an area of the City that is below the City's recommended long-range ratio for neighborhood and community park acreage. Specifically, the City's Public Recreation Plan recommends achievement of a ratio of 2 acres of neighborhood parks per 1,000 people and 2 acres of community parks per 1,000 people. As described in the Public Recreation Plan, these guidelines are Citywide goals, and are not intended to be requirements for individual development projects.

Based on the standard minimum parkland-to-population ratio provided in the City's General Plan Framework Element (i.e., 2 acres per 1,000 residents), the Project would generate a need for approximately 0.35-acre of public parkland (neighborhood and community parks). Similarly, based on LADRP's long-range minimum parkland-to-population ratio provided in the Public Recreation Plan (i.e., 4 total acres of neighborhood and community parks per 1,000 residents), the Project would generate a need for approximately 0.70 acres of public parkland. Specifically, in the Hollywood Community Plan Area, the Project's increase in on-site population would increase the demand on park and recreational facilities.

Consistent with the LADRP's recommended strategy to help alleviate the burden on existing park and recreational facilities, the Project would provide approximately 10,319 square feet of open space including a podium courtyard and roof deck. These recreational amenities would help relieve stress on the City's existing park system. Even so, the Project would result in an increase in the use of parks and recreational facilities that may not have the capacity to serve residents. However, this impact would be reduced to a less than significant level through the payment of the park fees as required by LAMC Section 12.33. LADRP would collect these park fees based on their current rate and fee schedule. The City requires park fees to reduce the park- and open space-related impacts of new residential development projects, and requires these fees to be paid before a Certificate of Occupancy can be issued. Therefore, through provision of on-site open space and payment of required park fees, impacts to parks would be less than significant.

[76] *Based on a Citywide factor of 2.42 residents per dwelling unit. Jack Tsao, Data Analyst II, Los Angeles Department of City Planning.*

(v) Libraries

Los Angeles Public Library (LAPL) provides library services to the City. **Table III-20, Libraries Serving the Project Site**, lists the libraries located in the vicinity Project:

Table III-20
Libraries Serving the Project Site

	Will & Ariel Durant Library	Frances Howard Goldwyn-Hollywood Regional Branch Library	Fairfax Branch Library	John C. Fremont Branch Library
Address	7140 Sunset Boulevard	1623 Ivar Avenue	161 S. Gardner Street	6121 Melrose Avenue
Driving Distance to Project Site	1.1 mile	2.1 mile	2.4 miles	2.6 miles

sf = square feet
Source: EcoTierra Consulting, May 2020.

On March 8, 2011, City voters approved ballot Measure L, which amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its General Fund to LAPL to an amount equal to 0.03 percent of the assessed value of all property in the City, and incrementally increase LAPL's responsibility for its direct and indirect costs until it pays for all of its direct and indirect costs. The measure was intended to provide neighborhood public libraries with additional funding to help restore library service hours, purchase books, and support library programs, subject to audits, using existing funds with no new taxes.[77]

Essentially, the provision of library services is the responsibility of local government, which is typically financed through the City general funds. Regardless, the library's existing service level would be maintained without an additional library or alterations to the existing libraries. Therefore, combined with the LAPL standards for new development and the fees to help to pay for any improvements that the LAPL may do in the future impacts to library facilities would be less than significant.

(c) Summary

As demonstrated above, the Project can be adequately served by all required utilities and public services, the Project meets this condition.

[77] *Los Angeles Office of the City Clerk, Interdepartmental Correspondence and Attachments Regarding Measure L.*

(2) Conclusion of Class 32 Categorical Exemption Conditions Consistency

The Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA.

b) Exceptions to a Categorical Exemption

[State CEQA Guidelines Section] 15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

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

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

(3) Project Analysis

Exception (a): Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except

where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception does not apply to the Project as the Project is seeking Class 32 Categorical Exemption. Nonetheless, the Project would not impact an environmental resource of hazardous or critical concern (see also the discussion for Exception [e]), below). As discussed under Condition (C), above, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. Therefore, the exception is not applicable to the Project.

Exception (b): Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (State CEQA Guidelines Section 15130[b][1][A]). An overview of each impact discussion is provided below, and as shown, the Project would not result in any Project-specific significant impacts, and would not have any impacts that are individually limited but cumulatively considerable.

(a) Local Land Use Plans and Zoning

Development of related projects is reasonably anticipated to occur in accordance with adopted plans and regulations. It is also reasonably anticipated that most of related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that related projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

(b) Endangered, Rare, or Threatened Species

The Project Site is located in an urbanized area. However, it is unknown whether or not any of the properties on which related projects may be located contain biological resources, such as sensitive species that may be listed at the federal or State level as endangered, rare, or threatened. Nonetheless, as the Project would not result in a potentially significant impact to listed species or habitat, there is no potential for the Project to contribute to a cumulative impact.

(c) Transportation

With respect to construction traffic, it is unknown whether or not any related projects would have overlapping construction schedules with the Project. However, similar to the Project, and pursuant to existing City regulations and policies, related projects would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits. These plans, identified as a Work Area Traffic Control Plan herein, would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that related projects would comply with this requirement, similar to the Project, and as such, cumulative construction traffic impacts would be less than significant.

With respect to cumulative operational traffic impacts, analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan, such as the proposed Project, in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. As previously discussed, implementation of this Project and redevelopment of the Project Site from a gasoline/service station with a convenience market use to multi-family residential uses would be consistent with SCAG's HQTA designation for the Project Site and surrounding area and the 2016-2040 RTP/SCS. Furthermore, the Project is anticipated to generate fewer daily trips than the existing land use (thus having a negative net daily trip generation estimate) and the Project is not expected to result in significant VMT impacts to the surrounding transportation system. Therefore, as no VMT analysis was required for the Project, the Project is not anticipated to make a cumulatively considerable contribution to operational traffic impacts. As such, cumulative operational transportation impacts would be less than significant.

(d) Noise

Development of the Project in combination with related projects in the vicinity of the Project Site could result in an increase in construction noise in an already urbanized area of the City. With respect to construction impacts, it is unknown whether any potential nearby projects would have overlapping construction schedules with the Project. However, as with the Project, any nearby project that could be built simultaneously with the Project would be required to meet the same LAMC requirements regarding construction noise levels. Specifically, construction of all projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. In

addition, each project would be subject to LAMC Section 112.05, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. To comply with this standard, nearby development projects, much like the Project, would implement best practices and/or project design features to reduce construction noise levels. Accordingly, while concurrent construction of nearby projects in the vicinity of the Project Site could potentially contribute to cumulative increases in ambient noise levels, because the Project would not result in any significant construction noise increases, it would not result in a cumulatively considerable contribution to any such increase. Therefore, potential construction-related noise impacts would not be significant.

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the Project and related projects within the study area. As the Project would generate a total of -257 net daily trips, which is less than the VMT Screening Criteria threshold of 250 net daily vehicle trips, a Transportation Assessment was not required, and the Project would not result in any significant VMT transportation impacts. Therefore, as no VMT analysis was required for the Project, the Project is not anticipated to make a cumulatively considerable contribution to a cumulative noise impact associated traffic noise sources.

In addition to cumulative mobile source noise levels, operation of the Project in combination with other projects that could potentially be developed nearby could result in an increase in operational noise in this urbanized area of the City. However, as described above, long-term noise impacts from Project operations would be negligible, as building operations and human activities inside and outside the Project would generate minimal noise impacts. Moreover, as with the Project, other developments in the vicinity of the Project would be required to comply with the City's extensive regulatory requirements that limit operational noise sources to minimal levels. Accordingly, as the Project would not produce any significant operational noise impacts, it would not result in a cumulatively considerable contribution to any significant operational noise impacts. As such, cumulative on-site operational noise impacts would be less than significant.

(e) Air Quality

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable. Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As described above, the Project

does not generate any regional or localized emissions that exceed SCAQMD's thresholds; therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment, and cumulative air quality impacts would be less than significant.

(f) Greenhouse Gases

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not necessarily an adverse environmental effect. As discussed in CEQA case law,[78] the global scope of climate change and the fact that carbon dioxide and other GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are also global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHGs, it does not.

For individual developments, like the Project, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency is superior to a simple numerical threshold because CEQA is not intended as a population control measure. Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the State's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary, one can reasonably argue that the project's impact is not cumulatively considerable, because it is helping to solve the cumulative problem of GHG emissions as envisioned by California law.

As discussed above, the Project would reduce GHGs in a manner consistent with applicable regulatory plans and policies to reduce GHG emissions, including: AB 32 Scoping Plan, SCAG's 2016 RTP/SCS, Green LA Plan, and the Green New Deal.

Similar to the Project, the Related Projects identified in this document and all future projects in the State would be reviewed for consistency with applicable State, regional and local plans, policies, or regulations for the reduction of GHGs. Therefore, based on the discussion above, and consistent with *State CEQA Guidelines* Section 15064(h)(3), the Project's generation of GHG emissions would not be cumulatively considerable because the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. Therefore, the Project's contribution to

[78] *Supreme Court of California, Center for Biological Diversity et al. v. California Department of Fish and Wildlife (2015), S217763, 11-13.*

cumulative impacts to GHGs would not be cumulative considerable, and cumulative impacts would be less than significant.

(g) Water Quality

With respect to construction impacts, it is unknown whether or not any related projects would have overlapping construction schedules with the Project. However, similar to the Project, related projects would be required to comply with the City Building Code, NPDES requirements, etc. Assuming compliance with these regulatory requirements, similar to the Project, the cumulative water quality impact during construction would be less than significant.

With respect to operational impacts, development of the Project in combination with related projects would result in the further infilling in an already developed area. The Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and the adjacent land uses is typically directed into the adjacent streets, where it flows to the drainage system. It is likely that most, if not all, related projects would also drain to the surrounding street system or otherwise retain stormwater on-site as all projects would comply with existing stormwater/LID requirements, which would ensure impacts are less than significant.

The runoff associated with related projects would either be directed in non-erosive drainage devices to landscaped areas or directed to an existing storm drain system and would not encounter exposed soils. Related projects would include a drainage system with pipes that would adequately convey surface water runoff into the existing storm drain or the on-site cisterns. Additionally, related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative hydrology and water quality impacts during operation would be less than significant.

(h) Utilities

(i) Water

Implementation of the Project in combination with related projects within the service area of LADWP would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan and long-range SCAG growth projections has been accounted for in the adopted 2015 UWMP. The 2015 UWMP anticipates that the future water supplies would be sufficient to meeting existing and planned growth in the City to the year 2040 (the planning horizon required of 2015 UWMPs) under wet and dry year scenarios. The Project would be consistent with the site's Community Plan land use designation as well as SCAG growth projections, and therefore, has been accounted for in the 2015 UWMP and its water demand would not be cumulatively considerable. Related projects as well as other development in the LADWP service area will be required to comply with current

Green Building Code requirements to conserve water, and in addition, larger projects with over 500 residential units would have to prepare a Water Supply Assessment (pursuant to SB 610) to be reviewed and certified by LADWP to demonstrate adequate water supply. Therefore, because the 2015 UWMP forecasts adequate water supplies to meet all projected water demands in the City through the year 2040, cumulative impacts with respect to water supply are not anticipated from the development of the Project and related projects.

With respect to water treatment facilities, the remaining daily treating capacity of the LAAFP is 600 mgd. Therefore, the LAAFP would have adequate capacity to serve the additional water demanded by the Project (which would consume 0.012 mgd) and, as such, the Project's demand would not be cumulatively considerable.

Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. Similar to the Project, related projects would be subject to LADWP review to assure the existing public infrastructure would be adequate to meet the domestic and fire water demands of each project and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements. Furthermore, LADWP through the five year updates of the LADWP 2015 UWMP, Los Angeles Department of Public Works, and the LAFD project specific checks would conduct on-going evaluations of its infrastructure. Therefore, the cumulative impact would be less than significant.

(ii) Wastewater

Implementation of the Project in combination with related projects within the service area of the HTP would generate additional wastewater that would be treated at HTP. Currently, the HTP has an average daily flow of 260 mgd; however, the HTP has capacity to treat a maximum daily flow of 450 mgd. This equals a typical remaining capacity of 190 mgd of wastewater able to be treated at the HTP. Therefore, the HTP would have adequate capacity to serve the additional wastewater demanded by the Project (0.008 mgd) and, as such, the Project's demand would not be cumulatively considerable.

With respect to wastewater infrastructure in the City, under the rules and regulations established in the City's Sewer Allocation Ordinance (Ordinance No. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicants of related projects will be required to submit a Sewer Capacity Availability Request to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Project and other cumulative development projects. If it is determined that the sewer system in the local area has

insufficient capacity to serve a particular development, the developer of that project would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation (for projects within the City) and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, the cumulative impact would be less than significant.

(iii) Solid Waste

Implementation of the Project in combination with related projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the Project and related projects generate C&D waste, resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development within the City would also implement similar measures to divert C&D waste from landfills. Furthermore, as described above, the Azusa Land Reclamation Landfill has sufficient capacity to accommodate the Project, and, as such, the Project's demand would not be cumulatively considerable. Therefore, cumulative impacts from the C&D waste would be less than significant.

Operation of the Project in conjunction with related projects would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2018 Annual Report (published April 2019) projects waste generation and available landfill capacity through 2033. Based on the 2018 Annual Report, Los Angeles County has the projected disposal capacity through 2033.[79] The Project's estimated net increase in operational solid waste generation, in conjunction with related projects, would represent an insignificant portion of the estimated approximately 24.9 million tons that is anticipated to be generated in 2023 (Project build-out year).[80] The County will continually address landfill capacity through the preparation of Annual Reports. The preparation of each Annual Report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Moreover, a State-mandated 75 percent landfill diversion rate is required by 2020, which would reduce the

[79] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2018 Annual Report, published December 2019*.

[80] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2018 Annual Report, published December 2019.*

amount of solid waste being landfilled for related projects. Therefore, cumulative impacts from operational solid waste would be less than significant.

(iv) Natural Gas

Implementation of the Project, in conjunction with related projects, would increase demands for natural gas. Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted green building standards consistent with Title 24 as the LA Green Building Code. Similar to the Project, related projects and future development must also abide by the same statues, regulations, and programs that mandate or encourage energy conservation. SCG is also required to plan for necessary upgrades and expansion to its systems to ensure that adequate service will be provided for other projects. Specifically, SCG regularly updates its infrastructure reports as required by law. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. Therefore, cumulative impacts are less than significant.

(v) Electrical Power

Implementation of the Project, in conjunction with related projects, would increase demands for electrical power. As discussed above, LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 33 percent of the State's energy from renewables by 2020. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24. It is possible that implementation of related projects could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that with implementation of related projects that the resulting demand for electricity supply could be the same or less than the existing condition. Nonetheless, the SLTRP considers a planning horizon through 2050 to guide LADWP as it executes major new and replacement projects and programs. The estimated power requirement for related projects would be part of the total load growth forecast for the City and would be accounted for in the planned growth of power system. LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Electrical service to related projects would be provided in accordance with the LADWP Power Rules and Regulations.

Therefore, cumulative impacts related to electricity supply and infrastructure would be less than significant.

(i) Public Services

(i) Fire Protection

Development of the Project in combination with related projects would cumulatively increase the demand for fire protection services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. .

Moreover, all of the cumulative development would be reviewed by LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD, City Building Code, and Fire Code requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be less than significant.

(ii) Police Protection

It is anticipated that the Project in combination with related projects would increase the demand for police protection services. This cumulative increase in demand for police protection services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features according to LAPD recommendations. LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Therefore, the cumulative impact on police protection services would be less than significant.

(iii) Schools

As discussed above, payment of developer impact fees in accordance with SB 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the Project on school facilities would be less than significant. Similar to the Project, related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully address any potential impacts to school facilities. Therefore, cumulative impacts would be less than significant.

(iv) Parks and Recreation

As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Similar to the Project, the related projects would be required to pay Parks and Recreation Fees to the City for the construction of residential dwelling units pursuant to LAMC Section 12.33. The payment of fees would address potential impacts to park and recreational facilities. Moreover, as with the Project, related projects containing residential uses would be required to comply with the City's open space requirements which would help offset new residential demand for park and recreational facilities. Therefore, the cumulative impact would be less than significant.

(v) Libraries

Related projects within the City and with a residential component could generate additional residents who could increase the demand upon library services. Essentially, the provision of library services is the responsibility of local government, which is typically financed through the City general funds. Regardless, the library's existing service level would be maintained without an additional library or alterations to the existing libraries. Therefore, combined with the LAPL standards for new development and the fees to help to pay for any improvements that the LAPL may do in the future impacts to library facilities would be less than significant.

Therefore, the cumulative impact would be less than significant.

(j) Historical Resources

See the analysis under Exception (f), below, for Project-specific impacts to historic resources.

The Project would not result in a significant impact to historical resources. It is unknown whether or not any of the properties on which related projects may be located contain historical resources. Any related project sites that contain historical resources would be required to comply with existing regulations and/or safeguard measures as appropriate for that project, including required compliance with CEQA's provisions regarding historical resources. As the Project would not result in a significant impact to historical resources,

there is no potential for the Project to contribute to a cumulative impact, and thus, the cumulative impact would be less than significant.

(k) Summary

As no cumulatively significant impacts would result from the Project, the exception is not applicable to the Project.

Exception (c): Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There are no unusual circumstances with the Project Site or the proposed Project that would create a reasonable possibility of significant effects to the environment. The Project Site is located within a highly urbanized setting, and the site would be redeveloped from a gasoline/service station with a convenience market use to a multi-family residential building with ground floor retail, which is a typical urban land use appropriate for the area. Moreover, the Lead Agency has not determined an unusual circumstance is applicable to the Project. By deed-restricting 8 percent (5 dwelling units) of the proposed 62 dwelling units for Extremely Low-Income Households as well as the Project Site's proximity to a Major Transit Stop, the proposed Project is consistent with the underlying zoning, as well as the City's TOC Affordable Housing Incentive Program and TOC Guidelines, which permit, among other incentives, a 50 percent density increase.

In addition, the Project Site is located with a designated HQTA per SCAG's 2016-2040 RTP/SCS.[81] HQTAs are areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only three percent of total land area in the SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth and 55 percent of the future employment growth.[82] Development within HQTAs reflects SCAG's preferred scenario for the RTP/SCS as it provides future regional growth that is well coordinated with existing and planned transportation systems; incorporates best practices for increasing transportation choices; reduces dependence on personal automobiles; allows future growth in walkable, mixed-use communities; and further improves air quality.[83] Implementation of this Project and redevelopment of the Project Site from a gasoline/service station with a convenience market use to multi-family residential uses would, therefore, be consistent with SCAG's

[81] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, Exhibit 5.1, High Quality Transit Areas in the SCAG Region for 2040 Plan.*

[82] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, page 8.*

[83] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, page 69.*

HQTA designation for the Project Site and surrounding area. Additionally, as in Condition (a), above, pursuant to its utilization of the City's TOC Affordable Housing Incentive Program (LAMC Section 12.22.A.31 and the TOC Guidelines), the Project would be consistent with the Project Site's underlying zoning and land use designation.

Moreover, as analyzed in Exception (b), above, the Project would not result in any Project-specific or cumulative traffic, noise, air quality, greenhouse gas, or water quality impacts. The proposed land uses are consistent and compatible with the Project Site's urban setting and are typical for an infill development located near transit and on a major City thoroughfare. Therefore, as there are no unusual circumstances regarding the proposed Project or Project Site, the exception is not applicable to the Project.

Exception (d): Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity. There are also no locally-designated scenic highways in the Project Site vicinity.[84] It should also be noted that the Project is within a Transit Priority Area, per the City's Zoning Information File No. 2452 and SB 743, and accordingly, any potential aesthetic impacts including but not limited to: (a) adverse effects on scenic vistas, (b) damage to scenic resources, (c) degradation of existing visual character, (d) light and/or glare and (e) shade/shadow are deemed less than significant as a matter of law. Therefore, as the Project Site is not located along a State- or City-designated scenic highway, the exception is not applicable to the Project.

Exception (e): Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

[84] *City of Los Angeles Department of City Planning, Mobility Plan 2035, Citywide General Plan Circulation System, Map A4– Central, Midcity Subarea, September 2016.*

A Phase I Environmental Site Assessment (ESA) was performed by Citadel Environmental Service, Inc. in January 2018 (this report is available in **Appendix D.1**) and Phase II ESA was performed by Citadel Environmental Service, Inc. in February 2018 (this report is available in **Appendix D.2**). The ESA was performed in conformance with the scope and limitations of ASTM Practice E1527-13. The purpose of the ESA is to identify existing or potential recognized environmental conditions ("RECs") affecting the Project Site. A REC is the presence or likely presence or any hazardous substances or petroleum products in, on, or at the property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

The ESA also categorizes RECs as controlled RECs, and historical RECs. A controlled REC is an REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, and a historic REC is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

The Project Site is currently developed with a gasoline/service station with a convenience market including an approximately 2,756 square-foot building, six dispensing stations and 12 vfp with overhead canopies, and asphalt-paved parking areas; the gas station was constructed in 1968 and expanded to its current configuration in 1984. Stationary equipment at the Project Site includes a clarifier, four underground hydraulic hoists (three inside the auto repair shop and one outside the repair shop), one 12,000-gallon and two 8,000-gallon diesel underground storage tanks (USTs), and a 2,000-gallon waste oil aboveground storage tank (AST). It should be noted that in 1994 four 6,000-gallon USTs were removed and replaced with the current three USTs. There was also an additional underground hoist located in the main office, which was removed in 1985.

The Project Site has been occupied by a gasoline service station since 1948. Several investigations and remediation work have been conducted in the vicinity of the former and current USTs between 1993 and 1996. A limited subsurface investigation was conducted in 2006 and focused on the subsurface under the dispensers and did not investigate the former underground hoist, clarifier, auto service shop, and vicinity of the USTs. In addition, no soil testing was conducted in the vicinity of the underground hoist located in the main office. Based on the information provided and that the Project Site has been historically and currently occupied as a gas station, the Site is considered a REC.

The Project Site was listed in the SWEEPS UST, CA FID UST, RCRA-SQG, LUST, HIST UST, FINDS, ECHO, HAZNET, HIST CORTESE, EDR HIST AUTO, UST, and RGA LUST

databases (refer to the ESA found in **Appendix E.1** of this document for further details). The Project Site was identified as a RCRA SQC and on the HAZNET database between 1993 and 2016 for generating organic solids, hydrocarbon solvents, aqueous solution with total organic residues, oil/water separation sludge, tank bottom waste, and /or unspecified organic liquid mixture. No violations were reported. Furthermore, the Project Site was identified on the LUST database for a leak that was discovered in September 1993. The gasoline leak was limited to soil and the case was completed and closed by the LAFD on February 14, 1996. The Project Site was identified on FINDS and ECHO due to being identified as a RCRA SQG and as a LUST site.

Overall, as shown in **Table III-21, Project Consistency with Cortese List Requirements**, the Project Site is not on any list compiled pursuant to Government Code Section 65962.5.

Table III-21
Project Consistency with Cortese List Requirements

Required Lists to be Assembled	Site Listed?	Notes
Cortese List: Section 65962.5(a)		
65962.5(a)(1) - All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.	No	AAD Distribution & Dry Cleaning Inc. EPA ID CAD 9813974172306 E. 38th Street Vernon, CA 90058 The Marquardt Co. CA ID CAD044696102 16555 Saticoy Street Van Nuys, CA 91406.
65962.5(a)(2) - All land designated as hazardous waste property or border zone property pursuant to former Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.	N/A	"No facilities or lands are listed under this provision because DTSC has not designated any hazardous waste property or border zone property pursuant to the cited provisions."
65962.5(a)(3) - All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.	N/A	"DTSC's Emergency Response program does not keep separate records of such reports that relate to city, county or state agency property. In the future, DTSC will track any reports received from cities, counties, or state agencies of hazardous waste disposal on land owned or leased by a city, county or state agency, where

Table III-21
Project Consistency with Cortese List Requirements

Required Lists to be Assembled	Site Listed?	Notes
		hazardous waste was released into the environment, and provide the information to CalEPA for inclusion in this section of the Cortese list."
65962.5(a)(4) - All sites listed pursuant to Section 25356 of the Health and Safety Code.	No	Hazardous Waste and Substances site "Cortese" list.
65962.5(b) - All public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code.	N/A	65962.5(b) - All public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code.
65962.5(c)(1)-All underground storage tanks for which an unauthorized release report is filed pursuant to Section 25295 of the Health and Safety Code.	No	List of Open Active Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database.
65962.5(c)(2)-All solid waste disposal facilities from which there is a migration of hazardous waste and for which a California regional water quality control board has notified the Department of Toxic Substances Control pursuant to subdivision (e) of Section 13273 of the Water Code.	No	List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit (PDF).
65962.5(c)(3)-All cease and desist orders issued after January 1, 1986, pursuant to Section 13301 of the Water Code, and all cleanup or abatement orders issued after January 1, 1986, pursuant to Section 13304 of the Water Code, that concern the discharge of wastes that are hazardous materials.	No	List of "active" CDO and CAO from Water Board (MS Excel, 1,453 KB)
65962.5(d) - All solid waste disposal facilities from which there is a known migration of hazardous waste.	N/A	The obligation of CalRecycle to compile information from local enforcement agencies regarding hazardous waste migration from solid waste disposal facilities under

Table III-21
Project Consistency with Cortese List Requirements

Required Lists to be Assembled	Site Listed?	Notes
		Government Code § 65962.5(d), and to provide the information to CalEPA, was superseded by subsequent legislation. Any solid waste disposal facilities with a known migration of hazardous waste should be included on the Cortese list pursuant to the requirements of Government Code 65692.5(c)(2) and/or (c)(3).
CA Gov't Code Section 65962.5 *(a) (1) All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.* *(a) (2) All land designated as hazardous waste property or border zone property pursuant to former Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.* *(a) (3) All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.* *(a) (4) All sites listed pursuant to Section 25356 of the Health and Safety Code.* *(b) The State Department of Health Services shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code.* *(c) The State Water Resources Control Board shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all of the following:* *(c) (1) All underground storage tanks for which an unauthorized release report is filed pursuant to Section 25295 of the Health and Safety Code.* *(c) (2) All solid waste disposal facilities from which there is a migration of hazardous waste and for which a California regional water quality control board has notified the Department of Toxic Substances Control pursuant to subdivision (e) of Section 13273 of the Water Code.* *(c) (3) All cease and desist orders issued after January 1, 1986, pursuant to Section 13301 of the Water Code, and all cleanup or abatement orders issued after January 1, 1986, pursuant to Section 13304 of the Water Code, that concern the discharge of wastes that are hazardous materials.*		

Table III-21
Project Consistency with Cortese List Requirements

Required Lists to be Assembled	Site Listed?	Notes
(d) The local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, shall compile as appropriate, but at least annually, and shall submit to the Department of Resources Recycling and Recovery, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. The Department of Resources Recycling and Recovery shall compile the local lists into a statewide list, which shall be submitted to the Secretary for Environmental Protection and shall be available to any person who requests the information.		

Furthermore, the ESA identified no leaking USTs upgradient of the Project Site. However, historical releases of petroleum products from leaking USTs occurred within 0.25 mile and cross-gradient of the Project Site. These leaking USTs include a Mobile facility located at 7865 West Sunset Boulevard and a Chevron facility located at 8101 Sunset Boulevard. Based on anticipated groundwater flow direction and regulatory status, neither is anticipated to significantly impact the Project Site.

LAFD was contacted for information regarding the Project Site pertaining to soil samples. Soil samples were collected in 1994 after the removal of the four 6,000-gallon gasoline USTs. The soil samples were analyzed for total petroleum hydrocarbons (TPH) as gasoline, benzene, toluene, ethylbenzene and xylenes (BTEX), and lead. TPH was detected, BTEX was not detected above their respective detected limits, and lead that was detected was below the allowable threshold.

On January 5, 1995, the Bureau of Fire Prevention and Public Safety, Underground Tank Unit, received a letter stating that the previous data collected and remedial work support the issuance of clearance and approval for final closure. The State Water Resource Control Board, Division of Clean Water Program, in 1994, and the City of Los Angeles, in 1998, both requested further excavation and soil analysis on the Project Site. In 2006 a limited subsurface investigation program was completed. None of the contaminants of concern were detected in the soil samples. It was determined that no further action regarding the existing USTs at the Project Site is recommended.

In January 2018, 11 borings were advanced across the Project Site. TPH, polychlorinated biphenlys (PCBs), and volatile organic compounds (VOCs) were not detected above laboratory reporting limits and metals were detected at levels typical of background concentrations in the soil samples analyzed. These results indicate that these contaminants are not present in the subsurface and are not an environmental concern. It was also determined that the subsurface soils appear to be clear of fuel-related hydrocarbons. However, for the proposed excavation activities to be performed on the Project Site, a Soil Management Plan would be prepared to address any unknowns, if encountered, during the demolition process that might disturb potentially contaminated soils.

Therefore, construction and operation of the Project would not pose an environmental hazard to surrounding sensitive uses or the environment in regards to siting the Project on a known hazardous waste site or any other type of site appearing on a list compiled pursuant to Section 65962.5 of the Government Code, and a less than significant impact would occur.

Furthermore, the Project Site is not located within a Methane Zone or Methane Buffer Zone as designed by the City of Los Angeles.[85] Therefore, potentially hazardous impacts associated with methane would be less than significant.

Exception (f): Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

1. a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2. a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

3. an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

According to Citadel Environmental Services' Phase I Environmental Site Assessment, the Project Site was vacant and undeveloped from 1894 until 1913. In 1913 two single-family residences were developed on-site. The residential structure and associated automobile garage in the southern portion of the Project Site were relocated off-site in 1947, prior to the construction of a gas station, which included a car wash and lube area. The remaining residential structure was demolished in 1967. In 1968 the gas station was

[85] *Geotechnical Engineering Investigation for the Proposed Mixed-Use Development 7901 Sunset Boulevard, 1507 and 1513 North Fairfax Avenue, Los Angeles, CA, prepared by Geotechnologies, Inc., March 9, 2018 (found in **Appendix D.1** to this document).*

demolished and replaced with the existing gasoline service station. This existing service station was expanded to its current footprint in 1984.[86]

The Project Site does is not within a Historic Preservation Review area, nor is the Project Site within a Historical Preservation Overlay Zone.[87] The Project Site is not identified as an eligible resource by Survey LA, the City's office historic resources survey;[88] or as a City Historic-Cultural Monument.[89] Moreover, the Project Site is not listed as an historical resource in national or State registries.[90] Furthermore, the existing building at the Project Site is not identified as an individual resource in Survey LA's Historic Resources Survey Report for the Hollywood Community Plan Area.[91]

Therefore, implementation of the proposed Project would not result in a substantial adverse change to a historic resource. This exception is not applicable to the Project.

(4) Conclusion

None of the six exceptions to a Categorical Exemption is applicable to this Project. As the Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA and no exceptions are applicable, the Project therefore qualifies for a Categorical Exemption under CEQA. No further analysis is required.

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[86] *Phase I Environmental Site Assessment Report for Arco Service Station 7901 West Sunset Boulevard, Los Angeles, CA 90046, by Citadel Environmental Services, Inc., January 31, 2018.*

[87] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

[88] *City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map.*

[89] *City of Los Angeles Department of City Planning, Historic-Cultural Monument (HCM) List, August 22, 2019.*

[90] *City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map.*

[91] *City of Los Angeles Department of City Planning, Office of Historic Resources, Survey LA Historic Resources Survey Report, Hollywood Community Plan Area, February 2020.*

EXHIBIT E

APPEAL DOCUMENTATION(S)

APPLICATIONS

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

ORIGINAL

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

☐ Area Planning Commission ☑ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: DIR-2020-3348-TOC-SPR-HCA

Project Address: 7901-7907 Sunset Blvd, 1501-1513 N Fairfax Ave Los Angeles, CA 90046

Final Date to Appeal: December 24, 2020

2. APPELLANT

Appellant Identity:
(check all that apply)

☐ Representative ☑ Property Owner
☐ Applicant ☐ Operator of the Use/Site

☐ Person, other than the Applicant, Owner or Operator claiming to be aggrieved

☐ Person affected by the determination made by the **Department of Building and Safety**

☐ Representative ☐ Owner ☐ Aggrieved Party
☐ Applicant ☐ Operator

3. APPELLANT INFORMATION

Appellant's Name: Magda Georgelos, James Wiser, Rick Morales

Company/Organization: Corte Milano Homeowners Association

Mailing Address: 1515 N Fairfax Ave.

City: Los Angeles State: CA Zip: 90046

Telephone: 213-841-2615 E-mail: yoligeorgelos@gmail.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☐ Self ☑ Other: Corte Milano Homeowners Association

b. Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): N/A

Company: _____

Mailing Address: _____

City: _____ State: _____. Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? ☐ Entire ☑ Part

b. Are specific conditions of approval being appealed? ☑ Yes ☐ No

If Yes, list the condition number(s) here: 6C, 7A, 7B

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- ☑ The reason for the appeal
- ☑ How you are aggrieved by the decision
- ☑ Specifically the points at issue
- ☑ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ Date: 12/22/20

James Wicker, Esq.

GENERAL APPEAL FILING REQUIREMENTS

B. ***ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES***

1. Appeal Documents

a. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- ☑ Appeal Application (form CP-7769)
- ☑ Justification/Reason for Appeal
- ☑ Copies of Original Determination Letter

b. Electronic Copy

☑ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- ☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- ☑ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- ☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- ☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. **Density Bonus/TOC**
   Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.

- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

  ☑ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.

- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. **Tentative Tract/Vesting** - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

   NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

   ☐ Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. **Nuisance Abatement -** Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:
- Nuisance Abatement is only appealable to the City Council.

   a. **Appeal Fee**
      ☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. **Plan Approval/Compliance Review**
   Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

   a. **Appeal Fee**
      ☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.
      ☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee: $89.00	Reviewed & Accepted by (DSC Planner): Louis Ortega	Date: 12/23/2020
Receipt No:	Deemed Complete by (Project Planner):	Date:
☐ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

CORTE MILANO HOMEOWNERS ASSOCIATION
1515 N Fairfax Ave
Los Angeles, CA 90046

December 22, 2020

Department of City Planning
City Planning Commission
200 N. Spring Street
Room 525
Los Angeles, CA 90012

ORIGINAL

RE: Appeal of Case No DIR-2020-3348-TOC-SPR-HCA

Attn: City Planning Commission

We, the Board of Directors for the Corte Milano Homeowners Association, file an appeal against certain Conditions of Approval of the TOC project (Project) at 7901-7907 Sunset Blvd, 1501-1513 Fairfax Ave. Our HOA is a 10-unit condominium building directly to the north of the Applicant's project. There are no other properties in between Applicant's property and our building, which is 2-stories above ground with one level of subterranean parking.

While we understand and support the fundamentals of the Transit Oriented Communities Affordable Housing Incentive Program, we have concerns about direct negative impacts on our HOA from some of the Base Incentives the program is providing Applicant. As the Project's direct and only neighbor with residential units, we have a vested interest in what will be a new permanent structure rising several stories high next door to us. Half (50%) of our units face the project.

We are appealing these Conditions of Approval:

Condition 6 C, Parking
While we understand TOC developments foster public modes of transportation rather than personal vehicles, we are deeply concerned about the project only having 47 parking spaces for 62 residential units. We strongly believe given the number of two bedroom units combined with the one bedroom and studio units that the project will not be able to accommodate demand of parking spaces for this West Hollywood adjacent mixed-use building. The area is well located and services professionals that typically have a personal car while living in Los Angeles, rather than taking public transport. Without enough on-site residential parking spots this will create demand for parking on Fairfax and surrounding streets. It should be the responsibility of the Applicant to make sure the development has enough on-site parking and doesn't tax the surrounding community's already dense and limited street parking. We ask the Commission to require that Applicant increase the number of parking spaces for the residential units.

Condition 7 A, Yards/Setbacks
Another TOC incentive that will have a negative impact on our HOA is the allowance of only a 5 feet setback on the project's side yard (northern yard) in lieu of 10 feet otherwise required for the residential use of the project. The northern yard impacts our building in such a way that our daylight is severely compromised, and in some cases permanently blocked by this 7-story project. We ask the Commission help minimize our loss of daylight by requiring that Applicant build with a 10 feet setback for the northern yard.

Condition 7 B, Transitional Height
At 7 stories above ground and a maximum height of 97 feet and 6 inches, the Project will tower over our 2-story building. The sun will be blocked or severely hindered on the south side of our building. For comparison, the DGA building at 7920 Sunset Blvd is multiple stories but the residential dwellings that the property borders are buffered by a 1-story plaza above subterranean parking. As such, the DGA building doesn't tower over the residential dwellings. We ask that the Commission reconsider the height incentive due to the close proximity of our building and require that Applicant reduce the Project's height.

In addition to our appeal of the above Conditions, we would like to share a few additional concerns about the existing plans for the project as per below:

-Parking Garage Exhaust Shaft and Trash Exhaust Shaft
The parking exhaust shaft and trash exhaust shaft are located on the northeast side of the Project directly next to our building. Some of our homeowners have units with outdoor spaces within close proximity to these shafts. We would like to request that Applicant relocate those away from our building to mitigate pollution and smell that our homeowners could be subjected to.

-Common Area Quiet Hours
We admire the Project's use of outdoor common space including courtyards and rooftop spa/pool area. We ask that the Applicant be required to impose "quiet hours" on these areas to respect residents of our building and surrounding properties.

Our HOA is in favor of the redevelopment of the site and we like some aspects of the Project. We would, however, like the Commission to know that the Applicant never approached us about the redevelopment at any stage in the planning process. We learned of the project only recently from the Hollywood Hills West Neighborhood Council (HHWNC), who also made us aware of a Zoom Teleconference being hosted by the HHWNC with the developer on December 15th. The Board joined in the Teleconference and witnessed the Applicant – Mr. Daniel Taban – state that if there was an appeal he wouldn't do anything to help the community. That statement came across as a threat to stop stakeholders from appealing his project.

We thank the City Planning Commission for taking our appeal under review. Please let us know if you have any questions that we can answer or require any further supporting materials from us to address our appeal.

Sincerely,

Magda Y. Georgelos President, Corte Milano HOA	James Wiser Treasurer, Corte Milano HOA	Rick Morales Secretary, Corte Milano HOA

Cc:
Lincoln Williamson, Hollywood Hills West Neighborhood Council
Danielle Mead, Hollywood Hills West Neighborhood Council
Jana Gerston, Pacific Real Estate & Management

EXHIBIT F

LETTERS OF SUPPORT

PariSel, LLC and Worchell Trust
Attn: Gregg Seltzer
2708 Wilshire Blvd., Suite 465
Santa Monica, CA 90403
310.230.6724
gregg@gmsprop.com

January 18, 2021

City of Los Angeles
City Planning Commission
200 N. Spring Street
Los Angeles, California 90012

RE: DIR-2020-3348-TOC-SPR-HCA
7901-7907 Sunset Blvd & 1501-1513 Fairfax Ave

Dear Honorable City Planning Commissioners:

I am the property owner on Sunset Blvd directly to the west and adjacent to the project referenced above and wish to express my full and complete support. We are in the middle of a housing crisis and this project will bring high quality market rate and affordable housing to our neighborhood. The architecture is attractive, and height is appropriate for a project at this location.

Back on August 9, 2017 we submitted a letter to the Hollywood Policy Planning Team regarding our findings from a Land Use Study we commissioned from Craig Lawson and Associates. The gist of which was that we wanted to see the neighborhood continue the transformation into a mixed use, walkable neighborhood that was less "car-centric". We believe the project proposed by our neighbor fits into this narrative.

Fell free to contact me with any questions.

Sincerely,

Gregg Seltzer
PariSel,LLC
Managing Partner

RC HOMES, INC.
1800 S. BRAND BLVD., SUITE 203
GLENDALE, CA 91204

August 24, 2020

Hollywood Hills West Neighborhood Council
7095 Hollywood Blvd, Suite 1004
Los Angeles, California 90028

RE: **7901 Sunset Blvd**
Letter of Support

To whom it may concern:

I am a property owner on Fairfax Avenue one-half block south of the proposed project at the corner of Sunset and Fairfax. I wish to express my full support of the project as designed. We are in a middle of a housing crisis and this project will bring high quality market rate and affordable units into the neighborhood. The architecture is attractive and height is appropriate for a project at this intersection.

Feel free to contact me with any questions.

Best,

matthew livingston

Matthew Livingston

salonrepublic

September 29, 2020

Hollywood Hills West Neighborhood Council
7095 Hollywood Blvd, Suite 1004
Los Angeles, California 90028

RE: **Sunset/Fairfax**
Letter of Support

To whom it may concern:

Salon Republic is a major employer with a salon studio at 8000 Sunset Blvd, 3 blocks west of the proposed development of a 62-unit mixed-use building at Sunset/Fairfax. We have over 100 stylists who work from this location and are in desperate need of more housing options near job centers. We are in a middle of a housing crisis and this project will bring high quality market rate and affordable housing into the neighborhood.

I wish to express my full support of the project as designed.

Feel free to contact me with any questions.

Sincerely,

Robert Stannard
SVP – Real Estate

22144 clarendon street, suite 100, woodland hills, ca 91367 | Direct: (805) 433-3964 | Email: robert.stannard@salonrepublic.com

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions, Boards & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat toolbar  to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

Holland & Knight

400 South Hope Street, 8th Floor | Los Angeles, CA 90071 | T | F 213.896.2450
Holland & Knight LLP | www.hklaw.com

Ryan M. Leaderman
+1 213-896-2405
Ryan.Leaderman@hklaw.com

March 1, 2021

Via E-mail (cpc@lacity.org)

Samantha Millman, David Ambroz, Caroline
Choe, Jenna Hornstock, Helen Leung, Yvette
Lopez-Ledesma, Karen Mack, Dana Perlman,
Ajay Relan
President and Commissioners
City of Los Angeles City Planning Commission
200 N. Spring Street, Room 525
Los Angeles, California 90012-4801

Re: Skyview Sunset, LLC Response to Appeal of Transit Priority Area Housing Development Project at 7901 to 7907 Sunset Boulevard/DIR-2020-3348-TOC-SPR-HCA

Dear President Millman and Honorable Commissioners:

Holland & Knight LLP represents Skyview Sunset, LLC ("Skyview" or the "Applicant") in relationship to the mixed-use housing development project ("Project") located at 7901 to 7907 Sunset Boulevard ("Project Site") within the Hollywood area of the City of Los Angeles (the "City").

The Project participates in the City's Transit Oriented Communities ("TOC") Program and would remove an existing gas station at the northwest corner of Sunset Boulevard and Fairfax Avenue. The Project proposes a seven-story mixed-use residential project containing 62 dwelling units, eight percent of which would be for Extremely Low Income ("ELI") families, and 6,452 square feet of ground floor commercial uses. In addition to much needed ELI housing and market rate housing, the Project would provide a number of public amenities: activation of Fairfax Avenue and Sunset Boulevard with streetscape improvements, including a Fairfax Avenue parkway; a wider sidewalk and open space at the Sunset Boulevard and Fairfax Avenue corner; a net reduction in vehicular trips; creation of hundreds of construction jobs; a substantial increase in property tax; and closure of several driveways that will increase the pedestrian experience.

The Applicant respectfully requests that the City Planning Commission ("CPC") deny the Corte Milano Homeowners Association ("CMHA") appeal for two reasons. First, the appeal does not show that the City committed any error or abuse of discretion in issuing the February 4, 2021 Letter of Determination

("LOD").[1] Second, if granted, the appeal would be a violation of the Housing Accountability Act ("HAA") (Government Code § 65589.5 et seq.) and the Housing Crisis Act of 2019, i.e., SB 330, because it would result in the Project having lower density.

I. Summary

The CPC must deny the appeal, as the Director of Planning has made no error or abuse of discretion in approving the housing development project. The Project complies with all objective zoning and regulatory standards and provides a number of community benefits, including ELI housing units, streetscape improvements, removal of driveways, and the reduction of a number of trips.

The Project meets all objective City standards and requirements for this housing development as of the date the Project was deemed complete. Lowering the density of the Project through the imposition of conditions CMHA requests would result in impermissible lowering of the density, would not be based on objective City standards and requirements when the Project's application was deemed complete, and thus would violate the HAA and the Housing Crisis Act of 2019. Moreover, the City has not and cannot make legally adequate findings to deny the Project or permissibly cause there to be lower residential density. As such, the City must deny the appeal of this Project that complies with all applicable regulatory requirements.

II. California's Unprecedented Housing Crisis

California, and Southern California in particular, is undergoing a housing crisis of historic proportions. In enacting the HAA, our Legislature declared, among other things, that:

- The lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California.

- California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing.

- Many local governments do not give adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing development projects, reduction in density of housing projects, and excessive standards for housing development projects.[2]

The need for housing production is so great that the Southern California Association of Governments ("SCAG") 6th Cycle Draft Regional Housing Needs Assessment ("RHNA") allocates to the City the production of 455,577 total dwelling units, including 115,680 Very Low Income units and 196,368 Above Moderate Income units during the planning period October 2021 through October 2029.[3] The current 5th

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[1] The LOD supersedes the City's previously issued December 9, 2020 Letter of Determination.

[2] Gov. Code § 65589.5(a).

[3] https://scag.ca.gov/sites/main/files/file-attachments/rhna-draft-allocations-090320-updated.pdf?1602188695 accessed December 30, 2020. The City has not appealed its 6th Cycle RHNA allocation.

Cycle RHNA which covers the planning period from October 2013 to October 2021 shows that the City has only so far issued permits for 100,999 total dwelling units during the current cycle. The City has not even produced four percent of the Moderate Income allocation of the current 5th Cycle. The City's total housing production during the 5th Cycle constitutes less than one-quarter of the total allocation for the upcoming 6th RHNA Cycle.[4] These low production numbers highlight the need for a massive increase in housing production for the City at all income levels.

Aside from the harmful effects on the environment as a result of not producing housing in transit priority areas such as the Project Site, the lack of housing production creates deleterious economic effects on individuals and families burdened by high housing costs, as well as the local economy.

> "Not only has the lack of new home construction in California caused a substantial financial hardship on individuals renting or purchasing homes, but the state's overall economy has suffered as well.
>
> A study by the well-respected McKinsey Global Institute found that due to the state's housing shortage, California's economy loses over $140 billion per year in economic output.
>
> Included is an estimated loss of over $50 billion per year in consumer consumption due to the state's high cost of housing. When people are spending a substantial portion of their paychecks on rent or mortgage payments, they have less to spend elsewhere. For low-income residents, this often means that income that would ordinarily be spent on basic necessities like food and clothing is redirected towards housing costs.
>
> The lack of housing construction also eliminates the economic ripple effect that accompanies new home production. Architects, plumbers, roofers, and realtors are a small sampling of the numerous professions which stand to benefit from new housing development. According to the report, lost construction activity in California costs the economy over $90 billion per year.
>
> In contrast, when homes are being built at a robust pace, a thriving housing construction industry has shown to be a considerable economic driver. A study funded by the California Homebuilding Foundation found that the industry's most recent peak came in 2005 with new home construction supporting over 486,000 jobs."[5]

The lack of housing production also causes harmful health effects on people. It is well known that Angelenos face overcrowded housing conditions. "Among the 25 biggest metropolitan areas in America, L.A. has the highest percentage of overcrowded homes, according to 2019 data from the U.S. Census Bureau. Eleven percent of L.A. homes are considered overcrowded, compared with about 6% in New

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[4] See 5th Cycle Annual Progress Report Permit Summary updated October 6, 2020 at https://www.hcd.ca.gov/community-development/housing-element/index.shtml accessed December 30, 2020.

[5] See "*The economic consequences of California's housing crisis*," J. Montejano, The Orange County Register, June 20, 2019 available at https://www.ocregister.com/2019/06/20/the-economic-consequences-of-californias-housing-crisis/#:~:text=A%20study%20by%20the%20well,state's%20high%20cost%20of%20housing accessed December 31, 2020.

York and the Bay Area."[6] Overcrowded conditions constitute one of the factors exacerbating the pandemic conditions in Southern California. "An analysis published in June in the Journal of the American Medical Assn. found that the odds of falling sick from the coronavirus were not significantly affected by the poverty rate or density of a person's neighborhood but clearly increased as overcrowding increased. A cramped home may have nowhere for an infected person to isolate to prevent others from falling ill."[7]

The dramatic recent increase in homelessness in the City[8] provides further evidence of the need for more housing. The massive net domestic migration out of California in recent years is an additional indicia of the lack of housing production in our state. During 2010 to 2019 alone, California's net domestic migration, excluding international migration, was sharply negative: over 910,000 more Californians left than moved to the state.[9] These US Census numbers do not reflect the migration out of state during the pandemic, and particularly out of the high-cost areas of the City.

> "The California dream has been fading for a long time, and people have been voting with their feet.
>
> In the last few years, the exodus has accelerated, with tens of thousands more people leaving than moving in.
>
> The COVID-19 pandemic has prompted even more people to give up on the state, experts say. Some have retreated to their hometowns elsewhere because they lost their livelihoods. Others are taking advantage of working remotely to escape the state's high housing prices and long commutes.
>
> In the fiscal year that ended in July, Los Angeles County had by far the greatest net loss due to migration of any California county — more than 74,000 people, according to state demographers. Some moved to nearby areas with lower costs of living; others ventured farther or left the state altogether."[10]

Surely, the demonstrated high housing costs driven in part by the documented failure to produce housing is a critical factor in the documented outward migration of California residents, and Angelenos in

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[6] See "*L.A. was uniquely vulnerable to this COVID catastrophe. Here is what went wrong*," S. Karlamangla, R. Lin II, Los Angeles Times, December 28, 2020 available at https://www.latimes.com/california/story/2020-12-28/why-covid-19-cases-have-spread-wildly-in-l-a accessed December 30, 2020.

[7] Id.

[8] "Within LA city limits, the number of people experiencing homelessness is 41,290, a 14.2% increase over last year." See "*Homelessness In Los Angeles County Rises Sharply*," NPR, June 12, 2020, https://www.npr.org/2020/06/12/875888864/homelessness-in-los-angeles-county-rises-sharply accessed December 31, 2020.

[9] U.S. Census Bureau, State Population Totals and Components of Change: 2010-2019, Population Estimates, Population Change, and Components of Change, Cumulative Estimates of the Components of Resident Population Change for the United States, Regions, States, and Puerto Rico: April 1, 2010 to July 1, 2019 (NST-EST2018-04) https://www.census.gov/data/tables/time-series/demo/popest/2010s-state-total.html accessed December 30, 2020.

[10] See "*California exodus intensifies as retirees, teachers, musicians seek cheaper, less-crowded pastures*," S. Lai, Los Angeles Times, January 12, 2021 at https://www.latimes.com/california/story/2021-01-12/california-exodus-intensifying-retirees-musicians-teachers-actors accessed January 13, 2021.

particular. Taken together, there is a tremendous need for housing in the City. The conditions proposed by CMHA would result in the increased cost of providing housing and lowering the density of housing, impermissible under the HAA.[11]

III. HAA

A. HAA Applies Here

The HAA, Gov. Code § 65589.5 et seq., applies to the Project. The conditions proposed by the CMHA would result in the increased cost of providing housing and lowering the density of housing; a decision that would add CMHA conditions is impermissible under the HAA.[12] Per the HAA, the Project "shall be deemed consistent, compliant, and in conformity with an applicable plan, program, ordinance, standard, requirement, or similar provision if there is substantial evidence *that would allow a reasonable person to conclude* that" the Project "is consistent, compliant, or in conformity."[13] The City has given no written notice of non-compliance explaining any inconsistencies within the required 30 days of deeming the application complete.[14] Here, **a reasonable person would conclude that the Project is consistent, compliant, and in conformity with the objective standards of applicable City land use plans, programs, ordinances and regulations**. In fact, the CMHA appellants never even claim that the Project is not in conformance with any objective standard of applicable City land use plans, programs, ordinances and regulations. After all, the City's own LOD, including its findings to approve the Project, demonstrate the Project's consistency with the general plan and zoning.[15] The Project is also designed to comply with all General Plan, Los Angeles Municipal Code ("LAMC"), and TOC development standards applicable to the Project Site, including setback, height, and floor area ratio.[16] Moreover the Project is consistent with the TOC Affordable Housing Incentive Program Guidelines to provide housing with incentives within a one-half mile radius of a Major Transit Stop. Here, the Project is located at the intersection of a Major Transit Stop in compliance with the TOC Guidelines.

The CMHA appeal seeks to impose conditions on the TOC-compliant Project that would impermissibly reduce its density for subjective reasons, such as neighborhood compatibility or character.[17] If the City grants the appeal to change the conditions pursuant to the whims of the CMHA appellants, the City risks exposure to litigation should the City deny the Project or take any action to reduce its density in violation of the HAA.

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[11] There is an additional condition of approval in the LOD that needs modification because it impermissibly lowers the density of housing as defined by the HAA. This will be addressed later in this letter.

[12] Gov. Code § 65589.5(a).

[13] *Id.* at § 65589.5(f)(4)(emphasis added).

[14] *Id.* at § 65589.5(j)(2)(A)(i).

[15] For General Plan and zoning consistency, *see* LOD pp. 18 to 20.

[16] *See* LOD pp. 16-17.

[17] *See* Gov. Code § 65589.5(j)(1); *Honchariw v. County of Stanislaus*, 200 Cal.App.4th 1066, 1076-1077 (2011).

B. The Conditions That The CMHA Appellants Demand Would Impermissibly Reduce Density Under The HAA Because It Has "The Same Effect Or Impact On The Ability Of The Project To Provide Housing"

Under the HAA, "[w]hen a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete," a local agency cannot disapprove a project or reduce its density, unless it finds that the project would have an unavoidable impact on public health and safety.[18] This Project was "deemed complete" on January 13, 2020, when the preliminary application was submitted to the City because, per Government Code § 65589.5(h)(5), deemed complete means the applicant has submitted a preliminary application pursuant to Government Code § 65941.1. A "density reduction" is defined broadly to include **<u>any condition that has the same effect or impact on the ability of the project to provide housing</u>**.[19] Moreover, all objective development standards, conditions, and policies must be applied so as to facilitate and accommodate development at the density permitted on the Project Site.[20]

Since a reasonable person would conclude, on the basis of substantial evidence, that the Project is consistent with the City's objective general plan, zoning and development standards, the HAA "imposes a substantial limitation on the government's discretion to deny a permit." *N. Pacifica, LLC v. City of Pacifica*, 234 F.Supp.2d 1053, 1059 (N.D. Cal. 2002), aff'd sub nom. *N. Pacifica LLC v. City of Pacifica*, 526 F.3d 478 (9th Cir. 2008) (internal citation omitted). The City may not reject the Project or reduce its density based on any subjective or discretionary criteria, such as "suitability" or "compatibility." *Honchariw v. Cty. of Stanislaus*, 200 Cal.App.4th 1066, 1076, 1079 (2011). Notably, the City cannot reject the Project or impose conditions that would reduce the housing density (i.e., any condition that would have the effect or impact on the ability of the Project to provide housing) on a subjective basis.

The only grounds on which the Project could legally be rejected or conditioned under the HAA are narrow, and again must be based on standards that were in effect when the Project's application was deemed complete. Under changes enacted pursuant to the Housing Crisis Act of 2019, i.e., SB 330, deemed complete means when the preliminary zoning application was submitted. On January 13, 2020 the Applicant submitted the preliminary zoning application. On August 21, 2020 the City determined the preliminary zoning application complete even though Gov. Code § 65941.1(d)(3) does not require an affirmative determination by the City that the preliminary application is complete. In addition, on August 25, 2020 the City in its correspondence to the Applicant determined the Project's application to be complete.

Before the City could legally reject the Project or reduce its density, it would be required to demonstrate, based on a preponderance of the evidence, that the Project would cause "a significant, quantifiable, direct, and unavoidable impact" on public health or safety "based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed

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18 Gov. Code § 65589.5(k).

19 *Id.* at § 65589.5(h)(7). ("'"Lower density" includes any conditions that have the same effect or impact on the ability of the project to provide housing.")

20 *Id.* at § 65589(f)(1).

complete."[21] The City would also be required to affirmatively find that there are no feasible means of addressing such public health and safety impacts other than rejecting or reducing the size of the Project.[22] Moreover, the Legislature emphasized its expectation that "public health or safety" conditions would "arise infrequently."[23]

The City, in the LOD, has not made any findings that the Project would have any negative effects at all on public health or safety – to say nothing of a "significant," "unavoidable" impact. The CMHA appellants do not raise any argument in its appeal that there would be any negative effects at all on public health or safety, and certainly not any significant or unavoidable impacts. On the record, no such findings could credibly be made. In fact, LOD p. 18 specifically states "[t]here is no evidence that the proposed incentive[s] will have a specific adverse impact." "Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources."

In order to deny or reduce the density of a housing development project subject to the HAA, such as the Project, the City has the legal obligation to demonstrate on the preponderance of evidence that there would be "a significant, quantifiable, direct, and unavoidable impact on public health or safety."[24] Indeed, under the HAA, the CMHA's concerns are legally insufficient to support the denial or changed conditions since their appellate points would impermissibly result in lowering of the Project's density, i.e., **CMHA's appeal, if granted, would result in conditions that have the same effect or impact on the ability of the project to provide housing**, in violation of Government Code Sections 65589.5(j)(1)(A), (B), and 65589.5(h)(7). Additionally, the Project's approved Categorical Exemption, whose Notice of Exemption was already filed with the County Clerk, does not demonstrate any unavoidable impact of any kind, and there has been no identification of any unavoidable public health or safety impact based on objective, identified written public health or safety standards, policies, or conditions.[25] Therefore, the HAA prohibits the County from rejecting the Project or reducing its density. *See Honchariw*, 200 Cal.App.4th at 1081.

C. The Proposed CMHA Conditions Would Result In Impermissible Reduction of Density

As stated earlier, a "density reduction" includes **any condition that has the same effect or impact on the ability of the Project to provide housing**.[26] With respect to the CMHA appeal points, granting the appeal would impermissibly result in a density reduction, i.e., the conditions would negatively affect or impact the Project's ability to provide housing.

1. CMHA Demand for More Parking

The Project already contains a full subterranean level of parking, a handful of ground level parking spaces, and one level of above-grade parking. Requiring the provision of additional parking spaces would be

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21 Gov. Code § 65589.5(j)(1)(A).
22 *Id.* at § 65589.5(j)(1)(B).
23 *Id.* at § 65589.5(a)(3).
24 *Id.* at § 65589.5(j)(1)(A).
25 The Categorical Exemption was not appealed and any potential appeal is beyond any statute of limitations and appeal period.
26 Gov. Code § 65589.5(h)(7).

costly, and therefore increase the cost of housing.[27] Additionally, more parking would be in excess of the City's objective standards and requirements at the time the Project application was deemed complete. Requiring costly additional parking would have a negative effect on the ability of the Project to provide housing. Therefore, granting the appeal on parking would be in violation of the HAA and Housing Crisis Act of 2019. Moreover, CMHA has not demonstrated any error or abuse of discretion by the Director of Planning related to parking. As such, the CPC must deny the CMHA appeal of Condition 6C regarding parking.

2. CMHA Demand for Doubling the Northerly Setback

The C4 zone in which the Project Site is located requires zero setbacks for commercial uses, including no setback for parking or ancillary residential uses.[28] The Project exceeds the zero setback requirement by providing a minimum five foot setback at the ground level and the second level of the Project facing north. Moreover, at the third level of the building, the very large approximately 75 foot wide courtyard provides a setback of the building ranging from at least 39 feet at the narrowest to more than 55 feet to the northerly property line. These significant setbacks substantially exceed the TOC setback requirements. Starting at the third level, the two most northerly stacked units, along with all the other dwelling units, would satisfy the applicable setback requirement. Requiring greater setbacks would be in excess of the City's objective standards and requirements at the time the Project application was deemed complete.[29]

Imposition of larger setbacks would negatively impact the ability of the Project to provide housing. Units would become smaller if there would be an increase in the northerly setback. This may lead to the consolidation of units which would obviously result in fewer dwelling units, or it would lead to diminished rents for smaller units so as to potentially impair the financial viability of the Project. The setbacks comply with the TOC setback requirement and comply with applicable objective general plan and zoning standards and criteria when the Project's application was deemed complete. Moreover, CMHA has not identified any error or abuse of discretion with respect to the Director of Planning's determination regarding setbacks.

3. CMHA Demand for Lower Height

The Transitional Height Limit is 106'-2".[30] The Project's roofline is at 85 feet, with appurtenances, such as screening going up to 97'-6". Even though these appurtenances are well below the 106'-2" height limit, the LAMC allows the appurtenances to exceed the Transitional Height Limit. Additionally, the

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[27] In 2019, one survey found that the average cost of building a parking space in the Los Angeles Metropolitan area was $24,142. However, this cost excludes "items such as land acquisition, architectural and engineering fees, environmental evaluations, materials testing, special inspections, geotechnical borings and recommendations, financing, owner administrative and legal, or other project soft costs. Soft costs are typically about 15% to 20% of construction costs." *See* Parking Structure Cost Outlook for 2019, WGI, available at https://wginc.com/parking-outlook/ accessed February 26, 2021. Other studies find the cost of parking in garages much higher.

[28] *See* LAMC Section 12.16C(2). *See also* Zoning Administrator's Interpretation ZA 2004-7115(ZA) dated November 19, 2004. ("Consequently, at the ground floor of a mixed use development in the C4 Zone, required parking for residential units as well as other ancillary facilities for residential units may be located on the ground floor of the building without necessitating observance of the residential yard requirements at that level.")

[29] Gov. Code § 65589.5(j)(1).

[30] *See* LOD p. 4.

Project's rooftop height is more than twenty feet below the maximum allowable height limit. The Project's height is also less than the maximum 102 feet of the Directors Guild of America building across the street. Imposition of a lower height, as requested by CMHA, would be outside of the City's objective standards and requirements at the time the Project application was deemed complete.[31]

Requiring a lower height would impermissibly reduce the Project building envelope. If there was removal of any one of the levels from three to six there would be a loss of 13 units. As such, reduction in the number of Project dwelling units would thereby violate the HAA. Moreover, CMHA has not identified any error or abuse of discretion with respect to the Director of Planning's determination regarding height.

4. CMHA Demand for Relocation of Exhaust Shaft Locations

CMHA requests relocation of air shafts. First, the Project satisfies and exceeds all setback requirements. Second, Air Quality Management District ("AQMD") Rule 402 and California Health and Safety Code § 41700 - Nuisance require that "[a] person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public…" Regulatory compliance with AQMD Rule 402 and California Health and Safety Code § 41700 would result in no impact on nearby sensitive receptors. Currently, the CMHA residents abut a gas station with auto repair center that has a high level of vehicular traffic. The Project would install improvements in compliance with applicable regulations; remove the gas station and repair center; and substantially reduce the amount of vehicular traffic at the Project Site. These steps would represent an improvement over baseline conditions. Additionally, moving the shafts into and through the dwelling units would impact the ability to provide housing. With respect to shaft locations, the Project would be in compliance with all LAMC requirements, including the City's objective standards and requirements at the time the Project application was deemed complete.[32] Not only has CMHA failed to show error or abuse by the Director of Planning with respect to the shaft locations within the Project, it has not provided substantial evidence of an unusual circumstance with the Project's proposed shafts or venting that would cause a significant environmental impact.

5. CMHA Request for Quiet Hours

CMHA has requested quiet hours for the outdoor common open space. Currently, a 24 hour gas station exists immediately adjacent to the CMHA's condo complex. There is currently no noise attenuation preventing noise spillover from the adjacent major arterials of Sunset Boulevard and Fairfax Avenue from being heard at the CMHA's condo complex. The Project would interrupt the direct line of sight and potentially reduce high existing ambient noise levels at the CMHA property line with the Project Site. As stated on p. III-36 of the Project's Categorical Exemption, the residential open space areas "…will generate typical residential noise levels (~65 dBA [FN omtt'd.]) and will not be a source of increased noise levels as sources of live or amplified music are prohibited. The commercial use on the ground floor will be enclosed, with access via four south-facing doors, and will be separated from the residential floors by the retail parking located above it on level 2. Therefore, neither the residential nor the commercial uses will be significant sources of on-site noise. Impacts are less than significant." CMHA presents no

[31] Gov. Code § 65589.5(j)(1).
[32] Gov. Code § 65589.5(j)(1).

substantial evidence that there is an unusual circumstance showing a significant noise impact as a result of the change from a 24-hour gas station with no noise attenuation features to a well-designed mixed-use housing development project.

With respect to the requested condition to provide quiet hours at the Project Site, Project Site on-site residences would be even closer to the common open space areas compared to the CMHA condo complex's sensitive receptors. Skyview has every interest to maintain a livable and quiet noise environment so as to attract and maintain high-quality tenants at the Project Site. As such, it is not necessary to impose further conditions for "quiet hours," as the LAMC would regulate noise levels in the outdoor common open space areas. The Project complies with applicable objective general plan and zoning standards and criteria when the Project's application was deemed complete,[33] and CMHA has not raised any error or abuse of discretion made by the Director of Planning.

D. Violation Of The HAA Would Result In Significant City Liability

If the City violates the HAA, a very broad range of plaintiffs can sue to enforce the Act. The Applicant can bring an action to challenge the government's decision, but even if Skyview declines to sue, any "person who would be eligible to apply for residency" can also bring an action to enforce the Act.[34] In addition, any "housing organization" – defined as any "trade or industry group whose local members are primarily engaged in the construction or management of housing units or a nonprofit organization whose mission includes providing or advocating for increased access to housing for low-income households and have filed written or oral comments with the local agency prior to action on the housing development project" – can challenge an improper project disapproval or improper conditioning that results in lower density.[35]

In any litigation to enforce the HAA, it would be the City, not the challenger, who would bear the burden of proof, and recent reforms to the Act heighten the City's burden, and significantly increase the City's monetary liability for violating the Act. Under the revised Act effective January 1, 2018, any local government that disapproves a housing development project or reduces its density must now meet a more demanding "preponderance of the evidence" standard – rather than the more deferential "substantial evidence" standard – in proving that it had a permissible basis under the Act to reject the Project.[36] As seen with Judge Chalfant's recent decision reversing the City's denial of the *District Square* housing development project, there is a high bar for the City to deny or impose a lower density on a housing development project, such as the Project. Moreover, the benefit of the doubt is resolved in favor of the challenger, because the Legislature has instructed courts to resolve all doubts in favor of promoting, rather than obstructing, the production of housing.[37]

Under the Act, if the City fails to prove that it had a valid basis to reject the Project or reduce its density, the court *must* issue an order compelling compliance with the Act, and any local government that fails to

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33 *Id.*

34 *Id.* at § 65589.5(k)(1).

35 Gov. Code § 65589.5(k)(1)(A); *Id.* at (k)(2).

36 *Id.* at § 65589.5(j)(1).

37 *Id.* at § 65589.5(a)(2)(L)("It is the policy of the state that … [the HAA] should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing.")

comply with such order within 60 days must be fined **a minimum of $10,000 per housing unit** and may also be ordered directly to approve the project.[38] If a local agency acts in bad faith when rejecting a housing development, the applicable **fines must be multiplied by five**.[39] The reformed Act also makes attorney's fees presumptively available to prevailing plaintiffs.[40] **For this 62-unit project, the applicable fines could be between $620,000 and $3.1 million, all before considering the City's obligation to pay the attorney's fees of any plaintiff forced to bring suit to enforce the HAA.**

Recently, several jurisdictions have been found liable for violating the HAA in comparable circumstances, such as the City in the *District Square* case, and were forced to pay the prevailing attorney's fees. See, e.g., *S.F. Bay Area Renters Federation v. Berkeley City Council*, No. RG16834448 (Alameda Cty. Sup. Ct. July 21, 2017); *S.F. Bay Area Renters Federation v. City of Sausalito*, No. CIV1704052 (Marin Ct. Sup. Ct. Apr. 20, 2018). In the last two cases, the HAA lawsuits were initiated and successfully prosecuted by a third-party housing organization, rather than the project applicant. To protect against a similar challenge in this case, Skyview requests the CPC deny the CMHA's appeal.

Here, the Project would provide a number of benefits, including: activation of Fairfax Avenue and Sunset Boulevard with streetscape improvements and open space; balconies and decks for all Project residents to enjoy; a net reduction in vehicular trips; creation of hundreds of construction jobs; a substantial increase in property tax revenue; and closure of several driveways that would enhance the pedestrian experience.

We look forward to working with the City to ensure that the Project remains viable so that it can help meet California's critical need for new housing opportunities. We request denial of the appeal.

Sincerely yours,

HOLLAND & KNIGHT LLP

Ryan M. Leaderman

cc: Lisa Webber
Kevin Keller
David Woon
Daniel Taban
Jonathan Yang
Alex Irvine

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38 *Id*. at § 65589.5(k).
39 *Id*.
40 *Id*. at § 65589.5(k)(1)(A).

RC HOMES, INC.
1800 S. BRAND BLVD., SUITE 203
GLENDALE, CA 91204

August 24, 2020

Hollywood Hills West Neighborhood Council
7095 Hollywood Blvd, Suite 1004
Los Angeles, California 90028

RE: **7901 Sunset Blvd**
Letter of Support

To whom it may concern:

I am a property owner on Fairfax Avenue one-half block south of the proposed project at the corner of Sunset and Fairfax. I wish to express my full support of the project as designed. We are in a middle of a housing crisis and this project will bring high quality market rate and affordable units into the neighborhood. The architecture is attractive and height is appropriate for a project at this intersection.

Feel free to contact me with any questions.

Best,

matthew livingston

Matthew Livingston

salonrepublic

September 29, 2020

Hollywood Hills West Neighborhood Council
7095 Hollywood Blvd, Suite 1004
Los Angeles, California 90028

RE: **Sunset/Fairfax**
Letter of Support

To whom it may concern:

Salon Republic is a major employer with a salon studio at 8000 Sunset Blvd, 3 blocks west of the proposed development of a 62-unit mixed-use building at Sunset/Fairfax. We have over 100 stylists who work from this location and are in desperate need of more housing options near job centers. We are in a middle of a housing crisis and this project will bring high quality market rate and affordable housing into the neighborhood.

I wish to express my full support of the project as designed.

Feel free to contact me with any questions.

Sincerely,

Robert Stannard
SVP – Real Estate

22144 clarendon street, suite 100, woodland hills, ca 91367 | Direct: (805) 433-3964 | Email: robert.stannard@salonrepublic.com