

II. Responses to Comments

II. Responses to Comments

A. Introduction

Sections 21091(d) and 21092.5 of the Public Resources Code and CEQA Guidelines Section 15088 govern the lead agency's responses to comments on a Draft EIR. CEQA Guidelines Section 15088(a) states that "[T]he lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments that were received during the notice comment period and any extensions and may respond to late comments." In accordance with these requirements, this section of the Final EIR provides the responses prepared by the City of Los Angeles Department of City Planning (City) to each of the written comments received regarding the Draft EIR.

Section II.B, Matrix of Comments Received on the Draft EIR, includes a table that summarizes the environmental issues raised by each commenter regarding the Draft EIR. Section II.C, Topical Responses, includes topical responses that address commonly raised topics during the public comment period. Section II.D, Response to Comments, provides the City's responses to each of the written comments raised in the comment letters received on the Draft EIR. Copies of the original comment letters are provided in Appendix FEIR-1 of this Final EIR.

II. Responses to Comments

B. Matrix of Comments Received On the Draft EIR

Table II-1
Matrix of Comments Received On the Draft EIR

LETTER No.	COMMENTS	EXECUTIVE SUMMARY	PROJECT DESCRIPTION	ENVIRONMENTAL SETTING	AESTHETICS	AIR QUALITY	GREENHOUSE GAS EMISSIONS	CULTURAL RESOURCES	HYDROLOGY AND WATER QUALITY	LAND USE AND PLANNING	NOISE	POLICE PROTECTION	FIRE PROTECTION	SCHOOLS	PARKS AND RECREATION	TRANSPORTATION/TRAFFIC	WATER SUPPLY AND INFRASTRUCTURE	ALTERNATIVES	GENERAL/OTHER	SUPPORT
STATE AND REGIONAL																				
1	Scott Morgan, Director State Clearinghouse and Planning Unit Governor's Office of Planning and Research State of California 1400 Tenth St. P.O. Box 3044 Sacramento, CA 95812-3044																		X	

Table II-1 (Continued)
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2	Dianna Watson IGR/CEQA Branch Chief District 7—Office of Regional Planning Department of Transportation 100 S. Main St., MS 16 Los Angeles, CA 90012-3606															X				
3	Elizabeth Carvajal Transportation Planning Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza, MS 99-23-4 Los Angeles, CA 90012-2952															X				
4	Jillian Wong, Ph.D. Planning and Rules Manager Planning, Rule Development & Area Sources South Coast Air Quality Management District 21865 Copley Dr. Diamond Bar, CA 91765-4178					X														

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ORGANIZATIONS																				
5	Tom Williams Citizens Coalition for a Safe Community 4117 Barrett Rd. Los Angeles, CA 90032-1712	X	X					X	X	X						X		X	X	
6	Adrian Scott Fine Director of Advocacy Los Angeles Conservancy 523 W. Sixth St., Ste. 826 Los Angeles, CA 90014-1248							X											X	
7	Marshall Long Land Use Chair Sherman Oaks Homeowners Assn. P.O. Box 5223 Sherman Oaks, CA 91413-5223					X					X					X			X	
8	Ron Ziff 1st Vice President and Acting President Sherman Oaks Neighborhood Council P.O. Box 5721 Sherman Oaks, CA 91413-5721				X			X		X						X		X	X	

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INDIVIDUALS																				
9	Genevieve Alexander genalexander13@gmail.com																		X	
10	Genevieve Alexander genalexander13@gmail.com																		X	
11	Virginia Alexander veealexander@sbcglobal.net					X					X					X			X	
12	Virginia Alexander veealexander@sbcglobal.net																		X	
13	Diane Bancroft dianeesq@aol.com																		X	
14	Wendy M. Brogin, AICP 5043 Matilija Ave. Sherman Oaks, CA 91423-1237															X			X	
15	Wendy M. Brogin, AICP 5043 Matilija Ave. Sherman Oaks, CA 91423-1237																		X	

Table II-1 (Continued)
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16	Wendy M. Brogin, AICP David Brogin 5043 Matilija Ave. Sherman Oaks, CA 91423-1237	X	X	X	X			X		X		X	X	X	X	X		X	X	
17	Holly Brown holredd@yahoo.com					X					X	X	X			X			X	
18	Patty Burnstein daminisue@gmail.com															X			X	
19	Tom Capps 5101 Mammoth Ave. Sherman Oaks, CA 91423-1323															X		X	X	
20	Kristi Clainos kclainos@hotmail.com															X			X	
21	Alan & Kathleen Crow crowfamily@earthlink.net				X											X			X	X
22	Sandra DeBear mamasan111@icloud.com																		X	
23	Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031-0377								X											

Table II-1 (Continued)
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24	Jonathan Eldridge ceqacheck@gmail.com																			X
25	Susan Emmanule zsuzsupetals@gmail.com																		X	
26	Deborah J. Fils 4859 Matilija Ave. Sherman Oaks, CA 91423-2422																		X	
27	Deborah J. Fils 4859 Matilija Ave. Sherman Oaks, CA 91423-2422					X										X			X	
28	Heather Forziati 4853 Calhoun Ave. Sherman Oaks, CA 91423-2305	X	X					X	X	X						X		X	X	
29	Richard Gasparian richardgasparian@gmail.com																		X	
30	Mr. & Mrs. Larry Gelman 5121 Greenbush Ave. Sherman Oaks, CA 91423-1507																		X	

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31	Thomas Gerety 5339 Norwich Ave. Sherman Oaks, CA 91411-3911																		X	
32	James A. Goldschlager Janet E. Loftis 14007 Morrison St. Sherman Oaks, CA 91423-1940		X									X	X			X	X		X	
33	Alexandra Gross alexagross@hotmail.com																		X	
34	Alexandra Gross alexagross@hotmail.com																		X	
35	Richard Guy richardgguy@gmail.com															X			X	
36	Les Hartzman 5419 Columbus Ave. Sherman Oaks, CA 91411-3512					X					X	X	X			X			X	
37	Jeanette & Brian Hirsch jlresnik@hotmail.com																		X	

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38	Sheri Hooper-Gross 14024 Hesby St. Sherman Oaks, CA 91423-1220					X					X					X			X	
39	Lindsay Howard Partner, Television Literary APA 405 S. Beverly Dr. Beverly Hills, CA 90212-4416												X	X					X	
40	Mary Ann Jacobson 4830 Calhoun Ave. Sherman Oaks, CA 91423-2306																		X	
41	Kristi Jerome kclainos@hotmail.com																		X	
42	Tom Jones 5050 Matilija Ave. Sherman Oaks, CA 91423-1238													X		X	X		X	
43	Tom Jones 5050 Matilija Ave. Sherman Oaks, CA 91423-1238													X		X			X	

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44	Tom Jones 5050 Matilija Ave. Sherman Oaks, CA 91423-1238	X												X					X	
45	Beverly Katz akatz24@aol.com										X					X			X	
46	Craig & Jessica Kief ckdp@craigkief.com																		X	
47	Carol Koplan clkoplan@earthlink.net																		X	
48	Jean Lang langje14@gmail.com															X			X	
49	Christopher Le Crenn 4955 Murietta Ave. Sherman Oaks, CA 91423-1911															X			X	
50	Annie Le Vantine aalevantine@aol.com					X					X	X	X			X			X	
51	Sung-Jae Lee 14018 Addison St. Sherman Oaks, CA 91423-1216																		X	

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52	Allison Leo allileo1@yahoo.com																		X	
53	Barbara Levy 14026 Hartsook St. Sherman Oaks, CA 91423-1212																		X	
54	Mikie Maloney 14214 Hortense St. Sherman Oaks, CA 91423-2705																		X	
55	Mikie Maloney 14214 Hortense St. Sherman Oaks, CA 91423-2705				X											X			X	
56	Sara and Patrick McGowan 4726 Katherine Ave. Sherman Oaks, CA 91423-2309				X							X	X	X	X				X	
57	Sharon & Ronald Mitsuyasu rmitsuya@ucla.edu																		X	
58	Manuel Morden S.E. 13931 Branton Pl. Sherman Oaks, CA 91423-1203	X																	X	

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59	Beverly Nemetz bevnemetz@pacbell.net																		X	
60	Renee O'Loughlin 4733 Katherine Ave. Sherman Oaks, CA 91423-2308													X		X	X		X	
61	Renee O'Loughlin 4733 Katherine Ave. Sherman Oaks, CA 91423-2308																		X	
62	David Orr david@david-orr.com																		X	
63	Viviana D. Ramirez 4815 Stansbury Ave. Sherman Oaks, CA 91423-2317															X			X	
64	Sally Ray 8th Ray Design 12734 Branford St., Ste. 1 Arleta, CA 91331-4241					X					X					X			X	
65	Dale Ruddiman communitytoday@gmail.com					X						X		X		X	X		X	

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66	Patti Russo pattirusso@att.net																		X	
67	Leda & Steve Shapiro ledas@pacbell.net																		X	
68	Kimberley Smith-Brown Joyce Davis Smith 4834 Stansbury Ave. Sherman Oaks, CA 91423-2318	X																	X	
69	Nancy Sogian 14014 Hartsook St. Sherman Oaks, CA 91423-1212					X					X					X			X	
70	Marcia Starr marciabradley1979@yahoo.com																		X	
71	Marita Swenson 5016 Ranchito Ave. Sherman Oaks, CA 91423-1226															X			X	
72	Trúc Tang Sung-Jae Lee, Ph.D. 14018 Addison St. Sherman Oaks, CA 91423-1216				X							X				X	X		X	

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73	Trúc Tang 14018 Addison St. Sherman Oaks, CA 91423-1216																		X	
74	Trúc Tang 14018 Addison St. Sherman Oaks, CA 91423-1216																		X	
75	Alex Thompson 4817 Calhoun Ave. Sherman Oaks, CA 91423-2305		X	X	X			X		X						X			X	
76	Blair Thompson 4817 Calhoun Ave. Sherman Oaks, CA 91423-2305		X	X	X			X		X		X	X	X	X	X			X	
77	Loren & Blair Thompson 4817 Calhoun Ave. Sherman Oaks, CA 91423-2305		X	X	X			X		X		X	X	X	X	X			X	
78	Lane Townsend lanetownsend@gmail.com																		X	
79	Kevin & RoseMary Trantow thetrantows@gmail.com					X					X					X			X	

Table II-1 (Continued)
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80	Alyse Wax 4801 Murietta Ave. Sherman Oaks, CA 91423-1910															X			X	
81	Brian Weisberg brianweisberg@me.com																		X	
82	Leslie L. White 14018 Hesby St. Sherman Oaks, CA 91423-1220				X					X						X				
83	CaroleJean Willis 5811 Woodman Ave., Apt. 4 Valley Glen, CA 91401-4465																		X	
84	Gregory Wright 14161 Riverside Dr., Unit 3 Sherman Oaks, CA 91423-2363				X	X					X					X			X	
85	Wendy M. Brogin, AICP 5043 Matilija Ave. Sherman Oaks, CA 91423-1237																		X	
86	Marcy McCusker Sporman 13823 Riverside Dr., #3 Sherman Oaks, CA 91423-2426																		X	

II. Responses to Comments

C. Topical Responses

Topical Response No. 1: Reduced Alternative 5

As detailed in the responses to comments below, several comments on the Draft EIR raise concerns regarding the size and mass of the Project, particularly as viewed from Riverside Drive and Hazeltine Avenue. In addition, an alternative to the Project was suggested by the Sherman Oaks Neighborhood Council, as part of their comment letter (Comment Letter No. 8), wherein the proposed open space areas of the Project would be reorganized and maximized.

As set forth in CEQA Guidelines Section 15204, “In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects.” In accordance with CEQA and in response to comments on the Draft EIR and input from the community, Alternative 5, the Reduced Density and Square Footage Alternative, presented in the Draft EIR is further considered and evaluated in this Final EIR in order to further reduce potential environmental effects, and to address many of the comments received on the Draft EIR. Other changes suggested by the community have also been incorporated into Alternative 5. Alternative 5, as evolved during the public review process, is referred to herein as Reduced Alternative 5. Provided below is an overview of the Project and a description of Reduced Alternative 5.

a. The Project

The Project proposes the development of 298 multi-family residential units and 39,241 square feet of neighborhood-serving commercial uses. These uses are proposed to be provided within three new buildings referred to as Buildings A, B, and C. The Project also proposes to rehabilitate the existing Sunkist Building, including renovation of the lobby and atrium and modification to the building entrance. In addition, the Project proposes to provide a total of 1,345 parking spaces for the existing Sunkist Building to remain and the proposed uses within a new parking structure located to the east of the Sunkist Building (fronting Hazeltine Avenue) and two levels of below-grade parking within the northern and western portions of the Project Site. The Project includes 359,795 square feet of new floor

area for a total of 486,469 square feet of floor area within the Project Site (including the existing Sunkist Building that would remain).

Building A would be located on the northeastern portion of the Project Site, at Riverside Drive and Hazeltine Avenue. Building A includes five above-grade levels. The entirety of the proposed neighborhood-serving commercial use (39,241 square feet) and 120 multi-family residential units are proposed within Building A. The neighborhood-serving commercial uses are proposed to be located on the first level of Building A, while the residential uses are proposed on Levels 2 through 5. Building A includes a landscaped rooftop garden. Building A comprises 165,984 square feet of floor area with a maximum building height of 74.5 feet (or 63 feet as measured from the first floor slab to the top of the parapet).

Building B would be located within the northwestern portion of the Project Site, adjacent to Building A, near Riverside Drive and Calhoun Avenue. Building B consists of five above-grade levels and includes 120 multi-family residential units. Building B also includes a residential rooftop courtyard that includes a swimming pool and spa. Building B comprises 135,187 square feet of floor area with a maximum height of 60.5 feet (or 56 feet as measured from the first floor slab to the top of the parapet).

Building C would be located within the western portion of the Project Site, directly west of the Sunkist Building, along Calhoun Avenue. Building C ranges from two to four stories and includes 58 multi-family residential units. A maximum height of 59 feet (43 feet 6 inches as measured from the first floor slab to top of parapet) is proposed for Building C. Building C also includes a landscaped rooftop garden on the upper level.

A six-level parking structure is proposed at the eastern portion of the Project Site, directly east of the existing Sunkist Building, along Hazeltine Avenue. The parking structure consists of four above-grade levels and two below-grade levels with a maximum height of 50 feet 9 inches. Approximately 563 parking spaces are proposed to be provided within the parking structure. The remaining parking spaces are proposed within two levels of below-grade parking within the northern and western portions of the Project Site.

(1) FAR and Setbacks

Upon completion of the Project, the Project Site would be comprised of two contiguous ground lots. Lot 1, comprised of 121,379 square feet, includes generally the southern portion of the Project Site, encompassing the existing Sunkist Building and the proposed parking structure. Upon completion of the Project, Lot 1 would include 126,674 square feet of floor area associated with the existing Sunkist Building, resulting in a floor area ratio (FAR) of 1.05:1. This FAR would be below the permitted FAR of 1.5:1 under the proposed C2-1L zoning for this portion of the Project Site. Lot 2, comprised of the

remaining 240,150 square feet of the Project Site, would include 359,795 square feet of floor area with a total FAR of 1.5:1. This FAR would be below the permitted FAR of 3:1 under the proposed RAS3-1L zoning for this portion of the Project Site.

Within Lot 1, the front yard, side yard, and rear yard of the Sunkist Building are proposed to have a 21-foot setback. The proposed parking structure includes a 10-foot setback in the front yard, an 11-foot setback in the side yard, and a 16-foot setback in the rear yard. Within Lot 2, Building A includes a 10-foot front yard setback, a 5-foot side yard setback, and a 35-foot rear yard setback. Building B includes a 10-foot front yard setback, a 15-foot side yard setback, and a 35-foot rear yard setback. To provide a greater buffer to the residential neighborhood across Calhoun Avenue, Building C includes a 26-foot front yard setback, 20-foot side yard setback, and a 35-foot rear yard setback. The proposed setbacks for all buildings meet or exceed the setback requirements specified in the Los Angeles Municipal Code (LAMC).

(2) Access and Circulation

Vehicular access to the Project Site is proposed to be provided via Riverside Drive on the north and Hazeltine Avenue on the east. Pedestrian access to the Project Site is proposed to be available from Riverside Drive and Hazeltine Avenue.

(3) Landscaping, Open Space, and Recreational Amenities

The Project includes approximately 191,991 square feet (4.41 acres) of common open space areas, including rooftop gardens within Buildings A, B, and C, of which approximately 74,074 square feet would be landscaped. Approximately 107,793 square feet of the total common open space area is proposed to be accessible for public use. Approximately 13,150 square feet of private open space is proposed. The new public open space areas include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area within the southern portion of the Project Site is also proposed to provide access to the LA River walk.

Indoor amenities for the residential uses include lobbies, lounge, fitness center, recreation room, and bicycle storage areas. Outdoor recreational amenities for the residential uses include a pool and spa, and rooftop gardens and courtyards. All residential amenities within the buildings would be shared and would be fully accessible by Project residents.

b. Alternative 5

(1) Draft EIR Alternative 5

Alternative 5, the Reduced Density and Square Footage Alternative, as presented in the Draft EIR, proposes a reduction in the number of residential units and commercial area compared to the Project. Specifically, the number of multi-family residential units would be reduced from 298 units to 278 units and the proposed neighborhood-serving commercial uses would be reduced from approximately 39,241 square feet to 27,414 square feet. In total, Alternative 5 involves the development of approximately 424,775 square feet of floor area (including the approximately 126,674-square-foot Sunkist Building) compared to the Project's approximately 486,469 square feet of floor area. With the reduction in the floor area, the FAR for the Project Site under Alternative 5 was reduced from 1.5:1 to 1.24:1.

The multi-family residential and neighborhood-serving commercial uses proposed under Alternative 5 would be provided within three new buildings, similar to the Project. The heights of the buildings would be similar to the buildings of the Project (60.5 feet to 74.5 feet). Parking and access for Alternative 5 would be similar to the Project. In addition, Alternative 5 includes the approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area within the southern portion of the Project Site that would provide for access to the LA Riverwalk, as proposed by the Project, as well as an additional public plaza just west of the building proposed along the northeast portion of the Project Site.

(2) Reduced Alternative 5

As previously discussed, in response to comments on the Draft EIR and input from the community, Alternative 5 is further considered and evaluated in this Final EIR in order to further reduce potential environmental effects, and to address many of the comments received on the Draft EIR.

Based on comments received on the Draft EIR, Reduced Alternative 5 further reduces the number of multi-family residential units proposed by Alternative 5 from 278 units to 249 units. While the neighborhood-serving commercial area is increased slightly from 27,414 square feet to 27,470 square feet, this continues to be a reduction from the Project's proposed commercial area of 39,241 square feet. In total, Reduced Alternative 5 would involve the development of up to 287,924 square feet of new floor area (not including the 126,674-square-foot Sunkist Building to remain) and a total floor area of 414,598 square feet when including the Sunkist Building. Comparatively, Alternative 5 would include up to 298,101 square feet of new floor area with a total floor area of 424,775 square feet. A conceptual plot plan of Reduced Alternative 5 is provided in Figure II-1 on page II-20. In addition, conceptual building elevations and renderings of Reduced Alternative 5 are included in Figure II-2 through Figure II-11 on pages II-21 through II-30.

LEGEND
 PASSANGER PICK
 UP/DROP-OFF

WEST PARKING STRUCTURE
 3 STORIES TYPE I, 1.5 BELOW GRADE
 AND 3 ABOVE GRADE PARKING

1 SITE PLAN
 SCALE: 1/32" = 1'-0"

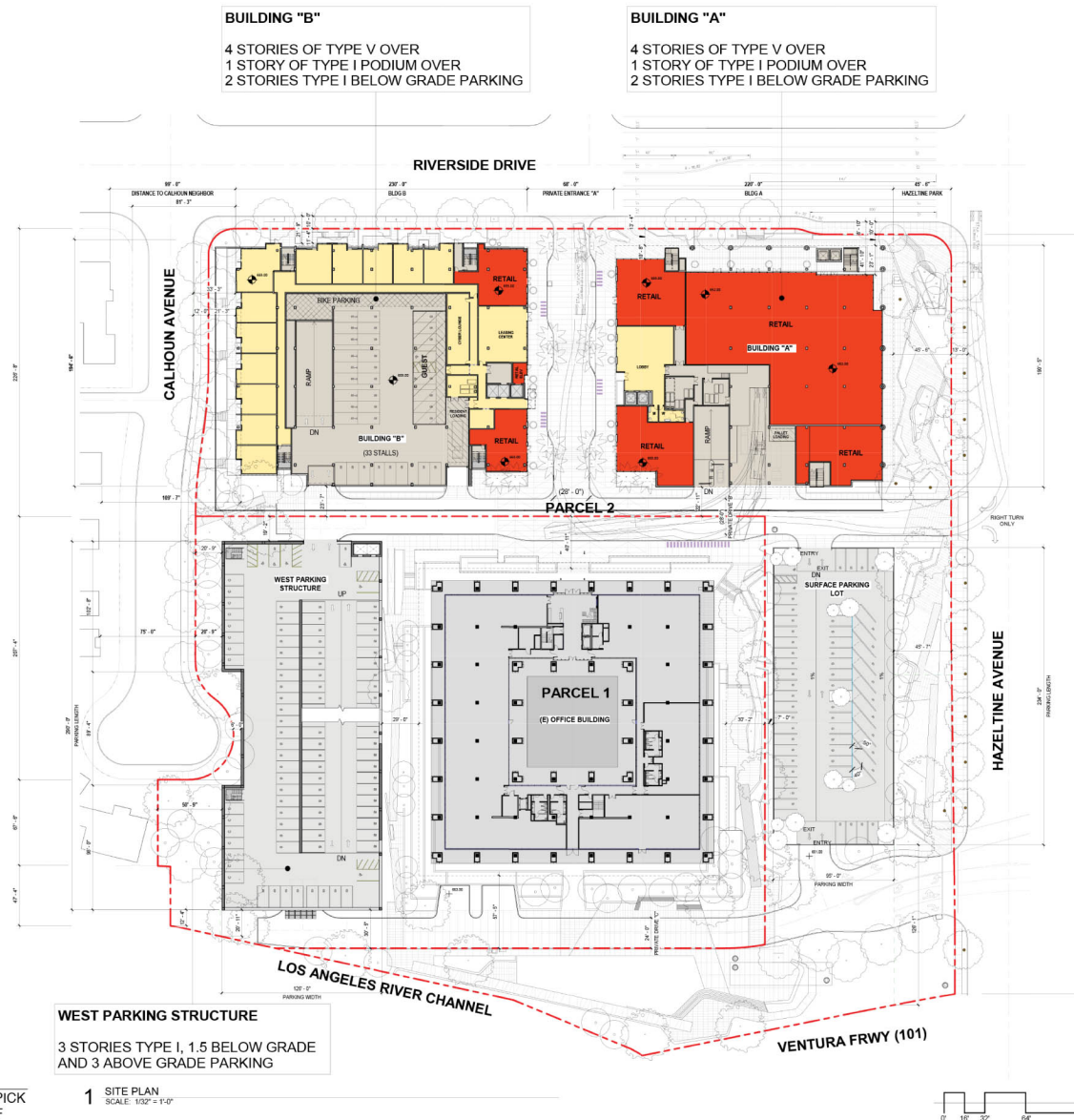
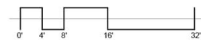
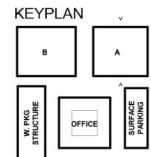
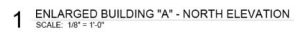


Figure II-1
 Reduced Alternative 5 Conceptual Plot Plan



Source: Johnson Fain, 2018.



2 ENLARGED BUILDING "B" - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



1 ENLARGED BUILDING "B" - NORTH ELEVATION
SCALE: 1/8" = 1'-0"

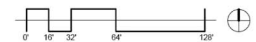
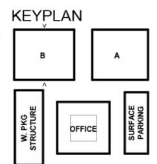
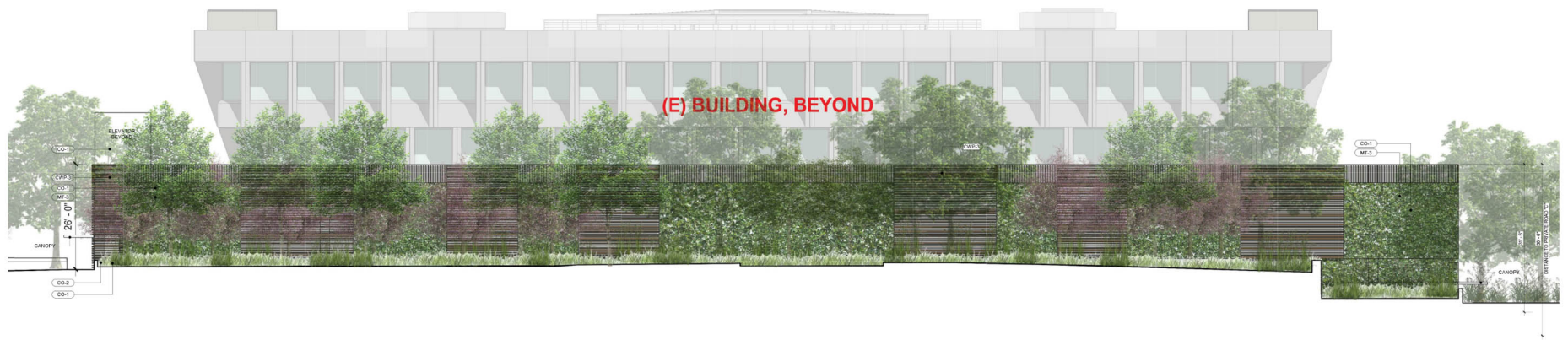


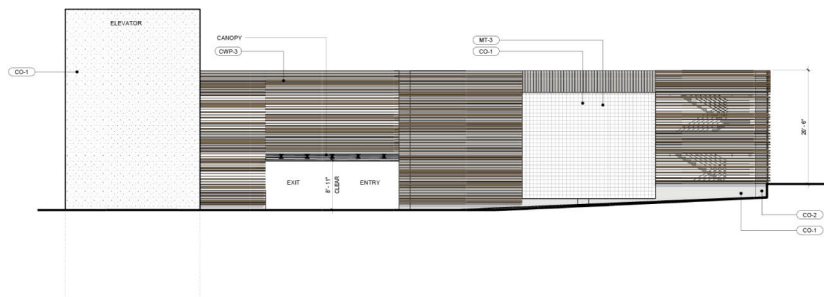
Figure II-4
Reduced Alternative 5 - Building B North-South Elevations



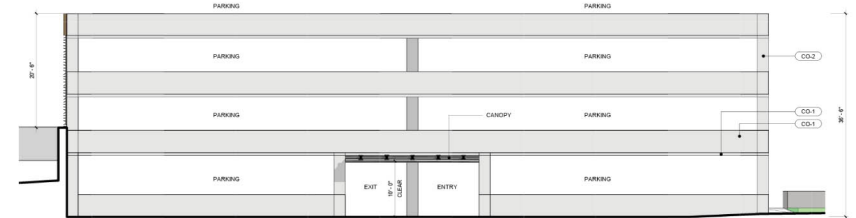
Figure II-5
Reduced Alternative 5 - Building B East-West Elevations



3 WEST ELEVATION @ W. PARKING
SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION @ W. PARKING
SCALE: 1/8" = 1'-0"



1 SOUTH ELEVATION @ W. PARKING
SCALE: 1/8" = 1'-0"

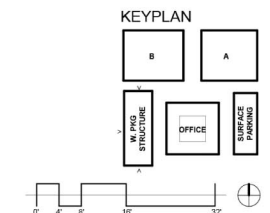
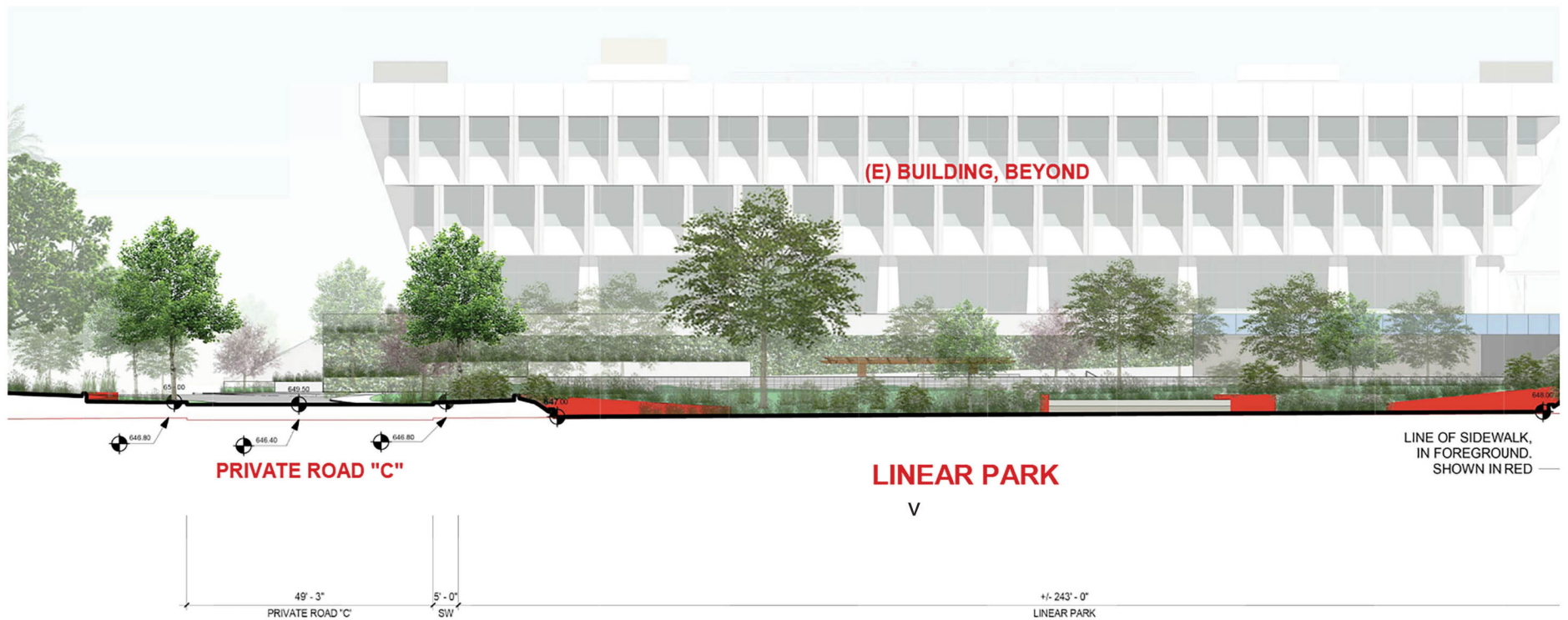


Figure II-6
Reduced Alternative 5 - West Parking Elevation



2 HAZELTINE AVE. ELEVATION

SCALE: 1/16" = 1'-0"

Figure II-7
Reduced Alternative 5 - Hazeltine Parkway Elevation



Figure II-8
Reduced Alternative 5 Rendering - Corner of Riverside Drive and Hazeltine Avenue



Figure II-9
Reduced Alternative 5 Rendering - Along Riverside Drive



Figure II-10
Reduced Alternative 5 Rendering - Along Hazeltine Avenue



Figure II-11
Reduced Alternative 5 Rendering - Along Calhoun Avenue

As illustrated in Figure II-1 on page II-20, to further address comments on the Draft EIR regarding the massing of the Project, the proposed residential uses would be provided in only two buildings (Building A and Building B). Building C proposed along Calhoun Avenue would be removed as part of Reduced Alternative 5. Building A would remain on the northeastern portion of the Project Site, at Riverside Drive and Hazeltine Avenue, and Building B would remain within the northwestern portion of the Project Site, adjacent to Building A, near Riverside Drive and Calhoun Avenue. The heights of the buildings under the Reduced Alternative 5 would be similar to the Project and Alternative 5. Specifically, Building A would remain at 74.5 feet and Building B would remain at 60.5 feet.

Reduced Alternative 5 would require 798 parking spaces. Reduced Alternative 5 would exceed the parking requirements of the LAMC and would provide 1,141 parking spaces to adequately serve the proposed uses. As shown in Figure II-1, parking has been redesigned compared to Alternative 5 and would be provided in three separate parking facilities instead of two parking facilities. Specifically, the six-level parking structure (four above-grade levels and two subterranean levels) proposed along Hazeltine Avenue has been relocated to the western portion of the Project Site, west of the Sunkist Building, along Calhoun Avenue, and reduced to five levels (three above-grade levels and two subterranean level) with rooftop parking. However, due to the sunken grade along the western portion of the Project Site, only two parking levels would be visible from the Calhoun Avenue residences located across the street from the Project Site. In addition, a surface parking lot is now proposed east of the Sunkist Building to serve mainly the neighborhood serving commercial uses proposed within Buildings A and B. The parking structure located west of the Sunkist Building would provide 477 parking spaces and would primarily serve the Sunkist Building (in addition to 39 stalls located below the Sunkist Building). The remaining spaces would be provided within the proposed surface parking lot and in two subterranean parking levels provided below Building A and Building B.

As measured from grade at Calhoun Avenue, the parking structure would be 37.5 in height and would be lower than the parking structure proposed by the Project and Alternative 5 along Hazeltine Avenue (50 feet 9 inches) as well as Building C (59 feet). A majority of the parking structure would be set back at least 19 feet 3 inches from the property line to provide a buffer from the residences along Calhoun Avenue. In addition, a green screen comprised of a wire mesh panel system with vines and new landscaping would be provided to visually shield the parking structure from the residences along Calhoun Avenue. Along Hazeltine Avenue, the newly proposed surface parking lot would open up the Project Site and expand visibility of the Sunkist Building.

(a) FAR and Setbacks

As with the Project, the Reduced Alternative 5 would be comprised of two contiguous ground lots. Lot 1 is of 153,289 square feet, and generally includes the

southern/southwestern portion of the Project Site, encompassing the existing Sunkist Building and the proposed parking structure along Calhoun Avenue. Upon completion of the Reduced Alternative 5, Lot 1 would include 126,674 square feet of floor area associated with the existing Sunkist Building, resulting in a floor area ratio (FAR) of 0.82:1. This FAR would be below the permitted FAR of 1.5:1 under the proposed C2-1L zoning for this portion of the Project Site. Lot 2 is comprised of the remaining 207,637 square feet of the Project Site, and includes 287,924 square feet of new proposed residential and neighborhood serving commercial floor area (i.e., Buildings A and B) with a total FAR of 1.4:1. This FAR would be below the permitted FAR of 3:1 under the proposed RAS3-1L zoning for this portion of the Project Site.

Within Lot 1, the front yard, side yard, and rear yard of the Sunkist Building are proposed to have a 146-foot front setback, 40-foot and 57-foot side setback, and a 30-foot rear setback. The proposed subterranean parking structure west of the Sunkist Building (fronting Calhoun Avenue) includes a variable width setback with a minimum 6-foot setback in the front yard, 19-foot and 20-foot setbacks in the side yards, and a 301-foot setback in the rear yard. The Building A and Building B front yard setbacks along Riverside Drive would be expanded as compared to the Project. Within Lot 2, Building A proposes an 8-foot, 10-inch to 13-foot front yard setback; a 45-foot, 6-inch side yard setback; a 319-foot side yard; and a 23-foot, 1-inch rear yard setback. Building B provides an 11-foot front yard setback, a 21-foot side yard setback, a 333-foot side yard setback, and a 23-foot, 7-inch rear yard setback. The Lot 2 surface/subterranean parking lot located east of the Sunkist Building would be setback seven feet from the western lot line and 45 feet 2 inches from Hazeltine Avenue. The proposed setbacks for all buildings meet or exceed the setback requirements specified in the Los Angeles Municipal Code (LAMC).

(b) Access and Circulation

While vehicular access would continue to be via Riverside Drive and Hazeltine Avenue, Reduced Alternative 5 incorporates design modifications that enhance access and circulation to and throughout the Project Site and from Hazeltine Avenue. Specifically, the proposed surface parking lot along Hazeltine Avenue would include a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage along Hazeltine Avenue. Based on community input, the Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access to improve circulation along Hazeltine Avenue. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway.

(c) Landscaping, Open Space, and Recreational Amenities

Like the Project and Alternative 5, Reduced Alternative 5 would provide for common open space that would be publicly accessible and would include the approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area within the southern portion of the Project Site that would provide for access to the LA Riverwalk. In total, Reduced Alternative 5 includes 202,120 square feet of common open space. As shown in Figure II-1 on page II-20, Reduced Alternative 5 would also include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway). The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage has been reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space. Additional landscaped, open space would be provided throughout the Project Site, as illustrated in Figure II-1 on page II-20.

With regard to construction activities and construction schedule, it is anticipated that the overall duration of construction for Reduced Alternative 5 could be reduced compared to the Project and Alternative 5 given the reduction of the proposed structures. In addition, as Reduced Alternative 5 would reduce the amount of excavation with removal of Building C, the Reduced Alternative 5 would reduce the amount of export compared to the Project. As with the Project and Alternative 5, excavation would reach a maximum depth of approximately 23 feet.

Similar to the Project and Alternative 5, the Reduced Alternative 5 would require a Zone Change from PB-1L-RIO and P-1L-RIO to C2-1L-RIO to allow construction of the new parking structure (west of the Sunkist Building) and from P-1L and PB-1L-RIO to RAS3-1L to allow development of residential and ground floor commercial/retail uses. Similar to the Project, Reduced Alternative 5 would require a Vesting Tract Map to subdivide the residential portion from the Sunkist Building and parking structure and to create airspace lots; Site Plan Review; a Conditional Use Permit for alcohol; as well as any other discretionary and ministerial permits and approvals that may be deemed necessary.

Overall, Reduced Alternative 5 represents a reduced development in terms of residential density, residential and commercial square footage, and overall building mass as compared to the Project and Alternative 5. Provided below is an analysis of the potential impacts of Reduced Alternative 5 for each of the topics addressed in the Draft EIR.

a. Aesthetics

(1) Aesthetics

(a) Construction

Similar to the Project, the visual appearance of the Project Site would be temporarily altered under the Reduced Alternative 5 due to the removal of the existing surface parking lot and the renovation of the Sunkist Building. Other construction activities, including site preparation, grading, and excavation; the staging of construction equipment and materials; and the construction of building foundations and proposed structures would also alter the visual character and quality of the Project Site and adjacent roadways. These construction activities could be visible to pedestrians and motorists on adjacent streets, as well as to viewers within nearby buildings. However, the Reduced Alternative 5 would incorporate similar design features as the Project, including the installation of temporary construction fencing along the periphery of the Project Site that would screen much of the construction activity from view at street level and monitoring of any pedestrian walkways and construction fencing accessible to the public for graffiti removal throughout the construction period. Overall, while altering the visual character of the Project area on a short-term basis, construction activities under the Reduced Alternative 5 would not substantially alter or degrade the existing visual character of the Project Site, as is the case with the Project. As the amount of construction for the Reduced Alternative 5 would be reduced compared to the Project, the degree to which the visual character of the Project area would be altered on a short-term basis would be reduced compared to the Project. Therefore, as with the Project, impacts to aesthetics during construction would be less than significant. Such impacts would be less than the less-than-significant impacts of the Project.

(b) Operation

As with the Project, the Reduced Alternative 5 would alter the visual character of the Project Site by replacing the existing surface parking lot with new buildings and parking facilities. However, like the Project, the Reduced Alternative 5 would make a positive contribution to the aesthetic value of the Project Site and the character of the surrounding area by preserving the distinctive architecture of the Sunkist Building and by redeveloping a partially used site with new buildings that would incorporate design elements that would be compatible with the surrounding area and the existing Sunkist Building. Similar to the Project, the Reduced Alternative 5 would also represent an extension and reflection of the surrounding urban environment and create a visual connection between the Project Site and the Project vicinity. The overall design of the Reduced Alternative 5 would be similar to that of the Project in terms of architectural style, fenestration, stepped back design, building materials and colors, and landscaping elements, and would also be compatible with and would complement the existing Sunkist Building and existing and future development in the Project area. However, the new residential buildings would be reduced

in terms of bulk and mass under the Reduced Alternative 5, particularly as viewed from Riverside Drive and Hazeltine Avenue.

As discussed in Section IV.A, Aesthetics, of the Draft EIR, the Sunkist Building is eligible for listing as a historical resource under CEQA and considered a visual resource. As with the Project, all improvements to the Sunkist Building proposed under the Reduced Alternative 5 would be consistent with the Secretary of Interior's Standards for historic rehabilitation. Similar to the Project, the design of the new buildings under the Reduced Alternative 5 would be sympathetic to the historically significant Sunkist Building, but would remain architecturally distinct and more subtle in tone and texture through incorporation of materials that are natural in appearance and neutral in color. The Reduced Alternative 5 would also ensure visibility and access to the Sunkist Building by maintaining the main entry driveway from Riverside Drive and Hazeltine Avenue. The view corridor along Riverside Drive and Hazeltine Avenue to the Sunkist Building would be expanded as compared to the Project.

As described above, while the maximum height of the Reduced Alternative 5 would be similar to the Project, the Reduced Alternative 5 would include one less building than the Project. Setbacks under the Reduced Alternative 5 would meet or exceed the setback requirements specified in the LAMC, similar to the Project. Overall, the Reduced Alternative 5 would feature reduced heights, density, and massing compared to the Project. Therefore, as with the Project, the Reduced Alternative 5 would be compatible in size, scale, and massing with the Sunkist Building as well as the surrounding area.

Similar to the Project, the Reduced Alternative 5 would provide a variety of landscape improvements on the Project Site, as well as open space and recreational amenities for residents and guests, including a public plaza and publicly accessible open space, although this alternative would provide a greater amount of open space compared to the Project. Landscaping on and around the perimeter of the Project Site would visually enhance the environment by providing a more cohesive landscaped environment when compared to existing conditions. Furthermore, the proposed landscape improvements and recreational amenities would improve the pedestrian experience and connectivity with the surrounding area. Also similar to the Project, signage under the Reduced Alternative 5 would be appropriately designed, arranged, and scaled within the context of the Project and the Project area. In addition, the Reduced Alternative 5 would implement similar design features as the Project and would incorporate many of the recommendations in the Citywide Design Guidelines and Walkability Checklist, and would be consistent with the vision for the Project area set forth in the Van Nuys–North Sherman Oaks Community Plan.

Based on the above, as with the Project, overall development of the Reduced Alternative 5 would not substantially degrade or eliminate the existing visual character of the Project area. As such, similar to the Project, operational impacts related to aesthetics

would be less than significant. However, such impacts would be less than those of the Project due to the reduction in height, density, square footage, and overall building footprint and massing.

(2) Views

As discussed in Section IV.A, Aesthetics, of the Draft EIR, visual resources identified in the Project vicinity include the Los Angeles River, the Santa Monica Mountains, and the Sunkist Building. As discussed above, the Reduced Alternative 5 would feature overall reduced massing and would construct one less new building. Therefore, as with the Project, the Reduced Alternative 5 would not alter the limited views of the Los Angeles River and the Santa Monica Mountains. With regard to the Sunkist Building, the Reduced Alternative 5 would also provide visual view corridors along Riverside Drive, Hazeltine Avenue, and Calhoun Avenue that would allow views of the Sunkist Building from the immediate surrounding area. As the Reduced Alternative 5 would reduce the footprint of the buildings, existing views of the Sunkist Building would be preserved to a greater extent under the Reduced Alternative 5. Therefore, as with the Project, development of the Reduced Alternative 5 would not substantially obstruct an existing valued view and would not otherwise block or degrade a valued scenic vista. Impacts to views would be less than significant and less than the less-than-significant impacts of the Project.

(3) Light/Glare

(a) Construction

As with the Project, construction activities for the Reduced Alternative 5 would primarily occur during the daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season when daylight is no longer sufficient. In addition, construction-related illumination would be used for safety and security purposes only. Also, like the Project, the Reduced Alternative 5 would implement similar design features as the Project related to construction lighting, which would provide that construction lighting be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. Therefore, like the Project, the Reduced Alternative 5 would not significantly impact off-site light-sensitive uses, substantially alter the character of off-site areas surrounding the Project Site, adversely impact day or nighttime views in the area, or substantially interfere with the performance of an off-site activity. Therefore, like the Project, light impacts associated with construction would be less than significant under the Reduced Alternative 5. Due to the reduced amount of construction activities, such impacts would be less than the less-than-significant impacts of the Project.

Additionally, as with the Project, any glare generated within the Project Site during construction would be highly transitory and short-term given the movement of construction equipment and materials within the construction area, and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Furthermore, construction would primarily occur during the daytime hours in accordance with the LAMC. Therefore, similar to the Project, there would be a negligible potential for daytime or nighttime glare associated with construction activities under the Reduced Alternative 5, and glare associated with the construction of the Reduced Alternative 5 would not substantially alter the character of off-site areas surrounding the Project Site or adversely impact day or nighttime views in the area. Thus, as with the Project, impacts related to glare during construction would be less than significant. As the overall amount of construction activities would be reduced compared to the Project, such impacts under the Reduced Alternative 5 would be less than the less-than-significant impacts of the Project.

(b) Operation

Similar to the Project, the Reduced Alternative 5 would increase light levels within the Project Site and the surrounding area compared to existing conditions through the introduction of new light sources, including from architectural lighting on proposed structures and exterior lighting for security and way-finding purposes. As with the Project, sources of light and glare under the Reduced Alternative 5 would be similar to other lighting sources in the Project vicinity and would not generate artificial light levels that would be out of character with the surrounding area. In addition, as with the Project, all exterior lighting would be shielded and/or directed toward the areas to be lit within the Project Site to avoid spillover onto adjacent sensitive uses. All onsite exterior lighting under the Reduced Alternative 5 would also be automatically controlled via photo sensor to illuminate only when required. As the Reduced Alternative 5 would involve the development of similar uses, the types of lighting features associated with the Reduced Alternative 5 would be comparable to those of the Project. However, as the Reduced Alternative 5 would reduce the number of multi-family residential units and the amount of neighborhood-serving commercial uses, and would construct one less new building, the light levels would be anticipated to be reduced compared to those of the Project. Overall, as with the Project, the Reduced Alternative 5 would not significantly increase nighttime lighting levels in the area and impacts with regard to lighting would be less than significant. Such impacts would be less than those of the Project.

Additionally, like the Project, the Reduced Alternative 5 would be designed in a contemporary architectural style and would feature a variety of surface materials. As with the Project, the Reduced Alternative 5 would implement design features to reduce glare from glass and other potentially reflective materials. In addition, headlights from the main entry way on Riverside Drive and driveways on Hazeltine Avenue would be typical for the

Project area and would not be anticipated to result in a substantial adverse impact. Therefore, as with the Project, operational impacts related to glare would be less than significant. Such impacts would be less than the less-than-significant impacts of the Project due to the reduction in building surfaces that would have the potential to produce glare.

(4) Shading

As previously described, the heights of the buildings proposed under the Reduced Alternative 5 would be similar to the heights of the buildings proposed by the Project. In addition, the layout of the proposed buildings would be similar to the Project, although with one fewer new building. The Reduced Alternative 5 would also provide similar or increased setbacks as the Project. As discussed in Section IV.A, Aesthetics, of the Draft EIR, shading impacts under the Project would be less than significant. Therefore, as overall development, including building massing and number of buildings would be reduced compared to the Project, shading impacts under the Reduced Alternative 5 would also be less than significant. Such impacts would be less than the less-than-significant impacts of the Project.

b. Air Quality

(1) Construction

(a) Regional Air Quality Impacts

As with the Project, construction of the Reduced Alternative 5 has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. As discussed in Section IV.B, Air Quality, of the Draft EIR, construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. In order to provide a conservative analysis, it was assumed that all construction activities would be completed within the minimum timeframe anticipated for construction, which provides for the maximum overlap of construction components within the Project's overall development period.

While the Reduced Alternative 5 would reduce the number of buildings, the surface area to be disturbed within the Project Site would be similar to the Project. Therefore, the overall amount of demolition would be similar to the Project. However, the Reduced Alternative 5 would require less excavation with the removal of Building C. Thus, the intensity of air emissions and fugitive dust from demolition, site preparation, grading, and

other construction activities associated with the Reduced Alternative 5 would be reduced compared to the Project. Notwithstanding, it is anticipated that on days with maximum construction activities, similar amount of construction activities would be occurring while reducing the construction schedule. Because maximum daily conditions are used for measuring significance, regional impacts on these days would be similar to those of the Project and would be significant for NO_x. As with the Project, the Reduced Alternative 5 would implement necessary mitigation measures to reduce this significant impact. Like the Project, with implementation of mitigation, impacts associated with regional construction emissions under the Reduced Alternative 5 would be reduced to a less than significant level. Such impacts would be less than the impacts of the Project.

(b) Localized Air Quality Impacts

As the intensity of site grading and use of heavy-duty construction equipment on maximum construction activity days would be similar to that of the Project and as construction activities would be located at similar distances from sensitive receptors as the Project, localized emissions under the Reduced Alternative 5 would also be similar to the Project. Therefore, as with the Project, localized impacts under the Reduced Alternative 5 would be less than significant. Such impacts would be similar to the less-than-significant impacts of the Project.

(c) Toxic Air Contaminants

With respect to construction air toxics, diesel particulate emissions associated with heavy equipment operations during grading and excavation activities represent the greatest potential for TAC emissions. As discussed above, while the amount of surface grading would be similar to the Project, excavation activities would be reduced. Therefore, overall construction emissions generated by the Reduced Alternative 5 would be reduced compared to the Project. As such, impacts due to TAC emissions under the Reduced Alternative 5 would also be less than significant and such impacts would be reduced compared to the Project.

(d) Odors

Given that the type of construction activities under the Reduced Alternative 5 would be similar to the Project, construction-related odor impacts would also be similar to the Project. In addition, like the Project, construction activities associated with the Reduced Alternative 5 would comply with applicable SCAQMD rules and regulations regarding odors. As such, similar to the Project, construction-related odor impacts under the Reduced Alternative 5 would be less than significant. Such impacts would be similar to the less-than-significant impacts of the Project.

(2) Operation

(a) Regional and Localized Air Quality Impacts

Similar to the Project, operational regional air pollutant emissions associated with the Reduced Alternative 5 would be generated by vehicle trips to the Project Site and the consumption of electricity and natural gas. As noted above, the Reduced Alternative 5 would reduce the number of multi-family residential units and the neighborhood-serving commercial uses proposed by the Project. Therefore, area and stationary sources under the Reduced Alternative 5 would generate operational pollutant emissions that would be reduced compared to the Project. Similarly, the number of daily trips generated by the Reduced Alternative 5 would be reduced compared to the Project. As vehicular emissions depend on the number of trips, vehicular sources would generate operational pollutant emissions that would be reduced compared to the Project. Overall, as with the Project, air quality impacts associated with regional operational emissions would be less than significant. Such impacts would be less than those of the Project.

With regard to on-site localized emissions, as with the Project, the Reduced Alternative 5 would not introduce any major new sources of air pollution within the Project Site. Therefore, similar to the Project, localized impacts from on-site emission sources associated with the Reduced Alternative 5 would also be less than significant. Such impacts would be less than those of the Project due to the reduced amount of development under the Reduced Alternative 5.

Localized mobile source operational impacts are determined primarily by peak-hour intersection traffic volumes. As previously discussed, the number of net new peak-hour trips generated by the Reduced Alternative 5 would be reduced compared to the Project due to the reduction in the multi-family residential units and the neighborhood-serving commercial uses. Because the localized CO hotspot analysis for the Project did not result in any significant impacts, localized impacts under the Reduced Alternative 5 would also be less than significant. Such impacts would be less than the impacts of the Project.

(b) Localized Air Quality Impacts

With regard to on-site localized emissions, as with the Project, the Reduced Alternative 5 would not introduce any major new sources of air pollution within the Project Site. Therefore, similar to the Project, localized impacts from on-site emission sources associated with the Reduced Alternative 5 would also be less than significant. Such impacts would be less than those of the Project due to the reduced amount of development under the Reduced Alternative 5.

Localized mobile source operational impacts are determined primarily by peak-hour intersection traffic volumes. As previously discussed, the number of net new peak-hour trips generated by the Reduced Alternative 5 would be reduced compared to the Project due to the reduction in the multi-family residential units and the neighborhood-serving commercial uses. Because the localized CO hotspot analysis for the Project did not result in any significant impacts, localized impacts under the Reduced Alternative 5 would also be less than significant. Such impacts would be less than the impacts of the Project.

(c) Toxic Air Contaminants

As discussed in Section IV.B, Air Quality, of the Draft EIR, the primary sources of potential air toxics associated with Project operations include diesel particulate matter from delivery trucks associated with the Project's commercial component. However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. In addition, typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, which are not proposed by the Project. Notwithstanding, the Reduced Alternative 5 would reduce the neighborhood-serving commercial uses proposed by the Project and would therefore reduce the primary sources of potential air toxics within the Project Site associated with delivery trucks from the neighborhood-serving commercial component. Therefore, similar to the Project, the Reduced Alternative 5 would not release substantial amounts of toxic air contaminants and would be consistent with CARB and SCAQMD guidelines regarding TAC sources in proximity to existing sensitive land uses. Thus, as with the Project, potential TAC impacts under the Reduced Alternative 5 would be less than significant. Such impacts would be less than the less-than-significant impacts of the Project.

With regard to TACs, the Reduced Alternative 5 would reduce the number of multi-family residential units within the Project Site compared to the Project. In addition, the Reduced Alternative 5 would implement the same mitigation measures as the Project. Therefore, as with the Project, impacts regarding off-site TACs would also be less than significant with mitigation and would be less than those of the Project.

(d) Odors

As previously discussed, the overall development under the Reduced Alternative 5 would be reduced compared to the Project. In addition, as with the Project, the Reduced Alternative 5 would not include any uses identified by the SCAQMD as being associated with odors. Therefore, similar to the Project, operational odor impacts under the Reduced Alternative 5 would be less than significant. Such impacts would be less than those of the Project.

c. Greenhouse Gas Emissions

Similar to the Project, the Reduced Alternative 5 would incorporate design features to reduce GHG emissions and would be designed to comply with the City's Green Building Ordinance, as applicable, and the sustainability intent of the U.S. Green Building Council's LEED® program. Greenhouse gas emissions from a development project are determined in large part by the number of daily trips generated and energy consumption from proposed land uses. As discussed above, the Reduced Alternative 5 would reduce the number of multi-family residential units and the neighborhood-serving commercial uses compared to the Project. Therefore, the Reduced Alternative 5 would result in a reduction in energy and water consumption and associated greenhouse gas emissions compared to the Project. Similarly, the number of daily trips and associated emissions would decrease under the Reduced Alternative 5. With compliance with the City's Green Building Ordinance and the implementation of comparable sustainability features as the Project, the Reduced Alternative 5 would also be consistent with the GHG reduction goals and objectives set forth in State, regional, and local regulatory plans. Thus, as with the Project, impacts to greenhouse gas emissions under the Reduced Alternative 5 would be less than significant. Such impacts would be less than the impacts of the Project.

d. Cultural Resources

(1) Historical Resources

Similar to the Project, the Sunkist Building would remain and would be rehabilitated as part of the Reduced Alternative 5. In addition, as with the Project, the new buildings proposed under the Reduced Alternative 5 would be designed to complement the Sunkist Building and allow view corridors of the Sunkist Building from the surrounding roadways. However, with the reduction in the building footprint and the additional landscaped areas to be provided along the perimeter of the Project Site, the Reduced Alternative 5 would preserve views of the Sunkist Building to a greater extent compared to the Project. Also similar to the Project, the Reduced Alternative 5 would implement the same design features and mitigation measures as the Project to ensure the design would be consistent with the Secretary of the Interior Standards. Therefore, like the Project, impacts to historical resources under the Reduced Alternative 5 would be less than significant with mitigation. Such impacts would be less than those of the Project.

(2) Archaeological and Paleontological Resources

As discussed above, the Reduced Alternative 5 would reduce excavation activities compared to the Project. Therefore, the Reduced Alternative 5 would have a reduced potential to uncover subsurface archaeological and paleontological resources compared to the Project. In the event archaeological or paleontological resources are encountered, the

Reduced Alternative 5 would be subject to the same regulatory requirements and mitigation measures as the Project to ensure that the resources are properly recovered and evaluated. Therefore, impacts relative to archaeological and paleontological resources under the Reduced Alternative 5 would be less than significant with regard to archaeological resources and less than significant with mitigation with regard to paleontological resources. Such impacts would be less than the impacts of the Project.

e. Hydrology and Water Quality

(1) Surface Water Hydrology

(a) Construction

Similar to the Project, construction activities for the Reduced Alternative 5 would include demolition of hardscape and landscape areas around the existing Sunkist Building followed by construction of the proposed buildings and parking facilities. These activities would require grading and excavation that would have the potential to temporarily alter the existing surface drainage patterns and flows within the Project Site by diverting existing surface flows as a result of exposing underlying soils and making the Project Site temporarily more permeable. The potential to temporarily alter existing surface drainage patterns and flows would be reduced compared to the Project as excavation activities would be reduced under the Reduced Alternative 5. In addition, as with the Project, the Reduced Alternative 5 would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, like the Project, through compliance with all NPDES requirements, implementation of BMPs, and compliance with applicable City grading regulations, the Reduced Alternative 5 would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, flooding on- or off-site. Similarly, adherence to standard compliance measures during construction activities would ensure that the Reduced Alternative 5 would not cause flooding, substantially increase or decrease the amount of surface water flow from the Project Site into a water body, or result in a permanent, adverse change to the movement of surface water during construction. As such, similar to the Project, construction-related impacts to surface water hydrology would be less than significant under the Reduced Alternative 5. Such impacts would be less compared to the Project.

(b) Operation

As with the Project, upon buildout of the Reduced Alternative 5, there would be an increase in impervious surfaces within the Project Site compared to existing conditions. This increase in the amount of impervious surfaces on-site would be reduced compared to the Project due to the reduced building footprints and the creation of additional landscaped open space areas. In addition, like the Project, the Reduced Alternative 5 would implement

SUSMP requirements to manage post-construction stormwater runoff, including the installation of catch basins, planter drains, and building roof drain downspouts throughout the Project Site to collect roof and site runoff and direct stormwater away from structures through a series of underground storm drain pipes. Also similar to the Project, the Reduced Alternative 5 would implement a rainwater harvesting system to capture some of the volume of potential runoff and reuse it for irrigation purposes, thereby reducing the volume of water leaving the Project Site and entering into the storm drain system. Therefore, similar to the Project, impacts to surface water hydrology during operation of the Reduced Alternative 5 would be less than significant. Such impacts would be less than those of the Project.

(2) Surface Water Quality

(a) Construction

As with the Project, during construction of the Reduced Alternative 5, construction activities such as earth moving, maintenance/operation of construction equipment, dewatering (if necessary), and hauling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. The degree to which new pollutants could be introduced to the site during construction would be reduced under the Reduced Alternative 5 given that this alternative would require less construction activities. In addition, like the Project, a SWPPP would be prepared for the Reduced Alternative 5 which would specify BMPs to manage runoff flows and erosion and prevent on-site construction-related pollution. The Reduced Alternative 5 would also comply with all applicable NPDES requirements regarding dewatering, in the event groundwater is encountered during construction activities. Therefore, as with the Project, construction-related impacts to surface water quality under the Reduced Alternative 5 would be less than significant. Such impacts would be less than the less-than-significant impacts of the Project.

(b) Operation

Similar to the Project, during operation of the Reduced Alternative 5, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. As the Reduced Alternative 5 would reduce the number of multi-family residential units and the neighborhood-serving commercial uses, the potential to introduce pollutants into the stormwater system would be reduced compared to the Project. In addition, like the Project, the Reduced Alternative 5 would comply with all applicable regulatory requirements and would implement a SUSMP, which would identify BMPs similar to those of the Project to reduce the quantity and improve the quality of rainfall runoff from the overall Project Site. Thus, similar to the Project, impacts to surface water quality during operation of the Reduced Alternative 5 would be less than significant. Such impacts would be less than those of the Project.

(3) Groundwater Hydrology

(a) Construction

As with the Project, the Reduced Alternative 5 would not include the construction of water supply wells. In addition, while the Reduced Alternative 5 would require a similar maximum depth of excavation, the area to be excavated would be reduced compared to the Project. Therefore, similar to the Project, the Reduced Alternative 5 is not expected to encounter continuous groundwater due to the varying groundwater elevations within the Project Site. However, finite zones of perched groundwater could be encountered. Thus, like the Project, in the event groundwater is encountered during construction of the Reduced Alternative 5, a temporary dewatering system would be installed in accordance with all applicable regulations. Similar to the Project, operation of a temporary dewatering system during construction of the Reduced Alternative 5, if necessary, would have a minimal effect on local groundwater hydrology in the immediate vicinity of the Project Site. Therefore, as with the Project, impacts on groundwater hydrology during construction of the Reduced Alternative 5 would be less than significant. Such impacts would be less than the less-than significant-impacts of the Project.

(b) Operation

With implementation of the Reduced Alternative 5, the amount of impervious surfaces would increase compared to existing conditions but would be reduced compared to the Project due to reduced building footprints and the implementation of additional landscaped areas. In addition, similar to the Project, a rainwater harvesting system would be implemented under the Reduced Alternative 5 to capture the first flush or first 0.75-inch of rainfall for any storm event and reuse it for irrigation purposes, thereby offsetting the potential reduction in percolation resulting from Project development. Furthermore, while groundwater may be encountered during construction requiring temporary dewatering, permanent dewatering operations would not occur on-site. Therefore, as with the Project, impacts to groundwater hydrology during operation of the Reduced Alternative 5 would be less than significant. Such impacts would be less than those of the Project.

(4) Groundwater Quality

(a) Construction

Similar to the Project, the Reduced Alternative 5 could require dewatering during construction. If required, the temporary dewatering system would comply with all relevant NPDES requirements related to construction and discharges from dewatering operations, including treatment and monitoring, similar to the Project. Furthermore, as with the Project, the Reduced Alternative 5 would comply with all applicable federal, state, and local requirements concerning the handling, storage, and disposal of hazardous waste, which

would reduce the potential for construction activities to release contaminants into groundwater. Therefore, as with the Project, impacts with respect to groundwater quality during construction would be less than significant under the Reduced Alternative 5. Such impacts would be reduced compared to the less-than-significant impacts of the Project due to the reduced amount of construction activities and excavation activities.

(b) Operation

Similar to the Project, while development of the Reduced Alternative 5 would result in a limited increase in the use of existing on-site hazardous materials, the types of hazardous materials that would be used in connection with the Reduced Alternative 5 would be typical of those used in residential and commercial developments. However, the amount of potentially hazardous materials associated with the multi-family residential and neighborhood-serving commercial uses would be reduced as these uses would be reduced under the Reduced Alternative 5. In addition, as with the Project, the Reduced Alternative 5 would comply with all applicable regulations regarding the use, storage, and handling of potentially hazardous materials at the Project Site. Therefore, like the Project, impacts with respect to groundwater water quality during operation of the Reduced Alternative 5 would be less than significant. Such impacts would be less than those of the Project.

f. Land Use and Planning

As the Reduced Alternative 5 would involve the development of similar uses as the Project, this alternative would require the same discretionary approvals as the Project. The Reduced Alternative 5 would feature one fewer building and reduced density, massing, and FAR within the Project Site compared to the Project. Notwithstanding, as with the Project, with approval of the requested zone changes, the Reduced Alternative 5 would also be consistent with the height and FAR restrictions for the Project Site. Furthermore, while the Reduced Alternative 5 would reduce the square footage proposed by the Project, the Reduced Alternative 5 would support policies related to the development of new multi-family residential uses near jobs and transit, policies regarding the development of a diversity of uses within one site, policies regarding the preservation of historical resources, and policies regarding the provision of publicly accessible open space. Overall, as with the Project, with approval of the discretionary actions under the Reduced Alternative 5, this alternative would be consistent with the overall intent of the applicable goals, policies, and objectives in local and regional plans that govern development on the Project Site. Therefore, similar to the Project, impacts related to land use consistency would be less than significant under the Reduced Alternative 5. Such impacts would be similar to the less-than-significant impacts of the Project.

With regard to land use compatibility, the Reduced Alternative 5 would develop the same types of uses as the Project, but at a reduced density. Therefore, like the Project,

the multi-family residential and neighborhood-serving commercial uses proposed under the Reduced Alternative 5 would be compatible with and would complement existing and future development in the Project area. The Reduced Alternative 5 would also represent an extension and reflection of the surrounding environment, similar to the Project. Therefore, as with the Project, the Reduced Alternative 5 would not substantially or adversely change the existing land use relationships between the Project Site and existing off-site uses, or have a long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. Overall, like the Project, impacts associated with land use compatibility would be less than significant under the Reduced Alternative 5. Such impacts would be less than those of the Project due to the reduced heights, building footprints, and massing, and the implementation of additional landscaped areas.

g. Noise

(1) Construction

The Reduced Alternative 5 would involve the same general phases of construction as the Project. In addition, as with the Project, construction of the Reduced Alternative 5 would generate noise from the use of heavy-duty construction equipment as well as from haul truck and construction worker trips. While the overall amount of construction activities would be reduced under the Reduced Alternative 5, the maximum amount of construction activities during a peak construction day would be expected to be similar to the Project while reducing the construction schedule. Thus, on- and off-site construction activities and the associated construction noise and vibration levels would be expected to be similar on a peak day as the overall daily intensity of construction activities would be similar to the Project. Since noise and vibration levels during peak activity conditions, which are used for measuring significance, would be similar to those of the Project, noise and vibration impacts due to on-site and off-site construction activities would also be similar to those of the Project. As such, similar to the Project, construction of the Reduced Alternative 5 would result in significant and unavoidable on-site noise impacts, on-site vibration (human annoyance) impacts, and off-site vibration (human annoyance) impacts. In addition, as with the Project, the Reduced Alternative 5 would result in significant and unavoidable cumulative impacts related to on-site construction noise, off-site construction noise, and off-site vibration (human annoyance). Such impacts would be less than those of the Project as they would be experienced for a shorter duration.

(2) Operation

Sources of operational noise include: (a) on-site stationary noise sources such as outdoor mechanical equipment (i.e., HVAC equipment), activities associated with the outdoor spaces (i.e., roof decks and public plazas), parking facilities, and loading dock/trash collection areas; and (b) off-site mobile (roadway traffic) noise sources. As

previously discussed, the Reduced Alternative 5 would reduce the multi-family residential and neighborhood-serving commercial uses proposed by the Project, and the associated building area for these uses compared to the Project. Therefore, with the reduction in building density, noise levels from mechanical equipment under the Reduced Alternative 5 would be anticipated to be reduced compared to the noise levels of the Project. Further, as is the case with the Project, on-site mechanical equipment would comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA. With regard to noise from outdoor spaces, the Reduced Alternative 5 would provide for similar outdoor courtyards and amenities for use by residents and guests as the Project and would include additional landscaped areas. Therefore, noise levels from use of the outdoor spaces would be anticipated to increase compared to the Project. In addition, noise levels from parking facilities would also be similar to the noise levels of the Project. Lastly, the location of the loading dock and trash collection area would be similar to the Project. As such, noise levels from this noise source would also be similar to the Project. With regard to off-site noise sources, the Reduced Alternative 5 would result in a proportionate decrease in daily vehicle trips due to the reduced density. Thus, off-site noise levels would be reduced compared to the Project.

Based on the above, overall operational on-site and off-site noise levels would be reduced compared to the Project. Therefore, as with the Project, operational noise impacts would be less than significant. Such impacts would be less than those of the Project.

h. Public Services

(1) Police Protection

(a) Construction

While the types of construction activities would be similar under the Reduced Alternative 5, the amount of construction activities would be reduced compared to the Project. Therefore, the potential for theft and vandalism during construction activities at the Project Site would be anticipated to be less than that of the Project. In addition, as with the Project, the Reduced Alternative 5 would implement temporary security measures to secure the Project Site during construction. Therefore, similar to the Project, potential impacts associated with theft and vandalism during construction of the Reduced Alternative 5 would be less than significant. Such impacts would be less than the less-than-significant impacts of the Project.

Construction activities could also potentially impact the provision of LAPD police protection services and police response times in the Project vicinity as a result of

construction impacts to the surrounding roadways. As construction activities under the Reduced Alternative 5 would be reduced compared to the Project, construction-related traffic on adjacent streets which could temporarily interfere with local and on-site emergency response would be reduced compared to the Project. Therefore, the potential for construction activities associated with the Reduced Alternative 5 to increase response times for police vehicles due to travel time delays caused by traffic during the construction phase would be less than the Project. As with the Project, a Construction Management Plan would be implemented under the Reduced Alternative 5 to ensure that adequate and safe access remains available within and near the Project Site during construction activities. Therefore, like the Project, construction-related impacts with regard to police protection under the Reduced Alternative 5 would be less than significant. Such impacts would be less than those of the Project.

(b) Operation

As with the Project, the Reduced Alternative 5 would introduce a new residential population to the Project Site that would contribute to an increase in demand for police protection services provided by the Van Nuys Community Police Station. This increased demand in police protection services would be reduced compared to the Project due to the reduction in the number of residential units. Similar to the Project, the Reduced Alternative 5 would incorporate on-site security features, appropriate lighting to ensure security, and design measures to prevent concealed spaces. Notwithstanding, as set forth in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the LAPD has stated that the Project would have a significant impact on police services in the Van Nuys area. Therefore, while the Reduced Alternative 5 would result in a reduced demand for police protection services, it is conservatively assumed that operational impacts related to police protection services would also be significant prior to mitigation under the Reduced Alternative 5. As with the Project, the Reduced Alternative 5 would implement the same mitigation measures as the Project to reduce impacts to police protection services to a less-than-significant level. Therefore, like the Project, potential impacts to police protection services during operation of the Reduced Alternative 5 would be less than significant with implementation of mitigation. Such impacts would be less than those of the Project.

(2) Fire Protection

(a) Construction

As noted above, while the types of construction activities required for the Reduced Alternative 5 would be similar to the Project, the amount of construction activities would be reduced. Therefore, the potential for construction activities at the Project Site to result in accidental on-site fires would be anticipated to be less than that of the Project under the Reduced Alternative 5. Thus, as with the Project, compliance with regulatory requirements under the Reduced Alternative 5 would effectively reduce the potential for construction

activities to expose people to the risk of fire or explosion related to hazardous materials and non-hazardous combustible materials.

Construction activities could also potentially impact the provision of LAFD services as a result of construction impacts to the surrounding roadways. As construction activities under the Reduced Alternative 5 would be less than those of the Project, construction-related traffic on adjacent streets which could temporarily interfere with local and on-site emergency response would be reduced compared to the Project. Therefore, the potential for construction activities associated with the Reduced Alternative 5 to impact the provision of LAFD services due to travel time delays caused by traffic during the construction phase would be reduced compared to the Project. As with the Project, a Construction Management Plan would also be implemented under the Reduced Alternative 5 to ensure that adequate and safe access remains available within and near the Project Site during construction activities. Therefore, like the Project, construction-related impacts with regard to fire protection and emergency medical services under the Reduced Alternative 5 would be less than significant. Such impacts would be less than to those of the Project.

(b) Operation

As with the Project, the Reduced Alternative 5 would introduce a new residential population to the Project Site that would contribute to an increase in demand for LAFD fire protection and emergency medical services. This increased demand for LAFD fire protection and emergency medical services would be reduced compared to that of the Project due to the decrease in the number of residential dwelling units. In addition, similar to the Project, the Reduced Alternative 5 would implement applicable building construction and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, and provision of fire lanes, etc. Therefore, like the Project, compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment. Additionally, similar to the Project, Fire Stations Nos. 88, 102, and 78 would continue to be available to serve the Project Site in the event of an emergency. In accordance with LAMC requirements regarding response distances, the Reduced Alternative 5 would also install a sprinkler system within each proposed building. Furthermore, as with the Project, the Reduced Alternative 5 would continue to maintain emergency access to the Project Site and surrounding uses. The Reduced Alternative 5 would also provide for the construction of the necessary on-site water infrastructure and off-site connections to the City of Los Angeles Department of Water and Power system pursuant to applicable City requirements. Therefore, similar to the Project, overall impacts with regard to LAFD fire protection and emergency medical services during operation of the Reduced Alternative 5 would be less than significant. Such impacts would be less than those of the Project.

(3) Schools

(a) Construction

As with the Project, the Reduced Alternative 5 would generate part-time and full-time jobs during construction. However, like the Project, the construction employment generated by the Reduced Alternative 5 would not result in a notable increase in the resident population or a corresponding demand for schools in the vicinity of the Project Site due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor. Therefore, similar to the Project, impacts to schools during construction of the Reduced Alternative 5 would be less than significant. Such impacts would be similar to those of the Project.

(b) Operation

As with the Project, the Reduced Alternative 5 would directly generate students through the construction of multi-family dwelling units, which would generate an increased demand for seats within the LAUSD schools serving the Project Site. This increased demand would be reduced compared to the Project due to the reduction in the number of residential units. In addition, as with the Project, the Reduced Alternative 5 would pay development fees under the provisions of Senate Bill 50. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of school impacts. Therefore, payment of the applicable development fees for schools to the LAUSD would offset the impact of additional student enrollment at schools serving the Project area. Thus, similar to the Project, impacts related to schools would be less than significant under the Reduced Alternative 5. Such impacts would be less than those of the Project.

(4) Parks and Recreation

(a) Construction

As with the Project, the Reduced Alternative 5 would generate part-time and full-time jobs during construction. However, like the Project, the construction employment generated by the Reduced Alternative 5 would not result in a notable increase in the resident population or a corresponding demand for parks and recreational facilities in the vicinity of the Project Site. In addition, similar to the Project, during construction of the Reduced Alternative 5, the use of public parks and recreational facilities by construction workers would be expected to be limited. Furthermore, as the Reduced Alternative 5 would use the same haul route as the Project, the Reduced Alternative 5 would similarly not be expected to result in access restrictions to City parks and recreational facilities in the vicinity of the Project Site nor interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the area. Therefore, similar

to the Project, impacts to parks and recreation during construction of the Reduced Alternative 5 would be less than significant. Such impacts would be similar to those of the Project.

(b) Operation

Residents are considered the primary users of parks and recreation facilities. Therefore, as with the Project, the Reduced Alternative 5 would generate an additional demand for parks and recreational facilities in the Project area with the construction of multi-family dwelling units. This increased demand would be reduced compared to the Project due to the reduction in the number of residential units under the Reduced Alternative 5. Similar to the Project, the Reduced Alternative 5 would provide a variety of open space and recreational amenities for the proposed residential uses, including publicly accessible areas throughout the Project Site. In addition to including the open spaces provided by the Project, the Reduced Alternative 5 would also provide additional publicly accessible landscaped open space areas. As with the Project, it is anticipated that residents would generally utilize on-site open space and recreational amenities to meet their recreational needs and would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities. In addition, as is the case with the Project, the Reduced Alternative 5 would comply with applicable regulations and support the City's goals regarding the provision of open space. Therefore, as with the Project, impacts to park and recreation facilities would be less than significant under the Reduced Alternative 5. Such impacts would be less than those of the Project.

i. Transportation/Traffic

(1) Construction

As with the Project, construction of the Reduced Alternative 5 would generate additional trips from heavy-duty construction equipment, haul trucks, and construction worker trips. As previously discussed, while demolition activities under the Reduced Alternative 5 would be similar to the Project, the Reduced Alternative 5 would reduce the overall amount of building construction and excavation. Therefore, the overall number of haul truck trips during peak construction activity would be reduced compared to the Project. However, it is expected that the amount of trucks during a maximum construction activity day would be similar to the Project while reducing the hauling schedule and overall construction schedule. Thus, similar to the Project, the Reduced Alternative 5 would result in temporary, but significant, traffic impacts during construction. The Reduced Alternative 5 would implement the same mitigation measure as the Project that would require the preparation and implementation of a Construction Management Plan that would provide that any temporary lane closures and construction-related deliveries and haul trips occur outside the commuter peak hours. The Construction Management Plan would also include

temporary traffic controls to direct traffic around any closures and reduce traffic impacts in the study area associated with construction of the Reduced Alternative 5. Therefore, similar to the Project, temporary traffic impacts during construction under the Reduced Alternative 5 would be reduced to a less than significant level with implementation of mitigation. Such impacts would be less than those of the Project as they would be experienced for a shorter duration.

Additionally, like the Project, construction of the Reduced Alternative 5 would be contained within the boundaries of the Project Site and would not affect pedestrian access around the Project Site. In addition, as part of the Construction Management Plan to be prepared, safety precautions for pedestrians and bicyclists would also be implemented during construction of the Reduced Alternative 5. Therefore, similar to the Project, access and safety impacts during construction of the Reduced Alternative 5 would be less than significant. Furthermore, construction of the Reduced Alternative 5 would not require the relocation or removal of transit stops located near the Project Site. As such, development of the Reduced Alternative 5 would not result in significant impacts on transit access, similar to the Project. With regard to potential impacts to on-street parking during construction, as with the Project, the Reduced Alternative 5 could result in the temporary loss of on-street parking along Riverside Drive. However, the displacement of these spaces would be temporary and would not be substantial such that the parking needs of the Project Site area would not be met. Thus, similar to the Project, potential impacts to on-street parking during construction of the Reduced Alternative 5 would be less than significant. Overall, construction-related impacts to access and safety, transit, and on-street parking would be less than significant and similar to the Project.

(2) Operation

As previously described, the proposed multi-family residential and neighborhood-serving commercial uses proposed by the Project would be reduced under the Reduced Alternative 5. With the reduction in the number of multi-family residential units and the neighborhood-serving commercial uses, the Reduced Alternative 5 would result in a reduction in the overall trip generation compared to the Project. As such, impacts to intersection level of service, the regional transportation system, and residential street segments would be reduced compared to the Project. However, the Project's significant impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. and P.M. peak periods under Existing Plus Project Conditions and Future Plus Project Conditions would also occur under the Reduced Alternative 5. With implementation of similar mitigation as the Project, the impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. and P.M. peak periods under Existing Plus Project Conditions and Future Plus Project Conditions would be reduced to a less-than-significant level. Therefore, the Reduced Alternative 5 would avoid the Project's significant and unavoidable

impact at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period under Future Plus Project Conditions.

Additionally, the Project's significant impacts at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. peak period under the Existing Plus Project Conditions and during the A.M. and P.M. peak periods under Future Plus Project Conditions would also occur. With implementation of mitigation measures similar to the Project, these impacts would be reduced to a less-than-significant level. Notwithstanding, as with the Project, if implementation of the mitigation measure proposed to reduce the significant impact at Intersection 10: Riverside Drive and Woodman Avenue is not approved by Metro, the impacts at Intersection 10 under Existing Plus Project and Future Plus Project Conditions would remain significant. Therefore, as it is unknown at this point if Metro and/or LADOT will approve the proposed mitigation, the impacts at Intersection 10: Riverside Drive and Woodman Avenue is also conservatively considered significant and unavoidable under the Reduced Alternative 5.

Based on the above, as with the Project, impacts to intersection levels of service would be significant and unavoidable under the Reduced Alternative 5 (assuming conservatively that Metro/LADOT would not approve the proposed mitigation at Intersection 10: Riverside Drive and Woodman Avenue). However, as the Reduced Alternative 5 would reduce the trip generation and eliminate the Project's significant and unavoidable impact at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period under Future Plus Project Conditions), overall impacts to intersection levels of service under the Reduced Alternative 5 would be less than those of the Project.

With regard to impacts to access and circulation; bicycle, pedestrian, and vehicular safety; and parking, the access and circulation scheme for the Reduced Alternative 5 would be similar to that of the Project. In addition, the proposed parking would meet LAMC parking requirements. Therefore, impacts to access and circulation; bicycle, pedestrian, and vehicular safety; and parking would be less than significant and similar to the less-than-significant impacts of the Project.

j. Utilities and Service Systems—Water Supply and Infrastructure

(1) Construction

Like the Project, construction activities associated with the Reduced Alternative 5 would result in a temporary increase in water demand. This demand would be less than that of the Project due to the reduced amount of construction activities and grading and dust control that would be required under the Reduced Alternative 5. As evaluated in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft

EIR, the Project's temporary and intermittent demand for water during construction could be met by the City's available supplies during each year of construction. As the water demand for construction activities for the Reduced Alternative 5 would be reduced, this alternative's temporary and intermittent demand for water during construction would also be expected to be met by the City's available water supplies. In addition, as discussed in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, the existing LADWP water infrastructure would be adequate to provide for the water flow necessary to serve the Project and, similarly, the Reduced Alternative 5. Furthermore, as with the Project, the design and installation of new service connections under the Reduced Alternative 5 would be required to meet applicable City standards. Therefore, similar to the Project, construction-related impacts on utilities and service systems, specifically to water supply and infrastructure, would be less than significant under the Reduced Alternative 5. Such impacts would be less than those of the Project.

(2) Operation

As with the Project, operation of the Reduced Alternative 5 would generate an increased demand for water compared to existing conditions. Since the Reduced Alternative 5 would reduce the multi-family residential and neighborhood-serving commercial uses of the Project, water demand for this alternative would be reduced compared to that estimated for the Project. In addition, as with the Project, the Reduced Alternative 5 would incorporate sustainability features consistent with the City's Green Building Ordinance. Therefore, the Reduced Alternative 5 would similarly be within the available and projected available water supplies for normal, single-dry, and multiple-dry years through the year 2035 and, as such, LADWP would be able to meet the water demand for the Reduced Alternative 5. Additionally, similar to the Project, existing LADWP water infrastructure would have adequate capacity to serve this alternative's fire flow demand as well as its domestic water demand. Therefore, as with the Project, impacts to utilities and service systems, specifically to water supply and infrastructure, under the Reduced Alternative 5 would be less than significant. Such impacts would be less than those of the Project.

k. Summary of Comparison of Impacts

As evaluated above, the Reduced Alternative 5 would not avoid the Project's significant and unavoidable impacts related to on-site noise and vibration (pursuant to the threshold for human annoyance) during construction and off-site vibration (pursuant to the threshold for human annoyance) during construction. In addition, the Reduced Alternative 5 would not avoid the Project's significant and unavoidable cumulative impacts related to on- and off-site noise during construction and off-site vibration (pursuant to the threshold for human annoyance) during construction. However, such impacts would be reduced under the Reduced Alternative 5 as the construction schedule would be reduced and the

overall duration of such impacts would be reduced. In addition, the Reduced Alternative 5 would reduce the Project's impacts to intersection levels of service. Specifically, the Project's previously identified significant and unavoidable impact at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period under Future with Project Conditions would be eliminated by the Reduced Alternative 5. However, intersection level of service impacts would remain significant and unavoidable for the impact at Intersection 10: Riverside Drive and Woodman Avenue. All other impacts would be similar or less under the Reduced Alternative 5 when compared with the Project.

Topical Response No. 2: Traffic Analysis

As provided in the responses to comments below, several comments on the Draft EIR raise concerns regarding the traffic analysis presented in the Draft EIR. In particular, comments were raised regarding the originally anticipated Project buildout year of 2018, which has now passed; additional related projects in the vicinity of the Project Site; updated freeway ramp conditions; and transit information. In addition, as discussed in detail in Topical Response No. 1, above, in response to comments on the Draft EIR and input from the community, this Final EIR includes a Reduced Alternative 5, as referred to herein, which includes design and circulation modifications to the Project. Furthermore, subsequent to the preparation of the Traffic Impact Analysis prepared for the Project, included in Appendix G of the Draft EIR, LADOT's *Traffic Study Policies and Procedures* were updated. As such, a Supplemental Traffic Analysis has been prepared to address the comments on the Draft EIR as well as relevant items from LADOT's new *Traffic Study Policies and Procedures*, dated December 2016, including alignment with Vision Zero and Mobility 2035 requirements. The Supplemental Traffic Analysis as well as LADOT's assessment letter regarding their review of the Supplemental Traffic Analysis are included in Appendix FEIR-4 of this Final EIR. Provided below is a summary of the detailed analysis included in the Supplemental Traffic Analysis.

a. Reduced Alternative 5 Trip Generation

The Reduced Alternative 5 includes a reduction in the number of multi-family residential units proposed by the Project from 298 units to 249 units and a reduction in the neighborhood-serving commercial uses proposed by the Project from approximately 39,241 square feet to 27,470 square feet. In total, the Reduced Alternative 5 would involve the development of up to 287,924 square feet of new floor area (not including the 126,674-square-foot Sunkist Building to remain) and a total floor area of 414,598 square feet when including the Sunkist Building. Comparatively, the Project would include up to 359,795 square feet of new floor area (not including the Sunkist Building) and a total floor area of 486,469 square feet when included in the Sunkist Building.

As discussed in Section IV.I, Transportation/Traffic, and summarized in Table IV.I-4 of the Draft EIR, the Project was estimated to result in the generation of approximately 4,412 daily trips on a typical weekday, including 267 trips (97 inbound, 170 outbound) during the A.M. peak period and 400 trips (235 inbound, 165 outbound) during the P.M. peak period.

In comparison, as provided in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR, the Reduced Alternative 5 would generate approximately 3,516 daily trips on a typical weekday, including 239 trips during the A.M. peak period and 313 trips during the P.M. peak period. As such, the Reduced Alternative 5

would result in 896 fewer daily trips, 28 fewer trips during the A.M. peak period, and 87 fewer trips during the P.M. peak period.

b. Supplemental Traffic Analysis

The Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR includes an updated traffic analysis based on the changes to LADOT's *Traffic Study Policies and Procedures*, an analysis of the Reduced Alternative 5, as well as other analyses in response to comments received on the Draft EIR. Below is a discussion of each of the components considered in the Supplemental Traffic Analysis.

(1) Extended Buildout Year

As noted above, the Project proposed a buildout year of 2018. Buildout of the Reduced Alternative 5 is anticipated to occur in 2021. With the extension of the buildout year of three years (from 2018 to 2021), the Supplemental Traffic Analysis includes a 2-percent ambient growth per year (total of six percent) in traffic volumes for establishing the future baseline conditions.

The Congestion Management Program for Los Angeles County, 2010, Exhibit D-1 General Traffic Volume Growth Factors identify growth rates in the West San Fernando Valley area and Sylmar area (closest areas to the Project Site) of under one percent per year between 2010 and 2035. However, LADOT requires a higher ambient growth rate of two percent per year in the San Fernando Valley. As discussed above, a two percent per year growth rate was considered in the future baseline conditions.

As provided in the Traffic Impact Analysis included in Appendix G of the Draft EIR and in Section IV.I, Transportation/Traffic, of the Draft EIR, consistent with LADOT's traffic study guidelines, intersection turning movement traffic counts were collected in 15-minute intervals during the hours of 7:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. when local schools were in session and a day of good weather. Specifically, traffic counts were conducted on Wednesday, January 14, 2015. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day—as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. When the traffic counts were taken, the Sunkist Building was estimated to be approximately 85 percent occupied. However, in order to provide a conservative estimate of the existing and future traffic growth with the Project Site, the trip generation for 50% of the existing office building square footage was calculated using rates published in the Institute of Transportation Engineers' Trip Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes.

(2) Updated Related Projects List

As provided in Section III, Environmental Setting, of the Draft EIR, a total of 13 potential related development projects were identified in the vicinity of the Project Site for inclusion in the cumulative impact analysis for the Draft EIR. Subsequent to preparation of the Draft EIR, some of the related projects have been modified. In addition, based on the comments received, one additional related project has been considered in the Supplemental Traffic Analysis. These modifications to the related projects list are discussed in further detail below and summarized in Table 3 of the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR.

With regard to the related projects considered in the Draft EIR, Related Project No. 4, located at 4805 N. Sepulveda Boulevard, previously proposed the development of 465 apartment units and 55,000 square feet of retail uses. Related Project No. 4 now includes 325 apartment units and 52,000 square feet of retail uses. Related Project No. 5, located at 15222 Ventura Boulevard, previously proposed the development of 52 condominium units and 7,460 square feet of retail uses. Related Project No. 5 now includes 50 condominium units and 4,590 square feet of retail uses. These modifications would not result in additional trips under the cumulative condition since the changes involve overall reductions in proposed uses. However, the Supplemental Traffic Analysis considers the modifications to these related projects in the analysis.

As part of the related projects list included in the Draft EIR, the previously proposed Westfield Fashion Square Expansion of 220,000 square feet of retail uses was also considered (Related Project No. 6). Since the release of the Draft EIR, a more refined proposal has been identified that is substantially smaller than previously proposed (a 5,500-square-foot expansion). The difference between the original (220,000 square feet) and updated (5,500 square feet) Westfield Fashion Square Expansion would reduce the related project trips by 2,834 daily trips, 93 A.M. peak hour trips, and 467 P.M. peak hour trips. However, the original 220,000-square-foot Westfield Fashion Square Expansion has been retained in the Supplemental Traffic Analysis to provide a conservative estimate of future traffic conditions.

Related Project No. 9, located at 5700 N. Sepulveda Boulevard, has also been updated. Related Project No. 9 previously proposed 97 condominium units and 34,775 square feet of retail uses. Related Project No. 9 now includes 131 apartment units and 8,600 square feet of retail uses. With the proposed modifications, Related Project No. 9 would result in 575 fewer daily trips, six additional A.M. peak hour trips, and 10 fewer P.M. peak hour trips. As provided in the Supplemental Traffic Analysis, the modifications to this related project are considered in the Supplemental Traffic Analysis.

The additional related project considered (Related Project No. 14 in the Supplemental Traffic Analysis) is located at 14311 Ventura Boulevard. This related project includes 22,000 square feet of retail, 5,000 square feet of restaurant, 5,000 square feet of office, and a 42,000-square-foot grocery store.

(3) Driveway and Lane Configuration Modifications

The Reduced Alternative 5 also includes design modifications that enhance access and circulation to and throughout the Project Site and from Hazeltine Avenue. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage along Hazeltine Avenue. Based on community input, the Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access to improve circulation along Hazeltine Avenue. Project residents and patrons traveling northbound on Hazeltine Avenue would also be prohibited from turning left into the northerly Hazeltine Avenue driveway. The Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR considers these driveway and lane configuration modifications.

Based on the proposed circulation improvements (dual southbound lefts at the Westfield Shopping Center driveway and drive through aisle in the surface parking lot area), more traffic is expected to make use of the southerly Hazeltine Avenue driveway, thus reducing circulation on the surface streets around the Project Site and at the Hazeltine Avenue and Riverside Drive driveway. As provided in the Supplemental Traffic Analysis, the additional traffic at the signalized Project Site driveway on Hazeltine Avenue would not create new significant traffic impacts.

Areas for passenger drop-off and pick-up, including personal vehicles, ridesharing vehicles, Taxi, Uber and Lyft type services would be provided on-site. As illustrated in Figure II-1 on page II-20, above, these spaces would be provided by installing turn-out areas along the south side of the interior roadway between the Sunkist Building and new commercial/residential buildings and on both sides of the drive from Riverside Drive between the new residential/commercial buildings.

(4) Bus Stop Relocation

As evaluated in Section IV.I, Transportation/Traffic, of the Draft EIR, implementation of the Project would result in significant impacts at two intersections under Existing Plus Project and Future Plus Project Conditions. These two intersections include Intersection 6,

Hazeltine Avenue and Riverside Drive, and Intersection 10, Riverside Drive and Woodman Avenue. The Draft EIR identified Mitigation Measure I-2, Mitigation Measure I-3, and Mitigation Measure I-4 to address these impacts.

Mitigation Measure I-2 requires the implementation of a Transportation Demand Management Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips.

Mitigation Measure I-3 requires the Project Applicant to coordinate with LADOT to fund and implement the widening of the south side of Riverside Drive west of Hazeltine Avenue to provide an eastbound dedicated right-turn lane to southbound Hazeltine Avenue. As part of this mitigation measure, protective permissive left-turn phasing in the northbound, eastbound, and westbound directions at Hazeltine Avenue and Riverside Drive would be installed. Traffic signals would be upgraded to accommodate this safety improvement.

Mitigation Measure I-4 requires the Project Applicant to coordinate with LADOT to fund and implement an operational right-turn lane for eastbound Riverside Drive to southbound Woodman Avenue by relocating the existing Metro bus stop located on the south side of Riverside Drive, west of Woodman Avenue. During preparation of the Draft EIR, the location of the relocated stop was not established. Subsequently, it has been determined that the relocated bus stop could potentially occur in three potential locations: (1) on the south side of Riverside Drive, west of Woodman Avenue between the two gas station driveways; (2) on the south side of Riverside Drive west of Woodman Avenue and west of the easterly gas station driveway; and (3) east of the current bus stop location between the two shopping center driveways located approximately 650 feet west of the current location. However, as provided in LADOT's Assessment Letter included in Appendix FEIR-4 of this Final EIR, LADOT has determined the bus stop relocation to be infeasible. Therefore, the significant and unavoidable traffic impacts identified in the Draft EIR and as summarized below would remain.

As concluded in the Draft EIR, the Project's potential impacts to Intersection 6 and Intersection 10 under Existing Plus Project Conditions would be reduced to a less-than-significant level with implementation of Mitigation Measure I-3 and Mitigation Measure I-4. However, as it was unknown during preparation of the Draft EIR if Metro and/or LADOT would approve relocation of the bus stop, the A.M. peak hour impact at Intersection 10, Riverside Drive and Woodman Avenue, under Existing Plus Project Conditions was conservatively considered significant and unavoidable.

Similarly, while full implementation of Mitigation Measure I-3 and Mitigation Measure I-4 would reduce the Project's impacts at Intersection 6: Hazeltine Avenue and Riverside

Drive during the P.M. peak period and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods under Future Plus Project Conditions, traffic impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period would remain significant and unavoidable under Future with Project Conditions. Additionally, as it was unknown during preparation of the Draft EIR if relocation of the existing Metro bus stop would be approved by Metro or LADOT, the Project's significant impact at Intersection 10 during the A.M. and P.M. peak periods under Future Plus Project Conditions were also considered to be significant and unavoidable.

As detailed in Tables 5a and 5b of the Supplemental Traffic Analysis, no new significant traffic impacts would result with implementation of the Reduced Alternative 5. Prior to mitigation, the significant impacts identified in the Draft EIR at Intersection 6, Hazeltine Avenue and Riverside Drive, during the A.M. and P.M. peak hours under Existing Plus Project and Future Plus Project Conditions would remain with implementation of the Reduced Alternative 5. Similarly, prior to mitigation, the significant impacts previously identified in the Draft EIR at Intersection 10, Riverside Drive and Woodman Avenue, during the A.M. peak hour under the Existing Plus Project Condition and during the A.M. and P.M. peak hours under Future Plus Project Conditions would also remain. As with the Project, the Reduced Alternative 5 would implement Mitigation Measures I-2 through I-4 included in the Draft EIR to address these impacts.

As summarized in Table 5a of the Supplemental Traffic Analysis, as with the Project, implementation of Mitigation Measures I-2 through I-4 would reduce the significant impacts of the Reduced Alternative 5 at Intersection 6, Hazeltine Avenue and Riverside Drive, and at Intersection 10, Riverside Drive and Woodman Avenue, under Existing Plus Project Conditions to a less-than-significant level. However, as the relocation of the bus stop proposed as part of Mitigation Measure I-4 has been determined infeasible, the A.M. peak hour impact at Intersection 10 under Existing Plus Project Conditions is considered significant and unavoidable, as was concluded in the Draft EIR.

With regard to the Future Plus Project Condition, as shown in Table 5b of the Supplemental Traffic Analysis, implementation of Mitigation Measures I-2 through I-4 would reduce the significant impacts of the Reduced Alternative 5 at Intersection 6 and at Intersection 10 to a less-than-significant level. Under the Project, the significant impact at Intersection 6 during the A.M. peak hours would not be reduced to a less-than-significant level after implementation of mitigation. However, this impact would be reduced to a less-than-significant level after mitigation under the Reduced Alternative 5. While the significant impacts at Intersection 10 during the A.M. and P.M. peak periods under Future with Project Conditions would also be reduced to a less-than-significant level after mitigation, as the relocation of the bus stop proposed as part of Mitigation Measure I-4 has been determined infeasible, the impact at Intersection 10 under Future with Project Conditions is considered significant and unavoidable, as was concluded in the Draft EIR.

(5) Parking Redesign

As previously described in Topical Response No. 1, above, the parking layout proposed for the Reduced Alternative 5 has been redesigned compared to the Project and would be provided in three separate parking facilities instead of two parking facilities as proposed by the Project. Specifically, the six-level parking structure (four above-grade levels and two subterranean levels) proposed along Hazeltine Avenue has been relocated to the western portion of the Project Site, west of the Sunkist Building, along Calhoun Avenue, and reduced to five levels (three above-grade levels and two subterranean levels) with rooftop parking. In addition, a surface parking lot is now proposed east of the Sunkist Building to serve mainly the neighborhood serving commercial uses proposed within Buildings A and B. This proposed surface parking lot includes a two-lane pass-through area for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. The parking structure located west of the Sunkist Building would provide 477 parking spaces and would primarily serve the Sunkist Building (in addition to 39 stalls located below the Sunkist Building). The remaining spaces would be provided within the proposed surface parking lot and in the two subterranean parking levels provided below Building A and Building B.

With the two-lane pass through area, some drivers who previously would have used the northerly Hazeltine Avenue driveway or Riverside Drive driveway would now have the option to use the signalized driveway instead for easier and more convenient exit from the Project Site. Based on LADOT approved distribution for Project traffic, up to 12 percent of the residential traffic and up to 20 percent of the new commercial retail/restaurant traffic is expected to use the signalized location rather than the unsignalized Riverside Drive and northerly Hazeltine Avenue driveways. This would equate to redistribution of up to 571 daily, 38 A.M. peak hour, and 50 P.M. peak hour trips using the signalized driveway and pass-through lane creating reduced traffic circulation around the Project Site.

(6) Updated Freeway Ramp Locations

Subsequent to release of the Draft EIR, Caltrans has completed freeway ramp improvements along the I-405 and US-101 Freeways in the Project area. The freeway ramps have been changed south of Ventura Boulevard. Specifically, there are north (west) and south (east) bound on- and off-ramps for the US-101 Freeway provided at both Van Nuys Boulevard to the west and Woodman Avenue to the east. There are north and southbound on- and off-ramps for the I-405 at Burbank Boulevard north of the Project Site, southbound on- and off-ramps at Ventura Boulevard/Sherman Oaks Avenue and northbound on- and off-ramps on Sepulveda Boulevard south of Ventura Boulevard south of the Project Site. These modified ramp locations have been evaluated in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR.

(7) Updated Traffic Study Guidelines

As previously discussed, since preparation of the Traffic Impact Analysis for the Project, LADOT updated their traffic study guidelines. Specifically, the previous August 2014 LADOT guidelines were replaced with new December 2016 guidelines. The new guidelines require the same overall study format and analysis process. However, more detail is provided to explain individual elements, including as follows:

- Identification of future performance measures that require pedestrian and bicycle volumes be included in counts;
- Affordable housing trip generation rates;
- Alignment with Vision Zero;
- Mobility 2035 requirements;
- Shared parking agreements; and
- More details regarding Transportation Demand Management (TDM) as mitigation.

The traffic counts conducted for the Project included pedestrian and bicycle counts. Affordable housing is not proposed as part of the Project nor as part of the Reduced Alternative 5. Also, the Project nor the Reduced Alternative 5 propose a shared parking component. As provided in Mitigation Measure I-2 in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project Applicant would develop and implement a Transportation Demand Management Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. Vision Zero and Mobility 2035 requirements are discussed below.

Vision Zero is a City initiative to create safer streets for the City's most vulnerable road users, including children, older adults, and people walking and bicycling. All projects in the City must be designed to prioritize the safety of people walking, bicycling, rolling, or taking transit to improve their connectivity. LADOT has conducted a citywide traffic collision analysis and identified a network of streets known as High Injury Network. These are the roadways with the highest occurrence of severe injuries and death involving road users. Projects proposed on a roadway within a High Injury Network should be designed to enhance safety. Adjacent to the Project Site, Riverside Drive, Hazeltine Avenue, and Calhoun Avenue are not identified as High Injury Network roadways. To date, LADOT has not identified procedures, impact criteria, or specific requirements for evaluating pedestrian or bicycle safety. The Project and the Reduced Alternative 5 would include the following pedestrian and bicycle conditions and improvements:

- Maintain the sidewalk widths at a minimum of 10 feet on Riverside Drive and on Hazeltine Avenue;
- Maintain the existing number and location of driveways;
- Enhanced landscaping would be provided along the sidewalks with a wide (45 feet 6 inches) publicly accessible park/greenspace provided along the Project Site's Hazeltine Avenue frontage;
- The existing crosswalk on the west leg of Riverside Drive at Hazeltine Avenue would be lengthened by 4.5 feet to implement the eastbound right-turn lane. However, signal timing would be adjusted to accommodate the additional crossing time required for a pedestrian to cross the street;
- All sidewalks would be repaired and improved as needed;
- Bus shelter improvements would be provided;
- Installation of protective-permissive left-turn phasing at Hazeltine Avenue and Riverside Drive in any direction that it is not already implemented;
- Change from protected permissive left-turn phasing to protective phasing only at Riverside Drive and Woodman Avenue in all directions that require change, if requested by LADOT;
- If approved by LADOT, improve the crosswalks at Hazeltine Avenue and Riverside Drive with continental (cross hatch) crosswalks to increase visibility of pedestrians crossing;
- The eastbound bicycle lane on Riverside Drive west of Hazeltine Avenue currently terminates to a shared lane with vehicles at the intersection. As part of the Project's mitigation program for the eastbound right-turn lane, a dedicated and striped bike lane to the intersection along the north side of the right-turn lane would be included;
- On-site long-term and short-term bicycle parking would be provided; and,
- On-site amenities fronting the LA Riverwalk would be provided that include pedestrian pathways and seating areas.

Since preparation of the Traffic Impact Analysis for the Project, the City has adopted a new transportation element, Mobility Plan 2035. Mobility Plan 2035 updated street designations across the City. In the vicinity of the Project Site, Mobility Plan 2035 included the following modifications:

- Riverside Drive is designated as an Avenue I in the Mobility Plan 2035. Along the Project Site frontage, Riverside Drive currently consists of a 50-foot half right-of-way, with a 35-foot half roadway and a 15-foot sidewalk. Therefore, no widening or dedication is required at this time except for the dedication and widening required to implement the intersection mitigation.
- Hazeltine Avenue is dedicated as an Avenue II in the Mobility Plan 2035. Along the Project Site frontage, Hazeltine Avenue currently consists of a 40- to 45-foot half right-of-way, with a variable 32-foot half roadway and 10-foot sidewalk. The standard cross-section for an Avenue II is a 43-foot half right-of-way, with a 28-foot half roadway and a 15-foot sidewalk. Therefore, a variable width strip dedication is required along the Project Site frontage on Hazeltine Avenue to bring the total right-of-way to the Avenue II standard required by Mobility Plan 2035.
- Calhoun Avenue would be dedicated and improved as required by the October 23, 2015 Tentative Tract Letter from the Land Development and Mapping Group of the Bureau of Engineering.

The surrounding roadways considered in the Traffic Impact Analysis included in the Draft EIR have been updated to show the Mobility Plan 2035 roadway designations as follows in the Project vicinity:

- Chandler Boulevard is designated as a Boulevard II.
- Fulton Avenue is designated as an Avenue II north of Ventura Boulevard.
- Magnolia Boulevard is designated as an Avenue II.
- Riverside Drive is designated as an Avenue I.
- Van Nuys Boulevard is designated as a Boulevard II north of Ventura Boulevard.
- Ventura Boulevard is designated as a Boulevard II.
- Woodman Avenue is designated as an Avenue I north of Ventura Boulevard.

Note that speed limits on the streets adjacent to the Project Site are as follows: Riverside Drive, 40 miles per hour; Hazeltine Avenue, 35 miles per hour, and Calhoun Avenue (as a local street) is not posted with a speed limit.

(8) Supplemental Traffic Analysis Conclusions

As evaluated in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR, the traffic analysis conducted for the Reduced Alternative 5 evaluated

Existing Plus Project (Reduced Alternative 5) and Future Plus Project (Reduced Alternative 5) Conditions considering the extended buildout year and the addition of ambient growth at two percent year, an updated related projects list, and the proposed striping changes along Hazeltine Avenue.

As detailed in Tables 5a and 5b of the Supplemental Traffic Analysis, no new significant traffic impacts would result with implementation of the Reduced Alternative 5. The significant impacts previously identified in the Draft EIR at Intersection 6, Hazeltine Avenue and Riverside Drive, during the A.M. and P.M. peak hours under Existing Plus Project and Future Plus Project Conditions would remain with implementation of the Reduced Alternative 5. Similarly, the significant impacts previously identified in the Draft EIR at Intersection 10, Riverside Drive and Woodman Avenue, during the A.M. peak hour under the Existing Plus Project Condition and during the A.M. and P.M. peak hours under Future Plus Project Conditions would also remain with implementation of the Reduced Alternative 5. As with the Project, the Reduced Alternative 5 would implement Mitigation Measures I-2 through I-4 included in the Draft EIR to address these impacts.

As summarized in Table 5a of the Supplemental Traffic Analysis, as with the Project, implementation of Mitigation Measures I-2 through I-4 would reduce the significant impacts of the Reduced Alternative 5 at Intersection 6, Hazeltine Avenue and Riverside Drive, and at Intersection 10, Riverside Drive and Woodman Avenue, under Existing Plus Project Conditions to a less-than-significant level. However, as relocation of the bus stop proposed as part of Mitigation Measure I-4 has been determined infeasible, the A.M. peak hour impact at Intersection 10 under Existing Plus Project Conditions is considered significant and unavoidable.

With regard to the Future Plus Project Condition, as shown in Table 5b of the Supplemental Traffic Analysis, implementation of Mitigation Measures I-2 through I-4 would reduce the significant impacts of the Reduced Alternative 5 at Intersection 6 and at Intersection 10 to a less-than-significant level. Under the Project, the significant impact at Intersection 6 during the A.M. peak hours would not be reduced to a less-than-significant level after implementation of mitigation. However, this impact would be reduced to a less-than-significant level after mitigation under the Reduced Alternative 5. In addition, while the significant impacts at Intersection 10 during the A.M. and P.M. peak periods would also be reduced to a less-than-significant level after mitigation, as relocation of the bus stop proposed as part of Mitigation Measure I-4 has been determined infeasible, the impact at Intersection 10 is considered significant and unavoidable.

c. Other Traffic Considerations for Informational Purposes

(1) Holiday Traffic Analysis

Several comments on the Draft EIR raise concerns regarding the Project's potential impacts during the winter holiday season. For informational purposes only, a winter holiday traffic analysis was conducted as part of the Supplemental Traffic Analysis (refer to Attachment E of the Supplemental Traffic Analysis) to respond to public comments. The holiday traffic analysis is not a baseline for evaluating traffic impacts under CEQA.

New traffic counts were conducted on Saturday, December 23, 2017 mid-day and during the evening. Existing peak hour traffic conditions were evaluated using the highest peak hour between 10:00 A.M. and 1:00 P.M. and between 4:00 P.M. and 7:00 P.M. at the same 14 study intersections evaluated in the Project's Traffic Impact Analysis. Saturday Project traffic volumes were estimated using Institute of Transportation Engineers (ITE) rates, 9th Edition as was used for the Traffic Impact Analysis.

The Sunkist Building is currently being used for periodic and regular filming events. This filming creates trips to and from the Project Site and those generated on the count date are included in the new traffic counts. In order to present a conservative analysis, an additional 50 percent of the Saturday office trips created by the 127,000 square foot office were added to the existing traffic counts.

Future traffic conditions were determined based on ambient growth of two percent per year and potential traffic volumes created by 14 related projects. Although the current Westfield Fashion Square expansion has been reduced, the holiday future traffic conditions include the prior full entitlement of 220,000 square feet.

Existing, Existing + Project, Future without Project and Future (2021) With Project operating conditions were estimated using the Critical Movement Analysis (CMA) process as required by LADOT and detailed in the approved Traffic Impact Analysis. As shown in the CMA Summary provided in Table 1 in Attachment E of the Supplemental Traffic Analysis, no new significant impacts are identified, and mitigation proposed in the Traffic Impact Analysis would mitigate impacts, as discussed above.

(2) Base Traffic Volume Increase

As noted above and in the Supplemental Traffic Analysis, traffic counts were conducted on Wednesday January 14, 2015 during the hours of 7:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. when local schools were in session and a day of good weather. This

is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day—as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Notwithstanding, several comments on the Draft EIR assert that January is a particularly slow time of the year and that counts should have been taken some other month. LADOT does not distinguish between months of the year, and it is not clear why January would be slower than any other typical non-holiday month. However, in response to these comments, a two percent increase was added to the original January 2015 traffic counts to further degrade the background traffic conditions. This increase is in addition to the two percent per year ambient growth added for the extension of the future buildout year, as discussed above. Table 1 of Attachment F of the Supplemental Traffic Analysis displays the number of vehicles added to each of the intersections during the A.M. and P.M. peak hours. Based on these projections, the two percent growth factor essentially adds more than two years of expected increased population to the baseline traffic counts.

(3) Freeway Ramps Increased to LOS D

Several comments on the Draft EIR also asserted that the US-101 Freeway ramps at Van Nuys Boulevard (north and southbound) were operating similar to the Woodman US-101 Freeway ramps at Woodman Avenue (north and southbound). Traffic data collected at these intersections and observations indicated differently. Notwithstanding, in response to these comments, the level of service (LOS) at the intersections of Van Nuys Boulevard at the northbound and southbound US-101 freeway ramps was increased from LOS A, B, or C to LOS D. The increase of the LOS does not change the conclusions in the Traffic Impact Analysis included in the Draft EIR that the intersections of Van Nuys Boulevard and the northbound US-101 Freeway ramps and Van Nuys Boulevard and the southbound US-101 Freeway ramps would not be significantly impacted with Project related traffic.

II. Responses to Comments

D. Comment Letters

Comment Letter No. 1

Scott Morgan
Director
State Clearinghouse and Planning Unit
Governor's Office of Planning and Research
State of California
1400 Tenth Street
P.O. Box 3044
Sacramento, CA 95812-3044

Comment No. 1-1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 27, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental

Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Response to Comment No. 1-1

This comment acknowledges the receipt of the Draft EIR by the State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, and compliance with State Clearinghouse review requirements for draft environmental documents, in accordance with CEQA. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 1-2

Attachment: Department of Transportation comment letter (2 pages)

Response to Comment No. 1-2

In response to the Notice of Completion issued to several state agencies by the State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, the California Department of Transportation submitted comments in a letter dated September 22, 2016. Responses to these comments are provided below in Comment Letter No. 2.

Comment Letter No. 2

DiAnna Watson
IGR/CEQA Branch Chief
District 7—Office of Regional Planning
Department of Transportation
100 S. Main St., MS 16
Los Angeles, CA 90012-3606

Comment No. 2-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed ICON Sherman Oaks Project. The project proposes to develop a mixed-use project on an approximate 8.3-acre site located at 14130 and 14154 West Riverside Drive. The project would include 298 multi-family residential units and approximately 39,241 square feet of neighborhood-serving commercial uses that would include up to 7,241 square feet of restaurant uses.

The project site is directly adjacent to State Route 101 and will generate a net 4,412 daily trips and 267/400 AM/PM peak hour trips. There are 12 related projects that will generate additional daily trips, therefore cumulative impacts may occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate cumulative traffic impacts in the future.

Based on a review of the Draft Environmental Impact Report, Caltrans has the following comments:

Response to Comment No. 2-1

This introductory comment accurately describes the Project, the daily trips, and the peak hour trips. The commenter is referred to Section III, Environmental Setting, page III-4, of the Draft EIR, and Section IV.I, Transportation/Traffic, page IV.I-19, of the Draft EIR, which identify 13 related projects. Specific comments regarding the Draft EIR are provided and responded to below. Also refer to Topical Response No. 2 above regarding the Supplemental Traffic Analysis and the updated related projects list.

As provided in Section IV.I, Transportation/Traffic, of the Draft EIR, the transportation analysis for the Project evaluated cumulative (Future with Project) conditions at the State Route 101 freeway ramps located nearest to the Project Site. Specifically, the transportation analysis included the following intersections: Intersection 3: Northbound 101 Freeway Ramps and Van Nuys Boulevard, Intersection 4: Southbound 101 Freeway Ramps and Van Nuys Boulevard Intersection, 11: Northbound 101 Freeway Ramps and

Woodman Avenue, and Intersection 12: Southbound 101 Freeway Ramps and Woodman Avenue. As summarized in Table IV.I-7 on page IV.I-41 of Section IV.I, Transportation/Traffic, of the Draft EIR, the addition of Project traffic at these study intersections under Future with Project conditions would not result in a change to the volume-to-capacity ratio such that a significant cumulative impact would occur.

Comment No. 2-2

1. The Department's Traffic Operations Branch requests all applicants to use the method outlined in the latest version of the Highway Capacity Manual (HCM) when analyzing traffic impacts on State Transportation Facilities. The use of HCM is preferred by the Department because it is an operational analysis opposed to a planning analysis.

Response to Comment No. 2-2

The commenter requests all applicants use the method outlined in the latest version of the Highway Capacity Manual (HCM). The analysis of the State Transportation Facilities, including freeway ramp locations at their intersection with Woodman Avenue and at Van Nuys Boulevard, was conducted using the Critical Movement Analysis (CMA) methodology, as required by the City, and supplemented with the Congestion Management Program (CMP) process for the freeway segments. As provided in the Traffic Impact Analysis included in Appendix G of the Draft EIR and summarized in Section IV.I, Transportation/Traffic, of the Draft EIR, no significant traffic impacts to state transportation facilities were identified. It is also noted that Caltrans' guide for the Preparation of Traffic Impact Studies, December 2002 does not provide specific significant impact criteria and was therefore not used in the analysis.

Comment No. 2-3

2. Per PEMS data, the segment of Route 101 Freeway between Fulton Ave and Kester Ave operates at a LOS of E/F during peak hours periods. Although, counts were provided for the off-ramps at Woodman Ave. [sic] The data did not include a queuing analysis of the ramps, it is noted a queuing analysis was done for driveways.

Response to Comment No. 2-3

As discussed on page 54 of the Traffic Impact Analysis included as Appendix G of the Draft EIR, the intersection of Ventura Boulevard and Woodman Avenue is the nearest CMP intersection. Based on the anticipated traffic distribution, it was conservatively assumed that a maximum of five percent of the trips generated by the Project would pass through the intersection of Ventura Boulevard and Woodman Avenue during the peak periods. Five percent of the peak trips of the Project equates to 20 trips during the P.M. peak hour. This is below the CMP significance threshold of 50 vehicles in a single hour.

As also discussed on page 54 of the Traffic Impact Analysis, it was conservatively assumed that 15 percent of the Project trip volume would use any one segment of the Ventura Freeway (US 101), which would result in 35 vehicles during the peak traffic periods (less than one vehicle every two minutes) and would not be anticipated to materially affect queueing. This amount of traffic is below the threshold of 150 vehicles needed to require further evaluation under the CMP. Nonetheless, as summarized in Table 16 of the Traffic Impact Analysis, the Project trips would not change the LOS along the Ventura Freeway at Woodman Avenue. The on and off ramps are identified with future LOS of D or better but conservatively estimated at LOS D based on observed operations. With spacing of 20 feet per vehicle, the westbound offramp has a capacity for a 66 vehicle queue (480 feet X 1 lane + 102 feet x 2 lanes + 215 feet X 3 lanes)/20) and the eastbound offramp has a capacity for 49 vehicle queue ((560 feet x 1 lane + 60 feet x 2 lanes + 100 feet x 3 lanes)/20). A LOS D results in delays to approaching vehicles that may occur during short peaks with the peak period, but enough cycles with lower demand would occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.

Comment No. 2-4

In the Spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2016-00064ME [sic]

Response to Comment No. 2-4

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 3

Elizabeth Carvajal
Transportation Planning Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-23-4
Los Angeles, CA 90012-2952

Comment No. 3-1

Thank you for the opportunity to comment on the proposed ICON Sherman Oaks mixed-use project located at 14130 and 14154 Riverside Drive in the City of Los Angeles. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Project Description:

The proposed project is a mixed-use development project comprised of residential and neighborhood-serving commercial uses on an approximate 8.3-acre site in the Van Nuys–North Sherman Oaks Community Plan area of the City of Los Angeles. These new uses would be integrated with the existing Sunkist Growers, Inc. international headquarters building, which would be maintained and rehabilitated as part of the project. The project would specifically include three new buildings that would provide a total of 298 new multi-family residential units and approximately 39,241 square feet of neighborhood-serving commercial uses, including up to 7,241 square feet of restaurant uses. In addition, upon completion, the project would provide a total of 1,345 parking spaces for the proposed uses and the Sunkist building. Parking spaces for employees of the Sunkist Building and the proposed neighborhood-serving commercial uses would be provided in a new parking structure to the east of the Sunkist Building. Parking for residents and guests of residents would be provided in two levels of below-grade parking within the northern and western portions of the Project Site, and integrated within Level 1 of Building B. The proposed buildings and the Sunkist Building to remain would be integrated and connected within the project site via numerous outdoor landscaped areas and landscaped pedestrian pathways.

Response to Comment No. 3-1

This introductory comment providing a summary of Metro's comments and of the project description are noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 3-2**Metro Comments:***Bus Operations:*

Metro bus line 155 operates on Riverside Drive, adjacent to the proposed project. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus services that are present. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating construction activities. Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

Response to Comment No. 3-2

As described in the Traffic Impact Analysis included in Appendix G of the Draft EIR as well as in Section IV.I, Transportation/Traffic, of the Draft EIR, Metro Route 155 provides service along Riverside Drive between Van Nuys Boulevard and the Hollywood Freeway where the route changes streets and travels to Universal City, Toluca Lake, and Burbank. As evaluated in Section IV.I, Transportation/Traffic, of the Draft EIR, impacts on public transit during construction and operation of the Project would be less than significant.

Comment No. 3-3*Transit Connectivity:*

To support first/last mile connections to transit service, LACMTA encourages the installation of pedestrian lighting, shade trees, and amenities along the primary building frontage, as well as enhanced crosswalks with ADA-compliant ramps at the intersection to improve pedestrian safety and comfort. The City should consider requesting the installation of such amenities as part of the development of the site.

Response to Comment No. 3-3

As discussed in detail above in Topical Response No. 2, in support of the City's Vision Zero, the Project would include the following pedestrian and bicycle conditions and improvements:

- Enhanced landscaping would be provided along the sidewalks with a wide (45 feet 6 inches) publicly accessible park/greenspace provided along the Project Site's Hazeltine Avenue frontage;
- The existing crosswalk on the west leg of Riverside Drive at Hazeltine Avenue would be lengthened by 4.5 feet to implement the eastbound right-turn lane. However, signal timing would be adjusted to accommodate the additional crossing time required for a pedestrian to cross the street;
- All sidewalks would be repaired and improved as needed;
- Bus shelter improvements would be provided;
- If approved by LADOT, improve the crosswalks at Hazeltine Avenue and Riverside Drive with continental (cross hatch) crosswalks to increase visibility of pedestrians crossing;
- On-site long-term and short-term bicycle parking would be provided; and,
- On-site amenities fronting the LA Riverwalk would be provided that include pedestrian pathways and seating areas.

In addition, all access within and to the Project Site would be ADA accessible.

Comment No. 3-4

Active Transportation:

1. We encourage the City to work with the developer to provide safe and convenient connections for pedestrians, people riding bicycles, and users of Metro Bus system and other transit services to and from the project.
2. The City, working with the developer, may wish to evaluate and consider pedestrian crossings at the intersections of Riverside Drive/Calhoun Avenue or Riverside Drive/Stansbury Avenue.
3. Short-term bike parking should be placed near ground level entrances so they are visible and easily accessible to all users, including Metro transit users. Consider working with the developer to implement bicycle racks on the public right-of-way and/or curbside bicycle corrals.

Response to Comment No. 3-4

Refer to Response to Comment No. 3-3 and to Topical Response No. 2, above.

Comment No. 3-5*Congestion Management Program:*

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

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

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

Response to Comment No. 3-5

The Project’s potential impacts to CMP facilities were evaluated in the Transportation Impact Analysis included in Appendix G-3 of the Draft EIR and in Section IV.I, Transportation/Traffic, of the Draft EIR. As discussed therein, the freeway located closest to the Project Site is the Ventura (US-101) Freeway. The Traffic Impact Analysis conservatively assumed that approximately 15 percent of the traffic generated by the Project would use any one segment of the Ventura Freeway. Based on this assumption, the maximum number of Project trips on any one freeway segment along the Ventura Freeway would be 35 vehicles during the morning and afternoon peak periods. As such, the Project would not add 150 or more trips in either direction during either morning or

afternoon peak periods on any freeway segment along the closest freeway to the Project Site. Therefore, Project impacts to a CMP mainline freeway monitoring location would be less than significant and no further analysis is required.

The nearest arterial CMP monitoring station is located at the intersection of Ventura Boulevard and Woodman Avenue, approximately one mile from the Project Site. Morning and afternoon peak-hour traffic for these intersections was calculated based on the number of trips entering and leaving the study area in the direction of the outlying CMP arterial monitoring intersection. The Traffic Impact Analysis conservatively allocated approximately five percent of Project trips to the Ventura Boulevard and Woodman Avenue intersection during the morning and afternoon peak periods. Based on these assumptions, the number of peak-hour Project trips expected at the Ventura Boulevard and Woodman Avenue arterial monitoring intersection would equate to a maximum of 20 trips, which would occur during the P.M. peak period. Therefore, the Project would add fewer than 50 peak-hour trips at the arterial monitoring intersection nearest the Project Site. As such, Project impacts to a CMP arterial intersection would be less than significant and no further analysis is required.

With regard to transit, the Project is anticipated to generate approximately 267 morning peak-hour trips and 400 afternoon peak-hour trips. Assuming average vehicle occupancy of 1.4, the Project's vehicle trips would result in an estimated increase of 374 person trips during the morning peak hour and 560 person trips during the afternoon peak hour. The CMP guidelines estimate that approximately 3.5 percent of total Project person trips may use public transit to travel to and from the Project Site. Accordingly, the Project would generate approximately 13 net new transit trips during the morning peak hour and 20 net new transit trips during the P.M. peak hour. As discussed in the Traffic Impact Analysis, observations of the public transit facilities in the study area indicate that transit ridership during the morning and afternoon peak periods is operating below capacity with the exception of the Metro Orange Line. Notwithstanding, as concluded in the Traffic Impact Analysis, based on the Project's limited increase in transit trips during the morning and afternoon peak periods, it is not anticipated that the new transit trips associated with the Project would adversely affect the current ridership of the transit services in the study area. Therefore, Project impacts to the existing transit system in the study area would be less than significant.

Comment No. 3-6

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. **LACMTA looks forward to reviewing the Final EIR. Please send it to the following address:**

**LACMTA Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952**

Response to Comment No. 3-6

This concluding statement and the contact information provided is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 4

Jillian Wong, Ph.D.
Planning and Rules Manager
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar, CA 91765-4178

Comment No. 4-1

Attached are the SCAQMD staff comments for the above-mentioned CEQA document. The original, electronically signed letter will be sent to your attention by regular USPS mail. If you have any questions, please feel free to contact me.

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

Response to Comment No. 4-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 4-2**Project Description**

In the project description, the Lead Agency proposes a mixed-use project that will retain but remodel the existing 126,674 square foot, three-story office building and develop the 8.3-acre site with residential and commercial uses. The residential portion of the project will be comprised of three buildings that will house a total of 298 new multi-family residential units. Approximately 39,241 square feet of commercial uses will also include approximately 7,241 square feet for restaurant purposes. Parking will be provided for up to 1,345 parking spaces with two-below grade parking levels planned for Building C. Soil disturbance activities will include approximately 162,000 cubic yards of grading and require approximately 157,400 cubic yards of soil export. Construction will occur over a 33-month period and is planned to be completed in 2018.

Response to Comment No. 4-2

This comment, which provides an accurate summary of the Project, is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 4-3**Health Risk Assessment and Associated Mitigation**

The Lead Agency notes that the project site is near the Hollywood (US-101) Freeway with portions of the residential buildings located within 500 feet of US-101. Based on the Health Risk Assessment (HRA), the Lead Agency estimated the potential cancer risk from nearby SCAQMD permitted stationary sources and from potential exposure to diesel particulate matter, a toxic air contaminant, from vehicles operating on the nearby freeway. Based on the HRA results from all sources, the total maximum cancer risk to the residents would be 17 in one million, which would exceed the SCAQMD's recommended significance threshold of 10 in one million cases. To reduce the estimated risk to a less than significant level,¹ the Lead Agency proposes mitigation including installation of a heating, ventilation, and air conditioning (HVAC) air filtration system in each residential building. The air filtration system will have a Minimum Efficiency Reporting Value (MERV) of 13 or higher. HVAC and air filtration system support actions will include the servicing of these systems and are also part of the development's proposed mitigation.² Based on the proposed mitigation, the project's cancer risk was estimated to be less than significant.

¹ *DEIR, Appendix IV—Environmental Impact Analysis—B, Air Quality, Page IV.B-59.*

² *Support actions described on Page IV-B-58 in Mitigation Measure (MM) B-2 and in MM-BB-3 describes added features to support reduced exposures to future sensitive receptors.*

Response to Comment No. 4-3

This comment provides an accurate summary of the Health Risk Assessment included in the Draft EIR. Mitigation Measure B-2 of the Draft EIR requires air filtration systems with a minimum MERV of 13. Mitigation Measure B-2 would reduce particulate exposures from diesel exhaust and the re-entrainment of paved roadway dust. With incorporation of Mitigation Measure B-2, the carcinogenic risk and PM₁₀ and PM_{2.5} emissions would be reduced to a less-than-significant level. Additionally, it is noted that in response to this comment, Mitigation Measure B-3 has been revised as part of this Final EIR to require the replacement of air filters four times per year. Refer to revised Mitigation Measure B-3 in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 4-4**Limits to Enhanced Filtration Units**

The Lead Agency should consider the limitations of the proposed mitigation for this project (enhanced filtration) on housing residents. For example, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy costs to the resident. The proposed mitigation also assumes that the filters operate 100 percent of the time while residents are indoors. These filters also have no ability to filter out any toxic gases from vehicle exhaust. The presumed effectiveness and feasibility of this mitigation should therefore be evaluated in more detail prior to assuming that it will sufficiently alleviate near roadway exposures.

Response to Comment No. 4-4

The commenter is referred to Section IV.B, Air Quality, and Appendix B, Air Quality and Greenhouse Gas Worksheets and Health Risk Assessment, of the Draft EIR, for a discussion of the Health Risk Assessment included in the Draft EIR. The Health Risk Assessment evaluated the relative contribution of all pollutants, including gaseous pollutants, to determine exposure estimates for individuals who access and who would reside at the Project Site. Diesel particulate exposures as well as toxic gases generated from mobile sources such as benzene and their subsequent carcinogenic risks and/or non-carcinogenic hazards were considered in the Health Risk Assessment. Criteria pollutants were also assessed and compared to identified significance thresholds. Nevertheless, to provide clarity regarding the objective of the Health Risk Assessment to assess all pollutant exposures, the discussion regarding the Health Risk Assessment included in Appendix B of the Draft EIR was revised to underscore its consideration in the quantification of pollutant exposure and risk. These clarifications have been made in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR. Specifically, the clarifications include additional language regarding the conservative assessment methodology employed in the HRA to characterize carcinogenic risk and noncarcinogenic hazards, clarifying that organic gases are not controlled by the referenced MERV filtration, and were therefore considered uncontrolled and were appropriately weighted against diesel particulate concentration estimates to produce an overall risk estimate.

The Lead Agency concurs that particulate filters do not reduce gaseous pollutants. As a result, no control efficiency was applied to the analysis of gaseous emissions (i.e., benzene, formaldehyde, 1,3-butadiene, acetaldehyde, acrolein, and diesel particulates) included in the Health Risk Assessment included in Appendix B of the Draft EIR. The commenter is referred to Appendix B, Air Quality and Greenhouse Gas Worksheets and Health Risk Assessment, of the Draft EIR, where the risk calculation worksheets presented in the Health Risk Assessment depict diesel particulate concentration reductions

commensurate with identified MERV filter control efficiencies to reduce carcinogenic risk estimates to less than significant levels.

As noted in Appendix B, Air Quality and Greenhouse Gas Worksheets and Health Risk Assessment, of the Draft EIR, the Health Risk Assessment regulatory guidance for carcinogenic risk estimates were considered static (e.g., continuous for 30 years) and assumed to be continuous whereby an individual would remain in their residence for the entire exposure duration. Although upper-bound exposure estimates are customary (probability of contracting cancer from continuous exposure to an ambient concentration of one microgram per meter over a 70-year lifetime), static exposures (e.g., 30-year exposure) are considered conservative and not anticipated whereby continuous operation of the HVAC system would be required. For short-duration (24-hour) exposures, daily HVAC operation is foreseeable and effective filtration system design and support will be provided for each residential occupancy to reduce concentration estimates to acceptable limits, as set forth in Mitigation Measure B-2 included in the Draft EIR. Specifically, Mitigation Measure B-2 would provide heating, ventilation and air conditioning (HVAC) control systems that service residential occupancies and include particulate filters that have a minimum efficiency reporting value (MERV) of 13 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. Therefore, this comment does not change the methodology, efficacy of mitigation, or findings of the Draft EIR and air quality impacts for proposed on-site residential uses remain less than significant with incorporation of mitigation measures.

It is further noted that in response to comments and input from the community, this Final EIR includes a Reduced Alternative 5. Refer to Topical Response No.1 for a detailed description of the Reduced Alternative 5. As discussed therein, the Reduced Alternative 5 would replace the Building C residential units with the office parking structure originally proposed on Hazeltine Avenue. The Reduced Alternative 5 would eliminate the Project's residential units that were located closest to the freeway, thus reducing health risks associated with freeway proximity as compared to the original Project.

Comment No. 4-5

Compliance With SCAQMD Rules

Finally, the project includes some demolition that could occur during the renovation of the existing Sunkist Building and soil disturbance activities during grading and excavation that could fall under the following SCAQMD rules: Rule 1403—Asbestos Emissions from Demolition/Renovation Activities would apply if asbestos is found during demolition, and Rule 1166—Volatile Organic Compound Emissions from Decontamination of Soil would apply if soils containing Volatile Organic Compounds (VOCs) are encountered during soil

disturbance activities. If applicable, compliance with these rules should be included in the Final EIR.

Response to Comment No. 4-5

The commenter is referred to Section IV.B, Air Quality, pages IV.B-33 through IV.B-38, of the Draft EIR, which describes the construction air quality impacts from demolition and renovation activities. As presented in Table IV.B-5 in Section IV.B, Air Quality, of the Draft EIR, maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds. Therefore, localized air quality impacts associated with construction-related emissions during construction of the Project would be less than significant.

Additionally, as discussed in the Phase I Environmental Site Assessment Report, included in Appendix IS-3 of Appendix A of the Draft EIR, hydrocarbon-affected soil in the vicinity of the former underground storage tanks (USTs) was removed to depths ranging from approximately 15 to 20 feet below grade. Therefore, the former USTs are not a current recognized environmental condition at the Project Site and no additional action is required regarding the former USTs. While residual soil and/or groundwater impacts remain beneath the Project Site, based on previous environmental investigations and remedial confirmation sampling results, the residual concentrations of petroleum hydrocarbons do not represent a significant threat to human health or the environment and impacts associated with the historical recognized environmental conditions would not occur. Nonetheless, if soils containing volatile organic compounds are encountered during soil disturbance activities, the Project would comply with applicable regulations regarding contaminated soils, including Rule 1166—Volatile Organic Compound Emissions from Decontamination of Soil. With implementation of regulatory requirements, the risk of exposure to potentially contaminated soils would be less than significant.

Any building structure, surface asphalt driveway, or parking lot constructed prior to 1981 could contain asbestos containing materials. The Sunkist Building was constructed in 1970 and may contain asbestos containing materials. As discussed in the Initial Study included as Appendix A to the Draft EIR, in the event asbestos containing materials are identified during the rehabilitation of the Sunkist Building, the Project would comply with all applicable rules and regulations including SCAQMD Rule 1403. With implementation of regulatory requirements, the risk of exposure to ACMs would be less than significant.

Comment No. 4-6

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the

Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist CEQA Section, at (909) 396-3302, if you have any questions regarding the enclosed comments.

Response to Comment No. 4-6

In accordance with CEQA, written responses to the above comments from the SCAQMD will be provided to the SCAQMD.

Comment Letter No. 5

Tom Williams
Citizens Coalition for a Safe Community
4117 Barrett Rd.
Los Angeles, CA 90032-1712

Comment No. 5-1

On behalf of the Citizens Coalition for A Safe Community, thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the ICON Project.

Response to Comment No. 5-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 5-2

CCSC is very concerned about several key areas in the EIR analysis that we believe to be incomplete and inadequate or with many deficiencies and errors. As a result the DEIR is significantly flawed and cannot be utilized for purposes of adequate environmental review and comment. Because the DEIR has relied on several flawed evaluations, conclusions, derived from the DEIR pertaining to the identification of potential various resources, potential adverse impacts, adequacy of mitigation and compensation, and the evaluation of project alternatives, are all equally flawed. As such, the CEQA process for this project must not proceed to the Final EIR (FEIR) without revised evaluations and recirculation of a revised or supplemental DEIR.

We request the City to require preparation of a totally revised DEIR with re-evaluations using adequate numerical/quantified settings and proper methodologies and to mandate further consideration of specific plan and corridor alternatives and transportation mitigation measures (DASH, shuttles, commuter/employee buses as part of the ongoing environmental review process. [sic]

Response to Comment No. 5-2

The Draft EIR for the Project was prepared in compliance with CEQA, the CEQA Guidelines, and the City of Los Angeles 2006 CEQA Thresholds Guide. The commenter does not identify the alleged deficiencies and errors. However, the Draft EIR provides thorough and comprehensive analyses of all required CEQA impact areas based on

appropriate methodologies and, where appropriate, supported by expert technical analyses as well as input from numerous other agencies and input received in response to the Notice of Preparation of the Draft EIR. For each of the issue areas where significant impacts have been identified, mitigation measures have been proposed to reduce such impacts where feasible.

CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states:

New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.

As demonstrated in this Final EIR, no new significant information (as defined by CEQA Guidelines Section 15088.5) that would require recirculation of the Draft EIR has been identified. Specifically, upon review of all of the comments received and analyzed, there are no new significant environmental impacts from the Project or from a mitigation measure that was identified subsequent to circulation of the Draft EIR. In addition, upon review of all comments received and analyzed, there are no substantial increases in the severity of any of the significant environmental impacts identified in the Draft EIR. Neither the comments submitted on the Draft EIR nor the responses contained herein constitute new significant information warranting the recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5. Rather, the Draft EIR is comprehensive and has been prepared in accordance with CEQA.

As set forth in the responses below, the EIR has fully considered alternatives to the Project and transportation-related mitigation measures.

As described in Section II, Project Description, of the Draft EIR, the Project Site encompasses the site of the existing Sunkist Building and does not include other properties along Riverside Drive. Therefore, development of a Specific Plan for Riverside Drive would be outside the scope of the Project. Notwithstanding, the commenter’s opinion regarding the development of a Specific Plan for Riverside Drive is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 5-3

Some General Comments:

Lack/Absence of:

definitions, specificity, objectivity, and quantification of statements;

well-defined project objectives;

focused application to the Project, alternatives, and comparisons;

basis for public advocated alternatives;

factual and numerical and of referenced materials for statements;

simple mitigation/compensatory measures, e.g.,

#1—congestion: discounted TAP cards, ROT shuttles (Computer Express from site to/from north Red and Union Stations), van-pools, etc.;

#2—light, noise, and vibrations: source shrouds and decorative/planted barriers;

land use alternative of Specific Corridor Plan as mitigation for “spot zoning” and variances;

Widespread use of “feasibility/Infeasibility” and “practical” without economic and quantitative analyses

Response to Comment No. 5-3

As discussed above in Response to Comment No. 5-2, the EIR has been completed in accordance with CEQA Guidelines and the City of Los Angeles 2006 CEQA Thresholds Guide. Terms have been appropriately defined and the EIR is objective. Specifically, as set forth in CEQA Guidelines Section 15084(e):

Before using a draft prepared by another person, the lead agency shall subject the draft to the agency’s own review and analysis. The draft EIR which is sent out for public review must reflect the independent judgment of

the lead agency. The lead agency is responsible for the adequacy and objectivity of the draft EIR.

In addition, the objectives of the Project were established in accordance with CEQA Guidelines Section 15124(b), which states that a clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives. CEQA Guidelines Section 15124(b) also provides that the statement of objectives include the underlying purpose of the project, which is included in Section II, Project Description, of the Draft EIR. The alternatives included in Section V, Alternatives, of the Draft EIR, were defined and evaluated in accordance with CEQA Guidelines Section 15126.6. As specifically set forth therein, an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. CEQA Guidelines Section 15126.6 further provides that the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

References to reports and other materials used in preparation of the Draft EIR are appropriately sourced in each section of the Draft EIR and summarized in Section VII, References, of the Draft EIR.

Mitigation measures have been included to reduce the potential impacts of the Project, including those impacts related to traffic and noise. As set forth in CEQA Guidelines Section 15126.4, an EIR shall describe feasible measures which could minimize significant adverse impacts. CEQA Guidelines Section 15126.4 further provides that mitigation measures are not required for effects which are not found to be significant. With regard to the suggested mitigation to relieve congestion, the Project already includes Mitigation Measure I-2 in Section IV.I, Transportation/Traffic, of the Draft EIR, which would provide for the preparation of a Transportation Demand Management Program that would include strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. As detailed in Section IV.I, Transportation/Traffic, of the Draft EIR, as part of the Transportation Demand Management Program, the Project would provide a visible on-site kiosk with options for ridesharing, bus routes, and information on bike routes in a prominent area(s) for residents, employees, and patrons of the commercial components; car sharing service for residents and/or commercial employees that rideshare; access and transit pass reductions for residents and employees of the commercial venues; carpool and vanpool matching and preferential parking for carpools/vanpools that register with the Transportation Management Office; and transit and ridesharing incentives such as points or coupons for merchandise or transit passes.

With respect to “spot” zoning, LAMC Section 12.32.B authorizes a land owner to seek a zone change. Provided the City makes the requisite findings that the zone change

serves a public interest by being in conformance with General Plan and that adoption of the zone change will be in conformity with public necessity, convenience, general welfare and good zoning practice, the requested zone change is permissible and does not constitute “spot” zoning. A Specific Plan is a type of land use ordinance and zone change that is typically used for larger geographic areas involving multiple properties. Further, as described in Section IV.F, Land Use and Planning, of the Draft EIR, the Project does not result in a significant land use impact. Thus, changing the requested zone change to a Specific Plan would not change the conclusion of the Draft EIR. In addition, the requested zone change would not mitigate any significant impacts on the environment nor function as a potential mitigation measure, as suggested by the commenter.

As described in Section II, Project Description, of the Draft EIR, the Project Site encompasses the site of the existing Sunkist Building and does not include other properties along Riverside Drive. Therefore, development of a Specific Plan for Riverside Drive would be outside the scope of the Project. Notwithstanding, the commenter’s opinion regarding the development of a Specific Plan for Riverside Drive is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

The terms “feasible” and “practical” are used in instances in order to provide for unique circumstances associated with implementation of mitigation measures. CEQA Guidelines Section 21061.1 defines “feasible” as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.”

Comment No. 5-4

Specific comments:

2-3/5 4. Land Use and Zoning a. Van Nuys–North Sherman Oaks Community Plan

The Project Site is located...(Community Plan) area that was **adopted in September 1998**....designates the Project Site for Community Commercial land uses....5/1...encompass a broad range of retail and service uses...Generally, these uses are located within **one mile of residents**. The Community Commercial land use designation corresponds with the C1.5..., C2..., CR..., C4..., RAS3..., and RAS4...zones in the LAMC.

No plan of almost 20 years without an update can reflect the current land use planning and development issues and generally is not acceptable for state compliances, e.g., CEQA.

No use/demand/residential analyses of one mile radius has been provided and therefore no factual information supports/rejects the statement.

Given the lack of planning context, the proposed project must be considered in a broader context and the project and all similar properties along Riverside Dr. must be planned as a program (e.g., specific corridor plan supplementing the eventual re-development of the current, out dated Community Plan.

Revise the DEIR and include the proposed project as part of a Riverside Dr. Specific Plan Alternative.

Response to Comment No. 5-4

As discussed on page IV.F-1 in Section IV.F, Land Use and Planning, of the Draft EIR, state law requires that every city and county prepare and adopt a General Plan. The General Plan is a comprehensive long-term document that provides principles, policies, and objectives to guide future development. The General Plan consists of a series of documents which includes the seven state-mandated elements: Land Use, Transportation; Noise; Safety; Housing; Open Space; and Conservation. The City of Los Angeles General Plan Land Use Element consists of 35 local area plans known as Community Plans that guide land use at the local level.

The Van Nuys–North Sherman Oaks Community Plan (Community Plan) was adopted on September 9, 1998. The Community Plan is one of 35 community plans that comprise the land use element of the City's General Plan. The City's community plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience 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 pleasant environment. Goals, objectives, policies and programs are created to meet the existing and future needs and desires of the community.

As indicated above, the Community Plan is the City's adopted long-term vision for the broader community and is therefore appropriately used and referenced throughout the Draft EIR and this Final EIR as the City's adopted land use and planning document for the Project Site. The comment regarding the need for an updated Community Plan is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

The commenter is correct that the Project Site is designated Community Commercial by the General Plan and that this land use designation encompasses a broad

range of retail and service uses. However, the Community Commercial designation also provides for other uses. Specifically, as set forth in Section IV.F, Land Use and Planning, of the Draft EIR, the designation corresponds with the C2 (Commercial), CR (Limited Commercial), C4 (Commercial), RAS3 (Residential/Accessory Services), and RAS4 (Residential/Accessory Services) zones in the LAMC. Thus, the residential and neighborhood-serving commercial uses proposed by the Project are consistent with the land use designation for the Project Site.

As described in detail in Section II, Project Description, of the Draft EIR, the surrounding area is urbanized and includes a mix of low and high density residential neighborhoods, commercial uses, and open space. Specifically, surrounding uses include multi-family residential and commercial uses to the north, across Riverside Drive; the Westfield Fashion Square Mall to the east, across Hazeltine Avenue; the Los Angeles River and the US-101 Freeway to the south; and single-family residential uses immediately to the west, along Calhoun Avenue. Thus, the proposed uses would be located within one mile of residents. Overall, it is unclear what the commenter means by “No use/demand/residential analysis of a one-mile radius” has been provided. Section IV.F, Land Use, of the Draft EIR, provides a detailed analysis of the proposed uses and their consistency with the existing land use designation and surrounding uses.

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to avoid or substantially lessen significant impacts relative to the proposed project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” The CEQA Guidelines further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are addressed. In selecting project alternatives for analysis, potential alternatives must be feasible. As previously noted in Response to Comment No. 5-3, the Project Site encompasses the site of the existing Sunkist Building and does not include other properties along Riverside Drive. Therefore, development of a Specific Plan for Riverside Drive would be outside the scope of the Project. Notwithstanding, the commenter’s opinion regarding the development of a Specific Plan for Riverside Drive is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 5-5

2-6/1 5. Project Objectives Section...(CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.”...further states that “the statement of objectives should include the underlying purpose of the project.”...is to create a **high-quality**, mixed-use development...integrated with **neighborhood-serving** commercial and recreational uses....**specific objectives**... below.

No definition, enumeration, or quantification of “high quality” or “neighborhood-serving” is provided in the DEIR, and therefore no proposed development would appear to meet this stated goal.

As the objectives are totally inadequate or incomplete, development of the project and the alternatives are rendered inadequate if not incomplete. Without the objectives, any development of a public comment-alternative will suffer from the same issues.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 5-5

The term “high-quality,” as cited in the objectives, refers to a development that enhances the community via new buildings that feature modern and sustainable materials and aesthetically pleasing architecture. The term “neighborhood-serving” refers to any land use which provides services or supports the adjacent residential community as opposed to more destination type commercial use (such as a regional mall). Typical neighborhood serving uses are restaurants and grocery stores such as those proposed by the Project.

The commenter’s opinion that the objectives of the Project included in Section II, Project Description, of the Draft EIR are inadequate or incomplete is incorrect. CEQA Guidelines Section 15124(b) explains that a “clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings.” Here, one of the basic objectives of the Project is to create an aesthetically attractive, high-quality design that engages the Los Angeles River and complements the existing Sunkist Building. Therefore, the Draft EIR appropriately stated the Project’s objectives. Overall, the objectives of the Project address the implementation of a mixed-use development within the Project Site that would support the City’s need for housing, retain and rehabilitate the existing Sunkist Building, and provide neighborhood-serving commercial uses and open space to serve the surrounding community. To this end, the alternatives included in Section V, Alternatives, of the Draft EIR, were defined and evaluated in accordance with CEQA Guidelines Section 15126.6. As specifically set forth therein, “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” Accordingly, the Draft EIR included an appropriate range of alternatives which would support the objectives of the Project and lessen the significant impacts of the Project.

As previously noted in Response to Comment No. 5-3, the Project Site encompasses the site of the existing Sunkist Building and does not include other properties along Riverside Drive. Therefore, development of a Specific Plan for Riverside Drive would be outside the scope of the Project. Notwithstanding, the commenter's opinion regarding the development of a Specific Plan for Riverside Drive is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 5-6

☐ Integrate new housing opportunities with **neighborhood-serving** commercial uses, recreational uses and existing office uses;

No definition, enumeration, or quantification of “neighborhood-serving” is provided in the DEIR and therefore no proposed development would appear to meet this stated objective.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 5-6

A “neighborhood-serving” commercial use is a commercial use that commonly serves the neighboring community. Examples of “neighborhood-serving” commercial uses proposed as part of the Project include a specialty grocery store, sit-down restaurants, and small scale retail uses. As set forth in Response to Comment No. 5-5 above, the objectives provided in Section II, Project Description, of this Draft EIR fully comply with CEQA.

Refer to Response to Comment Nos. 5-3 and 5-5 regarding the Project objectives and a specific corridor plan.

Comment No. 5-7

☐ Maximize new housing units on the Project Site to help **meet the market demand for new housing** in the region and in the City of Los Angeles;

Objective is unclear as to region of LACo or LACity.

No market demand information has been provided to support/refute compliance of the project or any alternatives.

No definition, enumeration, or quantification of “neighborhood-serving” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 5-7

In the objective cited by the commenter, region refers to Los Angeles County. With regard to the demand for housing in the City, there is a shortage of housing within both the City and County. The Project would help to meet the demand for housing in the City. As set forth in Response to Comment No. 5-5 above, the objectives provided in Section II, Project Description, of the Draft EIR, fully comply with CEQA. Refer to Response to Comment No. 5-6 regarding neighborhood-serving uses. Also refer to Response to Comment No. 5-3 regarding the Project objectives and a specific corridor plan.

Comment No. 5-8

☐ Provide convenient **neighborhood-serving commercial uses and open space** within **walking distance** of existing off-site residential and commercial uses, proposed on-site residential uses and on and off-site office uses;

Unclear as to whether the walking distance is related to the earlier use of “one mile”; revise and clarify. No definition, enumeration, or quantification of “neighborhood-serving” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 5-8

A distance of 0.25 miles is often used as an acceptable walking distance. As set forth in Response to Comment No. 5-5 above, the objectives provided in Section II, Project Description, of the Draft EIR, fully comply with CEQA. The Project’s mix of office, neighborhood serving commercial and residential uses would be located across Hazeltine Avenue from the regional mall (Westfield Fashion Square Mall). Project residents and employees would be able to access the mall’s extensive commercial retail and restaurant options directly across Hazeltine Avenue. Residential neighbors in multi-family buildings

along Riverside Drive and single-family residents north of Riverside Drive would also be able to access the Project's neighborhood serving grocery store and retail uses by foot.

Refer to Response to Comment Nos. 5-3 and 5-5 regarding the Project objectives and a specific corridor plan.

Comment No. 5-9

☐ Create an **aesthetically attractive, high-quality design** that engages the Los Angeles River and complements the existing Sunkist Building;

No definition, enumeration, or quantification of “aesthetically attractive”, “high-quality design”, and “neighborhood-serving” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 5-9

To create an aesthetically attractive design, as referenced in the objective noted by the commenter, generally refers to the creation of a design that is pleasing to viewers. Refer to Response to Comment No. 5-5 regarding high quality design. Refer to Response to Comment No. 5-6 regarding neighborhood-serving uses. Refer to Response to Comment Nos. 5-3 and 5-5 regarding the Project objectives and a specific corridor plan.

Comment No. 5-10

☐ Develop a mixed-use project at the residential density and intensity **consistent with** the zones permitted by the Project Site's underlying **Community Commercial land use**...by the Van Nuys–North Sherman Oaks Community Plan;

No definition, enumeration, or quantification of “consistent with” or “Community Commercial” (rather than “neighborhood serving”) is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 5-10

The term “consistent with” refers to compatibility or agreement with the zoning on the Project Site. A site’s zoning must be consistent with its General Plan designation. To achieve General Plan/zoning consistency, the Van-Nuys North Sherman Oaks Community Plan requires that “each Plan land use category indicate the corresponding zones permitted by the Plan. . .” (Community Plan, p. II-4; Land Use Map Footnote #11). The Community Plan Land Use Map indicates that only the CR, C2, C4, RAS3 and RAS4 zones correspond to the Project Site’s existing “Community Commercial” designation. (P and PB zoning correspond only with a separate “Parking” land use designation). The proposed zone changes to C2-1L and RAS3-1L required to develop the Project are both listed as zones that correspond to the “Community Commercial” land use designation on the Community Plan land use map, and therefore satisfy the General Plan/zoning consistency requirement.

As discussed on page IV.F-25 in Section IV.F, Land Use, of the Draft EIR, the Project Site’s existing Community Commercial land use designation and C2 zoning currently permit a residential density of one unit per 400 square feet of lot area. The Applicant proposes to rezone a portion of the property currently zoned P-1L and PB-1L to RAS3-1L and C2-1L, which are both zones that correspond to the Project Site’s Community Commercial land use designation (as noted on the Van Nuys-North Sherman Oaks Community Plan land use map). The proposed zone change would allow for multi-family residential uses (at R3 density (1 unit per 800 square feet of lot area)) and an above grade parking structure to serve and support the rehabilitation of the historic Sunkist Building. The Project’s 298 units (reduced to 249 units by the Reduced Alternative 5) proposed along the perimeter of the Project Site is consistent with the R3 zone – the lowest density multi-family residential zone that corresponds with the Project Site’s Community Commercial land use designation as indicated on the Van Nuys-North Sherman Oaks Community Plan Land Use Map.

Refer to Response to Comment Nos. 5-3 and 5-5 regarding the Project objectives and a specific corridor plan.

Comment No. 5-11

□ Enhance the Project Site’s **walkability and public accessibility** through the introduction of **street-fronting** neighborhood-serving commercial uses, and new plazas and walkways that connect with the LA Riverwalk;

The existing and proposed frontages cannot be considered as “street-fronting” compared to the more typical street-fronting commercial uses found throughout the Valley.

No definition, enumeration, or quantification of “walkability and public accessibility” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Response to Comment No. 5-11

As discussed on page IV.A-6 of Section IV.A, Aesthetics, of the Draft EIR, the City of Los Angeles Walkability Checklist Guidance for Entitlement Review (Walkability Checklist) is part of a proactive implementation program for the urban design principles contained in the Urban Form and Neighborhood Design Chapter of the General Plan Framework. The Projects consistency with the City’s Walkability Checklist is provided in Table IV.A-2 of Section IV.A, Aesthetics, of the Draft EIR. As discussed therein, with implementation of the Project, sidewalks would exceed the required ADA and City standard width of five feet to maintain an unobstructed path of travel. Specifically, the sidewalk along Riverside Drive has an existing sidewalk width of 10 feet which would remain with the Project. In accordance with City requirements to widen Riverside Drive, the Project would widen the existing sidewalk on Hazeltine Avenue from approximately nine feet to 11 feet. The sidewalk along Calhoun Avenue would have a sidewalk width of approximately 12 feet. Also, pedestrian movement and views would be enhanced by plant materials used as visual cues throughout the Project Site to highlight points of entry, define primary circulation routes, frame views to the existing Sunkist Building and create defined spaces for gathering and interactions. Street trees would define the separation of vehicular and pedestrian circulation to enhance safety and transition from pedestrian scale to roadway scale.

As further discussed in Table IV.A-2 of Section IV.A, Aesthetics, of the Draft EIR, the Project would provide pedestrian entrances to the Project Site at grade-level along Calhoun Avenue, Riverside Drive, and Hazeltine Avenue, that connect to pedestrian walkways throughout the Project Site, and to transit stops located along Riverside Drive and Hazeltine Avenue. Primary entrances would be articulated and made visible from the street and sidewalk by using architectural elements such as setbacks from the overall building massing such that entrances are made a distinct and focal point of the building. In addition, the Project would place the neighborhood-serving retail uses at the ground floor level where the uses would be visible and accessible to pedestrians. Furthermore, the use of varied heights to create a tiered effect and the implementation of architectural design elements, including articulating the building façades fronting Calhoun Avenue, would provide a transitional buffer for, and ensure compatibility with the residential uses along Calhoun Avenue. Additionally, the Project would create strong street walls along Riverside Drive and Hazeltine Avenue by locating building frontages at the required setback consistent with the adjacent commercial development. The proposed setbacks for all buildings would meet or exceed the setback requirements specified in the LAMC. As specifically illustrated in Figures IV.A-2, IV.A-3, and IV.A-4 in Section IV.A, Aesthetics, of

the Draft EIR, the Project's proposed neighborhood-serving commercial uses would front Riverside Drive and Hazeltine Avenue.

The term "walkability" refers to how pedestrian-friendly an area is. The term "public accessibility" refers to how accessible it is to the public. With implementation of the Project and associated design features as discussed above, walkability and public accessibility to and throughout the Project Site would be enhanced.

Comment No. 5-12

~~□ Retain...~~

□ Provide vehicle and bicycle parking that **satisfies anticipated demand** on the Project Site with direct access to the proposed residential and commercial uses, existing office uses and the **LA River walk**; and

No definition, enumeration, or quantification of "satisfies" and "anticipated demand" is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Physical description and analyses are not provided for the Project's incorporation and impacts from/on the River Walk.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 5-12

The term "satisfies anticipated demand" in this object cited by the commenter means to provide sufficient parking to meet the parking demands as set forth by the Los Angeles Municipal Code based on the proposed development. As discussed in Section IV.I, Transportation/Traffic, page IV.I-48, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in Section 12.21-A,4 of the Los Angeles Municipal Code, the Project would be required to provide a total of 945 automobile parking spaces. The Project would provide a total of 1,345 automobile parking spaces. Therefore, the Project would provide sufficient parking on-site and would comply with and exceed the applicable parking requirements set forth in the Los Angeles Municipal Code.

As described in Section II, Project Description, page II-3, of the Draft EIR, the Project Site is bounded by the Los Angeles River and the US-101 Freeway to the south.

As part of the Los Angeles River to the south, there is an existing pathway adjacent to the Los Angeles River. That pathway or LA River walk as referred to in the Draft EIR is not part of the Project. However, the Project would enhance accessibility to the LA River walk by implementing a publicly accessible plaza area adjacent to the LA River walk.

Refer to Response to Comment No. 5-3 and 5-5 regarding the Project objectives and a specific corridor plan.

Comment No. 5-13

☐ Provide a **sustainable development** consistent with **principles** of **smart growth...sustainable design** features, mixed uses, infill development, and **walkability**.

No definition, enumeration, or quantification of “sustainable development, principles, smart growth...sustainable design features, and walkability” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Revise the DEIR “project objectives” entirely and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 5-13

Sustainable development and sustainable design refer to a development that is designed to be mindful of the environment and its resources. For example, a sustainable development would include buildings that have been designed to be energy efficient, use recyclable materials, reduce waste, and conserve water. Principles of smart growth, as stated in the referenced Project objective, generally include sustainable design features, mixed uses, infill development, and walkability.¹

Refer to Response to Comment No. 5-11 regarding “walkability.” Refer to Response to Comment Nos. 5-3 and 5-5 regarding the Project objectives and a specific corridor plan.

¹ Smart Growth America. What is smart growth? Available at: <https://smartgrowthamerica.org/our-vision/what-is-smart-growth/>, accessed April 25, 2019.

Comment No. 5-14

Exsum I-2/2 The City determined through the Initial Study...would not...cause significant impacts related to...**geology and soils**....

Brogin Co's. Brogin Co's. scoping comments 072814/p.3 (Apdx. A-3, p.112/5) Earthquakes—NR damages to commercial properties. From search of: <http://scedc.caltech.edu/eq-catalogs/>

Major seismic damages occurred in Sherman Oaks due to seismic wave focusing/exaggeration from the underlying bedrock slopes beneath the Project area, but no consideration was given to such effect of geology and soils on the Project. 17 measureable earthquakes have been recorded with 2 miles of the Project while the Northridge Earthquake occurred at 6.8mi NW of the Project with strengths of 0.99–3.35 RM and depths of <5000–<50,000 feet below the Project. These data are available but were not mentioned nor analyzed in the scoping or DEIR.

Similarly, more complex site response/amplification and liquefaction models for earthquake damage have been conducted for part of the southern San Fernando Valley but not mentioned in the DEIR. Efforts are underway to develop fault/fold models for surface site effects related to structural focusing of earthquake energy to the surface from underlying geologic structures but were not mentioned in the DEIR (http://www.aegsc.org/chapters/centralcoast/pdf/september_2005_abstract.pdf; USGS research scientists July 2005 ~ AEG NEWS 48 (Program with Abstracts) 87.)

Revise the DEIR “geology and soils” setting and assessments entirely and include the adequately defined, enumerated, and quantified analyses therein and use for the assessment of impacts on a more comprehensive specific corridor plan.

Response to Comment No. 5-14

Seismic hazards and liquefaction are fully assessed and quantified in the Draft EIR using recent models and methodologies of the regulatory agencies. Refer to the Initial Study and Geotechnical Engineering Investigation Report (Geotechnical Report) included in Appendix A of the Draft EIR. As stated therein, the Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. There are no known active or potentially active faults that underlie the Project Site and the Project Site is not located within a Alquist-Priolo Earthquake Fault Zone. Seismic hazards were evaluated based on site specific conditions. These existing conditions were based on eight borings and soil samplings, as well as review of various reports for the site vicinity, including the Seismic Hazard Zone Report for the Van Nuys

Quadrangle prepared by the California Geological Survey. Thus, based on the site-specific data and using U.S. Geological Survey programs, the Geotechnical Report calculated the Maximum Considered Earthquake Ground Motions and determined that the values for the Project Site are consistent with the International Building Code requirements. Based on this and other site-specific data, the Geotechnical Report includes specific design measures that would be implemented to address seismic hazards. Furthermore, the design measures would comply with the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Los Angeles Building Code incorporates by reference the California Building Code, with City amendments for additional requirements. The California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. The Los Angeles Department of Building and Safety is responsible for implementing the provisions of the Los Angeles Building Code. As required by the LADBS, the Project would be subject to site plan review and permitting requirements, including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval. Therefore, with compliance with regulatory requirements and site-specific geotechnical recommendations, impacts related to strong seismic ground shaking would be less than significant, and no mitigation measures are required.

Liquefaction involves a sudden loss in strength of saturated, cohesionless soils that are subject to ground vibration and results in temporary transformation of the soil to a fluid mass. Liquefying layers near the surface would result in effects similar to quicksand, while deeper layers in the subsurface may provide a sliding surface for the material above. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

A site-specific liquefaction analysis was also performed as part of the Geotechnical Report. This analysis was based on site-specific data. Liquefaction hazards are associated with sandy soils and silty soils of low plasticity and are based on a plasticity index. Cohesive soils with a plasticity index between 7 and 12 with a moisture content greater than 85 percent of the liquid limit are susceptible to liquefaction. The Geotechnical Report identified the Project Site to have a plasticity index greater than 12, with the exception of the sample taken at a depth of 65 feet which had a plasticity index of 6. Notwithstanding, based on further evaluation of the underlying site conditions, the Geotechnical Report determined that the potential for liquefaction at the Project Site would be low. Thus, impacts related to liquefaction would be less than significant, and no mitigation measures are required.

Comment No. 5-15

4.D-21/2 3. Project Impacts a. Methodology The Historical Resource Assessment is based, in part, on historic permits for the Project Site, Sanborn Fire Insurance maps, historic photographs, aerial photos and site plans, local histories, and California State Historic Resources Inventory for Los Angeles County.

Research

Primary and secondary source materials were consulted for the development of applicable historic contexts. For a complete list of sources, please see bibliography. Sources generally included:

- Aerial photographs

Appdx. 4/1

References in settings and impacts to aerial photos render these sections totally inadequate and incomplete by the absence of known and widely used US Army Air Service aerial photos of LA in 1923 and 1928 (EDR, 2016) which may or may not confirm the review of valuable historic land uses of the project site.

Revise the DEIR and include the adequately reviewed historic aerial photos. Revision must be included both for Cultural Resources and for Hazards and Hazardous Wastes (e.g., agricultural pesticides and ground contamination).

Response to Comment No. 5-15

The photos included in the Phase I Environmental Site Assessment Report provided in Appendix A of the Draft EIR and the photos included in the Historical Research Documentation provided in Appendix C of the Draft EIR supplement other historical documentation reviewed and are adequate for evaluating the historical uses onsite.

The analysis of historic resources is summarized in Section IV.C, Cultural Resources, and provided in Appendix C of the Draft EIR. The analysis of potential hazards is provided in the Initial Study included as Appendix A of the Draft EIR and is based on the Phase I included as Appendix IS-3 to the Initial Study. The Phase I Environmental Site Assessment (ESA) conducted for the Project did not identify current recognized environmental conditions (RECs) associated with the Project Site. In addition, with implementation of regulatory requirements, the risk of exposure to Asbestos Containing Materials and lead-based paints would be less than significant. As concluded in the Initial Study, significant impacts related to hazards and hazardous materials would not occur.

Both the historic resources and hazards analyses are based on industry-standard methodologies by technical professionals. With regard to historic resources, in addition to a detailed field visit and documentation, the analysis included review of the following materials:

- Aerial photographs
- City of Los Angeles Department of Building and Safety Records
- Electronic databases of the Los Angeles Public Library, including city directories and digital
- Photograph collections
- Los Angeles County Assessor's Records
- Newspaper articles (primarily the Los Angeles Times via Proquest)
- Sanborn Fire Insurance Maps (via Proquest)
- USC Digital Library Collections, including the California Historical Society collection

With regard to the Phase I, Information regarding Project Site and vicinity historical uses was obtained from various publicly available and practically reviewable sources including: aerial photographs; Sanborn fire insurance maps; topographic maps; city directories; local municipal records; an environmental database report; and interviews with Site representative(s) and regulatory agency official(s), as necessary. Historical use information regarding the Site and surrounding properties was obtained from aerial photographs dated 1928, 1938, 1947, 1956, 1965, 1976, and 1989, 1994/1995 and 2005; Sanborn fire insurance maps dated 1955, 1960, 1963, 1966, and 1969; topographic maps dated 1896, 1900, 1901, 1902, 1920, 1926, 1953, 1966, and 1972; and city directories were searched between 1920 and 2006 in approximately five year intervals.

Both the historic resources and hazards analyses are based on a comprehensive review of existing and previous site conditions, including aerial photographs from 1928 as referenced by the commenter.

Comment No. 5-16

4.E-42/3 The **feasibility** of an infiltration system within the Project Site was **evaluated** and it was **determined** that based on the Project Site underlying soil conditions (i.e., expansive soils), infiltration would not be **feasible** within the Project Site. The Project would...rainwater harvesting system to capture **some of the volume** of potential runoff and reuse it for irrigation purposes, thereby reducing the volume of water and potential pollutants leaving the Project Site and entering into the storm drain system.

Revise the DEIR and include documentation for the lack of infiltration systems for the required stormwater collection and detention systems. Provide a thorough

“evaluation” and “determination” “systems” for infiltration and irrigation systems, including a complete capital and operation/maintenance costs/benefit analyses. Provide preliminary engineering designs, flowcharts, and layouts.

Response to Comment No. 5-16

As discussed in Section IV.E, Hydrology and Water Quality, of the Draft EIR, under existing conditions, there are no stormwater runoff treatment devices on-site and most runoff from the Project Site is discharged without any controls. As part of the Standard Urban Storm Water Mitigation Plan requirements for the Project and in accordance with Low Impact Development requirements, the Project would implement Best Management Practices to reduce the quantity and improve the quality of rainfall runoff from the overall Project Site associated with storm events up to the 0.75-inch precipitation level. BMPs would include source control and treatment control BMPs, such as catch basins and planter drains to remove pollutants from stormwater discharges. Infiltration is considered the first priority type of BMP as established by the LID Manual.² The feasibility of an infiltration system within the Project Site was evaluated and it was determined that based on the Project Site’s underlying soil conditions (i.e., expansive soils), infiltration would not be feasible within the Project Site. The Project would however include the implementation of a rainwater harvesting system³ to capture some of the volume of potential runoff and reuse it for irrigation purposes, thereby reducing the volume of water and potential pollutants leaving the Project Site and entering into the storm drain system. Such a system is permitted and is regularly used when soil conditions such as those within the Project Site are present. As provided in the City’s Low Impact Development Best Management Practices Handbook, LID is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and Best Management Practices (BMPs) that promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater. Through the use of various infiltration techniques, LID is geared towards minimizing surface area that produces large amounts of runoff and does not allow water to infiltrate into the ground. Where infiltration is infeasible, the use of bioretention, rain gardens, vegetated rooftops, and rain barrels that will store, evaporate, detain, and/or treat runoff can be used.

² City of Los Angeles. *Low Impact Development Best Management Practices Handbook, Section 3, page 12*; https://www.lastormwater.org/wp-content/files_mf/lidmanualfinal.pdf, accessed April 25, 2019.

³ According to the City of Los Angeles Low Impact Development Best Management Practices Handbook, capture and use, commonly referred to as rainwater harvesting, collects and stores stormwater for later use, thereby offsetting potable water demand and reducing pollutant loading to the storm drain system.

As set forth in Section IV.E, Hydrology and Water Quality, of the Draft EIR, the Project would not impact surface water quality conditions and would fully comply with regulatory requirements that address water quality. All system plans would be reviewed and approved by the regulatory agencies and all new systems would be inspected for compliance as part of permitting requirements. Specifically, as specified in the City's Low Impact Development Best Management Practices Handbook, applicants would submit design plans to the Los Angeles Department of Building and Safety for review and approval prior to issuance of building/grading permits. No additional analysis is required.

Comment No. 5-17

6-13/2 The diversity of uses...support the City's **housing needs** and enhance the **employment** base of the Van Nuys–North Sherman Oaks area....foster **continued economic investment** in the **area** while meeting the **needs of local residents**....would also **attract new businesses to the area**,...continue to provide office and desirable **employment opportunities** to the **community**.

6-19/4 d. Conclusion Overall, the Project would be consistent with the **growth forecast for the City of Los Angeles Subregion** and would be consistent with **regional policies** to reduce **urban sprawl**, **efficiently utilize existing infrastructure**, reduce **regional congestion**, and improve air quality through the reduction of vehicle miles traveled.

No definition, enumeration, or quantification of numerous terms (see above) is provided in the DEIR and therefore the public cannot be expected to provide reasonable review and comment regarding the development and local effect to meet these “targets”.

References to economics, businesses, investments, “area” or “community” or “local”, etc. render the section totally inadequate and incomplete without the publicly access definitions, delineation, and quantifications, required by CEQA and common sense and reason which may or may not confirm the review of valuable aspects of the proposed project.

Revise the DEIR and include the adequately described social/economic/employment evaluations to support such claims. Revision must be included in all sections and a socio-economic section must be provided, perhaps along with Growth Inducements.

Response to Comment No. 5-17

These comments refer to excerpts from within Section VI, Other CEQA Considerations, of the Draft EIR. With regard to the first reference in this comment, the Project would support the City's housing needs by developing additional housing within the

City. Refer to Response to Comment No. 5-7 regarding the need for housing in the City. As previously discussed, the Project Site is located within an urbanized community that includes a mix of uses, including residential, office, and commercial. These uses generate employment within the Community Plan area. The Project, with the introduction of uses similar to existing surrounding uses would support and be consistent with the types of employment opportunities already found within the Community Plan area. As such, the Project would support the City's employment base by adding new uses onsite which would serve to create jobs. Similarly, with the introduction of new commercial uses, the Project would attract new businesses which would generate economic value. Refer to Response to Comment No. 5-6 regarding neighborhood-serving uses.

With regard to the second reference cited by the commenter, the growth forecast refers to the growth forecast developed by the Southern California Association of Governments for the City of Los Angeles (or the City of Los Angeles Subregion, as referred to by the Southern California Association of Governments). As specifically discussed in Section VI, Other CEQA Considerations, page VI-18, of the Draft EIR, the estimated 894 new residents generated by the Project would represent approximately 1.1 percent of the population growth forecasted by SCAG. Regional policies refer to policies established in regional plans to reduce development away from urban centers, use existing infrastructure rather than developing in an area that would require the construction of new infrastructure, and locate a mix of uses within one site or in proximity to supporting uses. Refer to Section IV.F, Land Use and Planning, of the Draft EIR, for further discussion of the regional policies applicable to the Project. Urban sprawl is generally defined as the expansion of human populations away from central urban areas and into low-density communities. Efficiently utilize existing infrastructure is generally defined as the productive use of the current infrastructure serving the Project Site as opposed to creating new development within existing undeveloped areas where new infrastructure would need to be installed. Regional congestion is generally defined as the traffic within Los Angeles County.

In accordance with the CEQA Guidelines, Section VI, Other CEQA Considerations, of the Draft EIR provides an analysis of the growth-inducing impacts of the Project (as requested by the commenter).

The comment regarding the Project's social/economic/employment effects is not an issue specific to the Draft EIR or CEQA.

Comment No. 5-18

THE F....WORD

5-3/1 According to the CEQA Guidelines,...detailed consideration is the alternative's failure to meet most of the basic project objectives, the alternative's **infeasibility**, or the

alternative's inability to avoid significant environmental impacts. **Alternatives to the Project that have been considered and rejected as infeasible include:**

No feasibilities/infeasibilities has been defined nor quantified, especially economically, and generally is not acceptable for state compliances, e.g., CEQA.

Therefore the DEIR must be withdrawn, revised, and recirculated with adequate and complete definition, enumeration, and quantifications to provide adequate and complete basis for any statements with the "F...Word"

5-4/2 Based on the above, an alternative site is not considered **feasible** as it is not expected that the Project Applicant can reasonably acquire, control or have access to a suitable alternative site that..., this alternative was rejected from further consideration.

Response to Comment No. 5-18

CEQA Guidelines Section 15364 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors". The commenter is referred to Section V, Alternatives, of the Draft EIR, pages V-3 through V-4, which provide a discussion of the Alternatives that have been rejected as infeasible. Specifically, in accordance with CEQA Guidelines Section 15126.6(c), the EIR identifies alternatives that were considered for analysis but rejected and explains the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration is the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The EIR need examine in detail only the alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project. With regard to feasibility, as discussed in Section V, Alternatives, of the Draft EIR, CEQA Guidelines Section 15126.6 (f)(1) states: "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternatives site (or the site is already owned by the proponent)." Using this guidance set forth by CEQA and described in the EIR, alternatives to the Project that have been considered and rejected include:

- **Alternatives to Eliminate Significant Noise and Vibration Impacts During Construction:** Alternatives were considered to eliminate the significant short-term Project-level and cumulative construction noise impacts. As discussed in Section IV.G, Noise, of the Draft EIR, significant noise and vibration impacts

would occur during Project construction for limited durations from the operation of construction equipment and haul trucks. Based on the thresholds upon which the construction noise and vibration analysis is based, a substantial reduction in the intensity of construction activities would be necessary to reduce construction-related impacts to a less-than-significant level. In addition, significant construction noise and vibration impacts within the Project Site would be expected to occur with any reduced development scenario because construction activities, and the need to grade and excavate the Project Site, are inherently disturbing. Also, the Project Site is an infill site with existing uses on the north, east, and west property lines. Thus, reducing temporary construction noise and vibration impacts below a level of significance at adjacent uses would be impossible. Furthermore, any reduction in the intensity of construction activities would actually increase the overall duration of the construction period. Therefore, alternatives to eliminate the Project's short-term noise and vibration impacts during construction were rejected as infeasible.

- **Alternative Project Site:** The results of a search to find an alternative site on which the Project could be built determined that suitable similar locations are not available to meet the underlying purpose and objectives of the Project to create a high-quality, mixed-use development that provides new housing opportunities that are integrated with neighborhood-serving commercial and publicly accessible recreational uses and in proximity to the Los Angeles River. Further, the objectives of the Project are closely tied with the existing Sunkist Building and the future plans for the LA Riverwalk as proposed through the Los Angeles River Revitalization Plan. It is not expected that the Project Applicant can reasonably acquire, control, or have access to an alternative site of similar size that is located within proximity to the same community resources and with access to the Los Angeles River. Furthermore, the majority of the Project's significant impacts are related to construction activities. As such, if there were a suitable alternative site available to accommodate the Project, it is probable that the Project's significant impacts would simply be transferred to another location.

Based on the above, an alternative site is not considered feasible as it is not expected that the Project Applicant can reasonably acquire, control or have access to a suitable alternative site that would provide for the uses and square footage proposed by the Project. In addition, a suitable alternative site would not be likely to avoid the significant impacts of the Project. Thus, in accordance with Section 15126.6(f) of the State CEQA Guidelines, this alternative was rejected from further consideration.

The EIR fully complies with the CEQA guidelines regarding providing a description of the alternatives that were considered and rejected. In addition, the EIR clearly provides the context for determining whether an alternative is feasible under CEQA. Specifically, as set forth in CEQA Guidelines Section 15126.6, an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most

of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.

CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states:

New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.

As demonstrated in this Final EIR, no new significant information (as defined by CEQA Guidelines Section 15088.5) that would require recirculation of the Draft EIR has been identified. Specifically, upon review of all of the comments received and analyzed, there are no new significant environmental impacts from (i) the Project that require new mitigation measures or (ii) from a mitigation measure that was identified subsequent to circulation of the Draft EIR. In addition, upon review of all comments received and analyzed, there are no substantial increases in the severity of any of the significant environmental impacts identified in the Draft EIR. Neither the comments submitted on the Draft EIR nor the responses contained herein constitute significant new information warranting the recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5. Rather, the Draft EIR is comprehensive and has been prepared in accordance with CEQA.

Comment No. 5-19

6-8/3 No **feasible** noise barrier

6-10/1 No **feasible** mitigation measures...could be implemented...

6-10/2 There are **no feasible mitigation measures**...

6-14/2 Among those alternatives, no **feasible** alternative was identified that would eliminate **all** of the Project’s significant and unavoidable impacts with the exception of the No Project Alternative.

6-14/2 ...No Project Alternative would avoid all of the Project's significant environmental impacts...would not meet the underlying purpose of the Project or any of the Project objectives, and is not considered a feasible development alternative.

6-14/2 ...numerous mitigation measures that reduce the potential impacts associated with the Project to the extent feasible.

Feasibilities/infeasibilities have not been defined nor quantified, especially economically, and generally such usage in a DEIR is not acceptable for state compliances, e.g., CEQA.

Therefore the DEIR must be withdrawn and revised and recirculated with adequate and complete definition, enumeration, and quantifications to provide adequate and complete basis for any statements with the "F...Word"

Response to Comment No. 5-19

As discussed in Response to Comment No. 5-3, CEQA Guidelines Section 21061.1 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." This definition is appropriately used with regard to mitigation measures throughout the Draft EIR. For example, the noise barrier cited in this comment is not feasible as the economics and technological constraints of building a sound barrier to block noise to the upper levels of the adjacent residential uses make such a barrier infeasible. Additionally, installation of such a sound barrier could result in impacts associated with its installation. Refer to Response to Comment No. 5-18 above regarding the use of the term "feasible" in the context of alternatives. The EIR has been prepared in accordance with CEQA and no recirculation is required.

Comment No. 5-20

6-14/2 Although the No Project Alternative would avoid the Project's significant and unavoidable cumulative impacts...and create a significant unavoidable land use impact.

6-14/2 ...Project...satisfies the Project objectives to a substantially greater degree than any of the proposed alternatives.

No definition, enumeration, or quantification of "satisfaction" for any objective has been provided in the DEIR.

Cumulative impacts are mentioned in context of the Project but are not defined or specified.

Attribution of “Unavoidable land use impact” to “No Project” indicates that the current project site is not consistent with land uses, planning, and/or codes.

Revise the DEIR “project objectives” and the alternatives comparisons entirely and include the adequately defined, enumerated, and quantified comparisons of objectives for adequate alternatives, including a more comprehensive specific corridor plan.

Response to Comment No. 5-20

These comments appear to be quoting phrases from Section VI, Other CEQA Considerations, of the Draft EIR. As discussed in Section V, Alternatives, of the Draft EIR, the No Project Alternative would avoid the significant and unavoidable impacts of the Project, but would not meet the Project’s underlying purpose and objectives. In addition, a detailed discussion of the consistency of each of the alternatives with the Project objectives has been included in Section V, Alternatives, of the Draft EIR. As stated in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, the No Project Alternative would result in no significant land use impact. The discussion regarding consistency of the No Project Alternative with the existing Community Commercial designation has been clarified to note the inconsistency of the existing zoning with the existing land use designation and that the existing site land use and zoning designations would remain, and no land use approvals or permits would be required under Alternative 1.

As discussed in Response to Comment No. 5-4 and Response to Comment No. 5-5 above, the objectives and alternatives have been defined and evaluated in accordance with CEQA Guidelines and a separate specific corridor plan is not proposed or required. As required by CEQA, an analysis of each alternative’s ability to meet the project objectives is provided under Section 4, Relationship of the Alternative to Project Objectives, of each alternative included in Section V, Alternatives, of the Draft EIR.

Refer to Section III.B, Related Projects, regarding the methodology for the cumulative impact analyses included in the Draft EIR. Also refer to each impact analysis section of the Draft EIR for a detailed discussion of potential cumulative impacts associated with development of the Project and related projects.

Comment No. 5-21

6-14/2 ...Project presents **several benefits** that counterbalance the **limited adverse effects**...on the environment.

The “limited adverse effects” do not appear to be objectively reviewed compared to earlier statements: “Project’s significant and unavoidable cumulative impacts” and “create a significant unavoidable land use impact”.

Revise the DEIR.

Response to Comment No. 5-21

These phrases that the commenter is referencing are from Section VI, Other CEQA Considerations, of the Draft EIR. In accordance with Section 15126.2(b) of the CEQA Guidelines, this section of the Draft EIR describes significant impacts of the Project, including those which can be mitigated but not reduced to a level of insignificance, and where there are impacts that cannot be alleviated without imposing an alternative design, describes their implications and the reasons why the project is being proposed, notwithstanding their effect.

As summarized in Section VI, Other CEQA Considerations, of the Draft EIR, and evaluated in detail in the impact analysis sections of the Draft EIR, the Project would result in construction-related noise and vibration impacts and operational impacts at two traffic intersections. Cumulative impacts associated with these issue areas would also result. Each of these impacts were objectively evaluated. Of these impacts, on-site noise and vibration during construction would be temporary and would cease once construction is complete. As discussed in Section VI, Other CEQA Considerations, of the Draft EIR, the Project would provide benefits, including the provision of housing, neighborhood-serving commercial uses, and public open space. In addition, the Project would renovate the existing Sunkist Building. Based on these and other project benefits included in Section VI, Other CEQA Considerations, of the Draft EIR, the Project does present benefits that counterbalance the adverse effects it may have on the environment.

Comment No. 5-22

6-14/2 ...No Project Alternative would avoid all of the Project’s significant environmental impacts...would not meet the underlying purpose of the Project or any of the Project objectives, and is not considered a feasible development alternative.

No “underlying purpose” has been stated in the DEIR nor have objectives been shown to be related to or derived from such a Goal or Purpose.

Revise the DEIR.

Response to Comment No. 5-22

The commenter is referred to Response to Comment No. 5-4 for a discussion of the underlying purpose of the Project and Project objectives included in Section II, Project Description, of the Draft EIR. As provided in Section II, Project Description, page II-6, the underlying purpose of the Project is to create a high-quality, mixed-use development that provides new housing opportunities that are integrated with neighborhood-serving commercial and recreational uses.

Comment No. 5-23

4.F-28/Tab F-1 ...extent feasible... -34/3; -38/F-2; -41/F-2; -55/1

Revise the DEIR.

4.E-7/3 (ii) Operation In accordance with Section 402(p) of the Clean Water Act, municipal NPDES permits prohibit the discharge of non-stormwater except under certain conditions and **require controls to reduce pollutants in discharges to the maximum extent practicable**. Such controls include BMPs, as well as system, design, and engineering methods. A municipal NPDES permit has been issued to the County and 84 incorporated cities. The Los Angeles County Municipal NPDES Permit requires implementation of the Storm Water Quality Management Program prepared as part of the NPDES approval process.

No calculations or designs are provided to document the gathering, detention, and treatment of stormwater nor its reuse for irrigation or discharge as a water feature to River Walk and the LA River.

No calculations or designs are provided to document the discharge of treatment residuals from stormwater.

Revise the DEIR.

Response to Comment No. 5-23

Water quality and stormwater are comprehensively evaluated in the Draft EIR. Refer to Section IV.E, Hydrology and Water Quality, of the Draft EIR, and the supporting technical reports included in Appendix D of the Draft EIR. Specifically, refer to Table IV.E-3 in Section IV.E, Hydrology and Water Quality, of the Draft EIR, for the quantification of existing and proposed drainage conditions. In addition, as discussed in Section IV.E, Hydrology and Water Quality, page IV.E-41, of the Draft EIR, the Project also proposes implementation of a rainwater harvesting system to capture some of the volume of potential

runoff and reuse it for irrigation purposes, thereby reducing the volume of water leaving the Project Site and entering into the storm drain system.

With regard to water quality, as discussed in the Draft EIR and in Response to Comment 5-16, above, under existing conditions, there are no stormwater runoff treatment devices on-site and most runoff from the Project Site is discharged without any controls. As part of the SUSMP requirements for the Project and in accordance with LID requirements, the Project would implement Best Management Practices to reduce the quantity and improve the quality of rainfall runoff from the overall Project Site associated with storm events up to the 0.75-inch precipitation level. BMPs would include source control and treatment control BMPs to remove pollutants from stormwater discharges. The Project would comply with all applicable NPDES requirements. The Project would not have an adverse impact on water quality, and water quality would be improved when compared with existing conditions.

Comment No. 5-24

4.E-42/3 Under existing conditions, there are no stormwater runoff treatment devices on-site and most runoff from the Project Site is discharged without any controls. As part of the SUSMP...with LID requirements, the Project would implement BMPs to reduce the quantity and improve the quality of rainfall runoff from the overall Project Site,...associated with storm events up to the 0.75-inch precipitation level. BMPs would include...Infiltration is considered the first priority type of BMP...The **feasibility** of an infiltration system within the Project Site was **evaluated and it was determined that based on the Project Site's underlying soil conditions (i.e., expansive soils), infiltration would not be feasible within the Project Site.**

The Project would however include...capture **some of the volume** of potential runoff and reuse it for irrigation purposes, thereby reducing the volume of water and potential pollutants leaving the Project Site and entering into the storm drain system.

This statement clearly shows that the project does not comply with the requirements of the LID.

Response to Comment No. 5-24

As discussed in Response to Comment No. 5-16, above, the proposed rainwater system is a permitted BMP per LID requirements. As demonstrated by the detailed analyses included in Section IV.E, Hydrology and Water Quality, of the Draft EIR, the Project fully complies with all relevant regulatory requirements, including LID requirements. In addition, as provided in Response to Comment No. 5-16, above, the Project would improve water quality when compared with existing conditions. Additionally, as

summarized in Table IV.E-3, page IV.E-41, of Section IV.E, Hydrology and Water Quality, of the Draft EIR, a comparison of the future peak runoff flows at the discharge points from the Project Site to the public right-of-way with the existing peak runoff flows demonstrates that based on the limited capacity of the Project Site soils to absorb stormwater during an intense rain event, an increase in impervious surface within the Project Site would not result in an increase in the peak flow rate within the Project Site and the peak flow rate would continue to be 29.5 cubic feet per second as it is under existing conditions.

Comment No. 5-25

infiltration rates and poor permeability. Proposed water wells or recharge activities (i.e. site infiltration trench BMP) shall require a site percolation test prior to construction, however are not likely to be deemed feasible due to the on-site geotechnical investigation's report of expansive soils. No permanent groundwater extraction or dewatering systems are proposed as part of this project.

Apdx.D - 14/1

No such report, the 2010, is available; no reference and not included in list as geotechnical investigation. As the only reference is not available for public review, any reference is useless and renders the DEIR section and appendix as totally inadequate or incomplete.

Response to Comment No. 5-25

The commenter is referred to Appendix A, Appendix IS-2, Geotechnical Engineering Investigation Report, page 52, of the Draft EIR, which discusses expansive soils and concludes that "due to the expansion potential of the on-site soils, the installation of a stormwater percolation system is not advised near any structure or hardscape feature." Appendix A and Appendix IS-2 are listed in the Draft EIR table of contents and are included as part of the Draft EIR and, therefore, were available for public review. Both the Draft EIR and its appendices are adequate and complete.

Comment No. 5-26

runoff via biofiltration planters or basins. Preliminary feasibility studies of potential BMPs show infiltration is likely infeasible due to existing expansive soils on-site. A proposed BMP strategy of rainwater harvesting (capture and use) for irrigation purposes shall retain a required mitigation volume of runoff (generated by a 0.75-inch, "first flush" storm event). Further discussion of operational mitigation strategies can be found in the project's "Surface Water Quality Study" report.

Apdx. D 20/3

No backup for "Feasibility/infeasible" and for pollutants arising from "First flush" stormwater.

Response to Comment No. 5-26

First flush stormwater is addressed in Section IV.E, Hydrology and Water Quality, of the Draft EIR. The analysis included in that section of the Draft EIR is supported by the Surface Water Quality Study included as Appendix D of the Draft EIR. In particular refer to pages 8 and 10 through 12 of Appendix D-2 of the Draft EIR for an assessment of best management practices for stormwater pollutants. The commenter is also referred to Response to Comment No. 5-16 and Response to Comment No. 5-25, above regarding the feasibility of a infiltration system.

Comment No. 5-27

4.E-38/1 Residual soil and/or groundwater **impacts remain beneath** the subject property; however, based on **previous environmental investigations** and **remedial confirmation sampling results** the residual concentrations of petroleum hydrocarbons do not represent a **significant threat**...Therefore,...former underground storage tanks on-site are no longer considered a **recognized environmental condition**.

No references are provided for investigation or sampling or threat, or recognition.

Revise the DEIR.

Response to Comment No. 5-27

The commenter is referred to the Phase I Environmental Site Assessment included in Appendix A of the Draft EIR for the data that was used to determine that no recognized environmental hazards are present within the Project Site.

Comment No. 5-28

5-138/1 F. Environmentally Superior Alternative Section...indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives...Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

/2 With respect to identifying an Environmentally Superior Alternative among those analyzed..., the range of feasible alternatives includes Alternative 1...Alternative 5,....

...the Project would result in **significant and unavoidable impacts** with regard to: **on-site noise and vibration (...human annoyance) during construction; off-site vibration**

(...human annoyance) during construction; and intersection levels of service during operation.

An Environmentally Superior Alternative must be considered as one including a Specific Plan Corridor for Riverside Drive.

Response to Comment No. 5-28

The discussion of the environmentally superior alternative within Section V, Alternatives, of the Draft EIR, fully complies with the CEQA Guidelines. As discussed in Response to Comment No. 5-3, above, an alternative that addresses a specific plan corridor for Riverside Drive is not required. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 5-29

In addition,...result in significant and unavoidable **cumulative impacts** related to: **on- and off-site noise during construction; off-site vibration...during construction; and intersection levels of service during operation.**

...No Project Continued Operation of Existing Sunkist Building Alternative, would avoid all of the significant and unavoidable impacts....also reduce all of the Project's less-than-significant impacts...would **not meet...**'s **...= create a high-quality, mixed-use development that provides new housing opportunities that are integrated with neighborhood-serving commercial** and 139/1 **significant unavoidable land use consistency impact** by continuing the existing conflict between the P-1L-RIO and PB-1L-RIO zoning and the property's Community Commercial land use designation.

An Environmentally Superior Alternative must be considered as one including a Special Assessment District for the for Riverside Drive Plan Corridor.

Response to Comment No. 5-29

As discussed in Response to Comment No. 5-3 and Response to Comment No, 5-28, an alternative that addresses a specific plan corridor for Riverside Drive is not required. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 6

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Comment No. 6-1

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) for the ICON Sherman Oaks Project (Sunkist). Attached are the Conservancy's comments.

Response to Comment No. 6-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 6-2

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) for the ICON Sherman Oaks Project (Sunkist). The Conservancy met with the project team early in the development process and remains encouraged that this project intends to retain and reinvest in the historic Sunkist Headquarters Building. The Brutalist building is an important architectural icon in the San Fernando Valley, and we concur with the Draft EIR's evaluation of the property as eligible for designation at the national, state, and local levels.

We submit these comments to ensure that the Sunkist Building remains an eligible historic resource, including full compliance with the *Secretary of the Interior's Standards*, the preparation of a detailed preservation plan, and local Historic-Cultural Monument (HCM) designation. We also strongly recommend additional analysis of the potential indirect impacts on the building from the proposed new construction and urge further exploration of viable alternatives that would retain significant views from Riverside Drive and provide additional visual buffers around the historic structure.

Response to Comment No. 6-2

As discussed in Section II, Project Description, of the Draft EIR, the Project would retain the Sunkist Building and include rehabilitation improvements. In addition, as detailed

in Topical Response No. 1 above, in response to comments and to further lessen potential environmental effects, a Reduced Alternative 5 has been presented in this Final EIR. As discussed in Topical Response No. 1, as with the Project, the Reduced Alternative 5 would retain the Sunkist Building and would rehabilitate the Sunkist Building in accordance with the *Secretary of Interior's Standards for Rehabilitation (Secretary's Standards)*. Under the Reduced Alternative 5, the density of the development would be reduced and the building footprints would provide for expanded views of the Sunkist Building when compared with the design of the Project, including improved views from Riverside Drive. Refer to Response to Comment No. 6-10 below for a discussion of the view impacts of the Project and Reduced Alternative 5.

To clarify scope of rehabilitation of the Sunkist Building and potential impacts to its setting, Chattel, Inc. has prepared a preservation plan for the Sunkist Building dated October 25, 2018 (*Preservation Plan*), contained in Appendix FEIR-5 of this Final EIR, which is based on review of the proposed design for the Reduced Alternative 5. The *Preservation Plan* documents existing conditions and proposed treatment recommendations to ensure rehabilitation of the Sunkist Building is in conformance with the *Secretary's Standards*. As set forth in Project Design Feature D-1 included in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, the rehabilitation and preservation of the Sunkist Building would be guided by the *Preservation Plan*.

Comment No. 6-3

I. Historic significance of the Sunkist Headquarters Building

Designed by prominent local architecture firm Albert C. Martin & Associates and completed in 1970, the Sunkist Headquarters Building is a significant example of Brutalist style architecture. It was constructed as the international headquarters of the Sunkist Growers, Inc., replacing the company's 1935 Art Deco office building in downtown Los Angeles. The move to Sherman Oaks came at a time when the neighborhood was successfully attracting corporate headquarters.

Conceived in the postwar era, Brutalism is an architectural style that most often employed concrete construction and emphasized qualities of massive weightiness and striking, geometric and repetitive shapes. The monumentally scaled Sunkist Building features reinforced concrete construction and exterior walls that slope outward as they rise to the roofline. Deeply recessed windows are arranged between tapered concrete piers, with an alternating arrangement between the upper floors. The concrete piers of the terrace level taper inward as they rise, giving a heightened sense of contrast to the building's profile.

In 2015, the Sunkist Building was identified as eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a Los Angeles Historic-Cultural Monument (HCM) through SurveyLA, the City of Los Angeles' comprehensive historic resources survey. The Historical Resources Assessment included in the Draft EIR supports this finding.

Response to Comment No. 6-3

The characterization of the Sunkist Building in this comment is consistent with the findings of the *Historical Resource Assessment* prepared by Chattel, Inc. included as Appendix C and summarized in Section IV.D, Cultural Resources, of the Draft EIR.

Comment No. 6-4

II. Proposed Sunkist rehabilitation plan and conformance to *Standards*

The Conservancy appreciates that the proposed project will rehabilitate and incorporate the Sunkist Building into the larger development planned for the site. While we understand that the proposed rehabilitation plan will minimize modifications to the historic structure, we believe that additional documentation of existing conditions and description of proposed treatments are needed to clarify the scope and potential impacts of the project.

Response to Comment No. 6-4

A description of the existing conditions is provided in the Historical Resource Assessment included in Appendix C of the Draft EIR as well as Section IV.D, Cultural Resources, of the Draft EIR, beginning on page IV.D-11. In addition, the Historical Resource Assessment and Section IV.D, Cultural Resources, of the Draft EIR, discuss the character-defining features of the Sunkist Building and the Project's potential effects to those character-defining features. As concluded therein, the Project would not materially impair the Sunkist Building and the new construction and rehabilitation of the Sunkist Building would conform with the *Secretary's Standards*. Nonetheless, Mitigation Measures D-1 and D-2 were included to require design review and monitoring of rehabilitation activities to ensure conformance with the *Secretary's Standards*, and the preparation of a Historic American Buildings Survey (HABS). These mitigation measures would ensure that potential impacts associated with historical resources would be less than significant.

Notwithstanding the above, to clarify scope of rehabilitation of the Sunkist Building and potential impacts to its setting, Chattel, Inc. has prepared a preservation plan for the Sunkist Building, which is based on review of the proposed design for the Reduced Alternative 5. The *Preservation Plan* documents existing conditions and proposed treatment recommendations to ensure rehabilitation of the Sunkist Building is in

conformance with the *Secretary's Standards*. As set forth in Project Design Feature D-1 included in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, the rehabilitation and preservation of the Sunkist Building would be guided by the *Preservation Plan*. This additional information is supplemental and does not alter the conclusions in the EIR.

Comment No. 6-5

According to the Draft EIR, the proposed project would demolish the existing plinth walls and landscaped berm and insert new terraced landscaping features around the perimeter of the Sunkist Building. Because the landscaping is a key character-defining feature of the property, we question the need for and purpose of this alteration on all four elevations, especially given the scale of construction proposed adjacent to three of those elevations. The loss of the berm, which contributes to the monumentality of the structure, could compound potential impacts to the building's historic setting. The analysis states that the alterations to the berm and plinth will "better integrate [the Sunkist Building] with adjacent new construction." Are there alternative means of enhancing the pedestrian experience without removing these historic features on all four sides?

We similarly request further clarification regarding changes to the exterior ground level, including the new door and window treatment, the repainting of the columns, and the construction of a new canopy on the north entrance.

Response to Comment No. 6-5

The *Historic Resource Assessment* included in Appendix C of the Draft EIR specifically identified the landscaped berm and landscaped medians flanking the main entry drive from Riverside Drive as character-defining features, and not landscaping of the property in general. The Project includes retention of portions of both of these features. At the primary, north elevation of the Sunkist Building, the berm would be minimally altered, and would retain much of its original design. As the primary entry to the Sunkist Building, the north elevation berm is the most significant. The berm on the east, south, and west elevations will still exist but would take on a stepped form that maintains the character of the berm through including shrub and tree plantings. Since the essential character of the berm is retained, the monumentality of the Sunkist Building is not disturbed by these minor alterations. The current condition of the plinth is that it is minimally visible on all four elevations. In the Reduced Alternative 5, the plinth would remain visible in some locations on the east, south, and west elevations though it might be slightly shorter in height than it is currently. Therefore, the plinth would be retained on three of the four elevations. The majority of the plinth, an identified character-defining feature, would be retained. The overall treatment to the berm and plinth retains the essential form and character of these

features while introducing minor alterations. Overall, these minor alterations do not detract from the monumentality or historic setting of the Sunkist Building.

With respect to the landscaped medians flanking the main entry drive from Riverside Drive, the Reduced Alternative 5 includes palm trees planted on either side of a new driveway to provide similar symmetry to the existing eucalyptus trees planted in the landscaped medians.

With respect to new doors and windows at the entrance, refer to Response to Comment No. 6-6, below.

Drawings contained in the Draft EIR show columns to be painted grey in error. The exterior of the Sunkist Building would be repainted to match the color and texture of the original design. As described in the *Preservation Plan*, “the existing textured coating is proposed to be removed from all exterior elevations, as it contains asbestos. Once the textured coating and paint is removed from these areas, the exterior would then be coated with a similarly textured paint product to closely match the existing Navajo White color.”

The new entrance canopy at the north entrance has been designed in a way that it is physically separate from the Sunkist Building. It signifies the main entrance and serves as a wayfinding device from the parking structure to the east, which is particularly important given new construction. As described in the *Preservation Plan*, the support bracing on the canopy mirrors the angle of the trapezoidal piers, and the color of the canopy reflects the orange color on an original exit sign found on the ground floor. The chosen orange color would distinguish the new feature from the Sunkist Building, therefore avoiding significant interruption of the existing geometry at the north elevation. This canopy design takes cues from the Sunkist Building, provides a compatible yet contemporary design, and is reversible in conformance with the *Secretary's Standards*.

Comment No. 6-6

The historical assessment describes the bronze tinted glass windows as a signature characteristic of Albert C. Martin & Associates' postwar work, although the feature is not included in the list of character-defining features. The plans indicate that the main entry doors will be replaced with glazed, clear glass double doors, but one can infer from the drawings and analysis that the surrounding ground floor windows and doors will retain the existing bronze tinted glass and dark bronze metal. Are modifications proposed for windows and doors on other elevations, or will only the main entry receive the new treatment?

Response to Comment No. 6-6

As provided in the *Preservation Plan* included in Appendix FEIR-5 of this Final EIR, the bronze aluminum brake-metal (storefront frames) and bronze tinted glass is a character-defining feature of the Sunkist Building. As discussed in the *Preservation Plan*, the only areas where the bronze tinted glass is proposed to be replaced with clear glass is at both entries to the main lobby: the entry from the north and the entry from the courtyard. Modifications to these areas are limited to the doors and windows between the concrete trapezoidal piers on either side of each entry. Despite the change in glazing, all bronze aluminum storefront frames would be retained and preserved with the exception of the door frame and operation at the main lobby entry. All other ground floor glazing and door systems would be repaired or replaced to match the existing building and the original design intent.

Comment No. 6-7

The plans also show that the exterior ground level columns will be repainted to a grey tone, a change that we presume will occur on all four elevations. Though limited information is provided, it appears that the proposed change relates to the redesign of the berm and plinth and the desire to integrate the Sunkist Building into its surroundings. While we appreciate that the cosmetic work would be reversible, we are concerned about its effects on the readability of the structure. The uniform treatment of the concrete reinforces the building's inverted pyramidal massing, and the ground level modification would likely reduce its overall cohesion.

Similarly, the insertion of a new steel frame canopy feature at the main entrance could detract from the building's original composition. While the open design allows for some transparency, its protrusion from the building interrupts the existing geometry when viewed from the east and west, and the trellis introduces a new texture.

We also understand that the rehabilitation includes significant changes to the courtyard in order to reactivate the space and improve habitability. Because the courtyard has been altered from its original appearance, we appreciate that the proposed plan respects and references its original character while creating a more functional space. Nonetheless, we request additional information about the placement and management of the proposed module terrace boxes. Though they will help facilitate a more inviting outdoor space, they do add a new materiality and dimension to the existing rows of windows and should be inserted sparingly. The final rehabilitation plan should also include information about ongoing maintenance in order to prevent damage to the concrete panels from drainage and other potential issues.

Response to Comment No. 6-7

With regard to the paint color of the columns and the new entrance canopy, refer to Response to Comment No. 6-5, above.

The *Preservation Plan* contained in Appendix FEIR-5 of this Final EIR documents the new courtyard terrace boxes in detail. The terrace boxes would be limited to twelve in total in order to preserve the overall pattern of solids and voids that helps define the courtyard elevations, and would not be visible from the exterior. Precast concrete panels would be removed, crated, and stored for possible future reinstallation. While the new terrace boxes introduce materials such as wood, these materials are compatible with the overall character of the building, particularly wood finished walls in the lobby. As there are a limited number of new terrace boxes, the removed precast concrete panels are salvaged, and the introduction of new materials are appropriately differentiated, this work is in conformance with the *Secretary's Standards*.

With regard to ongoing maintenance of the concrete panels, the *Preservation Plan* recommends treatments for minor repairs and standards for cleaning based on *Preservation Bulletin 15: Preservation of Historic Concrete*, a National Park Service publication.

Comment No. 6-8

While these changes individually may appear modest, together they introduce a new series of materials and geometries to a uniformly composed structure, which alters the overall rhythm and experience from the pedestrian level. We appreciate the effort to minimize alterations to the Sunkist Building and believe the rehabilitation plan is heading in the right direction, but we still have outstanding questions about full conformance to the *Standards*.

Response to Comment No. 6-8

As discussed in the Draft EIR and detailed in the *Preservation Plan* included in Appendix FEIR-5 of this Final EIR, the rehabilitation scope of work conforms to the *Secretary's Standards*. In addition, as previously noted above, as concluded in the Draft EIR, the Project would not materially impair the Sunkist Building and the new construction and rehabilitation of the Sunkist Building would conform with the *Secretary's Standards*. Nonetheless, Mitigation Measures D-1 and D-2 were included in the Draft EIR to require design review and monitoring of rehabilitation activities to ensure conformance with the *Secretary's Standards*, and the preparation of a Historic American Buildings Survey (HABS). These mitigation measures would ensure that potential impacts associated with historical resources would be less than significant. This comment is noted for the

administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 6-9

In order to address the application of the *Standards* and provide greater clarity to the proposed project, the Final EIR should include a detailed preservation plan for the Sunkist Building that expands on the 2014 Design Narrative included in the Draft EIR.

The plan should incorporate a full historic structures report (HSR), which would document and assess the building's unique existing conditions and provide clear recommendations for the appropriate treatments. We have previously pressed for a seismic evaluation of the building, and the plan should incorporate recommendations for any necessary structural work. It should include guidelines for managing new landscape features in order to minimize damage to historic elements, as well as a cohesive signage program. Furthermore, applicant should establish a clear timeline for completing the work to ensure that the building is rehabilitated in tandem with the new construction.

Lastly, though the Draft EIR includes a list of character-defining features, the current inventory appears to leave out key elements without justification, including materials, roof design, windows, doors, and signage. The preservation plan should reflect and plan for a more complete list of historic elements.

Response to Comment No. 6-9

A *Preservation Plan* and an updated Design Development drawing set, which details the Reduced Alternative 5, has been prepared and is included in Appendix FEIR-5 of this Final EIR.

As provided in *Preservation Brief 43: The Preparation and Use of Historic Structure Reports*, an historic structures report provides documentary, graphic, and physical information, as well as a recommended scope of work and approach to treatment. Together, the *Preservation Plan* and *Historical Resource Assessment* fulfill these objectives.

While not within the scope of the EIR, a seismic performance evaluation of the Sunkist Building was conducted in 2015. The seismic performance evaluation report provides recommendations for installing concrete shear walls at specific locations. These recommendations have been incorporated into the design of the Reduced Alternative 5.

As previously discussed above in Response to Comment No. 6-5, the *Historic Resource Assessment* included in Appendix C of the Draft EIR specifically identified the

landscaped berm and landscaped medians flanking the main entry drive from Riverside Drive as character-defining features, and not as landscaping of the property in general. The scope of work and treatment recommendations related to the Project Site's landscaped features are included in the *Preservation Plan*, as requested by the commenter.

A detailed description of the existing and proposed signage on the Sunkist Building is provided in the *Preservation Plan*, beginning on page 16. Specifically, as discussed therein, until some point in 2012-2014, there were two signs that read "Sunkist" near the roofline at the western and eastern ends of the south elevation of the Sunkist Building. These signs remained from the Sunkist Growers, Inc. occupation of the Project Site, and date to the original construction of the Sunkist Building. The sign on the western end was removed between 2012-2014 and replaced with a new sign that reads "imt RESIDENTIAL," reflecting the current owner of the building. In March 2017, the sign on the eastern end of the Sunkist Building was removed in conformance with an oral agreement executed between the current owner of the Sunkist Building and the prior owner. Upon removal, the sign was carefully crated, and stored on-site at the Sunkist Building. A new sign has since been installed at this eastern corner of the south elevation, which appears identical to the current sign on the western corner and reads "imt RESIDENTIAL." The sign that reads "Sunkist," now removed from the eastern corner of the south elevation, is proposed to remain crated on-site for possible future display.

Rehabilitation of the Sunkist Building would occur concurrently with new construction. The *Preservation Plan* addresses the proposed scope of work's potential impacts on materials, roof design, windows, doors, and signage, and has determined the proposed changes to be in conformance with the *Secretary's Standards*.

A list of the character-defining features of the Sunkist Building is provided in the *Preservation Plan* included in Appendix FEIR-5 of this Final EIR, beginning on page 8. This list is consistent with the character-defining features identified in the Historical Resource Assessment included in Appendix C of the Draft EIR and in Section IV.D, Cultural Resources, of the Draft EIR. The list of character-defining features identified includes those features of the Sunkist Building that convey its historic significance. As detailed in the Historical Resource Assessment included in Appendix C of the Draft EIR and in Section IV.D, Cultural Resources, of the Draft EIR, in conformance with the Secretary of the Interior's Standards, the Project would not destroy historic materials, features, and spatial relationships that characterize the property. While not specifically identified as character-defining features, the *Preservation Plan* includes the scope of work and treatment related to signage and first floor lobby doors, windows, and flooring. Also refer to the above discussion related to the signage modifications of the Sunkist Building that have occurred over time. The roof design was not identified as a character-defining

feature and neither the Project nor the Reduced Alternative 5 propose modifications to the roof design.

Comment No. 6-10

III. Final EIR should further analyze impacts from adjacent new construction on the Sunkist Building and refine feasible alternatives

Conservancy has previously expressed concern over the potential impacts to the Sunkist Building's integrity of setting, as the proposed project would encase the historic structure with new construction on three of its four elevations. We understand that the project team has been working with the neighboring community to address issues related to scale and bulk, and we appreciate their efforts to design a new project that is sensitive to its surrounding context.

As currently planned, the Sunkist Building would be surrounded on its west, north and east sides with new structures that block long-established views of the structure. The only remaining unobstructed views would be from the 101 freeway. Buildings A and B, proposed for the north side of the property adjacent to Riverside Drive, would both contain five above ground levels, while the parking structure planned for the east side of the property would contain four above grade levels. Building C, proposed for the west side of the property, is designed with a stepped profile ranging from two to four levels in order to provide a transitional buffer to the adjacent neighborhood.

Though the Sunkist Building's south elevation would remain visible, the proposed scale, height, and massing of the new construction would nonetheless dramatically alter and overwhelm the monumental look and feel of the property historically. We strongly encourage the City and applicant to further analyze the visual character and aesthetic impacts of the proposed new construction on the Sunkist Building. In particular, we request the preparation of additional conceptual renderings and perspectives, with an emphasis on the pedestrian experience, in order to accurately convey proposed setbacks, view sheds, and the project's overall scale. These drawings should also clearly illustrate the relationships between the new buildings and the Sunkist Building, including height and proportions.

The Draft EIR considers one alternative that would slightly reduce impacts to historic resources, and we strongly encourage further refinement in the Final EIR. Alternative 5, "Reduced Density and Square Footage," would increase the view corridor of the Sunkist Building on its Riverside Drive elevation by reducing the footprint of Building A, though the height of all four new structures would remain the same. More details are needed to compare this scenario to the proposed project, including conceptual drawings, perspectives, and sight-line analysis. Given the primacy of the view of the Sunkist Building

from Riverside Drive, the Final EIR should also explore options for reducing the footprint of Building B. This modification would enhance the Sunkist Building's presence at the property's main entrance and retain the project's symmetrical composition in a way that complements the historic structure.

Response to Comment No. 6-10

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. Therefore, as concluded in the Draft EIR, the Project would not substantially obstruct existing views of identified visual resources. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a view towards the Sunkist Building and would maintain the character-defining feature.

As detailed in Topical Response No. 1 above, in response to comments and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. As discussed therein, as with the Project, the Reduced Alternative 5 would retain the Sunkist Building and would rehabilitate the Sunkist Building in accordance with the *Secretary of Interior's Standards for Rehabilitation (Secretary's Standards)*. Under the Reduced Alternative 5, the density of the development would be reduced and the building footprints would provide for expanded views of the Sunkist Building when compared with the design of the Project and Alternative 5. Refer to Topical Response No. 1 and Appendix FEIR-5 of this Final EIR for materials that depict the revised design and relationship of new buildings and expanded open space areas to the Sunkist Building. Overall, with the reduction in density, square footage, and overall building footprint and massing, the implementation of the Reduced Alternative 5 would further reduce the less-than-significant aesthetic impacts of the Project.

Despite the fact that surface parking would be removed and new construction would block some views of the Sunkist Building from Riverside Drive and Hazeltine Avenue, the view corridor along the primary approach from the north and the primary public view of the south elevation along the Interstate 101 freeway would be almost entirely unobstructed. In addition, the Reduced Alternative 5 removes all above grade structures along Hazeltine

Avenue expanding the views of the Sunkist Building along the eastern portion of the Project Site. With the new construction, along the east-west axis at the north elevation of the Sunkist Building, oblique views would also be retained from grade.

Comment No. 6-11

IV. Nominate the Sunkist Headquarters Building as a Historic-Cultural Monument to ensure proposed project meets *Standards*

Given the architectural and historic significance of the Sunkist Building, the Conservancy strongly urges inclusion of a third mitigation measure to require the applicant to nominate the property for Historic-Cultural Monument designation. The Draft EIR recognizes the building's exceptional importance for its association with Sunkist Growers, Inc. and as a significant work of Brutalist architecture by renowned firm Albert C. Martin and Associates, making formal designation an appropriate means of reducing impacts.

HCM designation would enable the City's Cultural Heritage Commission and staff to review and comment on the project design and details for compliance with the *Secretary of the Interior's Standards*. While Mitigation Measure D-1 stipulates that a qualified preservation architect will submit documentation to the Office of Historic Resources for review and approval prior to the issuance of building permits, the HCM designation would create a public process for modifications to the building, including those that could be proposed as part of a separate project in the future. Designation would also enable access to valuable preservation incentives, including property tax benefits under the Mills Act program.

Response to Comment No. 6-11

Refer to Response to Comment No. 6-2. Further, the Preservation Plan included as Appendix FEIR-5, of this Final EIR, imposes detailed restrictions and obligations to ensure the Sunkist Building is preserved and rehabilitated consistent with the *Secretary of Interior's Standards*. The Preservation Plan, included as Project Design Feature D-1 in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, would be incorporated as binding conditions of approval, subject to the oversight of the Department of City Planning. As further provided in Project Design Feature D-1 included in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, the, an onsite monitor would be present to ensure the rehabilitation plan is executed consistent with the Preservation Plan's conditions of approval. While not an HCM designation, the Preservation Plan coupled with the mitigation monitoring obligation would ensure that rehabilitation of the Sunkist Building is executed consistent with the *Secretary of Interior's Standards* and preservation conditions, as requested by the commenter. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 6-12

Given the substantial role of the Sunkist Building in the late twentieth-century development of the San Fernando Valley, the Conservancy also recommends that the applicant consider options for more permanent protection, including a conservation element. An easement, which is a private agreement that could offer additional tax benefits, would ensure that the property is sensitively preserved and maintained in perpetuity. Because it would not be subject to external pressures, and easement would offer community stakeholders long-term assurance over the Sunkist Building's future.

Response to Comment No. 6-12

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. As previously noted above, as concluded in the Draft EIR, the Project would not materially impair the Sunkist Building and the new construction and rehabilitation of the Sunkist Building would conform with the *Secretary's Standards*. Nonetheless, Mitigation Measures D-1 and D-2 were included in the Draft EIR to require design review and monitoring of rehabilitation activities to ensure conformance with the *Secretary's Standards*, and the preparation of a Historic American Buildings Survey (HABS). These mitigation measures would ensure that potential impacts associated with historical resources would be less than significant. The Project has been found to be in conformance with the *Secretary's Standards*, including detailed provisions contained in the *Preservation Plan*.

Comment No. 6-13**About the Los Angeles Conservancy:**

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 6,500 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education. The Conservancy's all-volunteer Modern Committee has been at the forefront of preserving mid-century architecture since its inception in 1984.

We welcome and request the opportunity to continue working with members of the project team to ensure that the Sunkist Building remains an eligible historic resource and would like to arrange a meeting in the near future. Please feel free to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions.

Response to Comment No. 6-13

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. As noted in the responses to this letter above, rehabilitation of the Sunkist Building as part of the Project would occur in accordance with the Secretary Standards. As such, the Project would not result in a significant impact to the Sunkist Building.

Comment Letter No. 7

Marshall Long
Land Use Chair
Sherman Oaks Homeowners Assn.
P.O. Box 5223
Sherman Oaks, CA 91413-5223

Comment No. 7-1

Please find attached a letter summarizing our comments on the Sunkist ICON project EIR in Sherman Oaks, CA. I would appreciate it if you could acknowledge receipt of this transmission.

Response to Comment No. 7-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 7-2

We enclose comments on selected sections of the DEIR organized by section.

Response to Comment No. 7-2

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 7-3**Air Quality**

The proposed project is located close to the 101 Freeway in the area euphemistically referred to as the “black lung zone”. The impact of the air quality condition is assessed by comparing the density of the harmful gasses or particulates in the air to standards set by the state and federal government. According to the DEIR the amount of particulate matter generated by traffic along the freeway exceeds the state standards. The suggested mitigation measures include inoperable windows on the south side of [sic] property and the installation of MERV 13 filters on the return air ducts of the HVAC system.

These filters are rated according to the size of contaminant they block. The filters are only effective for particles and not for poisonous gasses, whose molecules are about 1000 times

smaller. According to the DEIR the level of CO, CO₂, and NO_x gasses do not exceed the standards so filtering can be effective. However there are several problems with this approach. First, air pollution can enter a unit via open windows and doors on any side of the building, so units on all sides of the building should be protected. Second, mechanical ventilation systems must have a certain percentage of “fresh” outside air introduced into the return air ducts downstream of the return air registers where filters are located. Therefore this outside air is unfiltered and its introduction allows dirty air to be fed into the air handling unit and blown into homes via the supply registers.

The MERV 13 filters are available in thicknesses that vary from 1 to 5 inches. The thicker filters are more effective since they have more surface area to collect and store the harmful particulate matter. The thin filters can clog up more quickly and reintroduce particles back into the homes. Filters must be inspected at least once a month and be replaced when they are dusty, damaged, or bypassed, which could be as often as every 30 days. Thus the developers are relying on occupants to do this inspection and maintenance. Since the filters can cost \$30 to \$60 dollars [sic] apiece this introduces a financial burden on the tenants, who are unlikely to remember to inspect their systems. The developer must instruct tenants and owners of these obligations.

Response to Comment No. 7-3

The results of the criteria pollutant analysis and associated SCAQMD thresholds are presented in Section IV.B, Air Quality, Table IV.B-10 (Project Estimate of Localized Impacts at On-Site Receptors (Residential/Sensitive) from US-101 Freeway) on page IV.B-49 of the Draft EIR. As shown in Table IV.B-10, the assessment demonstrates that CO and NO₂ emissions generated from the Project and the adjacent freeway would not exceed the SCAQMD’s localized thresholds at the maximum exposed onsite residential receptor. However, PM₁₀ and PM_{2.5} concentrations at the maximum exposed onsite residential receptor would exceed the SCAQMD’s localized thresholds without incorporation of mitigation measures. As discussed in Section IV.B, Air Quality, of the Draft EIR, Mitigation Measure B-2 would substantially reduce particulate exposures from diesel exhaust and the re-entrainment of paved roadway dust. Pollutant concentrations within residential buildings are best reduced by installing an air cleaning system to reduce the concentration of particulates associated with the infiltration of outside air. Air filters are commonly described and rated by the ASHRAE based upon their collection efficiency, pressure drop (or airflow resistance), and particulate-holding capacity. With incorporation of Mitigation Measures B-2 and B-3, as presented in the Draft EIR, PM₁₀, and PM_{2.5} would be reduced to a less than significant level. As discussed below, Mitigation Measure B-3, as provided in the Draft EIR, required the installation of inoperable windows on the portion of Building C facing the freeway. As provided in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, Mitigation Measure B-3 has been revised as Building C would be removed as part of the Reduced Alternative 5.

The commenter is also referred to Section IV.B, Air Quality, and Appendix B, Air Quality and Greenhouse Gas Worksheets and Health Risk Assessment, of the Draft EIR, for a discussion of the health risk assessment and specifically the effectiveness of the proposed filters. As provided therein, the calculation worksheets presented in the health risk assessment depict PM₁₀ and PM_{2.5} concentration reductions commensurate with identified MERV filter control efficiencies, as set forth in Mitigation Measure B-2, to produce pollutant concentration estimates to less than significant levels. For short-duration (24-hour) exposures, daily HVAC operation is foreseeable and, effective filtration system design and support will be provided for each residential occupancy to reduce concentration estimates to acceptable limits. Regarding the placement of the filters, it is customary to install filtration “upstream” or within the air intake portion of the HVAC system to limit particulate infiltration and protect the mechanical HVAC equipment. As such, “fresh” outside air introduced into the return air ducts would also be filtered before reaching the HVAC equipment.

It is noted that in response to comments and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. Refer to Topical Response No.1 for a detailed description of the Reduced Alternative 5. As discussed therein, the Reduced Alternative 5 would replace the Building C residential units with the office parking structure originally proposed on Hazeltine Avenue. Residential units are now only located within Buildings A and B along Riverside Drive, the portion of the property farthest from the freeway and buffered by other buildings. This would further reduce potential health risks resulting from freeway proximate residential units as compared to the original Project. Therefore, Mitigation Measure B-3 included in the Draft EIR requiring the installation of inoperable windows on Building C would no longer be applicable. As such, as part of the Reduced Alternative 5 and as provided in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, Mitigation Measure B-3, as revised, would require that particulate air filters be replaced four times per year. The replacement of the filters would be recorded by property managers.

Comment No. 7-4

Traffic

Traffic in the area is heavy, with a combination of residential and commercial uses particularly at rush hours and during the holidays, due to the proximity of the site to the large Fashion Square shopping center. The DEIR has analyzed the traffic impacts by looking at the level of service (LOS) ratios at various intersections in the neighborhood. The level of service is a ratio of the actual volume of traffic divided by the street capacity for a street segment or intersection according to the traffic flow direction and the time of day. According to this ratio a letter grade, A (good) to F (very bad), is assigned to the location.

Environmental impacts are assessed by both the absolute grade associated with a location as well as the change in the LOS both within a grade range as well as at a change in grade. The comparisons are made for a) the existing condition, b) the existing condition plus the change in traffic due to the project, and [sic] 3) the existing condition plus traffic due to all other projected projects, and 4) existing conditions plus the projected traffic plus the project generated traffic. Impacts are judged by comparing 3) to 4). The threshold for determining an impact is either a change in the LOS or a threshold of LOS values within a range, which can be as low as 1% to 4%. Most of the project driven impacts were at the intersections, for example Hazeltine and Riverside (AM LOS of D, and a PM LOS of C) and at Woodman and Riverside (AM LOS of F, and PM LOS of E). Also affected are the 101 on and off ramps at Woodman, NB (AM D and PM D) and SB (AMD and PM D). Another affected intersection is Fulton and Riverside, (AM D, and PM E).

Response to Comment No. 7-4

This comment provides an overview of the LOS analysis included in the Traffic Impact Analysis provided in Appendix G and summarized in Section IV.I, Transportation/Traffic, of the Draft EIR. While the Project's impacts at the Hazeltine Avenue and Riverside Drive intersection and at the Riverside Drive and Woodman Avenue intersection would be significant based on the analysis included in Section IV.I, Transportation/Traffic, of the Draft EIR, the impacts at the 101 Freeway ramps/Woodman Avenue and at Fulton Avenue and Riverside would be less than significant.

Comment No. 7-5

One major difficulty with this analysis is that the Chase Knolls expansion project north of Riverside between Sunnyslope and Fulton, a few short blocks east of the project, has been ignored. There the property owner has proposed to build 6 three-story buildings and an additional 141 units. These will increase traffic on the streets just blocks east of the Sunkist project and will undoubtedly change the LOS ratings.

Response to Comment No. 7-5

As clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, the Traffic Impact Analysis included in Appendix G of the Draft EIR has been replaced with the correct Traffic Impact Analysis. The Traffic Impact Analysis erroneously included in the Draft EIR was a slightly older version that did not consider the Chase Knolls related project. As provided in Section III, Environmental Setting, of the Draft EIR, the Chase Knolls project (Related Project No. 13) was indeed considered throughout the Draft EIR, including the transportation section of the Draft EIR. As provided in the correct version of the Traffic Impact Analysis, the Chase Knolls project was also considered therein. Section IV.I, Transportation/Traffic, of the Draft EIR, is based on the correct

version of the Traffic Impact Analysis, which included the Chase Knolls project, and not on the version erroneously included in Appendix G of the Draft EIR. In addition, as detailed in Topical Response No. 2, above, the Supplemental Traffic Analysis prepared in response to comments on the Draft EIR also considers the Chase Knolls project as a related project.

Comment No. 7-6

Noise

High noise levels now impact the site and will continue and even increase. There are two methods of assessing impact, and [sic] absolute level and a change in level. Absolute levels to judge impacts can be determined by comparing them to standards published in the State of California General Plan Guidelines, which are required of every city and county in the state. These are reproduced as Table IV G-2 in the DEIR. They list four categories of acceptability according to the land use and noise level. A copy of these standards is attached.

The table is also included in the DEIR in an altered form that is misleading. Rather than showing a range of noise levels, it shows one number for each category that can be interpreted as a maximum or a minimum. These noise levels are measured using the Community Noise Equivalent level (CNEL), a 24 hour energy average level with levels occurring between 7 pm and 10 pm increased by 4.8 dBA and between 10 pm and 7 am the next day by 10 dBA before averaging. The evening and nighttime penalties are due to the increased sensitivity of people to noise during these hours.

Based on the 24 hour measurements taken on top of the existing Sunkist building adjacent to the 101 freeway the existing ambient at that location is 81.6 dBA CNEL. This CNEL level is louder than the published aircraft generated levels at the west end of the runways at the Los Angeles Airport. It places the existing and future buildings in the Clearly Unacceptable category, which prohibits new construction of new single and multifamily residential. It also falls into the Normally Unacceptable category for office building construction.

Response to Comment No. 7-6

The State of California General Plan Guidelines are provided to assist local cities and counties in developing and implementing their general plans, including the required noise element. Noise compatibility levels are provided in Table IV.G-2 of Section IV.G, Noise, of the Draft EIR. This data is directly from the City of Los Angeles General Plan Noise Element, which is based on the State General Plan Guidelines. The noise compatibility levels (or ranges) provided in the City's Noise Element are similar to the State's guidelines, but slightly more stringent than the State's guidelines for some land use

categories. For example, the exterior noise exposure of up to 65 dBA CNEL is considered a “normally acceptable” category for multi-family residential uses; however, under the City’s Noise Element, the exterior noise limit is only up to 60 dBA CNEL. The noise exposure levels provided in Table IV.G-2 are shown as a range of noise levels, for each category. For example, the noise exposure levels for the “normally acceptable” and “conditional acceptable” land use category for multi-family residential uses range from 50 to 60 dBA CNEL and 60 to 70 dBA CNEL, respectively.

As provided in Section IV.G, Noise, page IV.G-14, of the Draft EIR, the existing ambient noise levels at the Project Site range from 62.0 dBA CNEL at the western property line to 70.3 dBA CNEL at the northern property line, which is considered “conditionally acceptable” for commercial development and “normally unacceptable” for multi-family residential development. The 81.6 dBA CNEL noise level is measured at the top of the existing Sunkist Building, which represents the noise level at the balcony of the southernmost upper units of Building C with direct line-of-sight to the US-101 Freeway. The Draft EIR appropriately did not apply the noise significance threshold to this location, as outdoor balconies are exempt from exterior noise standards. There are no City noise limits applicable to private balconies. Furthermore, Caltrans’ primary consideration for traffic noise abatement is given to exterior areas where “frequent human use” occurs wherein people are exposed to traffic noise for an extended period of time on a regular basis.⁴ Private balconies are generally not considered to be a noise sensitive use with respect to exterior noise because of the infrequent use (i.e., people are not expected to be out on the balcony for an extended period of time).⁵ Implementation of all LAMC and CalGreen requirements would ensure that necessary noise insulation features are included in the final building design of the Project to achieve an interior noise environment that does not exceed 45 dBA CNEL at the interior of the residential uses and 50 dBA L_{eq} at the interior of the commercial uses.

It is also noted that as part of the modifications under the Reduced Alternative 5 discussed in Topical Response No. 1, above, Building C would be eliminated and replaced by a parking structure. This change eliminates the residential units from the site plan that would be most affected by freeway related noise.

Comment No. 7-7

Based on the normal 3 dB per distance doubling falloff rate, the Clearly Unacceptable residential zone extends out 1,150 feet from the centerline of the 101 freeway, without

⁴ Caltrans Traffic Noise Analysis Protocol, May 2011.

⁵ County of Alameda Eden Area General Plan, 2005; City of La Mesa 2012 General Plan Update, 2012; City of Escondido General Plan, 2012; City of Pleasanton General Plan, 2005.

consideration of shielding from the existing structure. The DEIR's response to this prohibition is to claim that it will all be worked out by implementation of noise insulation feature sin the final building design. This ignores the fact that the ordinance flatly prohibits the construction of residential dwelling units since the passage of these requirements in 1974. If by some miracle they started enforcing it now they would have no one in the department with the technical knowledge necessary to review the required reports.

Response to Comment No. 7-7

As stated in Section IV.G, Noise, page IV.G-3, of the Draft EIR, the conventional rate of sound attenuation for a line source, such as a constant flow of traffic on a roadway, is 3 dBA and 4.5 dBA per doubling of distance for hard and soft sites, respectively. The commenter's calculation fails to account for the noise barrier effect due to existing structures, which would provide significant noise reduction from the US-101 Freeway. As shown in Section IV.G, Noise, page IV.G-14, of the Draft EIR, the measured existing ambient noise levels at receptor locations near the US-101 Freeway (i.e., R1 and R3) are well below 75 dBA CNEL. Specifically, the measured ambient noise levels at the receptor locations R1 (approximately 510 feet from the US-101 Freeway centerline) and R3 (approximately 250 feet from the US-101 Freeway centerline) were 62.0 dBA CNEL and 60.3 dBA CNEL, respectively. According to the City's L.A. CEQA Thresholds Guide and the City's Noise Element, developments within the conditionally unacceptable and normally unacceptable noise land use category must be provided with a detailed analysis of noise reduction requirements and noise insulation features included in the design of a project. As such, the Project would be required to implement the sound insulation requirements pursuant to LAMC (Section 91.1207.2) and CalGreen (Section 5.507) requirements to ensure that necessary noise insulation features are included in the final building design of the Project to achieve an interior noise environment that does not exceed 45 dBA CNEL at the interior of the residential uses and 50 dBA L_{eq} at the interior of the commercial uses.

Comment No. 7-8

The second type of standard used to evaluate the project's noise impact is the change in level due to traffic generated by this project and others in the area. The standard used in the DEIR is a change of 3 dBA in the traffic generated noise level. It takes a doubling of the traffic volume, or a 100% increase, to generate this change in noise level. This is in stark contrast to the 1% to 4% standard used in the traffic study to produce a finding of a significant impact. Thus the standards used in the noise and traffic impact assessment differ by a factor of as much as 100. With this lax a standard it is no surprise that there was no finding of a noise impact.

Response to Comment No. 7-8

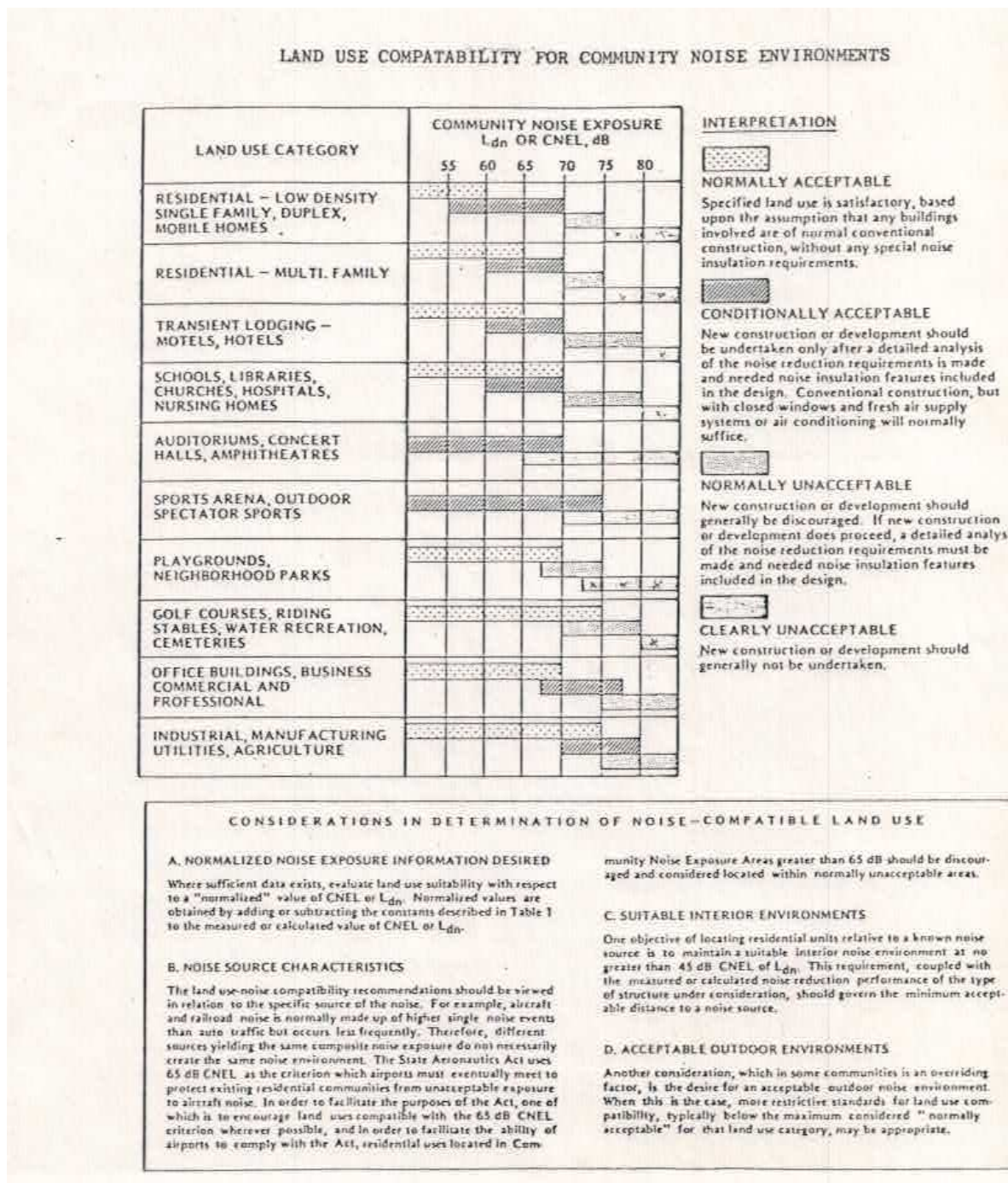
The commenter's suggestion that significance thresholds for traffic noise and vehicular trips should be the same is incorrect. Noise is measured in decibels, which is a logarithmic scale unlike traffic volume which is measured in level of service (delay) which is not a logarithmic scale. Thus, while the numeric values may be the same, unit of measurement is entirely different and appropriate to what is being measured—trips versus noise. As set forth in Section IV.G, Noise, page IV.G-2, of the Draft EIR, a change in sound level of 3 dB is considered “just perceptible,” a change in sound level of 5 dB is considered “clearly noticeable,” and a change (increase) of 10 dB is typically recognized as “twice as loud.” Refer to Section IV.G, Noise, pages IV.G-20 through IV.G-22, of the Draft EIR, for the specific thresholds of significance used in the noise analysis, which are based on the unique characteristics of noise. Also refer to Section IV.I, Transportation/Traffic, pages IV.I-28 through IV.I-33, of the Draft EIR, for the specific thresholds of significance used to evaluate traffic impacts.

Comment No. 7-9

In spite of weak standards, the DEIR did not analyze noise due to refrigerated delivery trucks idling near the loading docks, nor did it analyze the large roof mounted refrigeration units necessary to cool the storage units in the market. Also ignored were the grease hood exhaust fans required in every restaurant. These are generally roof mounted and could affect the residential tenants as well as the neighbors in the area. Also ignored was the fixed HVAC equipment required to heat and cool the proposed buildings.

Response to Comment No. 7-9

Noise impacts associated with delivery trucks, including refrigerated delivery truck, and building mechanical equipment, including refrigerating equipment and exhaust fans, have been analyzed in the Draft EIR. As discussed in Section IV.G, Noise, page IV.G-32, of the Draft EIR, the delivery truck at the loading dock would be shielded from all off-site sensitive receptors by the new buildings and the existing Sunkist Building. As indicated in Section IV.G, Noise, Table IV.G-15 on page IV.G-34, of the Draft EIR, the estimated noise levels from loading dock operations, including delivery trucks, would be well below the existing ambient noise level and the significance threshold. In addition, as discussed in Section IV.G, Noise, page IV.G-30, of the Draft EIR, building mechanical equipment, including roof mounted refrigerating equipment and exhaust fans would be required to comply with Los Angeles Municipal Code Section 112.02, which requires that noise from mechanical equipment not exceed the ambient noise levels on the premises of other occupied properties by more than 5 dBA. As concluded in the Draft EIR, noise impacts associated with delivery trucks and building mechanical equipment would be less than significant.

Comment No. 7-10**Attachment: Land Use Compatibility for Community Noise Environments**

Response to Comment No. 7-10

This attachment includes the recommended noise guidelines set forth by the State of California. As discussed in Response to Comment No. 7-6, above, the City's Noise Guidelines are generally based on these State guidelines, and in some cases the City's Noise Guidelines are more stringent than the State guidelines. The City, as lead agency, has the discretion to select which significance thresholds to apply and here the City has adopted specific noise significance thresholds as part of its Noise Guidelines.

Comment Letter No. 8

Ron Ziff
1st Vice President and Acting President
Sherman Oaks Neighborhood Council
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Comment No. 8-1

The attached comments on the IMT Icon Project at 14130 and 14154 Riverside Drive ENV-2014-1362-EIR. These comments were approved unanimously by the Sherman Oaks Neighborhood Council Board on September 12, 2016.

Response to Comment No. 8-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 8-2

These Comments on ENV-2014-1362-EIR were approved September 12, 2016 by unanimous vote of the Sherman Oaks Neighborhood Council Board.

Response to Comment No. 8-2

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 8-3

Traffic Study:

Concern about the accuracy of the traffic study (Appendix G) in particular:

How and why the DEIR would use a projected 2% ambient growth per year of traffic volume;

Response to Comment No. 8-3

As discussed in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR, and in Topical Response No. 2, above, the Congestion Management Program for Los Angeles County, 2010, Exhibit D-1 General Traffic Volume Growth Factors, identifies growth rates in the West San Fernando Valley area and Sylmar area (closest areas to the Project Site) of under one percent per year between 2010 and 2035. However, LADOT required a higher ambient growth rate of two percent per year in the San Fernando Valley until early 2019 when the ambient growth was reduced to one percent per year. Thus, a two percent per year growth rate was included in the traffic analysis for future conditions.

Comment No. 8-4

Why did the intersections studied in the DEIR not include intersections south of the Project Site such as Valleyheart/Hazeltine; Milbanks/Hazeltine, and Moorpark/Hazeltine;

Response to Comment No. 8-4

As discussed in Section IV.I, Transportation/Traffic, beginning on page IV.I-6, of the Draft EIR, a traffic analysis study area generally comprises those intersection locations with the greatest potential to experience significant traffic impacts due to a project, as defined by the Lead Agency. In the traffic engineering practice, a study area generally includes those intersections that are:

- Immediately adjacent or in close proximity to a project site;
- In the vicinity of a project site that are documented to have current or projected future adverse operational issues; or
- In the vicinity of a project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections)

For purposes of the Project's transportation analysis, the study area includes a geographic area of approximately 1.5 miles (north-south) by approximately 1.5 miles (east-west) that is generally bounded by Chandler Boulevard to the north, Fulton Avenue to the east, Ventura Boulevard to the south, and Van Nuys Boulevard to the west. The study area for the Project was established in consultation with LADOT, based on the above criteria, as well as a review of the Project peak-hour vehicle trip generation, the anticipated distribution of Project vehicular traffic, and the existing intersections/corridor operations. Intersections such as Valleyheart/Hazeltine, Milbanks/Hazeltine, and Moorpark/Hazeltine were not analyzed because traffic volumes would be low at these intersections during the

peak hours. Based on Project traffic volumes north and south of these intersections displayed in Figure 6, page 22, of the Traffic Impact Analysis included in Appendix G of the Draft EIR, up to 13 project trips per lane during the A.M. peak hour and 14 project trips per lane during the P.M. peak hour would be contributed to the critical moves (traffic volumes that oppose each other, such as a left turn and a through move for each street) at these intersections and would not create a significant traffic impact even if the intersections were operating at LOS F. However, the roadway segments of Valleyheart Drive east of Hazeltine Avenue and Millbank Street east of Hazeltine were evaluated for potential cut-through traffic impacts. As summarized in Table IV.I-9 on page IV.I-44 in Section IV.I, Transportation/Traffic, of the Draft EIR, no significant traffic impacts were identified at these locations.

Comment No. 8-5

Further we are concerned the DEIR did not include intersections on the west side of Hazeltine.

Response to Comment No. 8-5

As listed in Table IV.I-9 on page IV.I-44 in Section IV.I, Transportation/Traffic, of the Draft EIR, west of Hazeltine Avenue, the local roadway segments of Stansbury Avenue north of Riverside Drive, Calhoun Avenue north of Riverside Drive, Katherine Avenue north of Riverside Drive, and Tyrone Avenue north of Riverside Drive were evaluated as part of the Traffic Impact Analysis included in Appendix G of the Draft EIR. In addition, as summarized in Section IV.I, Transportation/Traffic, page IV.I-14, the intersection of Van Nuys Boulevard at Magnolia Boulevard (Intersection 1) and the intersection of Riverside Drive and Van Nuys Boulevard (Intersection 2), were evaluated as part of the Traffic Impact Analysis. No significant traffic impacts were identified along the segments or intersection. Also refer to Response to Comment No. 8-4.

Comment No. 8-6

The DEIR did not address the cumulative impacts of traffic sufficiently. We would like to have the DEIR review the use of a raised median on Hazeltine to prevent the south bound traffic from turning left into the Fashion Square service road immediately south of Bloomingdales.

Response to Comment No. 8-6

The Traffic Impact Analysis prepared for the Project and included in Appendix G of the Draft EIR follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies,

significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding dated May 5, 2013, which was reviewed and approved by LADOT. A copy of the Memorandum of Understanding is also provided in Appendix G of the Draft EIR. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. As described in Section IV.I, Transportation/Traffic, page IV.I-2, of the Draft EIR, the Future Conditions analysis considers regional growth and growth from related projects in the vicinity of the Project Site. Accordingly, the Future Conditions analysis provided in Section IV.I, Transportation/Traffic, of the Draft EIR, and in the Traffic Impact Analysis, represents a cumulative analysis. Therefore, the traffic analyses, including the cumulative analysis, provided in the Traffic Impact Analysis prepared for the Project has been conducted using the procedures adopted by LADOT to analyze the potential traffic impacts of the Project.

It is noted that LADOT's *Traffic Study Policies and Procedures* were updated in December 2016. A supplemental traffic analysis has been conducted to address relevant items from the new *Traffic Study Policies and Procedures*, including alignment with Vision Zero and Mobility 2035 requirements. Refer to Topical Response No. 2, above, for additional information regarding the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR.

With regard to Hazeltine Avenue, the Project includes Mitigation Measure I-3 to address the Project's significant traffic impacts at the intersection of Hazeltine Avenue and Riverside Drive. Mitigation Measure I-3 would provide for the implementation of the widening of the south side of Riverside Drive west of Hazeltine Avenue to provide an eastbound dedicated right-turn lane to southbound Hazeltine Avenue. The Project would install protective permissive left-turn phasing in the northbound, eastbound, and westbound directions at Hazeltine Avenue and Riverside Drive. Traffic signals would also be upgraded to accommodate this safety improvement.

Regarding the interaction of the Project Site and the Westfield Fashion Square Mall as it relates to vehicle movement along Hazeltine Avenue, the Reduced Alternative 5 described in Topical Response No. 1, above, would prohibit left turns in and left turns out of the Project Site's northerly Hazeltine Avenue driveway. Access to the northern Hazeltine Avenue driveway would therefore be limited to right turns in and out only. In addition, to reduce vehicular conflicts along Hazeltine Avenue the Reduced Alternative 5 provides dual southbound left turn entry to the signalized Westfield Fashion Square Mall's driveway and transition back to the existing striping south of the Westfield Fashion Square Mall/Project Site driveway signalized intersection with Hazeltine Avenue.

Comment No. 8-7

Concern regarding the cross-traffic at the driveways, particularly the northern most driveway on Hazeltine and the proposal to add left turn access into the Project Site from north bound traffic on Hazeltine.

Response to Comment No. 8-7

Refer to Response to Comment No. 8-6.

Comment No. 8-8

Concern about the cars exiting the same northerly driveway of IMT turning right (south) and conflicting with the southbound cars on Hazeltine & the right turns from Riverside.

Response to Comment No. 8-8

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. LADOT Policies and Procedures Section 321 Driveway Design 02/2003 requires that driveways on arterial highways serving lots with frontages greater than 250 feet should not be placed within 150 feet of the adjacent street. The northerly Project Site driveway on Hazeltine Avenue is approximately 190 feet from Riverside Drive. This driveway would be restricted to right turns only to allow drivers adequate time to determine gaps in traffic to make the turn.

Comment No. 8-9

We request a re-evaluation of the commercial traffic estimate because the traffic count at the much smaller grocery store across the street appears to be at least as great as the estimate for the new larger store.

Response to Comment No. 8-9

The trip generation estimates are based upon national standards Institute Transportation Engineers (ITE) Trip Generation Manual 9th Edition with data collected at 39 markets for the daily rates, 37 markets for the A.M. peak hour rates and 56 markets for the P.M. peak hour rates. LADOT requires use of the ITE Trip Generation Manual for land uses with reliance on multiple data collection locations.

Comment No. 8-10**Aesthetics:**

The Analysis of Project Impacts rationalizes the loss of open space as converting “the otherwise underutilized site into an active component of the community”. [sic]

Comment: There is a real loss that is not addressed. The community will no longer have the open space and mature trees that are a visual and environmental amenity to the surrounding area and those who pass through on the streets and freeway.

Response to Comment No. 8-10

The majority of the Project Site comprises asphalt-paved surface parking areas surrounding the existing Sunkist Building intermingled with ornamental trees throughout and along the perimeter of the Project Site. The existing asphalt-paved surface parking areas are not landscaped open space areas as suggested by the commenter. As described in Section II, Project Description, page II-23, of the Draft EIR, the Project would enhance the Project Site with new landscaped open space areas and recreational amenities. Specifically, the Project would include 107,793 square feet of common open space that would be accessible for public uses. The new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn, which would be publicly accessible. In addition, an approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA River walk.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. Like the Project, the Reduced Alternative 5 would include the approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area within the southern portion of the Project Site that would provide for access to the LA Riverwalk. The Reduced Alternative 5 would also include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage has been reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space. Additional landscaped, open space would be provided throughout the Project Site. In total, the Reduced Alternative 5 includes 202,120 square feet of common open space.

With regard to trees, as discussed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City's Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would also require approval by the Board of Public Works.

Comment No. 8-11

Further, it states that all improvements would be consistent with the Secretary of the Interior's Standards for historic rehabilitation and that "Buildings A, B and C would incorporate appropriate architectural design elements that would complement the unique architectural style of the Sunkist building by employing the modernist horizontality found in the existing Sunkist Building to achieve continuity and context."

Comment: The significance of the architecture of the Sunkist Building is its passive solar design as a response to the climate/environment of the San Fernando Valley; and is characterized by its inverted pyramidal form and its 3 dimensional sun shades. The architecture of the Sunkist Building is not characterized by modernist horizontal banding.

Response to Comment No. 8-11

As discussed in the Historical Resource Assessment included in Appendix C of the Draft EIR and summarized in Section IV.D, Cultural Resources, of the Draft EIR, page IV.D-18, regarding the Sunkist Building's architectural significance, National Register Criterion C, California Register Criterion 3, and City of Los Angeles Criterion III and IV address properties that embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values. The Sunkist Building is considered an important work of Brutalist architecture designed by A.C. Martin and Associates. A.C. Martin and Associates, was and continues to be, an important Los Angeles-based architectural firm designing well-known buildings throughout the City for more than a century. The Sunkist Building is characterized with an inverted pyramidal shape and repetitive pattern of solids and voids, and is a good example of Brutalist architecture that has translated into a corporate headquarters. Accounting for criteria consideration G, applicable to properties that have achieved significance within the past fifty years, the Sunkist Building is one of the most exceptional Brutalist buildings in the city

and though not yet 50 years old, is eligible as one of the best examples of that architectural style and the work of a master within the style.

A list of the character-defining features of the Sunkist Building is provided in the *Preservation Plan* included in Appendix FEIR-5 of this Final EIR, beginning on page 8. This list is consistent with the character-defining features identified in the Historical Resource Assessment included in Appendix C of the Draft EIR and in Section IV.D, Cultural Resources, of the Draft EIR. The list of character-defining features identified includes those features of the Sunkist Building that convey its historic significance and include the building's four symmetrical elevations; inverted pyramidal massing; regular and repetitive geometrical pattern of solids and voids across all elevations; triangular sidewalls (canopies) shading inset upper level windows; plinth and landscaped berm with colonnade of trapezoidal piers; primary approach from north and view from Riverside Drive, including main entry drive with flanking landscaped medians; view of south elevation from Interstate 101 freeway; wall of central courtyard mirror cantilever of exterior elevations; and repetitive floor plans generally consisting of single-loaded corridors encircling the courtyard. As shown, the building's suggested passive solar design, as provided in the comment, was not identified as a character-defining feature of the Sunkist Building which would convey its historic significance.

Comment No. 8-12

The discussion of views it states the new building will "frame, rather than overshadow the Sunkist Building" and though the new buildings would "narrow the view of the Sunkist Building" they would create view corridors.

Comment: The great strength of the Sunkist Building comes from its heroic sculptural presence, being seen in the round, not head on via view corridors.

Response to Comment No. 8-12

The commenter's opinion of the Sunkist Building sculptural presence and view corridor is acknowledged, and is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. Views from

the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. Therefore, as concluded in the Draft EIR, the Project would not substantially obstruct existing views of identified visual resources. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a view towards the Sunkist Building and would maintain the character-defining feature.

As detailed in Topical Response No. 1 above, in response to comments and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. Under the Reduced Alternative 5, the density of the development would be reduced and the building footprints would provide for expanded views of the Sunkist Building when compared with the design of the Project. Despite the fact that surface parking would be removed and new construction would block some views of the Sunkist Building from Riverside Drive and Hazeltine Avenue, the view corridor along the primary approach from the north and the primary public view of the south elevation along the Interstate 101 freeway would be almost entirely unobstructed. In addition, the Reduced Alternative 5 removes all above grade structures along Hazeltine Avenue expanding the views of the Sunkist Building along the eastern portion of the Project Site. With the new construction, along the east-west axis at the north elevation of the Sunkist Building, oblique views would also be retained from grade.

Comment No. 8-13

Alternatives:

“An EIR shall describe a range of reasonable alternatives to the project... but would avoid or substantially lessen any of the significant effects of the project”

Alternative 1: No Project

Comment: We feel the community would approve this alternative.

Alternative 2: Residential Development in Accordance with Existing Zoning

Comment: Existing Zoning does not allow for structures along Calhoun and does not allow for above grade parking structures.

Alternative 5: Reduced Density and Square Footage

Comment: A Reduced Density Alternative should have the square footage based on something. We recommend basing the square footage on the amount of parking that is in keeping with the existing PB-1L zoning.

Comment: There is no Alternative showing a scheme based on the current zoning, a “by right” scheme.

Response to Comment No. 8-13

Regarding Alternative 1, CEQA Guidelines Section 15126.6 provides that “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.”

With regard to Alternative 2, the commenter correctly states that Alternative 2 proposes residential uses along the portion of Calhoun Avenue currently zoned P-1L. LAMC Section 12.22-C,27(g) permits small lot subdivision residential uses in the “P” zones. As shown in Figure V-2 on page V-24 of Section V, Alternatives, of the Draft EIR, the proposed Alternative 2 residential uses along Calhoun Avenue are small lot subdivision homes, consistent with the density regulations contained in the City’s small lot subdivision ordinance (LAMC Section 12.22-C,27). Thus, as the Project Site’s General Plan land use designation is “Community Commercial,” the Alternative 2 small lot subdivision residential homes are permitted in the existing P-1L zoned portion of the Project Site fronting Calhoun Avenue.

As discussed in Section V, Alternatives, of the Draft EIR, Alternative 5 (Reduced Density and Square Footage Alternative) would meet the underlying purpose of the Project to create a high-quality, mixed use development that provides new housing opportunities that are integrated with neighborhood-serving commercial and recreational uses, and the Project objectives. Alternative 5 also proposes a reduction in commercial square footage and residential density that would eliminate the Project’s significant and unavoidable operational traffic impact at intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period (Future Plus Project Conditions).⁶ Thus, Alternative 5 would both satisfy most of the key Project objectives and eliminate an operational impact as compared

⁶ As stated in the Draft EIR, if the proposed mitigation for Intersection 10 (Riverside Drive and Woodman Avenue) is rejected by Metro and/or LADOT, the operational traffic impact at this intersection would remain significant and unavoidable (under both the Existing Plus Project and Future Plus Project Conditions) for Alternative 5.

to the Project. As set forth in CEQA Guidelines Section 15126.6, “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” Accordingly, the Draft EIR included an appropriate range of alternatives which would support the objectives of the Project and lessen the significant impacts of the Project.

As discussed in detail in Section V, Alternatives, of the Draft EIR, Alternative 2, the Residential Development in Accordance with Existing Zoning Alternative, includes the development of the maximum number of residential units that could be developed on the Project Site pursuant to the existing zoning designations within the Project Site.

Comment No. 8-14

The current zoning allows for an increase in the development of the site. To properly understand the applicant’s request the public needs to understand the difference between the requested development and what is currently allowed. The alternates should demonstrate conceptual differences, not just variations on the proposed project.

Comment: Concern regarding the access to the Project Site from the Los Angeles River may not be maintained, and that some of the Alternatives studied in the DEIR did not include maintaining the river access.

Response to Comment No. 8-14

In accordance with the CEQA Guidelines, Section V, Alternatives, of the Draft EIR includes a range of alternatives to the Project, including Alternative 2: Residential Development in Accordance with Existing Zoning Alternative, which represents development of the maximum number of residential units that could be developed on the Project Site pursuant to the existing zoning designations within the Project Site. Refer to Section V, Alternatives, of the Draft EIR, for a detailed description of Alternative 2 and what is currently permitted on the Project Site based on the existing zoning.

Any existing access to the LA River would be maintained as part of the Project and all of the alternatives considered in the Draft EIR. With regard to the approximately 28,000-square-foot publicly accessible plaza area that would provide access to the LA Riverwalk proposed by the Project, this feature would be maintained in all of the alternatives except Alternative 2, as discussed in Section V, Alternatives, of the Draft EIR.

Comment No. 8-15

Proposed Alternative 6: Design a project that establishes the grade of the site at the elevation of the Sunkist Buildings entrance level. Tuck the parking under this new ground level and landscape the top as an open public space. Flip the “Plaza” shown in Alternative 5 to east along Hazeltine. The goal is to create a project with no visible above grade parking structure and an open space that allows public access to flow across the site from the L.A. River to the corner of Riverside and Hazeltine. Benefits to the community: a meaningful amenity in return for the impact of the development. Benefits to the development: creates the public access they propose away from the residential units giving the tenants their own “private” open space.

Response to Comment No. 8-15

The commenter’s suggested alternative is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Response to Comment No. 8-10, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space. Additional landscaped, open space is also provided throughout the Project Site compared to the Project. The office parking structure along Hazeltine Avenue would be relocated to the western edge of the Project Site (replacing Building C). This would result in expanded views of the Sunkist Building and no above grade structures along Hazeltine Avenue, as suggested by the commenter. In addition, the Hazeltine Parkway would provide increased usable open space strategically located to link Riverside Drive with the LA River.

Comment No. 8-16

Attachment 1: Alternate 1 (Figure V-1)

Attachment 2: Alternate 2 (Figure V-2)

Attachment 3: Alternate 5 (Figure V-5)

Attachment 4: 2 photos—Aerial View and View from Hazeltine

Response to Comment No. 8-16

These attachments were included as part of the comment letter and are referred to in the comments and associated responses above. No additional response is required.

Comment Letter No. 9

Genevieve Alexander
genalexander13@gmail.com

Comment No. 9-1

I recently bought a house in Sherman Oaks and am concerned about the IMT Sunkist Apartment complex in development. At what point does our city step in and say enough is enough? We have enough congestion and IMT apartment developments in our neighborhood. It would be refreshing if our city supported home owners in protecting our neighborhood from excessive traffic, noise and overpopulation.

I ask that you get involved and assist our neighborhood in stopping this development. Let us know if there is anything we may do to stop this project.

Response to Comment No. 9-1

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. The Project's impacts related to traffic and noise were addressed in Section IV.I, Transportation/Traffic, and Section IV.G, Noise, of the Draft EIR, respectively. The Project's impacts related to population and housing were addressed in the Initial Study included in Appendix A of the Draft EIR. The commenter's opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 10

Genevieve Alexander
genalexander13@gmail.com

Comment No. 10-1

I am writing to ask for a 30 day extension for public comment on the DEIR for this project.

Response to Comment No. 10-1

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 11

Virginia Alexander
veealexander@sbcglobal.net

Comment No. 11-1

As a 14 year resident of Sherman Oaks, I am writing to express my opposition to IMT building 300 apartments, in addition to retail shops, at the Sunkist site on Riverside Drive.

Response to Comment No. 11-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 11-2

I use the Riverside/Haseltine intersection regularly and currently there is a long wait to turn left from Riverside onto Haseltine. This proposal will bring up to 600 more cars to our area. We know that will translate into worse air quality and more noise as well as snarled traffic.

Response to Comment No. 11-2

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the intersection at Hazeltine Avenue and Riverside Drive (Intersection 6) is currently operating at a level of service C during the morning peak hour and at a level of service B during the evening peak hour. Level of Service B and C are both considered acceptable levels of service. With implementation of the Project, Intersection 6: Hazeltine Avenue and Riverside Drive, would operate at a level of service D during the morning peak hour and at a level of service C during the evening peak hour under Existing Conditions. The Draft EIR determined that the Project would result in a significant traffic impact to Intersection 6 at both the morning and evening peak hours under Existing Conditions and Future Conditions. However, with the implementation of mitigation, the Project's significant traffic impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the morning and evening peak hour would be reduced to a less than significant level under Existing Conditions. In addition, with the implementation of mitigation, the Project's significant traffic impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the evening peak hour would be reduced to a less than significant level under Future with Project Conditions. Traffic impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period would remain significant and unavoidable under Future with Project Conditions. Refer to Table IV.I-4, Project Trip-Generation Estimates, in Section IV.I, Transportation/Traffic, of the Draft EIR, for a summary of the estimated trip generation of the Project.

With regard to air quality, as discussed in Section IV.B, Air Quality, of the Draft EIR, localized impacts from mobile emission sources would be less than significant. Similarly, as discussed in Section IV.G, Noise, of the Draft EIR, off-site traffic noise impacts associated with Future plus Project conditions would be less than significant.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the number of units and commercial floor area as compared to the Project. As such, the Reduced Alternative 5 would result in reduced air quality, noise, and transportation impacts compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5 and to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 11-3

Recently IMT has built 6 extremely large apartment complexes within the boundaries of Sherman Oaks. Our quality of life is at stake. I also object to the prospect of one gigantic building obscuring a classic piece of architecture, the landmark Sunkist building.

Response to Comment No. 11-3

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. Therefore, as concluded in the Draft EIR, the Project would not substantially obstruct existing views of identified visual resources. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a view towards the Sunkist Building and would maintain the character-defining feature.

As discussed in Response to Comment No. 11-2, in response to comments on the Draft EIR and to further lessen potential environmental effects, the Reduced Alternative 5 would reduce the density of the development and as such would provide for expanded views of the Sunkist Building when compared with the design of the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 11-4

Trader Joes, across the street from this proposed site is already overcrowded. Just try to find a parking spot there at dinnertime!

Response to Comment No. 11-4

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Section IV.I, Transportation/Traffic, page IV.I-48, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in Section 12.21-A,4 of the Los Angeles Municipal Code, the Project would be required to provide a total of 945 automobile parking spaces. The Project would provide a total of 1,345 automobile parking spaces. Therefore, the Project would provide sufficient parking on-site and would comply with the applicable parking requirements set forth in the Los Angeles Municipal Code. As discussed in Topical Response No. 1, above, similar to the Project, the Reduced Alternative 5 would exceed the parking requirements of the LAMC and would provide 1,141 parking spaces to adequately serve the proposed uses.

Comment No. 11-5

Thank you for listening to the voices of residents who love this area and want to protect our quality of life.

Response to Comment No. 11-5

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 12

Virginia Alexander
veealexander@sbcglobal.net

Comment No. 12-1

I am writing you once again to express my concern about this project, involving 14130 and 14154 Riverside Drive, in Sherman Oaks. This time, I'm requesting at least a 30-day time extension for the public comment of the DEIR for this project.

Response to Comment No. 12-1

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 12-2

As proposed, this potential project will bring nearly 300 apartments; nearly 40,000 square feet of commercial use; and over 7,000 square feet of restaurant and parking structures around the current Sunkist Building. This area is already full of traffic and very busy. If allowed to proceed in full, this project will dramatically change our area.

Response to Comment No. 12-2

As described in Section II, Project Description, of the Draft EIR, the Project includes a total of 298 new multi-family residential units and approximately 39,241 square feet of neighborhood-serving commercial uses, including up to 7,241 square feet of restaurant uses. The approximately 7,241 square feet of restaurant uses are already accounted for in the 39,241 square feet of neighborhood-serving commercial uses. The restaurant area is not separate as suggested by the commenter.

As concluded in the Draft EIR, the Project would result in significant and unavoidable impacts to two intersections during operation (Intersection 6: Hazeltine Avenue and Riverside Drive and Intersection 10: Riverside Drive and Woodman Avenue).

Mitigation measures have been included to reduce the potential impacts of the Project, including those impacts related to traffic.

Mitigation Measure I-2 in Section IV.I, Transportation/Traffic, of the Draft EIR, would provide for the preparation of a Transportation Demand Management Program that would include strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. As detailed in Section IV.I, Transportation/Traffic, of the Draft EIR, as part of the Transportation Demand Management Program, the Project would provide a visible on-site kiosk with options for ridesharing, bus routes, and information on bike routes in a prominent area(s) for residents, employees, and patrons of the commercial components; car sharing service for residents and/or commercial employees that rideshare; access and transit pass reductions for residents and employees of the commercial venues; carpool and vanpool matching and preferential parking for carpools/vanpools that register with the Transportation Management Office; and transit and ridesharing incentives such as points or coupons for merchandise or transit passes.

The Project also includes Mitigation Measure I-3 to specifically address the Project's significant traffic impacts at the intersection of Hazeltine Avenue and Riverside Drive. Mitigation Measure I-3 would provide for the implementation of the widening of the south side of Riverside Drive west of Hazeltine Avenue to provide an eastbound dedicated right-turn lane to southbound Hazeltine Avenue. The Project would install protective permissive left-turn phasing in the northbound, eastbound, and westbound directions at Hazeltine Avenue and Riverside Drive. Traffic signals would also be upgraded to accommodate this safety improvement.

Mitigation Measure I-4 requires the Project Applicant to coordinate with LADOT to fund and implement an operational right-turn lane for eastbound Riverside Drive to southbound Woodman Avenue by relocating the existing Metro bus stop located on the south side of Woodman Avenue, west of Riverside Drive.

As concluded in the Draft EIR, the Project's potential impacts to Intersection 6 and Intersection 10 under Existing Plus Project Conditions would be reduced to a less-than-significant level with implementation of Mitigation Measure I-3 and Mitigation Measure I-4. However, as it was unknown if Metro and/or LADOT would approve relocation of the bus stop, the A.M. peak hour impact at Intersection 10, Riverside Drive and Woodman Avenue, was conservatively considered significant and unavoidable in the Draft EIR.

While full implementation of Mitigation Measure I-3 and Mitigation Measure I-4 would reduce the Project's impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the P.M. peak period and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods under Future Plus Project Conditions, traffic impacts

at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period would remain significant and unavoidable under Future with Project Conditions. Additionally, as it was unknown if Metro or LADOT would approve the relocation of bus stop proposed as part of Mitigation Measure I-4, the Project's significant impact at Intersection 10 during the A.M. and P.M. peak periods under Future Plus Project Conditions was also considered significant and unavoidable.

It is further noted that in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR, which would reduce the number of units and commercial floor area proposed by the Project. As such, the Reduced Alternative 5 would result in reduced transportation impacts compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5 and to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 12-3

The Draft EIR, which discusses this project, is a huge report. Those who plan to bring helpful comments for your upcoming vote need more time to do the important work entailed in reviewing this entire document.

Response to Comment No. 12-3

As discussed in Response to Comment No. 12-1, in response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 12-4

Please vote for at least a 30-day extension for public comment on this project.

Response to Comment No. 12-4

Refer to Response to Comment No. 12-1.

Comment Letter No. 13

Diane Bancroft
dianeesq@aol.com

Comment No. 13-1

Please don't ruin the fashion square with yet another apt complex!!!

Response to Comment No. 13-1

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 14

Wendy M. Brogin, AICP
5043 Matilija Ave.
Sherman Oaks, CA 91423-1237

Comment No. 14-1

By this email, [sic] respectfully request a time extension for the review of the above DEIR. A thirty day extension, in my opinion, would be appropriate.

This is the first project of this size, proposed in this area, in nearly ten years. It is a very large project, with unique attributes, with a very large DEIR describing it.

While I do not represent the entire community, my family and I have lived in this community for 34 years.. I do believe that members of my family are among the few who have a background and experience in the assessment and review of such projects. We have found the review of the document to be cumbersome. Unfortunately, the more errors and misrepresentations there are in a document the longer it takes to review it and substantively prepared comments concerning its review.

Response to Comment No. 14-1

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 14-2

The majority of people affected by this project, however, are unfamiliar with the technical documentation presented in the DEIR and are doing their best, at a minimum, to compare the technical representations of the project to what exists here.

For instance, people have found deficiencies in the traffic study, as well as the agreement with the City as to what was to be addressed in that document. That disconnect, for one, is

of serious concern, since potential Traffic Impacts are one of the more troublesome issues concerning this project.

Response to Comment No. 14-2

The Traffic Impact Analysis prepared for the Project and included in Appendix G of the Draft EIR follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding dated May 5, 2013, which was reviewed and approved by LADOT. A copy of the Memorandum of Understanding is also provided in Appendix G of the Draft EIR. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. Therefore, the traffic analyses provided in the Traffic Impact Analysis prepared for the Project has been conducted using the procedures adopted by LADOT to analyze the potential traffic impacts of the Project.

It is noted that LADOT's *Traffic Study Policies and Procedures* were updated in December 2016. A supplemental analysis has been conducted to address relevant items from the new *Traffic Study Policies and Procedures*, including alignment with Vision Zero and Mobility 2035 requirements. Refer to Topical Response No. 2 for additional information regarding the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of Mitigation Measures I-2 through I-4 described in detail above in Topical Response No. 2, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods under Future Plus Project Conditions would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is

presented in this Final EIR. The Reduced Alternative 5 would reduce the number of units and commercial floor area proposed by the Project. As such, the Reduced Alternative 5 would result in reduced transportation impacts compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5 and to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 14-3

Any delays in the project processing, up to this time, have been due to the Proponent or some other influence. I do not believe that the community has stalled the process in any way. However, among all the entities that would suffer the most from the potential significant (and insignificant) environmental impacts of the project, it is the surrounding community.

Surely, at thirty day time extension, to assure a comprehensive disclosure and understanding of the impacts of the project, and the iteration of concerns, is consistent with the spirit of CEQA.

Thank you for your consideration of my request.

Response to Comment No. 14-3

As discussed in Response to Comment No. 14-1, in response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 15

Wendy M. Brogin, AICP
5043 Matilija Ave.
Sherman Oaks, CA 91423-1237

Comment No. 15-1

I know a number of people, including myself, have requested a Time Extension for the Public Review and Comment on the above DEIR (SUNKIST/IMT).

I am reviewing the document as an affected party to this project. Kindly advise me if that Time Extension has been granted.

Thank you in advance for your response.

Response to Comment No. 15-1

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. As such, an extension of the review period will not be granted. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 16

Wendy M. Brogin, AICP
David Brogin
5043 Matilija Ave.
Sherman Oaks, CA 91423-1237

Comment No. 16-1

We are submitting cover letter and an approximately twenty page document representing our comments on the above DEIR

Do not hesitate to contact us if you any questions or comments with regard to this matter.

Response to Comment No. 16-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 16-2

Although we have been involved in land use, planning, environmental, and zoning issues in the City and Country of Los Angeles for a combined nearly eighty years, we are submitting the attached comments as private citizens representing our views only on this project.

Response to Comment No. 16-2

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 16-3

While the Applicant knew when the DEIR was going to be submitted and begin the 45 day Review Period, we did not. We had to fit this Review and our Comments within our own time schedule. We had requested a 30 day time extension for the comment period. However, 30 day extension was only granted.

Response to Comment No. 16-3

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days.

Comment No. 16-4

Given the time limits and extensive comments to be made, for an extensive document that was unclear and weighted with unnecessary and incomplete information, we apologize for any typographical errors in this cover letter or attached document. We are readily available, therefore, at the above email address to respond to any inquiries that you may have about our comments.

We have resided at our home address for more than 34 years, where we have raised our children, participated in local activities related to our family life, as well as many activities to serve the public of this region, this State, and this Nation. It is from our professional and community service experience, as well as our residency in this area that we submit the attached comments.

We have both served as member of the Valley Economic Board (as charter members), as well as Board Members and Vice Chair (Nathan) of the Valley Industry and Commerce Association. We offer the following additional information about ourselves.

Nathan Brogin is by profession a licensed Real Estate Broker. However, additionally he has been Chair and Co-Chair of VICA's Transportation Committee, as well as serving on the SCAG Regional Transportation Committee, and others, as well as on the DTAC Committee for CalTrans. He was a significant influence in bringing the Orange Line, in its configuration to the San Fernando Valley including conceptually designing it Canoga Park extension. He was influential in also bringing the Red-line into the San Fernando Valley. He also was responsible for meter access improvements at the west/northbound Woodman/101 Freeway on-ramp, as well as recent signage regarding the intersection south of the 101 on Woodman. He also served on the last Zoning Appeal Board that was seated for LA City, as well as having served on the South Planning Commission shortly after its inception. He had retired from these positions in recent years and stays active in non-planning oriented issues.

Wendy Brogin was formerly a professional level urban planner, and environmental, zoning, land use, and government consultant. She worked for the County of Los Angeles, primarily in the creation and review of environmental documents for the County from 1977 until 1984. She wrote many publication for the County regarding the CEQA process and implementation for the County. She also worked in the private sector until 1999, including the management of EIR documents for her clients, when she retired. She continues to participate informally in a variety of planning related activities.

She served on the Local Issues Committee of Los Angeles County, the New Motor Vehicle Board for the State of California, the Community Action Board for the City of Los Angeles, and earlier, Chair and Co-Chair of the Local Issues Committee of VICA.

We look forward to the opportunity to continue participating the review of this project. We do believe that an alternative project, better oriented to the site as well as the area in which it is located, and one that will not create significant impacts especially on Aesthetic resources and traffic is possible.

Thank you for your consideration of our comments.

Response to Comment No. 16-4

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

It is noted that the Draft EIR for the Project was prepared in compliance with CEQA, the CEQA Guidelines, and the City of Los Angeles 2006 CEQA Thresholds Guide. In accordance with Article 9, Contents of Environmental Impact Reports, of the CEQA Guidelines, the Draft EIR includes a table of contents; summary of the Project, alternatives, and impacts; detailed description of the Project; environmental setting; analysis of environmental impacts (including project impacts, cumulative project impacts, growth inducing impacts, and secondary impacts); mitigation measures; analysis of alternatives; effects found to be less than significant; and a list of organizations and persons consulted. The impact analyses for the issue areas analyzed in the Draft EIR are comprehensive and are based on technical analyses from experts in the relevant fields, input from numerous other agencies and input received in response to the Notice of Preparation of the Draft EIR.

Contrary to this comment, the Project would not result in significant impacts to aesthetics as summarized in Section I, Executive Summary, of the Draft EIR, and as evaluated in Section IV.A, Aesthetics, of the Draft EIR.

Comment No. 16-5

NOTE: Due to time limitations to review this DEIR, this document has not been edited as to punctuation and grammar, and maybe even content. Nevertheless, we remain available to respond to any inquiries regarding a need for clarification of any and all parts of this document. You may contact us by email at: sotalks4U@sbclglobal.net for any reason regarding this matter.

Additionally, we have read the Comments regarding this Document, submitted by the Sherman Oaks Neighborhood Council, and we concur with those comments.

In review of each section of the DEIR, we offer comments about the following Sections provided in the document.

Response to Comment No. 16-5

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 16-6**I. Executive Summary**

While CEQA states in Section “15123. SUMMARY, (a) An EIR shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical”, the Guidelines also suggest a limit to 15 pages. The importance of the “Executive Summary” is that often times, it is used as an introduction to the Project by decision makers and others who are reviewing and considering the setting, the project, the impacts of the Project, potential Mitigation Measures, and Alternatives to the Project.

It could be said that an overly long Executive Summary, such as that presented in this EIR in its 98 pages, is an unintended distraction to those who would attempt to read and understand the document and understand the project and relevant CEQA discussions about the project.

Furthermore, it is disheartening when an Executive Summary is so cumbersome yet, it misses information that is key to disclosing the CEQA mandated information in the DEIR to the Decision-Maker, Lead Agency, Responsible Agency, Agencies and Organizations with Interest, the Public (hereinafter “the Reader”).

Response to Comment No. 16-6

The Draft EIR for the Project was prepared in compliance with CEQA, the CEQA Guidelines, and the City of Los Angeles 2006 CEQA Thresholds Guide. In accordance with Article 9, Contents of Environmental Impact Reports, of the CEQA Guidelines, the Draft EIR includes a table of contents; summary of the Project, alternatives, and impacts; detailed description of the Project; environmental setting; analysis of environmental impacts (including project impacts, cumulative project impacts, growth inducing impacts, and secondary impacts); mitigation measures; analysis of alternatives; effects found to be less than significant; and a list of organizations and persons consulted. Section I, Executive Summary, of the Draft EIR, includes a summary description of the Project and a summary of the analyses included in Section IV, Environmental Impact Analysis, of the Draft EIR. Section I, Executive Summary, of the Draft EIR, serves as an adequate summary of the Draft EIR. In addition, the impacts of the Project are clearly listed in Table I-1, Summary of Impact Under the Project, in Section I, Executive Summary, of the Draft EIR.

Comment No. 16-7

There is a substantial amount of information that should not have been included in the document, while the following information should have been included in the document, to be set in the correct order by the respondent to these comments:

1. Objectives of the project (which sets a framework for the goals of the project).

Response to Comment No. 16-7

The objectives of the Project are provided on page II-6 of Section II, Project Description, of the Draft EIR. The listed objectives fully comply with the CEQA Guidelines.

Comment No. 16-8

2. A reference to and a discussion the body of the document concerning Geotechnical Impacts. The site, according to on-line site, ZIMAS, is located approximately 3 miles from the Hollywood Fault; this is a known "Earthquake Induced Liquefaction Area", not allow by reference, but also evidenced by the significant damage of properties located north and south of the Los Angeles River Channel, in that area, in the 1994 "Northridge Earthquake." Damage to that site and nearby areas should be readily available to the EIR preparer.

Response to Comment No. 16-8

As discussed in Section I, Executive Summary, page I-2, of the Draft EIR, an Initial Study was prepared for the Project and a Notice of Preparation (NOP) was distributed for

public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on July 1, 2014, for a 30-day review period. The Initial Study, NOP, and NOP comment letters are included in Appendix A of the Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is or is not analyzed further in the Draft EIR. The City determined through the Initial Study that the Project would not have the potential to cause significant impacts related to geology and soils. Therefore, this topic is not analyzed further in the Draft EIR. Specifically, as discussed on page B-13 of the Initial Study included in Appendix A of the Draft EIR, there are no known active or potentially active faults that underlie the Project Site. The nearest active fault to the Project Site is the Hollywood Fault located approximately three miles south of the Project Site. In addition, based on the site-specific liquefaction analysis performed as part of the Geotechnical Report for the Project, which is included in Appendix IS-2 of the Initial Study, it was determined that the potential for liquefaction within the Project Site would be remote. Therefore, the Project's impacts related to liquefaction would be less than significant.

Comment No. 16-9

3. All the addresses for the site, which is readily available on ZIMAS, should be listed for the property, since they disclose development and other activities that have occurred on the site within the limits of record references on ZIMAS.

Response to Comment No. 16-9

The primary Project Site addresses at 14130 and 14154 West Riverside Drive are identified on page II-1 of Section II, Project Description, of the Draft EIR, with the extent of the Project Site boundaries clearly illustrated in Figure II-1 on page II-2 and in Figure II-2 on page II-4 of Section II, Project Description, of the Draft EIR.

Comment No. 16-10

4. There should be a discussion of Existing Project site setting, to include photographs from the street of surrounding land uses, as well as the segment of the Area Plan for those properties, which is easily obtainable. The reliance on Aerial Photos to show the site and surrounding areas does not adequately disclose the information needed by a Reader to make a decision about the project. Nevertheless, the existing traffic patterns should be placed as a layer on an Aerial Map of a scale where it can be read and understood.

Response to Comment No. 16-10

A description of the existing conditions at the Project Site is provided on page II-3 of Section II, Project Description, of the Draft EIR. The uses surrounding the Project Site are

also described on page II-3 of Section II, Project Description, of the Draft EIR. Detailed environmental setting information is provided in each of the environmental issue analyses found in Section IV (Environmental Impact Analysis) of the Draft EIR. In addition, existing traffic patterns are illustrated in Figure 7 and Figure 8 included on pages 27 and 28, respectively, of Appendix G-3, Traffic Impact Analysis, of the Draft EIR.

Comment No. 16-11

5. A legible site plan of the existing site should be provided, including measurements of existing improvements on site, and directions of current driveways and access driveways.

Response to Comment No. 16-11

The existing Project Site, including the Sunkist Building and surface parking areas, is illustrated in Figure II-2 on page II-4 of Section II, Project Description, of the Draft EIR. Access to the Project Site is described on page II-3 of Section II, Project Description, of the Draft EIR.

Comment No. 16-12

6. Photographs of the site, taken from the street of all four sides of the property, should be provided to demonstrate the characteristics of the site, including the mature trees and other vegetation that make the site a bucolic place, as well as the architectural significance of the existing Sunkist Headquarters building which is not only about the very unusual structure, but also, the unique impression of the building sitting on what would appear to be “open” land.

Response to Comment No. 16-12

The existing Project Site, including the Sunkist Building, surface parking areas, and surrounding vegetation, is illustrated in Figure II-2 on page II-4 of Section II, Project Description, of the Draft EIR. A description of the landscaping is provided on page II-3 of Section II, Project Description, of the Draft EIR. Also refer to the tree photographs taken in conjunction with preparation of the Tree Report included as part of the Initial Study for the Project. The Initial Study is included in Appendix A of the Draft EIR.

Comment No. 16-13

7. It should be noted that for later reference in the discussion of the potential impacts associated with the project, it states, “Pedestrian access to the Project Site is available via sidewalks surrounding the Project Site...” The proposed Mitigation Measure, to create and construct a new right turn only lane, at the Southwest Corner of Hazeltine

and Riverside, will obstruct pedestrian access to the site as well as walkability passed the site of other pedestrians.

Response to Comment No. 16-13

Mitigation Measure I-3 includes the widening of the south side of Riverside Drive west of Hazeltine Avenue to provide an eastbound dedicated right-turn lane to southbound Hazeltine Avenue; the installation of protective permissive left-turn phasing in the northbound, eastbound, and westbound directions at Hazeltine Avenue and Riverside Drive; and traffic signal upgrades. As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, as part of the Construction Management Plan to be prepared for the Project (see Mitigation Measure I-1 in the Draft EIR), safety precautions for pedestrians and bicyclists would be implemented during construction of the Project, including through the installation of alternate routing and protection barriers, as appropriate. The Construction Management Plan would also provide for construction activities and construction staging to occur while maintaining pedestrian access on adjacent sidewalks throughout all construction phases. As provided in Table IV.A-2 on page IV.A-52 of Section IV.A, Aesthetics, of the Draft EIR, after implementation of the Project, the sidewalks on Riverside Drive would remain 10 feet in width as they are currently, the sidewalks on Calhoun would be dedicated and widened by two feet, and the sidewalks on Hazeltine Avenue would remain 10 feet along most of the Project Site frontage with the exception of a variable widening of two feet along the northern portion of the Project Site. There would be no reduction in the current sidewalk width and no secondary impact to the current pedestrian environment. It is also noted that the Reduced Alternative 5 would provide an expanded publicly accessible, programmable and usable open space along the eastern edge of the property, thus providing a connection between Riverside Drive and the LA River.

Comment No. 16-14

8. There is no discussion of the telecommunications antennas believed to be located on the existing Sunkist Building, as installed among other permits, Building Permit 03016-10000-1544. If these antennas do still exist, what will be their status at project completion?

Response to Comment No. 16-14

At the time of the preparation of the Draft EIR, CEQA did not require a discussion of a project's potential impacts to telecommunications facilities. As such, a detailed discussion of the existing telecommunications antennas was not necessary to evaluate the potential environmental impacts of the Project. In January 2018, OPR proposed comprehensive updates to the CEQA Guidelines which included revised thresholds for utilities and service systems, including discussion of telecommunication facilities. The Draft

EIR for the Project was circulated in July 2016, well before the adoption of the updated CEQA Guidelines. Therefore, the Draft EIR was subject to the previous CEQA Guidelines, which did not include a discussion of telecommunication facilities. Nonetheless, the Draft EIR evaluated the entirety of the Project's potential impacts, including those associated with the proposed new construction as well as the rehabilitation improvements proposed for the Sunkist Building. Notwithstanding, as discussed in the Preservation Plan included in Appendix FEIR-5, of this Final EIR, there are currently three antenna sites at the roofline of the Sunkist Building. Two antenna sites are located on the southern portion of the Sunkist Building and the remaining antenna site is located along the eastern portion of the Sunkist Building. As part of the rehabilitation improvements proposed for the Sunkist Building and as detailed in the proposed Preservation Plan included in Appendix FEIR-5 of this Final EIR, the antennas would be relocated approximately five feet from their current location, toward the center of the Sunkist Building, to reduce their visibility.

Comment No. 16-15

9. How many people will be expected as well as their age range, and the income orientation of the units? The importance of this information relates to a variety of issues including: Utilities, Public Services, Transportation, and others, and even to determine the necessity of the project to meet area housing demands.

Response to Comment No. 16-15

An analysis of the Project's potential impacts to population and housing is included in the Initial Study prepared for the Project included in Appendix A of the Draft EIR. As discussed on page B-29 through page B-30 of the Initial Study, the Project's residential component consisting of 298 residential units is estimated to generate approximately 894 new residents.⁷ As emphasized in regional and local planning documents, including the City of Los Angeles General Plan Housing Element, the City is in need of new dwelling units to serve both the current population and the projected population. By developing up to 298 new residential units, the Project would help to fulfill this demand.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the number of units and commercial floor area proposed by the Project. As such, the Reduced Alternative 5 would result in a reduction in the number of new residents in the area. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

⁷ *Conservatively based on a household size of three persons based on the LA CEQA Thresholds Guide.*

Contrary to the commenter's opinion, the age and income of the expected new population are not necessary for determining impacts to any of the environmental topics addressed under CEQA. Specifically, as provided in Appendix G of the CEQA Guidelines, a project's potential impacts related to population and housing address whether a project would induce substantial population growth or whether a project would displace substantial numbers of existing people or housing. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-16

10. A legible site plan should be included, displaying measurements such as setbacks, proposed driveways and directions, and the relationship of the project to adjoining uses and activities, including traffic patterns (e.g., relationship of left turn into the site, from northbound Hazeltine, and its relationship with the existing turn pockets, serving northbound Hazeltine to westbound Riverside traffic, and southbound Hazeltine traffic seeking to enter the south entrance to the Fashion Square Parking Structure to the east of the site. In addition, the distance from the retail/restaurant space to the parking structure serving those uses should be shown on that site plan. There is a serious concern about the practicality of the location of the parking structure to those uses.

Response to Comment No. 16-16

A proposed site plan is included on page II-9 of Section II, Project Description, of the Draft EIR. The proposed site plan identifies the proposed buildings, driveways, and crosswalks. In addition, Figure IV.I-2 in Section IV.I, Transportation/Traffic, of the Draft EIR, illustrates the proposed Hazeltine Avenue lane modifications. As discussed on page IV.I-47 and page IV.I-48 of Section IV.I, Transportation/Traffic, of the Draft EIR, the Project access locations, including any proposed driveway modifications, would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. A description of the proposed setbacks is included on page II-21 of Section II, Project Description, of the Draft EIR. As also described on page II-21 of Section II, Project Description, of the Draft EIR, the new parking structure would provide four levels of above-grade parking and two levels of below-grade parking for employees of the Sunkist Building and the proposed neighborhood-serving commercial uses. The two levels of below-grade parking would be provided within the northern and western portions of the Project Site below Buildings A, B, and C for the residential uses. As also described in Section II, Project Description, of the Draft EIR, the proposed 39,241 square feet of neighborhood-serving commercial uses would be provided within Building A, which is directly across the proposed parking structure and which would include two levels of subterranean parking. The Project design would comply with the Los Angeles Building Code relative to any applicable distances between on-site uses. Overall, the description of

the Project as well as the site plan provided, which illustrates the proposed layout of the buildings and proposed locations of parking and commercial uses, is sufficient to evaluate the environmental impacts of the Project.

As noted in Response to Comment No. 16-15 and Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, the Reduced Alternative 5 would redesign the parking proposed by the Project by eliminating Building C and relocating the parking structure proposed by the Project along Hazeltine Avenue to that location. The parking structure along Hazeltine Avenue would be replaced by a surface parking lot with one subterranean parking level. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 16-17

11. The “b. FAR and Setbacks” discussion should include a comparison of the proposed setbacks to what exists today at the site, as well as how it compares to nearby uses.

Response to Comment No. 16-17

The Los Angeles Municipal Code establishes development requirements within the City, including requirements regarding floor area ratio and setbacks. A description of the proposed FAR and setbacks of the Project is provided to evaluate the Project’s compliance with the development requirements of the Los Angeles Municipal Code for the Project Site. A comparison to existing and nearby setbacks is not required to determine the Project’s consistency with the requirements of the Los Angeles Municipal Code, nor to evaluate the potential environmental impacts of the Project. Rather, the Draft EIR includes a comparison of the built condition, or the setbacks proposed to be implemented upon completion of the Project, with the requirements set forth in the Los Angeles Municipal Code. With regard to setbacks and the surrounding uses, as described in Section II, Project Description, of the Draft EIR, the proposed aboveground parking structure would include a 10-foot setback from Hazeltine Avenue, Building A would have an approximately 10-foot setback from Riverside Drive and a 5-foot setback from Hazeltine Avenue, Building B would include an approximately 10-foot setback from Riverside Drive and a 15-foot setback from Calhoun Avenue, and Building C would include an approximately 26-foot setback from Calhoun Avenue.

The Reduced Alternative 5 would increase the setbacks proposed by the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 16-18

12. The “c. Access, Circulation, and Parking” should include, as should other parts of the document, a disclosure regarding the provision of “Guest Parking” for people visiting the residential segments of the property. Given that with development of the project, off-site parking abutting the site will be removed; on-street parking that is available is located a substantial distance from the property, including requiring crossing a Major Highway, and is consumed by other uses; that there is limited safe bike access to the site and the public transportation to the site is severely limited, and that the use of the latter two forms of transit to and from the site will be negligible; it is likely that conformance with the City Code for provision of Guest Parking will be inadequate for this site. Without adequate numbers and distribution of Guest Parking Spaces, significant impacts will occur in terms of off-site parking issues and there are potential safety issues as guest attempt to access to and from spaces located on the north side of Riverside Drive.

Response to Comment No. 16-18

As discussed on page II-1 of Section II, Project Description, of the Draft EIR, parking for residents and guests of residents would be provided in two levels of below-grade parking within the northern and western portions of the Project Site, and integrated within Level 1 of Building B.

As discussed in Section IV.I, Transportation/Traffic, page IV.I-38, of the Draft EIR, the intermittent use of the curb lane along Riverside Drive could result in the temporary loss of on-street parking along Riverside Drive during Project construction. However, as the displacement of these spaces would be temporary and would not be substantial such that the parking needs of the Project area would not be met, potential impacts to on-street parking during construction of the Project were determined to be less than significant. In addition, while implementation of Mitigation Measure I-3 would require the removal of up to three on-street parking spaces along Hazeltine Avenue/Riverside Drive, the remaining on-street parking spaces along Hazeltine Avenue and Riverside Drive would remain. The Project would provide a total of 1,345 parking spaces, which is in excess of the 886 parking spaces required by the LAMC to allow for sufficient parking for the various uses on-site. Therefore, the Project would reduce the need for on-street parking from uses within the Project Site.

Comment No. 16-19

13. Will there be charges for parking for Employees of the Office and Retail Spaces, and/or for the people who use the commercial (market) or restaurant?

Response to Comment No. 16-19

Details regarding the operation of the parking structure are currently unknown. Notwithstanding, this comment does not raise an issue regarding the environmental impact analysis addressed in the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-20

14. In determining that the project provides parking spaces in excess of what is required by the LAMC, how is that calculated? In determining the number of spaces that would be required under the LAMC, are optional parking credits being given for the provision of bicycle parking spaces that are going to be provided; are credits being given for reliance on a public transit system that will have nominal use by residents and that is not supposed to be credited as well as a TDM, for this project? In addition, where is the parking allocated for visitors cannot ride or walk to the LA River plaza on the south side of the site?

Response to Comment No. 16-20

The parking requirements of the Project are provided on page IV.I-5 and page IV.I-6 of Section IV.I, Transportation/Traffic, of the Draft EIR. The Draft EIR identifies the allowable vehicular parking reductions for the purpose of disclosing the minimum Los Angeles Municipal Code required parking requirements, including the allowed reductions in vehicular parking spaces for every four bicycle parking spaces provided. The LAMC allows reductions in the parking requirements if bicycle parking is provided with the reduction in one vehicle parking space per four bicycle parking spaces, limited to 10 percent of the residential parking and 20 percent of the commercial parking. The Project would be required to provide 886 automobile parking spaces and 368 bicycle parking spaces (including 318 long-term bicycle parking spaces and 50 short-term bicycle parking spaces). The Project would provide a total of 1,345 parking spaces, and would thus provide parking in excess of the code-required parking.

As discussed in Topical Response No. 1, the Reduced Alternative 5 would reduce the number of residential units and commercial square footage, as compared to the Project. As such, the Reduced Alternative 5 would require fewer parking spaces than the Project. However, as with the Project, the Reduced Alternative 5 would also exceed the parking requirements of the LAMC.

Comment No. 16-21

15. In “d. Landscaping, Open Space and Recreational Amenities” it should be disclosed whether residents of Buildings A and C will have use of the swimming pool and spa to

be located on top of Building B. That information would help to determine the impacts of Recreation by residents of those two buildings if they are not able to use the property's pool and spa.

Response to Comment No. 16-21

As discussed on page II-23 of Section II, Project Description, of the Draft EIR, all residential amenities within each of the buildings would be shared and would be fully accessible by Project residents. As discussed in Section IV.H.4, Public Services—Parks and Recreation, of the Draft EIR, based on the proposed dwelling unit types, the Project would be required to provide a total of 32,050 square feet (0.74 acre) of usable open space. The Project would provide a variety of usable open space areas consisting of approximately 191,991 square feet (4.41 acres) of common open space (e.g., pool deck, fitness room, community room) for its residents and visitors as well as approximately 13,150 square feet (0.30 acre) of private open space (i.e., balconies) for residents, and a total of approximately 107,793 square feet of publicly-accessible ground floor open space. As concluded in the Draft EIR, the Project's impacts to parks and recreation would be less than significant.

Comment No. 16-22

16. Language in potential Zone Changes implied it would “allow...and ground floor commercial/retail uses in Buildings including A, B, and C.” Either this reference is incorrect, or the Zone Change should be suffixed to prevent commercial/retail uses in Building B and C.

Response to Comment No. 16-22

The requested zone change for Lot 2 from P-1L-RIO and PB-1L-RIO to RAS3-1L-RIO is correct. The RAS3-1L-RIO zone allows for residential uses and limited ground floor commercial/retail uses as specified in LAMC Section 12.10.5.A.2. As described in Section II, Project Description, of the Draft EIR, Building A would include both commercial and residential uses. Buildings B and C would include residential uses only.

Comment No. 16-23

17. The “Master CUP” discussion should be expanded to show where are the likely locations of the commercial alcohol consumption as well as the hours of operation.

Response to Comment No. 16-23

As described on page II-7 and summarized in Table II-1 of Section II, Project Description, of the Draft EIR, the proposed neighborhood-serving commercial uses would

be located on the ground level of Building A. Building A is proposed to be located on the northeastern portion of the Project Site, along Riverside Drive and Hazeltine Avenue. Specific hours of operation for the proposed neighborhood-serving commercial uses are unknown at this time but would be anticipated to be compatible with other surrounding commercial uses. As noted in the Draft EIR, Building A would include a grocery use that would have on-site and potential off-site alcohol sales. The Applicant has requested a Master CUP at this stage to allow for flexibility depending on the type of other type of commercial tenants that ultimately occupy the ground floor space. These specific tenants would be required to file for and obtain a "Plan Approval" from the City that would identify and condition each specific commercial space within the Project Site that sells alcoholic beverages.

Comment No. 16-24

18. The "Summary of Alternatives" may require modification to insert new Alternatives as well as Alternatives provided in the Traffic Report, which were not discussed in the body of the DEIR.

Response to Comment No. 16-24

Section V, Alternatives, of the Draft EIR, includes an analysis of the five alternatives selected for analysis. Contrary to the commenter's statement, the alternatives evaluated in Section V, Alternatives, of the Draft EIR, are consistent with the alternatives analyzed in the Traffic Impact Analysis included in Appendix G of the Draft EIR. The five alternatives analyzed represent a reasonable range of alternatives consistent with the CEQA Guidelines.

Comment No. 16-25

19. Does any portion of the site come under the requirements of a Commercial Corner per the LAMC? If it does not, please explain why.

Response to Comment No. 16-25

Per LAMC Section 12.03, Commercial Corner Development, a Commercial Corner is defined as any commercially used corner lot located in a C or M zone in Height District Nos. 1, 1-L, 1-VL or 1-XL. Also, the lot line of the Commercial Corner site would adjoin, be separated only by an alley adjacent to, or be located across the street from any portion of a lot zoned A or R. LAMC Section 12.03 further states that any commercially used corner lot be improved with any residential use (except in an M zone) or any multi-family residentially used corner lot located in a C zone in Height District Nos. 1, 1-L, 1-VL or 1-XL, the lot line of which adjoins, is separated only by an alley adjacent to, or is located across the street from any portion of a lot zoned RW1 or more restrictive zone. The Applicant seeks a zone

change to RAS3-1L for the corner portion of the Project Site. Thus, the proposed development at the corner of the Project Site is not located in a C or M zone and would not meet the definition of a Commercial Corner Development, as set forth in Section 12.03 of the LAMC.

Comment No. 16-26

20. Given that “Q” conditions have been placed on other projects in this area, explain the reasoning for not having “Q” conditions placed on the Project.

Response to Comment No. 16-26

The Project Site is not currently zoned with Q conditions. It is up to the discretion of the City decision makers whether to impose Q conditions as part of any zone change approval.

Comment No. 16-27

20. [sic] The various discussions of the individual factors discussed in the “Executive Summary” may be changed due to the implementation of corrections and changes made to the body of the DEIR because of this Public Review process.

Response to Comment No. 16-27

The corrections and additions to the Draft EIR are all included in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR.

Comment No. 16-28

II. Project Description

1. Stating that these “new uses would be integrated with the existing Sunkist Growers, Inc headquarters building” should be clarified so that the reader does not believe that the building will be continued to be used as the headquarters of Sunkist.

Response to Comment No. 16-28

As discussed on page II-20 of Section II, Project Description, of the Draft EIR, the Project also proposes to rehabilitate the existing Sunkist Building, including renovation of the lobby and atrium and modification to the building entrance to provide a canopy. The interior courtyard of the building would also be enhanced with a water feature, seating areas, and planting areas. The Sunkist Building would continue to be used for office uses.

Comment No. 16-29

2. Since they are mentioned, Figure 11-1 should be revised to show bus stops that provide public transit to the site.

Response to Comment No. 16-29

A detailed description of the transit lines operating along and in the vicinity of the Project Site is provided on page IV.I-12 and page IV.I-13 of Section IV.I, Transportation/Traffic, of the Draft EIR. The corresponding maps illustrating the transit lines are provided in Appendix D of the Traffic Impact Analysis, which is included in Appendix G of the Draft EIR.

Comment No. 16-30

3. In addition to the Aerial photo, ground level photos of the subject property, from all four sides, as well as, the surrounding uses (including multi-family residences, located east and west of the site along Riverside, and even on Hazeltine, north of Riverside, should be pictured).

Response to Comment No. 16-30

The existing Project Site, including the Sunkist Building and surface parking areas, as well as surrounding uses are illustrated in Figure II-2 on page II-4 of Section II, Project Description, of the Draft EIR. A description of the existing conditions at the Project Site is provided on page II-3 of Section II, Project Description, of the Draft EIR. The uses surrounding the Project Site are also described on pages II-1 and II-3 of Section II, Project Description, of the Draft EIR. Also refer to the tree photographs taken in conjunction with preparation of the Tree Report included as part of the Initial Study for the Project. The Initial Study is included in Appendix A of the Draft EIR.

Comment No. 16-31

4. The surrounding area is described as being “urbanized.” While indeed the has urban services, the “atmosphere” of the area is very suburban, from an aesthetic and residential density standpoint.

Response to Comment No. 16-31

The characterization of the Project Site area as urbanized is based on the location of the Project Site and surrounding uses. Specifically, as described on page II-2 of the Draft EIR, surrounding uses include a regionally-serving mall located directly east of the Project Site, across Riverside Drive, as well as commercial buildings, single-family residential

uses, and two- to three-story multi-family residential uses. The commenter's opinion regarding the Project Site area is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-32

5. Contrary to the description of the surrounding uses, there are no restaurants, outside of restaurants inside of the Fashion Square Mall.

Response to Comment No. 16-32

The restaurant identified in the description of surrounding uses included in the Draft EIR refers to a "Farm Boy" location, which sells produce and includes a juice bar, salad bar, and sushi. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-33

6. There is no high density residences surrounding the property. The Area Plan for the area shows Low Medium II Residential (18-29 dwelling units/net acre) for multifamily residential units to designated for residential uses north and west of the site. The same source (<http://cityplanning.lacity.org/cwd/framwk/chapters/03/tab31.htm>) cites a "High Density as "110-218 dwelling units/net acre." Even so, the Framework cites that "Densities may be adjusted to achieve neighborhood stability and quality of life". This is why much of the surrounding property is zoned QIRD1.5-1-RIO, and even R3-1-RIO for land designated Community Commercial on the Area Plan.

Response to Comment No. 16-33

The commenter is correct that there are no high density residences surrounding the Project Site. This clarification has been made in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR.

Comment No. 16-34

7. While indeed a shopping mall is located to the east and across the street from the Project Site, the site also has a strong relationship with the nearby single and multi-family properties. The site has, by its design and it's quiet use, acted as a buffer between the Mall and those residential uses.

The trees on the perimeter of the Project site, as well as the street trees in front of existing multi-residential areas on both sides of Riverside Drive, in the area of the Project site, make it very different in appearance from similar development located on

Riverside Drive west of Coldwater. Furthermore, the existing commercial uses, to the north of the property on the north side of Riverside, [sic] are small scale and appear to be one-story in height. Hazeltine is clearly the boundary between hustle and bustle and quite in this area of Riverside.

Ground level photos of the surrounding properties would clearly show the unique quality of life experience in this area along Riverside.

Response to Comment No. 16-34

A description of the existing conditions at the Project Site is provided on page II-3 of Section II, Project Description, of the Draft EIR. The uses surrounding the Project Site are also described on page II-3 of Section II, Project Description, of the Draft EIR. Also refer to the tree photographs taken in conjunction with preparation of the Tree Report included as part of the Initial Study for the Project. The Initial Study is included in Appendix A of the Draft EIR. The commenter's opinion regarding the relationship between the Project Site and the surrounding uses is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-35

8. The architecture of the Sunkist Building, including characteristics of its unique style and how it sits on the property should be briefly described in this section.
9. Portions of the property sit below the adjoin street level and should be described in this section.
10. The discussion of the "Land Use Plan" should point out that the Plan should have been revised 8 years ago, and then again revised in two more years.

Response to Comment No. 16-35

As an eligible historic resource, a detailed description of the architecture of the existing Sunkist Building is provided on page IV.D-15 and page IV.D-16 of Section IV.D, Cultural Resources, of the Draft EIR. As described in the Geotechnical Report included as part of the Initial Study prepared for the Project and provided in Appendix A of the Draft EIR, the site topography generally slopes to the southeast, obliquely towards the Los Angeles River. Site elevations range from approximately 663 feet above mean sea level at the northwest corner to 650 feet at the southeast corner. The total elevation difference across the Project Site is approximately 13 feet. The comment regarding the Van Nuys–North Sherman Oaks Community Plan is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-36

11. In “Project Objectives Section” there is a citation that the project is intended to “help meet the market demand for new housing in the region and in the City of Los Angeles.” The DEIR should substantiate that this style of project (5 story, one and two bedroom, at this market price, mixed use) is in demand as stated.

Also, the project seeks to “Create an aesthetically attractive, high-quality design that engages the Los Angeles River and complements the existing Sunkist Building. The design of the project does very little to complement the Sunkist Building. It is a structure that unique because of its aesthetics as a building, how it is set on its building pad, and how it is observed from the perimeter of the site through mature trees. The proposed project does not meet this objective since each building that it proposed will obstruct views of the building from not only the perimeter of the site, but also, from a large portion of the site. This objective is also important to consider in evaluating proposed Alternatives, including one which would put the proposed new building at a location that did not include the Sunkist building.

A less intense mixed-use project at the site would also be consistent with the zones permitted on the site by the Area/Community Plan. Many of the uses in the area of the project site are at a low intensity for what is permitted by the Plan. The actual area development is respectful of the low intensity suburban type nature of the area. Photos of the existing development in the area should be included in the DEIR.

Response to Comment No. 16-36

As discussed in Section IV.F, Land Use and Planning, of the Draft EIR, the Housing Element 2013–2021 of the City’s General Plan, adopted in December 2013, identifies four primary goals and associated objectives, policies and programs. The goals are: (1) a City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs; (2) a City in which housing helps to create safe, livable and sustainable neighborhoods; (3) a City where there are housing opportunities for all without discrimination; and (4) a City committed to preventing and ending homelessness. The Project’s consistency with the applicable objectives and policies that support the four primary goals of the City’s Housing Element is provided in Table IV.F-3 of Section IV.F, Land Use and Planning, of the Draft EIR. Based on the analysis provided therein, the Project would be consistent with and support the housing goals of the City by providing additional needed housing.

The Project’s aesthetics analysis, including compatibility of design with the Sunkist Building, is included on page IV.A-32 through page IV.A-34 of Section IV.A, Aesthetics, of

the Draft EIR. As discussed therein, Buildings A, B, and C would incorporate appropriate architectural design elements that would complement the unique architectural style of the Sunkist Building by employing the modernist horizontality found in the existing Sunkist Building to achieve design continuity and context. The design of the parking structure would be simple in form and design, exhibiting strong linear features through the use of composite panels that would be used to mimic the look of horizontal wood lathe. The proposed buildings would also frame the viewshed of the Sunkist Building, and although narrowed, would provide a new vista from Riverside Drive to the north of the Project Site. The design of the new buildings would be sympathetic to the historically significant Sunkist Building, but would remain architecturally distinct and more subtle in tone and texture through incorporation of materials that are natural in appearance and neutral in color. The Project would be compatible in size, scale, and massing with the Sunkist Building as well as the surrounding area.

As discussed in Response to Comment No. 16-15, in response to comments on the Draft EIR and to further lessen potential environmental effects a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the density of the development and would provide for expanded views of the Sunkist Building when compared with the design of the Project. Specifically, the Reduced Alternative 5 would expand the visual view corridors along Riverside Drive, Hazeltine Avenue, and Calhoun Avenue compared to the Project by reducing the footprint, bulk, and mass of the buildings. Therefore, existing views of the Sunkist Building would be preserved to a greater extent under the Reduced Alternative 5. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 16-37

While currently, there is in theory, only walkability on the site by people granted access to the Sunset property, especially with the recent addition of gates across its driveway, the proposed project does not invite walkability on or off site by the general public. It's a lovely objective that is not provided by this project. Off-site, the removal of mature and tall trees and infill vegetation, will create a heat island on the ground for passerby's (this is one reason site photos are important)

Response to Comment No. 16-37

As shown in the conceptual site plan provided in Figure II-3 on page II-9 of Section II, Project Description, of the Draft EIR, the Project would include numerous street trees along Riverside Drive, Hazeltine Avenue, and Calhoun Avenue. In addition, as described on page II-23 of Section II, Project Description, of the Draft EIR, with completion of the Project, approximately 107,793 square feet of the approximately 191,991 square feet of the total common open space area would be accessible for public use. The new public open

space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk. It is also noted that, as discussed in the Initial Study included as Appendix A to the Draft EIR, any trees to be removed within and adjacent to the Project Site would be replaced pursuant to City requirements.

As discussed on page IV.A-6 of Section IV.A, Aesthetics, of the Draft EIR, the City of Los Angeles Walkability Checklist Guidance for Entitlement Review (Walkability Checklist) is part of a proactive implementation program for the urban design principles contained in the Urban Form and Neighborhood Design Chapter of the General Plan Framework. City Planning Department staff use the Walkability Checklist in evaluating a project's entitlement applications and in making findings of conformance with the policies and objectives of the General Plan and the local community plan. The Projects consistency with the City's Walkability Checklist is provided in Table IV.A-2 of Section IV.A, Aesthetics, of the Draft EIR. As described therein, the Project would incorporate, where applicable, many of the implementation strategies presented in the Walkability Checklist, including those pertaining to sidewalks, utilities, building orientation, off-street parking and driveways, on-site landscaping, building facade, and building signage and lighting.

As noted in Response to Comment No. 16-15, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would increase the setbacks compared to the Project, including the publicly accessible parkway proposed along Hazeltine Avenue. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 16-38

Additionally, to provide necessary traffic mitigation, the sidewalk from eastbound Riverside to southbound Hazeltine would be narrowed in front of the site, on two sides, with the same action occurring at the southwest intersection of Riverside and Woodman. Trees that provide shade, would also be removed. The bus stop currently located just to the west of the southwest corner of Riverside and Woodman would be moved to the east side of Woodman to a distant location, to avoid blocking driveways necessary for the operation of a gas station—this would be detrimental especially to people seeing to use cross transit lines on Woodman.

Implementation of the Project would also affect the aesthetics enjoyment for the pedestrian off-site, as a bucolic project site “crowned” by the Sunkist Building and surrounded by trees, would be converted to the pedestrian walking beside walls of 5

story residential buildings, on the north perimeter and a 4 story parking structure between the Sunkist Building and Hazeltine, with the affects also on the bouncing of noise off of the buildings, sounds of increased traffic, grocery deliveries on the site, and more. There has been no clear indication how the commercial uses would engage pedestrians on street.

On site, the walkability of the site may be enhanced, since the public would now be invited to portions of the site; to access residential buildings, commercial uses, and the plaza proposed at the LA River Channel. However, it is questionable how readily will customers of the proposed market be to walk from the market to the distant parking structure dedicated to that use.

Response to Comment No. 16-38

As provided in Section IV.I, Transportation/Traffic, of the Draft EIR, Mitigation Measure I-4 would address significant impacts at Intersection 10: Riverside Drive and Woodman Avenue. This mitigation measure requires the Applicant to coordinate with LADOT to fund and implement an operational right-turn lane for eastbound Riverside Drive to southbound Woodman Avenue by relocating the existing Metro bus stop located on the south side of Woodman Avenue, west of Riverside Drive. Refer to Topical Response No. 2, above, for additional details regarding the relocation of the existing Metro bus stop. While this mitigation measure would require the removal of the existing Metro bus stop on the south side of Woodman Avenue, west of Riverside, the bus stop would be relocated to a nearby location and would not affect bus access. In addition, as evaluated in Section IV.G, Noise, of the Draft EIR, the Project's operational noise impacts related to off-site traffic would be less than significant.

Also refer to Response to Comment No. 16-37 and the Project's consistency with the implementation strategies of the City of Los Angeles Walkability Checklist provided in Table IV.A-2 on page IV.A-52 of Section IV.A, Aesthetics, of the Draft EIR. It is noted that the proposed market would be located within Building A, which is directly north of the proposed parking structure.

Comment No. 16-39

While it is laudable that the project seeks to rehabilitate the Sunkist Building, the value of it to the community will be significantly reduced thanks to the current design of the project.

Response to Comment No. 16-39

Refer to Response to Comment No. 16-36, above, regarding the Project's effects on the Sunkist Building. In addition, as discussed in Response to Comment No. 16-36, the Reduced Alternative 5 would expand the visual view corridors along the perimeter of the Project Site compared to the Project by reducing the footprint, bulk, and mass of the buildings. Therefore, existing views of the Sunkist Building would be preserved to a greater extent under the Reduced Alternative 5. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 16-40

Though an objective of the project is to project is to provide access to the River Plaza, there has been no provisions cited as to parking for vehicles for visitors to that portion of the site and whether there will be charges for parking there.

Response to Comment No. 16-40

As described in Section II, Project Description, of the Draft EIR, the Project would provide a total of 1,345 parking spaces, which is in excess of the 886 parking spaces required by the LAMC to allow for sufficient parking for the various uses on-site. The cost of visitor parking, if any, is unknown at this time and is not an environmental issue required to be considered under CEQA.

Comment No. 16-41

12. In the "Project Characteristics" section, while it is recognized that this is in some ways a general discussion about some topics, addressed in length, elsewhere, nevertheless the level of detail of some project characteristic lends the leader to believe that the information about the particulars of the project is comprehensive.

While the Section speaks about total spaces provided, there is no discussion as to the parking ratio used (and it's year of establishment) for the Sunkist Building. Without that information, the reader cannot determine that the correct ratio is being implemented.

There should be a current anticipated number of people anticipated to use each sort of apartment by bedrooms described. There should be a comparison of the anticipated rental rate—since the applicant is already speaking about the quality of the development—with others in the area. It is my understanding that many units, at a variety of prices, are attracting a larger number of people living in them than what many people would anticipate living in such a unit. This information affects determining the

impacts of the project on a variety of impacts including Public Services, and Transportation.

Response to Comment No. 16-41

The parking ratios used to determine the number of parking spaces required by the Project are listed on page IV.I-5 of Section IV.I, Transportation/Traffic, of the Draft EIR. Specifically, as detailed in LAMC Section 12.21-A,4, automobile parking requirements for residential, commercial uses (retail/restaurant), and office uses are as follows:

- Apartment:
 - 1 parking space per studio unit
 - 1.5 parking spaces per one bedroom apartment unit
 - 2.0 parking spaces per two bedroom apartment unit
- Retail: 1.0 parking space per 250 square feet
- Restaurant: 1.0 parking space per 100 square feet
- Office: 1.0 parking space per 500 square feet

Based on the proposed uses and the above parking requirements, including the allowed reductions in vehicular parking spaces for every four bicycle parking spaces provided, the Project would be required to provide 886 automobile parking spaces. The Project would provide 1,345 parking spaces, which exceeds LAMC requirements.

As discussed on pages B-29 through B-30 of the Initial Study included in Appendix A of the Draft EIR, the residential component of the Project would consist of 298 new residential units and would introduce approximately 894 new residents to the Project Site vicinity. As described on pages II-7, II-8, and II-20 of Section II, Project Description, of the Draft EIR, Buildings A and B would include approximately 120 multi-family residential units consisting of 80 one-bedroom units and 40 two-bedroom units. Building C would include approximately 58 multi-family units (48 one-bedroom units and 10 two-bedroom units). As evaluated in Section IV.H, Public Services, of the Draft EIR, and in the Initial Study included in Appendix A of the Draft EIR, the Project's impacts on public services would be less than significant and less than significant with mitigation (for police protection services).

Comment No. 16-42

The reference of the height of the proposed Building A to the existing Bloomingdales located to the east of the site, across the width of Hazeltine, and also on Riverside is

not appropriate in this section of the document. This section is about the project description not its potential impacts. If there is an insistence to include the height of the Bloomingdale building, then the distance between the two buildings should be described, as should the distance between the proposed property buildings and the structures on the three other sides of the property, as well as that streets of the specific classifications separate the property from others, and, the heights of all structures located across the street to the north and east of the property, should be described.

From a functional standpoint, Bloomingdales is represents the western end of the Fashion Square Mall, it has a substantial setback from Riverside, far more than the project buildings proposed on Riverside, has been at that location since the Mall was initially built, represents a use very different than does the subject property, and is bridled with “Q Conditions” as a part of its zoning. Hazeltine divides the residential community, from the Mall as does Riverside for residents north of the Mall.

Response to Comment No. 16-42

The reference to the height of the existing building located across from the proposed location of Building A included in Section II, Project Description, of the Draft EIR is provided for the reader’s understanding of the height of the proposed buildings compared to the surrounding uses. A detailed analysis of the Project’s impacts to aesthetics, including height and massing is provided in Section IV.A, Aesthetics, of the Draft EIR. As described on page II-21 of Section II, Project Description, of the Draft EIR, the proposed setbacks for all buildings would meet or exceed the setback requirements specified in the LAMC.

Comment No. 16-43

Figure ii-3, while attractive, is not as legible to the Reader as it needs to be for decision making. The information, for instance about emergency access (along Calhoun) and necessary information about the ways the driveways are to be used is not evident. Additionally the proposed external road improvements and the existing improvement that will remain, should be depicted on the site. The loading docks for the commercial segment of Building A is obstructed by landscaping as is the actual size of the plaza for the LA River Channel. The site plan should also show the factual outlines of existing structures along the abutting streets. The information would allow a comparison of the project’s setbacks to that on other nearby projects with the same use.

The distances between buildings should also be shown so that the distance to parking for people intending to use the market and other commercial uses will become evident. It may be best to show a site plan that has not been enhanced by the depiction of landscaping for it also obstructs the reality of the setbacks of the buildings from the surrounding streets, which is an important issue for a decision maker to consider.

Response to Comment No. 16-43

As described on page IV.H.2-8 of Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, vehicular access, including emergency vehicle access, to the Project Site is currently provided via driveways on Riverside Drive and Hazeltine Avenue. Existing emergency vehicle access to the Project Site from Riverside Drive and Hazeltine Avenue would continue with implementation of the Project. As further discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, the Project would install designated fire lanes in accordance with LAMC requirements within the private roadways extending from Hazeltine Avenue and along the private roadway bisecting Building C and the Sunkist Building. A hammerhead turnaround would be designed and located between Building B and Building C at the end of the east-west private roadway, and at the end of north-south roadway bisecting Building C and the Sunkist Building at the southern portion of the Project Site.⁸

As described on page IV.I-43 of Section IV.I, Transportation/Traffic, of the Draft EIR, vehicular access to the Project Site is currently provided by three driveways, including one driveway along Riverside Drive and two driveways on Hazeltine Avenue. As part of the Project, these three existing driveways would be maintained with modifications to the driveways along Hazeltine Avenue. Specifically, as shown in Figure IV.I-2 on page IV.I-46, the Project includes lane modifications along Hazeltine Avenue that would convert the left and shared through/right lane along Hazeltine Avenue into a left, shared left/through lane and a right turn lane. Associated traffic signal modifications to allow the dual left exit from the southerly Hazeltine Avenue driveway would be upgraded to accommodate this lane modification. In addition, as part of the Project, the northerly driveway on Hazeltine Avenue, which is currently restricted to right turns in and out, would be modified to allow left turn access but would retain the existing configuration. Therefore, while modifications to the existing driveways on Hazeltine Avenue are proposed, access to the Project Site would be unchanged and improved with the proposed driveway modifications. The Project design would also comply with the Los Angeles Building Code relative to any applicable distances between on-site uses.

With regard to loading docks, as described on page IV.G-32 of Section IV.G, Noise, of the Draft EIR, the Project loading dock would be provided on Level 1 (ground floor) within the south side of Building A. The loading dock would be shielded from all off-site sensitive receptors by the new buildings and the existing Sunkist Building. As set forth in Project Design Feature G-4 included in Section IV.G, Noise, of the Draft EIR, loading docks would be located within the buildings and would not have a direct line-of-sight to any off-site noise sensitive uses.

⁸ A hammerhead turnaround is a fire apparatus access road turnaround designed as a "T".

A description of the proposed setbacks of each building of the Project is provided on page II-21 of Section II, Project Description, of the Draft EIR. As discussed therein, the proposed setbacks for all buildings would meet or exceed the setback requirements specified in the LAMC. As noted in Response to Comment No. 16-15, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would increase the setbacks proposed by the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 16-44

The depiction of Cross-Sections are disconcerting, not only because of the information that they present but also, the information that they do not present. It is important to note that a Reader should not have to be an expert to understand the most basic of information provided in the document. Furthermore, the information that typically take professional qualifications to understand are typically included in the project Appendix, with the body of the document summarizing those findings. In this case, the Cross Sections, are difficult to read because they are presented without any context to what is on the ground (how do the building heights related to the abutting sidewalk (except for Building C), to each other, to the Sunkist Building. Additionally, retail uses and retail parking is showing up in unexpected and non-disclosed locations of retail parking in Buildings A and B, and retail uses in Building B. From a practical standpoint, it was not feasible to print legible copies of these drawings.

Response to Comment No. 16-44

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. Notwithstanding, it is noted that renderings of the Project, which illustrates the relationship of the Project to the street, are provided in Section IV.A, Aesthetics, of the Draft EIR (Figure IV.A-2 through Figure IV.A-6). This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-45

Looking at the colored Elevations of the buildings, it is difficult to ascertain the width of the proposed buildings (to be able to compare them to the widths of existing off-site residential buildings). Since the objective of the project is to engage the Sunkist Building, that buildings should appear in its actual location behind the proposed buildings, as a dotted outline. In one elevation, the Sunkist Building is shown, but I believe it does not appear as it would with project implementation. The reader should be able to discern the relationship of the proposed building to the Sunkist Building that is believed will lose substantial value to the .community with project implementation. In

fact and additional series of cross sections should be provided, without landscaping, showing the Sunkist building as it appears from the street, complete with height and width depictions.

Response to Comment No. 16-45

While building widths are not specifically shown as part of the elevations, as discussed on page IV.F-65 of Section IV.F, Land Use and Planning, of the Draft EIR, the Project would be designed to maintain the varying features that comprise the surrounding neighborhood. For example, the proposed Building A along the eastern portion of the Project Site would be 75 feet tall, which is similar in height to the adjacent Westfield Fashion Square's Bloomingdale's building located east of the Project Site. In addition, the proposed parking structure, which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the taller Building A located along Riverside Drive to the east. Building C, which would front the single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue. Similarly, with regard to the Sunkist Building, proposed Buildings A and B would be positioned to preserve the view corridor of the Sunkist Building from Riverside Drive while the proposed parking structure would be designed at a height that would be lower than the Sunkist Building, thereby achieving the project objective to complement the Sunkist Building, as set forth in Section II, Project Description, of the Draft EIR. The commenter is also referred to renderings of the proposed views as illustrated in Figure IV.A-2 through Figure IV.A-6 in Section IV.A, Aesthetics, of the Draft EIR.

Additionally, as discussed in Response to Comment No. 16-15, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the density of the development and as such would provide for expanded views of the Sunkist Building when compared with the design of the Project. Specifically, the Reduced Alternative 5 would expand the visual view corridors compared to the Project by reducing the footprint, bulk, and mass of the buildings. Therefore, existing views of the Sunkist Building would be preserved to a greater extent under the Reduced Alternative 5. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 16-46

In discussing “Landscaping, Open Space and Recreational Amenities” it is disputable that a project site that currently looks like a park with very tall and mature trees and other vegetation, and with an architectural wonder crowning it, be enhanced by the construction of building masses, landscaped planters, private outdoor recreation areas, and the development of a small plaza located between the existing Sunkist Building and the LA River Channel and Freeway. When most people think of those features quoted above, they think of combined and active areas open to the public, with parking assured, as opposed to looking at planters, private balconies, and the fringes of rooftop gardens. Additionally, will there be a provision for public art?

Response to Comment No. 16-46

The majority of the Project Site comprises asphalt-paved surface parking areas surrounding the existing Sunkist Building intermingled with ornamental trees throughout and along the perimeter of the Project Site. The existing asphalt-paved surface parking areas are not landscaped open space areas characteristic of a park. As described on page II-23 of Section II, Project Description, of the Draft EIR, approximately 107,793 square feet of the total common open space area is proposed to be provided and would be accessible for public use. As shown in the Conceptual Site Plan provided in Figure II-3 on page II-9, the new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn, which would be publicly accessible. In addition, an approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to herein as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk. As discussed on page IV.A-52 of Section IV.A, Aesthetics, of the Draft EIR, ornamental landscaping and hardscape features would be provided throughout the Project Site, including various non-native mature street trees, grass, and shrubs along the Project Site frontages. Street trees would also be planted along Riverside Drive, Hazeltine Avenue, and Calhoun Avenue. Street trees would be spaced in accordance with standard City requirements of approximately 25 feet to 40 feet.

As previously discussed in Response to Comment No. 1516-15, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In

addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space. Additional landscaped, open space is also provided throughout the Project Site compared to the Project.

Based on the proposed uses and the parking requirements per the LAMC, including the allowed reductions in vehicular parking spaces for every four bicycle parking spaces provided, the Project would be required to provide 886 automobile parking spaces. However, to ensure that sufficient parking is available to support the various uses onsite, the Project would provide 1,345 parking spaces.

No public art is currently planned as part of the Project.

Comment No. 16-47

III. Environmental Setting

A. Overview of Environmental Setting

1. If the document is going to refer to the plethora of public transit opportunities near the site, then the location of each line, closest stop, as well as distance to subject property should be listed either here, or referenced to being provided in the Transportation/Traffic Section or in the Traffic Report. Without that information provided, the reader may wrongly believe that public transit is readily and efficiently available to users of the site.

Response to Comment No. 16-47

A detailed description of the transit lines operating along and in the vicinity of the Project Site is provided on page IV.I-12 and page IV.I-13 of Section IV.I, Transportation/Traffic, of the Draft EIR. The corresponding maps illustrating the transit lines are provided in Appendix D of the Traffic Impact Analysis, which is included in Appendix G of the Draft EIR.

Comment No. 16-48

2. The height of the Sunkist building, as it relates to the surrounding streets, should be provided in a cross section from each side of the property. The importance of this is that an objective of the project is to engage the unique architectural structure, yet, the project obstructs view of it (in some areas totally) from surrounding streets.

On it's [sic] website, the Los Angeles Conservancy states about the Sunkist Building on it's [sic] website: "The office building has a Brutalist feel, with its extensive use of concrete and impassive façades, but its off-white color imparts a certain lightness, almost an airy quality. It is a contrast that works—this building is definitely remembered by anyone who has passed by it." (<https://www.laconservancy.org/locations/sunkist-headquarters>). Therefore, the relationship of the current site development to passersby on adjoining streets is an important part for the reader to understand the site that would be changed by this project.

Response to Comment No. 16-48

As previously discussed, with regard to the Sunkist Building, proposed Buildings A and B would be positioned to preserve the view corridor of the Sunkist Building from Riverside Drive while the proposed parking structure would be designed to feature a height that would be lower than the Sunkist Building. The commenter is also referred to renderings of the proposed views as illustrated in Figure IV.A-2 through Figure IV.A-6 in Section IV.A, Aesthetics, of the Draft EIR. Additionally, as concluded in Section IV.D, Cultural Resources, of the Draft EIR, the Project would not materially impair a historic resource. Rather, new construction within the Project Site and rehabilitation of the Sunkist Building would conform with the Secretary's Standards. Nonetheless, Mitigation Measures D-1 and D-2 would be implemented that require design review and monitoring of rehabilitation activities to ensure conformance with the Secretary's Standards, and the preparation of a Historic American Buildings Survey (HABS). These mitigation measures would ensure that potential impacts associated with historical resources would be less than significant.

As discussed in Response to Comment No. 16-15, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the density of the development and as such would provide for expanded views of the Sunkist Building when compared with the design of the Project. Specifically, the Reduced Alternative 5 would expand the visual view corridors compared to the Project by reducing the footprint, bulk, and mass of the buildings. Therefore, existing views of the Sunkist Building would be preserved to a greater extent under the Reduced Alternative 5. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 16-49

3. The height of the "mature street trees" along the project site's frontages should be included here, as should photos of the perimeter of the site).

Response to Comment No. 16-49

Conceptual renderings of the Project, including the proposed mature street trees, are illustrated in Figure IV.A-2 through Figure IV.A-6 in Section IV.A, Aesthetics, of the Draft EIR. Also refer to the tree photographs taken in conjunction with preparation of the Tree Report included as part of the Initial Study for the Project. The Initial Study is included in Appendix A of the Draft EIR.

Comment No. 16-50

4. While the project site is served by Public Services at an urbanized level (though police services are lesser than in some other parts of the City) the area is not urban in its character. That distinction should be made. Sherman Oaks is a suburban portion of Los Angeles City.

Response to Comment No. 16-50

The characterization of the Project Site area as urbanized, as described in Section II, Project Description, of the Draft EIR, is based on the location of the Project Site, its intense "Community Commercial" General Plan land use designation (the same as the regional Westfield Mall property) and surrounding uses. The commenter's opinion regarding the suburban character of the Project Site area is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-51

5. The discussion of Surrounding Use states that a "restaurant" is located in the Trader Joe's shopping center. There are no known restaurants in the small center.

Response to Comment No. 16-51

The restaurant identified in the description of surrounding uses included in the Draft EIR refers to a "Farm Boy" location, which sells produce and includes a juice bar, salad bar, and sushi.

Comment No. 16-52

6. There should be a description of the amount of area on the site falls within each on-site zone designation. This information would help the Reader contemplate potentially different Alternatives for the Site.

Response to Comment No. 16-52

Figure IV.F-2 on page IV.F-10 of Section IV.F, Land Use and Planning, of the Draft EIR illustrates the existing zoning designations across the Project Site with a corresponding description of the uses permitted within each zone provided on page IV.F-9 through IV.F-11. In addition, a description of the area of the proposed lots that would be rezoned as part of the Project is provided on page II-21 of Section II, Project Description, of the Draft EIR, and illustrated in Figure II-14 of Section II, Project Description, of the Draft EIR.

The alternatives included in Section V, Alternatives, of the Draft EIR, were defined and evaluated in accordance with CEQA Guidelines Section 15126.6. As specifically set forth therein, an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. CEQA Guidelines Section 15126.6 further provides that the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Comment No. 16-53

7. A discussion of the slight though influential sloping of the property should be cited. The importance of this information allows the reader to understand how the parking areas are very much secondary to the building's and not the parking areas predominance on the site. While of course not to the caliber of the Washington Monument, would someone say that the land that surrounds the Monument is underutilized or that it is purposefully left in that state to allow the Monument to be seen and set the character for the site?

Response to Comment No. 16-53

As discussed in the Initial Study and the Geotechnical Engineering Investigation Report included in Appendix A of the Draft EIR, in general, the topography of the Project Site slopes to the southeast, obliquely toward the Los Angeles River. In addition, as discussed on page IV.D-25 of Section IV.D, Cultural Resources, of the Draft EIR, the Project would not significantly impact the spatial relationship of the Sunkist Building to its surroundings as the building would continue to be set above the adjacent landscape, maintaining the inverted pyramidal massing. The Project would also maintain key elements of the north viewshed including vehicular and pedestrian access aligned with the center of north elevation. Furthermore, while Buildings A and B would encroach the viewshed of the Sunkist Building, a new vista would be created towards the Sunkist Building and would maintain the character-defining feature.

Comment No. 16-54

8. A copy of the Van Nuys–North Sherman Community Plan, depicting the project site and extending a reasonable distance in each direction, as well as a legend, and a description of the permitted zoning, land uses, density should be provided here. The reader should be readily able to compare the proposed project to the range of permitted and existing uses and intensity in the area as well as observe the patterns of permitted and zoned development.

Response to Comment No. 16-54

The existing land use designation and zoning within and surrounding the Project Site are provided in Figure IV.F-1 on page IV.F-6 and in Figure IV.F-2 on page IV.F-10, respectively, of Section IV.F, Land Use and Planning, of the Draft EIR. In addition, page IV.F-9 through page IV.F-11 of Section IV.F, Land Use and Planning, of the Draft EIR includes a description of the uses permitted under each existing zoning designation.

Comment No. 16-55

9. In listing the related projects, it would be helpful if the document listed the common names of the “Related Projects” For instance, “14049 Ventura Boulevard” project, is commonly known as the Ralphs Market expansion. It also should be explained, herein, why projects, that were already functioning at the time the Traffic Report was prepared, are listed as “Related Projects.”

Response to Comment No. 16-55

As discussed on page III-3 of Section III, Environmental Setting, of the Draft EIR, Section 15130(b) of the CEQA Guidelines states that one of two protocols is necessary to provide an adequate discussion of significant cumulative impacts: a list of past, present, and probable future projects producing cumulative impacts or a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. As discussed on page III-4 of Section III, Environmental Setting, of the Draft EIR, a list of proposed development projects that could affect environmental conditions in the Project area was prepared based on information obtained primarily from the City of Los Angeles Department of Transportation. The list of related projects included in Table III-1 of Section III, Environmental Setting, of the Draft EIR, identifies the related projects as recognized by the Los Angeles Department of Transportation. In addition, as discussed in Topical Response No. 2, above, in response to comments on the Draft EIR, the list of related projects has been updated as part of the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR. As discussed in detail in Topical Response No. 2, consideration of the related projects list as part of the Future with Project transportation analysis would not

change the conclusions provided in the Draft EIR and no new significant impact would result from the updated related projects list.

Comment No. 16-56

IV. Environmental Impact Analysis

A. Aesthetics

1. While this may not be the correct place to make this statement, I would say that this project will cause a Significant Impact on Aesthetic resources (the character and the quality of the area), that cannot be mitigated. The current site is characterized by a unique architectural feature (the upside down pyramid Sunkist Building) that sits approximately mid-point near the rear (south) of the property as a crown on a property surrounded by mature trees and vegetation and landforms. The site design focuses the eye of the passerby onto the building, rather than lower level parking areas. The views of the building are framed by perimeter vegetation (including large mature trees and hardscape). All these features of the site will be removed and/or generally obstructed by the proposed project. The project will not be an enhancement of the site or of the area in which it is located.

Response to Comment No. 16-56

As evaluated in Section IV.A, Aesthetics, of the Draft EIR, the Sunkist Building, as a historical resource, was considered a visual resource in the aesthetics analysis. As discussed therein, Buildings A, B, and C would incorporate appropriate architectural design elements that would complement the unique architectural style of the Sunkist Building by employing the modernist horizontality found in the existing Sunkist Building to achieve design continuity and context. The Project would also be compatible in size, scale, and massing with the Sunkist Building. Specifically, while taller than the Sunkist Building, Buildings A and B would employ design elements such as balconies, insets, and variations in surface colors and materials to create variations in the façade that would help to reduce the perceived height and massing of the proposed buildings. In addition, the proposed parking structure would be lower than the existing Sunkist Building. Furthermore, as illustrated in Figure II-3 in Section II, Project Description, of the Draft EIR, the Project would increase the amount of landscaping along Riverside Drive, Calhoun Avenue, and Hazeltine Avenue. The Project would also provide a variety of landscape improvements (i.e., publicly accessible pedestrian plazas and walkways, terraced planters, seatwalls) on the Project Site, as well as open space and recreational amenities, including the River Greenway in the southern portion of the Project Site that would provide access to the LA Riverwalk. Proposed landscaping on and around the perimeter of the Project Site would provide a cohesive landscaped environment.

With regard to views of the Sunkist Building, as discussed on page IV.A-35 of Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. In addition, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. Although the viewshed is narrowed, this viewshed would provide a new vista towards the building and would maintain the character-defining feature. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. Overall, as discussed on page IV.D-25 of Section IV.D, Cultural Resources, of the Draft EIR, the Project would not significantly impact the spatial relationship of the Sunkist Building to its surroundings as the building would continue to be set above the adjacent landscape, maintaining the inverted pyramidal massing.

As discussed in Response to Comment No. 16-15, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5, would reduce the density of the development and as such would provide for expanded views of the Sunkist Building when compared with the design of the Project. Specifically, the Reduced Alternative 5 would expand the visual view corridors compared to the Project by reducing the footprint, bulk, and mass of the buildings. Therefore, existing views of the Sunkist Building would be preserved to a greater extent under the Reduced Alternative 5. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 16-57

Addressing the specific criteria cited for evaluating changes to a site, from page IV.A-1 in the DEIR, are as follows:

a. The project as designed does significantly adversely impact inasmuch as:

- 1) "The presence of visual resources, both natural and man-made, can also affect the aesthetic character of an area."

The site is noted for the architectural wonder of the Sunkist Building, is especially appreciated from passerby on adjoining streets, is the centerpiece of

a bucolic portion of Riverside (along with all the other multi-family structures on the street in the area that feature lengthy setbacks and abundant street and property trees. The contrast of this area to where two other IMT buildings are constructed on Riverside, between Coldwater and Whitsett is significant.

Response to Comment No. 16-57

Refer to Response to Comment No. 16-56 for a discussion of the Project's aesthetic and visual impacts to the Sunkist Building.

Comment No. 16-58

- 2) "The visual character and quality of an area can be adversely impacted by the loss of existing features of aesthetic value and by the introduction of contrasting features that contribute to a decline in overall visual character (e.g., the introduction of contrasting features that overpower familiar features, eliminate context or associations with history, or create visual incompatibility where there may have been apparent efforts to maintain or promote a thematic or consistent character)."

Not only will the trees and hardscape on the perimeter and elsewhere on the site, that showcase the Sunkist Building be removed by the project, and that create a bucolic setting, but, the proposed new structures to be added to the site, as a part of the project, will not only block most of the views of the Sunkist building from surrounding streets, but they will also convert a what appears to be a suburban office campus (even with one building) into an urban center.

Response to Comment No. 16-58

Refer to Response to Comment No. 16-56 for a discussion of the Project's aesthetic and visual impacts to the Sunkist Building. With regard to trees, as discussed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City's Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would also require approval by the Board of Public Works.

Comment No. 16-59

- 3) “Conversely, the overall visual character of an area can be improved by the addition of features that enhance the existing visual environment (e.g., the introduction of elements that contribute to the context or improve the overall aesthetic character of an area, or the removal or improvement of elements that may have been considered blight to the visual environment).”

The site is not considered under any circumstances a blight for the area. In fact, it is considered a cultural icon for the area, not only because of the architecturally unique Sunkist Building built there, but also how it is set onto the site as its “crowning glory”. The current development on the property is considered a special niche in the community with its park like atmosphere introduced by mature trees on its perimeter.

The overall visual character of the area will not “be improved by the addition of features” by the Project. The structures and their orientation on the site, will create a project that is very different from the existing and relevant projects in the area.

Response to Comment No. 16-59

Contrary to the commenter’s opinion, the majority of the Project Site comprises asphalt-paved surface parking areas surrounding the existing Sunkist Building intermingled with ornamental trees throughout and along the perimeter of the Project Site. The existing asphalt-paved surface parking areas are not landscaped open space areas characteristic of a park, nor is the Project Site publicly-accessible. Refer to Response to Comment No. 16-56 for a discussion of the Project’s aesthetic and visual impacts.

Comment No. 16-60

Hazeltine, on the east side of the property, represents a distinctive boundary for development in the area. While indeed the Bloomingdale’s department store, at the southeast corner of Hazeltine and Riverside (the project site is located at the southwest corner of that intersection) rises to a height of 75’, the Bloomingdale’s building represents the westerly conclusion of the Fashion Square Mall. Nevertheless, and unlike other portions of the Mall’s Riverside frontage, the building line of that building is approximately 45’ from its Riverside Drive. Most importantly, the existing Mall is a very different land use than the predominantly residential uses that is being proposed for the site. To cite the Bloomingdale’s building as a benchmark for the proposed height of the proposed project or any other aspect of the project is disingenuous, especially when considering that the

traffic analysis of the project did not include any obvious times associated with sales and other activities at the site and that the proposed opening of the north driveway on the site will seriously impact the existing on-site and off-site traffic pattern associated with that building and the Mall in general.

Response to Comment No. 16-60

As discussed on page IV.A-16 of Section IV.A, Aesthetics, of the Draft EIR, the analysis of aesthetics considers the visual character of the area immediately surrounding the Project Site and the impacts of the Project with respect to the existing aesthetic environment. As part of this methodology, a comparison is made of the expected appearance of the Project after its implementation to the existing site appearance and character of adjacent uses and a determination is made as to the extent of a change to the visual character of the area. Accordingly, it is relevant to consider the scale, massing, and height of surrounding buildings, particularly buildings that would be immediately adjacent to a project site.

As detailed above in Topical Response No. 2, traffic counts were taken on a typical good weather day with local schools in session during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) peak periods, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Moreover, when the traffic counts were taken the Sunkist Building was near full occupancy. However, in order to provide a conservative estimate of the existing and future traffic growth within the Project Site, the trip generation for 50 percent of the existing office building square footage was calculated using rates published in the Institute of Transportation Engineers' Trip Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes. Additionally, for informational purposes only, holiday traffic counts are provided in an appendix to the Supplemental Traffic Analysis (refer to Attachment E of the Supplemental Traffic Analysis) to respond to public comments. The holiday traffic counts are not a baseline for evaluating traffic impacts under CEQA, and as provided in Attachment E of the Supplemental Traffic Analysis, no new significant impacts are identified.

In response to community concerns regarding circulation along Hazeltine Avenue and potential conflicts with the mall traffic, a revised striping plan that provides for a southbound right turn in and westbound right turn out of the Project Site's northerly driveway and a dual southbound left turn pocket to the Westfield Shopping Center driveway has been conceptually approved by LADOT. Left turn in and out from the Project Site's northerly Hazeltine Avenue driveway would be prohibited. Only right turns in and out of the northerly Hazeltine Avenue driveway would be permitted. The revised circulation plan

would allow for better on-site circulation and improved access directly to the onsite commercial uses, while reducing the possibility of vehicular conflicts with mall patrons turning left into Westfield's signalized driveway.

Comment No. 16-61

In addition from the project sitting on the perimeter of and obscuring a significant architectural asset to the community, the proposed Project design is very different from the existing similar uses, to the Project, also located on Riverside Drive. The multi-family residential uses are primarily 3 story with only a few at 4 stories; they have building widths of around 45' or more, however, the buildings are broken into segments instead of a maybe 250' wide buildings (without building measurements readily available on a site plan, it is difficult to discern) along Riverside; and are setback at various distances from Riverside interceded by on-site and street trees and vegetation. Even the commercial use directly across the street from the project, at the northwest corner of Hazeltine and Riverside, appears to be one story in height. (see ZIMAS)

Response to Comment No. 16-61

As analyzed in Section IV.A, Aesthetics, of the Draft EIR, the Project would preserve the distinctive architecture of the Sunkist Building and would incorporate design elements that are compatible with the existing Sunkist Building and with the surrounding area. The Project would have a maximum building height of 74.5 feet and would provide setbacks that meet or exceed the setback requirements specified in the LAMC. At approximately 60.5 feet, Building B would not be noticeably taller than the Sunkist Building, which has a height of approximately 57 feet. Buildings A and B would have minimum setbacks of 10 feet from Riverside Drive and would frame the north elevation of the Sunkist Building. Although taller than the Sunkist Building, as well as the commercial and residential uses located directly north of Riverside Drive, Buildings A and B would employ design elements such as balconies, insets, and variations in surface colors and materials to create variations in the façade that would help to reduce the perceived height and massing of the proposed buildings. In order to reduce impacts to the residential uses west of the Project Site, Building B would have a minimum 15-foot setback from Calhoun Avenue. Building C, which would front Calhoun Avenue, would have a minimum setback of 26 feet and would transition from approximately 59 feet to 23.5 feet and 33.5 feet along portions of its western façade. The use of varied heights to create a tiered effect and the implementation of design elements similar to those seen on Buildings A and B would provide a transitional buffer for, and ensure compatibility with the single-family residential uses along Calhoun Avenue. The shortest building on the Project Site would be the approximately 51-foot multi-level parking structure along Hazeltine Avenue. The proposed parking structure

would be lower than the existing Sunkist Building and compatible with the height of the Westfield Fashion Square (up to 75 feet) located directly east.

With regard to views of the Sunkist Building, as discussed on page IV.A-35 of Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. In addition, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. Although the viewshed is narrowed, this viewshed would provide a new vista towards the building and would maintain the character-defining feature. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. Overall, as concluded in Section IV.A, Aesthetics, of the Draft EIR, the Project's aesthetics impacts, including views, would be less than significant.

As discussed in Response to Comment No. 16-15, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the density of the development when compared with the design of the Project. Specifically, the Reduced Alternative 5 would reduce the footprint, bulk, and mass of the buildings.

Comment No. 16-62

2. It would be fair to say that the project is inconsistent with the "Urban Form and Neighborhood Design Chapter" of the *City of Los Angeles General Plan Framework Element*, by just evaluating the project in light of the information from that document presented in the DEIR (page IV.A-4). Discussions relative to the various aspects of the project that are inconsistent with the Plan, as described below, should be discussed in the DEIR.

The massing of the Project is inconsistent with the Urban Form of similar uses along Riverside Drive, between Hazeltine and Van Nuys (on both sides of the street) and even looking at the north side of Riverside (across the street from the Mall) and on both sides of Hazeltine, just north of the small commercial corners north of Riverside. The similar uses in the area are far less intense with regard to units provided in each building, the height and the length of the building, the setbacks of the building from the

adjoining streets, and the intervention of significant vegetation and trees on the sites and provided as street trees. The project is more consistent with the Urban Form along Riverside some 1.5 miles west on Riverside, where IMT has built buildings with similar massing.

Response to Comment No. 16-62

Refer to Table IV.F-1 in Section IV.F, Land Use and Planning, of the Draft, for a detailed discussion of the Project's consistency with the applicable goals, objectives, and policies of the Urban Form and Neighborhood Design Chapter of the General Plan Framework. Also refer to Response to Comment No. 16-61 regarding the Project's compatibility with surrounding uses. It should also be noted that the design of the Reduced Alternative 5 (discussed in more detail in Topical Response No. 1) would alter the massing of Buildings A and B. The internal facing Buildings A and B courtyards would be flipped to face Riverside Drive. This change would break down the massing effect of the Project as viewed from the public realm along and across Riverside Drive.

Comment No. 16-63

The Project is also inconsistent with the precepts of the "Neighborhood Design" referenced in the DIER (ibid) in that a suburban bucolic area is transformed into urban area that did not exist prior to the project. Ironically, while the Hazeltine side of the Mall is active because of the location of the parking structure and access points there, the north side of the Mall between the west side of the Macy's access and the left turn pocket for westbound Riverside to southbound Hazeltine, is relatively calm many times of the days of the week. Crossing Hazeltine, the intensity of the area drops significantly thanks in large part because of the current disposition of the Sunkist property as well as the properties on either side of Riverside. It is not currently the residential land uses there that make this area active, it is the traffic attempting to reach the 101 Freeway access points and the Mall, and the Trader Joe's commercial center. This project will significantly and adversely change that environment.

Response to Comment No. 16-63

The characterization of the Project Site area as urbanized is based on the location of the Project Site and surrounding uses. The commenter's opinion regarding the suburban character of the Project Site area is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Also refer to Response to Comment No. 16-61 and Response to Comment No. 16-62.

Comment No. 16-64

Additionally, and since it is referenced in the DEIR (ibid), it should be noted that while the “Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service, this cannot be a scenario of “if you build it, transit services will come.” A clear description of the location of transit systems stops, the headway times, the limitations as to hours (e.g., Dash), limited connection to other modes of transit, and sample trips to major job centers in the area, would clearly demonstrate that this property is poorly served by public transit.

Response to Comment No. 16-64

Refer to Table IV.F-1 in Section IV.F, Land Use and Planning, of the Draft, for a detailed discussion of the Project’s consistency with the applicable goals, objectives, and policies of the Urban Form and Neighborhood Design Chapter of the General Plan Framework. A list of public transportation in the vicinity of the Project Site is provided on page IV.I-12 through page IV.I-13 of Section IV.I, Transportation/Traffic, of the Draft EIR. The list includes 10 bus lines that serve the vicinity of the Project Site. As discussed in the Traffic Impact Analysis included in Appendix G of the Draft EIR, observations of the public transit facilities in the study area indicate that transit ridership during the morning and afternoon peak periods is operating below capacity with the exception of the Metro Orange Line. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-65

The discussion of the “Open Space and Conservation Chapter” demonstrates that the project is inconsistent with the recommendation that the Project open space is designed to enhance the community and neighborhood character. Firstly, the project changes a largely empty parcel framed by mature trees, to walls of buildings that not only hide the star of the parcel, the Sunkist Building, but also hides the majority of the limited “open spaces” areas on the property. The open space described for the property includes areas that are not visible or open to the public, including balconies, and roof-top gardens and a pool and spa. While those areas may enhance the recreational opportunities for the residents, they provide nothing of a visual nature for the general public.

Response to Comment No. 16-65

Contrary to the commenter’s opinion, the existing Project Site is not an empty parcel. The existing Project Site is developed with the Sunkist Building and asphalt-paved surface parking areas. As discussed in Table IV.A-1 of Section IV.A, Aesthetics, of the Draft EIR, the

Project would provide public open space areas in the form of landscaped entry plazas, planting areas with seatwalls, planted parkways, and landscaped plazas. In addition, an approximately 28,000-square-foot (0.64-acre) plaza area (referred to as the River Greenway) would be located within the southern portion of the Project Site. The River Greenway would feature an expansive lawn and would provide access to the LA Riverwalk. Approximately 107,793 square feet of the total common open space area proposed as part of the Project would be publicly accessible to visitors of the Project Site. In addition, the Project would replace any trees to be removed in accordance with City requirements. As evaluated on page IV.A-45 through page IV.A-48 of Section IV.A, Aesthetics, of the Draft EIR, the Project would be consistent with the applicable goal and policies of the Open Space and Conservation Chapter of the General Plan Framework.

It should be noted that the design of the Reduced Alternative 5 (discussed in more detail in Topical Response No. 1) would alter the massing of Buildings A and B. The internal facing Buildings A and B courtyards would be flipped to face Riverside Drive. This change would break down the massing effect of the Project as viewed from the public realm along and across Riverside Drive. Refer to the renderings of the Reduced Alternative 5 included above in Topical Response No. 1.

Comment No. 16-66

The open space visible to the public, while it will include a greenspace and plaza near the Los Angeles River channel, will primarily consist of landscaped walkways, landscaping on the perimeter of the site. The aesthetics of the project site, as seen from the public streets will be a major “step down” from what is currently on the site and on nearby similarly used properties.

Response to Comment No. 16-66

As illustrated in Figure II-3 in Section II, Project Description, of the Draft EIR, the Project would increase the amount of landscaping along Riverside Drive, Calhoun Avenue, and Hazeltine Avenue. The Project would provide a variety of landscape improvements (i.e., publicly accessible pedestrian plazas and walkways, terraced planters, seatwalls) on the Project Site, as well as open space and recreational amenities, including the River Greenway in the southern portion of the Project Site that would provide access to the LA Riverwalk. Overall, as evaluated in Section IV.A, Aesthetics, of the Draft EIR, the Project would not substantially degrade or eliminate the existing visual character of the Project area, including valued existing features or resources; or introduce elements that would substantially detract from the visual character of the Project area.

As previously discussed in Response to Comment No. 16-15, in response to comments on the Draft EIR and to further lessen potential environmental effects, a

Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 includes additional open space compared to the Project. In particular, the Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space.

Comment No. 16-67

3. The compliance of the Project with the City's "Walkability Checklist" is questionable for immediate off-site and distant off site pedestrians. Along the frontage of the property, moving from west to east along Riverside drive, a pedestrian is quickly transformed from walking in a tree shaded pavement in front of 3 to 4 story buildings with street trees and various setbacks, to two walls of buildings rising 5 stories into the sky and closely abutting the pavement. The pedestrian will be adversely affected by the aesthetics of the property as well as the loss of breezes coming across the sidewalk now blocked by the buildings an reflecting air, heat, and noise.

Response to Comment No. 16-67

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 proposed project, although not all will be appropriate in every proposed project. Each project will require a unique approach. While the Walkability Checklist is neither a requirement nor part of the zoning code, it provides a guide for consistency relating with the policies contained in the General Plan Framework.

The Project's consistency with the Walkability Checklist is based upon the implementation of appropriate treatments to the Project Site using the guiding principles of the checklist to achieve effective site design. The Walkability Checklist is not intended to provide district wide interventions with each private development that are subject to the checklist. As detailed in Table IV.A-2 on page IV.A-52 of Table IV.I, Aesthetics, of the Draft EIR, the Project is in compliance with the Walkability Checklist and would incorporate, where applicable, many of the implementation strategies presented in the Walkability Checklist, including those pertaining to sidewalks, utilities, building orientation, off-street parking and driveways, on-site landscaping, building façade, and building signage and lighting.

As previously noted, street trees to be removed along the perimeter of the Project Site would be replaced in accordance with City requirements. Also refer to Response to Comment No. 16-61.

Comment No. 16-68

Pedestrians along Riverside in front of the Project will face a narrowed pavement, as they approach Hazeltine where a new right turn pocket will be constructed. The alignment of the crosswalk from the Project site to the sidewalk to the east of Hazeltine, may cause a problem for pedestrians. The new crosswalk may interfere with the ability of the Dash bus to continue have a stop at the southeast corner of Hazeltine and Riverside.

Response to Comment No. 16-68

As discussed in Table IV.A-2 of Section IV.A, Aesthetics, of the Draft EIR, with implementation of the Project, adequate sidewalk widths would be provided and would exceed the required ADA and City standard width of five feet to maintain an unobstructed path of travel. Specifically, the sidewalk along Riverside Drive has an existing sidewalk width of 10 feet and will remain with the Project. In accordance with City requirements to widen Riverside Drive, the Project would widen the existing sidewalk on Hazeltine Avenue from approximately nine feet to 11 feet. The sidewalk along Calhoun Avenue would have a sidewalk width of approximately 12 feet.

As discussed on page IV.I-47 and page IV.I-48 of Section IV.I, Transportation/Traffic, of the Draft EIR, the Project access locations, including any proposed driveway modifications, would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety.

The existing DASH bus stop at the southeast corner of Hazeltine Avenue and Riverside Drive would remain and would not be affected by the installation of the right-turn lane.

Comment No. 16-69

Pedestrians who walk in front of the Ross/Bank of America property, at the southwest corner of Riverside and Woodman (approximately one half mile east), will be affected by the construction of a new right turn pocket that is a mitigation measure for this project. Additionally, the crosswalk will have to be altered to accommodate the widened street, which may cause some alteration to the island currently dividing the north and south segments of the street. This design will also significantly impact transit

users on Riverside as well as property owners east of Woodman, since the project proposes move the existing bus stop to a location east of Woodman. Putting a bus stop east of Woodman would necessitate either blocking access points to a gas station, or be placed next to a private residence. This would make transfers to buses along Woodman (north or south) more difficult for bus users and would stop MTA from reinstituting a bus line that uses the 101 Freeway in either direction, as was there prior to the implementation of the Red Line; a line that took riders to Downtown LA about 15 minutes faster and without changes than the Red Line.

Response to Comment No. 16-69

The mitigation measure for Woodman Avenue and Riverside Drive is described as (i) implementation of multi-modal trip reduction measures (i.e., TDM Plan) and (ii) to move the existing bus stop on the south side of Riverside Drive west of Woodman Avenue to the south side of Riverside Drive east of Woodman Avenue, to create an operational right turn lane for eastbound Riverside Drive to southbound Woodman Avenue. This improvement measure does not include roadway widening (and resultant reduction of sidewalk width or alteration to the median) but removal of the bus stop which blocks right turn movement when buses are stopped at this location. As such, this improvement would not result in a reduction in the sidewalk width. This provides for an unimpeded operational eastbound right-turn movement throughout the day.

At the intersection of Woodman Avenue and Riverside Drive, the bus stops are located on the far side (after the traffic signal rather than before) for westbound, northbound, and southbound travel. The existing bus stop location blocks the eastbound to southbound right turns when a bus is stopped. Thus, relocating the bus stop as proposed would provide an open lane for these right turn movements, thus improving traffic flows. However, as provided above in Topical Response No. 2, LADOT has determined the relocation of the Metro bus stop to be infeasible and Mitigation Measure I-4 would not be implemented. Therefore, the significant and unavoidable traffic impacts identified in the Draft EIR would remain.

Also refer to Response to Comment No. 16-68.

Comment No. 16-70

4. It is important to restate in this review of the potential significant impacts of the Aesthetics of the proposed project, some of the incorrect information provided in the DEIR—because, a reader could make inaccurate judgements about the Project. For instance, there are no “high density residential uses” in the area by either Community Plan or Zoning. The provision of a 75’ potential height limit does not invite high density

development since it refers only to the potential height of the buildings and not the maximum number of units per acre.

Response to Comment No. 16-70

The commenter is correct that there are no high density residences surrounding the Project Site. This clarification has been made in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR.

Comment No. 16-71

There is no restaurant known to exist in the Trader Joe's center to the north of the site.

Response to Comment No. 16-71

The restaurant identified in the description of surrounding uses included in the Draft EIR refers to a "Farm Boy" location, which sells produce and includes a juice bar, salad bar, and sushi.

Comment No. 16-72

While shown at the wrong densities on the aerial photo on page IV.A-10 shows the multi-family residences to the west, they are not mentioned in the written statement about surrounding uses. Just at the height of the segment of the Mall to the east of Hazeltine is mentioned, so should the height of the other uses in the area be mentioned—especially because they would show the contrast between what is existing in the area and what is being proposed on the Project site.

Response to Comment No. 16-72

The commenter is correct that densities are depicted incorrectly in Figure IV.A-1 on page IV.A-10 of Section IV.A, Aesthetics, of the Draft EIR. This clarification has been made in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR.

As described on page IV.A-9 of Section IV.A, Aesthetics, of the Draft EIR, surrounding uses within a 500-foot radius of the Project Site include single-family residential homes, two- and three-story multi-family residential uses and a shopping center consisting of several one-story commercial buildings to the north across Riverside Drive; the two-story Westfield Fashion Square mall (up to 75 feet in height) to the east; the Los Angeles River, the US-101 Freeway, and single-family and multi-family residential uses to the south; and single-family residential uses immediately to the west, along Calhoun

Avenue, Katherine Avenue, and Tyrone Avenue. The heights of other uses in the vicinity of the Project Site are characterized as one- to three-story buildings and is sufficient to provide a comparison of the two- to five-story buildings proposed as part of the Project.

Comment No. 16-73

Furthermore, once again, ground level photos of the Project site from all directions as well as of adjoining uses should be included in the document. The reference aerial photos is insufficient in so many ways to describe the existing on-site and off-site characteristics.

Response to Comment No. 16-73

The existing Project Site, including the Sunkist Building and surface parking areas, as well as surrounding uses are illustrated in Figure II-2 on page II-4 of Section II, Project Description, of the Draft EIR. A description of the existing conditions at the Project Site is provided on page II-3 of Section II, Project Description, of the Draft EIR. The uses surrounding the Project Site are also described on page II-3 of Section II, Project Description, of the Draft EIR. Also refer to the tree photographs taken in conjunction with preparation of the Tree Report included as part of the Initial Study for the Project. The Initial Study is included in Appendix A of the Draft EIR.

Comment No. 16-74

While in fact the site does have, with the exception of easy access to public transit, urban infrastructure, the design and massing and number of residents in the multi-family development in the area does not represent an Urban Environment. Furthermore, many of the single family residential streets in the area do not have sidewalks or streetlights and are very suburban in nature. Placing an urban project into such a suburban area may also create safety issues for local residents who walk in the streets that are absent sidewalks, and are faced with an abundance of vehicles associated with the Project.

Response to Comment No. 16-74

The characterization of the Project Site area as urbanized is based on the location of the Project Site and surrounding uses. Specifically, as described on page II-2 of the Draft EIR, surrounding uses include a regionally-serving mall located directly east of the Project Site, across Riverside Drive, as well as commercial buildings, single-family residential uses, and two- to three-story multi-family residential uses. The commenter's opinion regarding the Project Site area is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

The commenter is referred to Response to Comment No. 15-64 regarding a list of available transit in the vicinity of the Project Site. In addition, as discussed on pages IV.I-47 through IV.I-48 of Section IV.I, Transportation/Traffic, of the Draft EIR, access locations, including any proposed driveway modifications, would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. The Project would also include separate pedestrian entrances and would provide access from adjacent streets, parking facilities, and transit stops to facilitate pedestrian movement. Further, the Project would maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site.

Comment No. 16-75

5. On page IV.A-12 of the DEIR it states: "the Sunkist Building is considered a valued resource." Therefore, this document should provide a before and after Project view study of the Sunkist Building, as observed from all four sides of the property (including as view from the 101 Freeway because that view will be changed for westbound traffic on that roadway). As mentioned before, the difficult to read cross sections of the proposed project should also include the Sunkist Building siting relevant to those locations.

Response to Comment No. 16-75

Conceptual renderings of the Project from Riverside Drive, Hazeltine Avenue, the US-101, and along Calhoun Avenue are included in Figure IV.A-2 through Figure IV.A-6 of Section IV.A, Aesthetics, of the Draft EIR.

Comment No. 16-76

6. The citation on IV.A-13, is incorrect relative to the site having a flat topography, it does not. It has man made [sic] depressions around it, the Sunkist Building sits on a pad that rises from the property, and various hardscapes are on-site (e.g., earthen and wall topped berm on the southwest corner of the site).

Response to Comment No. 16-76

As discussed in the Initial Study and the Geotechnical Engineering Investigation Report included in Appendix A of the Draft EIR, the topography of the Project Site slopes to the southeast, obliquely towards the Los Angeles River. Characterizing the Project Site's topography as relatively flat is an accurate description of the Project Site as the topography slopes gently to the southeast.

Comment No. 16-77

7. While the document on page IV.A-13 speaks about the “large stand of mature trees located on the east side of Calhoun” as obstructing the views of the Sunkist Building, the document should also address those trees as a part of the aesthetics of the site that will be a loss due to the Project. Ironically, the depression of the parking areas on the west side of the building give a prime view of the building to anyone travelling along Calhoun.

Response to Comment No. 16-77

The removal of trees within and surrounding the Project Site is evaluated on page B-8 and page B-9 of the Initial Study included in Appendix A of the Draft EIR. Specifically, as discussed therein, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City’s Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would also require approval by the Board of Public Works.

As illustrated in Figure II-3 in Section II, Project Description, of the Draft EIR, and in the conceptual renderings provided in Section IV.A, Aesthetics, of the Draft EIR, the Project would increase the amount of landscaping along Riverside Drive, Calhoun Avenue, and Hazeltine Avenue. The Project would also provide a variety of landscape improvements (i.e., publicly accessible pedestrian plazas and walkways, terraced planters, seatwalls) on the Project Site, as well as open space and recreational amenities, including the River Greenway in the southern portion of the Project Site that would provide access to the LA Riverwalk. The proposed landscaping on and around the perimeter of the Project Site would provide a cohesive landscape. Furthermore, the proposed landscape improvements and recreational amenities would improve the pedestrian experience and connectivity with the surrounding area.

Comment No. 16-78

8. Contrary to what is stated on page IV.A-13, the Sunkist Building is not obstructed by development from any direction (since the property runs from block to block in all directions, and the existing landscaping on its perimeter and on the parcel are attributes to the Building).

Response to Comment No. 16-78

The text referenced in this comment relates to short-range views of the Project Site. For example, from a person walking along the perimeter of the Project Site. Contrary to the comment, short-range views of the Sunkist Building are obstructed from the south as the southern Project Site boundary terminates at a private surface lot below the US-101. In addition, other short-range views are obstructed by perimeter walls and dense landscaping. As evaluated in Section IV.A, Aesthetics, beginning on page IV.A-35, of the Draft EIR, while Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. As detailed in Section IV.D, Cultural Resources, of this Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. In addition, although the viewshed is narrowed, this viewshed would provide a new vista towards the building and would maintain the character-defining feature.

As discussed in Response to Comment No. 16-11, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR, which would reduce the density of the development and as such would provide for expanded views of the Sunkist Building when compared with the design of the Project. Specifically, the Reduced Alternative 5 would expand the visual view corridors compared to the Project by reducing the footprint, bulk, and mass of the buildings. Therefore, existing views of the Sunkist Building would be preserved to a greater extent under the Reduced Alternative 5. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 16-79

9. There is sufficient information in this document as well as the Project EIR to state that the project meets the “Thresholds of Significance” for Aesthetics as listed on page IV.A-19 of the DEIR. The only Mitigation Measures that would reduce the level of impacts to insignificant would require a revised design that would allow the National Register, California Register, and Los Angeles City eligible for listing Sunkist Building to remain the focal point of the property from off-site locations that may include:

- a. Reduce the building heights to 3 to 4 stories maximum along Riverside Drive, varied according to proximity to Hazeltine; reduce the width of all buildings (Riverside, Calhoun and Hazeltine), to more in keeping with what exists (average) along Riverside west and directly north of the property; remove the 4 story above ground parking structure or eliminate it so that it does not sit between the Hazeltine and the Sunkist Building; reduce the project (density, use), so that it does not require the implementation of the dedicated right turn lane at the southwest corner of Woodman and Riverside; provide varied setbacks and street trees along Riverside and Calhoun; and, other characteristics to not turn the site and the area from one that is sylvan to one that is highly urbanized (absent adequate public transit and services. No such Alternative has been presented in this DEIR.

Response to Comment No. 16-79

As concluded in Section IV.A, Aesthetics, of the Draft EIR, the Project would not substantially degrade or eliminate the existing visual character of the Project area, including valued existing features or resources; or introduce elements that would substantially detract from the visual character of the Project area. As such, impacts related to aesthetics were determined to be less than significant. Notwithstanding, as discussed in Response to Comment No. 16-15, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the number of units and commercial floor area proposed by the Project. In addition, the Reduced Alternative 5 would expand the open space area along Hazeltine Avenue proposed by the Project and would provide greater view corridors compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

The commenter's suggested alternative development is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The identification and analysis of Project alternatives is consistent with CEQA Guidelines Section 15126.6 emphasizing that the selection of project alternatives be based primarily on the ability to avoid or substantially lessen significant impacts relative to the proposed project. CEQA Guidelines Section 1512.6 specifically states that an EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. Therefore, pursuant to CEQA, the Draft EIR appropriately analyzed a reasonable range of feasible Project alternatives. With the inclusion of five alternatives, the Draft EIR has provided the decision-makers with a diverse set of alternatives that allow for a reasoned choice between varying densities, heights, designs, and land uses. The five alternatives to the Project selected for analysis were evaluated in Section V, Alternatives, of the Draft EIR. The analysis included in Section V, Alternatives, of the Draft EIR, is comprehensive and fully informs the decision makers regarding the alternatives and

associated environmental impacts. Therefore, as demonstrated in Section V, Alternatives, of the Draft EIR, the City has made a good-faith effort to identify and analyze an appropriate set of alternatives.

Comment No. 16-80

10. Contrary to what is stated on page IV.A-23, the proposed buildings weakly complement the Sunkist building. While indeed there are horizontal lines similar to those on the Sunkist Building, many people would say that it is the shape of the Sunkist Building that is what is unique about it. Even in citing why this project cannot be moved to another location is the comment that one of the goals of the project is to have a relationship with the Sunkist Building. Blocking the uniqueness of the Building (e.g., its triangular negative spaces rising from ground level, by buildings to only show a linear segment of the Building to the street, really does not complement that structure (see Page IV-27, which appears exaggerated in the use of perspective to give a triangular appearance to the side of buildings that form right angles and not triangles)

Response to Comment No. 16-80

Refer to Response to Comment No. 16-56.

Comment No. 16-81

Furthermore, as evidenced by the elevations, it shows that with little exception, the Sunkist Building and its significance as an architectural landmark will be obstructed by the project. This fact further supports my belief that the Aesthetics of the Sunkist Buildings (in addition to the site that surround it on the property) will be significantly impacted by the project.

Response to Comment No. 16-81

Refer to Response to Comment No. 16-56. Overall, as concluded in Section IV.A, Aesthetics, of the Draft EIR, the Project's impacts regarding aesthetics would be less than significant.

Comment No. 16-82

Though not an architect, but as a seasoned land use planner, I would say that there are alternative designs, including massing, orientation of buildings, materials not included (e.g., wood-like product on the face of balconies and on the parking structure) that would better complement the Building. There are any number of scenarios that could create a viable product for the project proponent that would "honor" the existing Building, though the project may not fit the applicant's preferred design. No Alternative

projects have been presented that provide viewable off-site area of the Sunkist Building. It is also suggested that the applicant consider materials that are more consistent with the existing development. When I first viewed the elevations of the Project, I thought that the wood-like products were inserted into the project to compensate for the bounty of mature vegetation being removed to make way for this particular process.

Response to Comment No. 16-82

Refer to Response to Comment Nos. 16-56 and 16-79. As described on page IV.A-23 of Section IV.A, Aesthetics, of the Draft EIR, the design of the proposed buildings would remain architecturally distinct and more subtle in tone and texture through the incorporation of materials more appropriate for residential development such as wood composite panels. Additional building materials would include concrete, stucco, aluminum, glass, tile, metal, and prefinished metal. Glass used in building façades would be non-reflective or treated with a non-reflective coating in order to minimize glare. The parking structure would feature a trellis curtain over the exterior of the building. Wood composite panels would be used to mimic the look of horizontal wood lathe. Additionally, all major utilities would be placed underground. In addition, as previously detailed in Response to Comment No. 16-77, above, the Project would replace trees to be removed in accordance with City requirements.

Comment No. 16-83

11. In the discussion in the document about Shading, a plan of the existing site , with Shading added, should have been included in the document so that the impacts of the project could be evaluated compared to what is on site now.

Response to Comment No. 16-83

The shading diagrams included in Figure IV.A-7 through Figure IV.A-10 on pages IV.A-40 through IV.A-43 of Section IV.A, Aesthetics, of the Draft EIR demonstrates the shadow pattern of the Sunkist Building, the only existing building on the Project Site, along with the anticipated shadows of the Project. As discussed in Section IV.A, Aesthetics, of the Draft EIR, shading impacts are evaluated in accordance with the *L.A. CEQA Thresholds Guide*. Specifically, shadows are modeled and plotted for representative hours during the winter solstice, summer solstice, fall equinox, and spring equinox. As concluded in Section IV.A, Aesthetics, of the Draft EIR, the Project would not cast shadows on shade-sensitive uses surrounding the Project Site in excess of the specified thresholds during the representative hours for the winter solstice, summer solstice, fall equinox, or spring equinox.

Comment No. 16-84

12. Contrary to the commentary that is provided in “(5) Consistency with Regulatory Framework”

a. The implementation of the Project would not:

- 1) Improve the Project Site’s visual character and pedestrian streetscape, because, it would remove tall trees that provide cover and visual enjoyment to the community; it would create walls of buildings along the street frontages and/or the Sunkist Building from off-site views; the neighborhood commercial uses are not needed at this location and in fact would cause more harm than good; the buildings do not complement the Sunkist Building or any uses or structures in the building by their design and massing, and they do not even relate to the site; the landscaped areas are nominal for the general public and the plaza/open area will be hidden in a corner of the property, with no knowledge if parking will be provided to that location without cost; the appearance of natural materials on proposed buildings is irrelevant considering that the focus of the development, the Sunkist Building is known to be a very minimalistic design without association with nature; the project is too urbanized for this suburban area where neighborhood streets lack sidewalks and streetlamps; the reliance on the Bloomingdale’s building is disingenuous as it has very little to do with the Project Site and proposed use, especially given that Riverside is lined with lower density and intensity multi-family dwellings; the fenestrations of the building are nominal when one looks at the base of the triangle formed by that design on the face of the buildings; while the project will change things on the Project Site, they definitely will not improve them in fact, they will degrade them; locating the buildings at the front property lines is not a positive attribute of the project, as it is inconsistent with adjoining uses, and the contrast of that design (to create walls of 5 story buildings) to open areas with trees, is significantly adverse.

Response to Comment No. 16-84

Refer to Response to Comment Nos. 16-56 through 16-79 for responses to each of the comments previously raised regarding the aesthetics analysis included in the Draft EIR. As discussed therein, and as concluded in Section IV.A, Aesthetics, of the Draft EIR, the Project would not substantially degrade or eliminate the existing visual character of the Project area, including valued existing features or resources; or introduce elements that would substantially detract from the visual character of the Project area. As such, impacts related to aesthetics were determined to be less than significant.

Comment No. 16-85

13. Level of Significance of this project is not mitigatable. See discussion above for this section under Topic 9.

Response to Comment No. 16-85

Refer to Response to Comment Nos. 16-56 through 16-79 for responses to each of the comments previously raised regarding the aesthetics analysis included in the Draft EIR. As discussed therein, and as concluded in Section IV.A, Aesthetics, of the Draft EIR, the Project would not substantially degrade or eliminate the existing visual character of the Project area, including valued existing features or resources; or introduce elements that would substantially detract from the visual character of the Project area. As such, impacts related to aesthetics were determined to be less than significant.

Comment No. 16-86**D. Cultural Resources**

1. The exterior of the Sunkist Building is unique and in of itself is unique in that it has been a filming location for a variety of media. A representative list should be provided in the document because it would demonstrate that the uniqueness of the exterior of the is of value to those who are not seeking it as a place to conduct business.

Response to Comment No. 16-86

Section IV.C, Cultural Resources, of the Draft EIR, page IV.D-11 through page IV.D-19, and page 5 through page 12 of the Historical Resource Assessment included in Appendix C of the Draft EIR, includes a discussion of the historical background of the Sunkist Building, an architectural description of the Sunkist Building, including its exterior, and character-defining features of the Sunkist Building.

Comment No. 16-87

2. The document on page IV.D-19 provides a list of the “character defining features of the Sunkist Building.” With this information, and inasmuch all these attributes will for the most part be hidden from the general public off-site, it is apparent that the Project will have a significant impact, that is not mitigatable by means other than a not yet proposed Alternative, on Aesthetics as well as Cultural Resources. From a cultural standpoint, I would say that the underdevelopment of the site, and the vast open parking areas are representative of the era in which the development was created where, land was relatively inexpensive in the San Fernando Valley, and the automobile was and still is the predominant form of transportation in the area.

Response to Comment No. 16-87

Refer to Response to Comment No. 16-56. The character-defining features of the Sunkist Building are summarized on page IV.D-19 of Section IV.D, Cultural Resources, of the Draft EIR, and do not include the surface parking surrounding the building. In addition, as discussed on page IV.D-27 of Section IV.D, Cultural Resources of the Draft EIR, the Project would not materially impair a historic resource. Rather, new construction within the Project Site and rehabilitation of the Sunkist Building would conform with the Secretary's Standards. Nonetheless, Mitigation Measures D-1 and D-2 would be implemented that require design review and monitoring of rehabilitation activities to ensure conformance with the Secretary's Standards, and the preparation of a Historic American Buildings Survey. These mitigation measures would ensure that potential impacts associated with historical resources would be less than significant. Also refer to the Historic Preservation Plan prepared in response to the LA Conservancy comment letter (Comment Letter No. 6) that provides more detail regarding preservation and treatment of the Sunkist Building. The proposed Preservation Plan is included in Appendix FEIR-5 of this Final EIR.

Comment No. 16-88

3. But for the horizontal lines of the residential buildings, the proposed development is not complementary to the Sunkist Buildings, and in fact, it obstructs its view from adjoining streets. A cultural icon to the region, not just this area, will be hidden behind walls forever.

Response to Comment No. 16-88

Refer to Response to Comment No. 16-56.

Comment No. 16-89**F. Land Use Planning**

1. Much of my comments regarding Land Use Planning matters are discussed prior to this section.

Response to Comment No. 16-89

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-90

2. With respect to the discussion in the document relative to the Housing Chapter of the General Plan Framework, the project does not support the goal of “2) providing development opportunities along boulevards located near existing or planned major transit facilities and areas.....while protecting and preserving surrounding low density neighborhoods from the encroachment of incompatible land uses.”

Response to Comment No. 16-90

The Project’s consistency with relevant land use plans included in Section IV.F, Land Use and Planning, of the Draft EIR, focuses on the goals, objectives, and policies that are applicable to the Project and Project Site. The goal referenced in the comment was not included as part of the Project’s consistency with applicable goals, objectives, and policies of the Housing Element as it is not applicable to the Project area.

Comment No. 16-91

There is insufficient public transit available to the site. If the information about the location of transit stops and the feasibility to use them, as suggested previously in this document, it would be evident that the majority of people affiliated with this site would use personal vehicles to access the property.

Response to Comment No. 16-91

A detailed description of the transit lines operating along and in the vicinity of the Project Site is provided on page IV.I-12 and page IV.I-13 of Section IV.I, Transportation/Traffic, of the Draft EIR. The corresponding maps illustrating the transit lines are provided in Appendix D of the Traffic Impact Analysis included in Appendix G of the Draft EIR. A total of ten bus lines were identified as operating in the vicinity of the Project Site. As discussed on page IV.I-42 of Section IV.I, Transportation/Traffic, of the Draft EIR, approximately 3.5 percent of total Project person trips may use public transit to travel to and from the Project Site. Accordingly, the Project would generate approximately 13 net new transit trips during the morning peak hour and 20 net new transit trips during the P.M. peak hour. As discussed in the Traffic Impact Analysis, observations of the public transit facilities in the study area indicate that transit ridership during the morning and afternoon peak periods is operating below capacity with the exception of the Metro Orange Line. Notwithstanding, as concluded in the Traffic Impact Analysis, based on the Project’s limited increase in transit trips during the morning and afternoon peak periods, it is not anticipated that the new transit trips associated with the Project would adversely affect the current ridership of the transit services in the study area. Therefore, Project impacts to the existing transit system in the study area were determined to be less than significant.

Comment No. 16-92

The potential significant impacts of the project with regard to significant traffic impacts, as well as comparing it the proposed project in its unit counts and massing, are clear indicators that the project will not preserve the existing development in the area. It should be noted that the area is designated for Low Density Multiple Family residences in the area, not walls of 5 story buildings as proposed.

Response to Comment No. 16-92

As described in Section IV.F, Land Use and Planning, of the Draft EIR, page IV.F-52, the Project Site is currently designated “Community Commercial” by the General Plan. The Community Commercial land use designation corresponds to commercial (e.g., C2 and C4) and residential/accessory services zones (RAS3 and RAS4). Community Commercial is one of the higher intensity land use designations permitted in the Van Nuys-North Sherman Oaks Community Plan area. The Project Site, along with the Westfield Mall located directly across Riverside Drive are two of the only properties with this land use designation in the Sherman Oaks portion of the Community Plan area.

The Project Site is zoned C2-1L-RIO (Commercial, Height District 1L, River Improvement Overlay District), PB-1L-RIO (Parking Building, Height District 1L, River Improvement Overlay District), and P-1L-RIO (Automobile Parking-Surface and Underground, Height District 1L, River Improvement Overlay District). The Commercial zones permit a wide array of land uses such as retail stores, offices, hotels, residential dwelling units and theaters. Height District 1L imposes a building height restriction of six stories and 75 feet and a maximum FAR of 1.5:1 in the C Zone. The PB-1L zone permits a two-story parking building (plus rooftop parking, including those attached to or integrated with buildings). The PB zone also permits any use permitted in the P zone (Automobile Parking Zone), which includes surface parking. The P-1L zone permits surface parking areas and parking buildings that are located entirely below natural grade of the lot.

As discussed in Response to Comment No. 16-11, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. This Reduced Alternative 5 would reduce the number of units and commercial floor area proposed by the Project. In addition, the Reduced Alternative 5 would expand the open space areas along Hazeltine Avenue proposed by the Project and would provide greater view corridors compared to the Project. The Reduced Alternative 5 specifically includes a reduction in the number of multi-family residential units proposed by the Project from 298 units to 249 units and a reduction in the neighborhood-serving commercial uses proposed by the Project from approximately 39,241 square feet to 27,470 square feet. In total, the Reduced Alternative 5 would involve the development of approximately 287,924 square feet of new floor area (not including the

126,674-square-foot Sunkist Building to remain) compared to the Project's 359,795 square feet of new floor area.

Comment No. 16-93

3. The citation of the 2010 Bicycle Plan as a support for this project (page IV.F-7, demonstrates a lack of reality base analysis for this project. While indeed Hazeltine is shown as a "Network Connector" on the Bicycle Plan, it is a dangerous route to travel for a bicyclist. In fact, to go south or northbound on Hazeltine, adjoining the site or in the area, a bicyclist must use the sidewalks to travel safely. The California Motor Vehicle Code permits the riding of bikes on sidewalks if they do not interfere with pedestrians. How does that conflict, then, affect the walkability of the project on its perimeter?

Response to Comment No. 16-93

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, pages IV.I-20 through IV.A-21, as the proposed bicycle facilities identified in the City's 2010 Bicycle Plan are not currently planned, implementation of those bicycle facilities is considered too speculative for analysis under CEQA, and regardless, could not be completed by the Project buildout year of 2018. Thus, the bicycle facilities identified in the City's 2010 Bicycle Plan for the area were not included in the Future Conditions analysis.

Additionally, as discussed on pages IV.I-47 through IV.I-48 of Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. The existing bicycle facilities along Riverside Drive and Woodman Avenue would also be maintained. The Project would also provide public access through the Project Site from Riverside Drive to connect pedestrian and cyclists to the LA River. As the Project would maintain the existing sidewalks and circulation system, the Project would not disrupt bicycle flow along Riverside Drive and Woodman Avenue. In addition, visitors, patrons, and employees arriving by bicycle would have the same access opportunities as pedestrian visitors and, to facilitate bicycle use, bicycle parking spaces and amenities would be provided within the Project Site. Therefore, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles.

Comment No. 16-94

4. With regard to the reference on page IV.F-13 to the Project site being located in a "High Quality Transit Area" (HQTa) denoted in the 2012-2035 SCAG RTP/SCS. It is important to note that just about every piece of land in the City of Los Angeles, that is not in a Hillside Area is considered a HQTa by SCAG. A copy of the map from the

referenced document should be included in the DEIR so that all Readers understand that lack of uniqueness of such a designation.

Response to Comment No. 16-94

A discussion of the Project Site's location within a High Quality Transit Area, as identified by SCAG, is included to accurately define the various land use parameters of the Project Site. A copy of the map is not necessary to inform the discussion of the Project Site. For reference, SCAG's complete 2012 RTP is available on their website here: <http://scagrtpscscs.net/Pages/2012RTPSCS.aspx>. The High-Quality Transit Areas map is Exhibit 4.9 on page 136. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 16-95

5. The information presented in this section, is among the many places in which it would be more clearly understood (especially in the context of the existing setting) by the Reader if ground level photos were included of the subject property from all four sides as well as of the surrounding areas, by reference in an earlier section of the DEIR

Response to Comment No. 16-95

The existing Project Site, including the Sunkist Building and surface parking areas, as well as surrounding uses are illustrated in Figure II-2 on page II-4 of Section II, Project Description, of the Draft EIR. A description of the existing conditions at the Project Site is provided on page II-3 of Section II, Project Description, of the Draft EIR. The uses surrounding the Project Site are also described on page II-3 of Section II, Project Description, of the Draft EIR. Also refer to the tree photographs taken in conjunction with preparation of the Tree Report included as part of the Initial Study for the Project. The Initial Study is included in Appendix A of the Draft EIR.

Comment No. 16-96

6. The square footage in each zone existing on the site should be presented so that Alternatives based on existing could be formulated in ways that they were not in this document.

Response to Comment No. 16-96

The alternatives included in Section V, Alternatives, of the Draft EIR, were defined and evaluated in accordance with CEQA Guidelines Section 15126.6. As specifically set forth therein, an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the

project but would avoid or substantially lessen any of the significant effects of the project. In particular, CEQA Guidelines Section 15126.6 provides that the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. The description of alternatives included in Section V, Alternatives, of the Draft EIR provides the developmental characteristics of each alternative to allow a comparison to the Project.

Comment No. 16-97

7. Why is the zoning on Building B and C that they would allow ground floor commercial uses when they were only described to be located in Building A

Response to Comment No. 16-97

The Applicant is requesting a zone change for the entire Project Site to establish consistent zoning across the Project Site and across Lot 1 and Lot 2. The Applicant is only pursuing the development of ground floor commercial/retail uses in Building A.

Comment No. 16-98

8. More information needs to be provided as to the distribution of the locations of serving alcohol, how will it be served (bar, restaurant, bar in restaurant) and the hours of consumption. This information would also help the Reader determine potential significant impact of the sale of liquor as well as craft Mitigation Measures if necessary.

Response to Comment No. 16-98

As described on page II-7 and summarized in Table II-1 of Section II, Project Description, of the Draft EIR, the proposed neighborhood-serving commercial uses, where alcohol would be served, would be located on the ground level of Building A. Building A is proposed to be located on the northeastern portion of the Project Site, along Riverside Drive and Hazeltine Avenue. While specific hours of operation for the proposed neighborhood-serving commercial uses are currently unknown, such hours would be anticipated to be compatible with other surrounding commercial uses. In addition, the Applicant has requested a Master CUP at this stage to allow for flexibility depending on the type of other type of commercial tenants that ultimately occupy the ground floor space. As specifically set forth on page II-27 of Section II, Project Description, of the Draft EIR, the Master CUP would be for on-site and potential off-site alcohol consumption. The specific tenants would be required to file for and obtain a "Plan Approval" from the City that would identify and condition each specific commercial space within the Project Site that sells alcoholic beverages.

Comment No. 16-99

9. For the Reader to determine the accuracy of the information provided in “Table IV.F-2” relating to the Project’s consistency with the General Plan Framework (pages IV.F-22 thru 32), additional information should be provided in the document, such as: what type of units and price points are needed in the area to accommodate future residents; provide more information, as cited before, about the existing public transit in the area, which in fact, is seriously lacking; recognize that the proposed buildings on Riverside are out of scale with other similar residences to the west and immediately north of the site; and much more that cannot be addressed at this time due to the time constraints of reviewing this document by this Reader.

Response to Comment No. 16-99

As described on page II-7, page II-8, and page II-20 of Section II, Project Description, of the Draft EIR, Building A, Building B, and Building C would include one- and two-bedroom units. Buildings A and B would include apartment units while Building C would include townhomes at the ground level and apartment units in above grade levels. It is noted that the price of units is not an environmental issue.

With regard to the public transit in the area, refer to Response to Comment No. 16-91. Refer to Response to Comment No. 16-45 regarding the scale of the buildings relative to surrounding uses.

Comment No. 16-100

10. Based on the facts of the Environmental Setting of the Project area (e.g., lack of public transit, bike access north and south, the actual size of existing multi-residential units) as well as the impacts of the project (building heights, unmitigatable, traffic impacts, obstructing the view of a regional cultural icon, I do not agree that the project will not have a significant impact on the environment.

Response to Comment No. 16-100

This comment is a conclusion of the commenter’s comments regarding Section IV.F, Land Use, of the Draft EIR. Refer to Response to Comment Nos. 16-89 through 16-99 for responses to each of those comments. As set for in Section IV.F, Land Use, of the Draft EIR, the Project would have a less than significant impact as to land use and planning. As summarized in Table I-1, beginning on page I-20 of Section I, Executive Summary, of the Draft EIR, the Project would have significant and unavoidable impacts related to on-site construction noise, vibration, and intersections.

As noted in Response to Comment No. 16-11, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project and an associated reduction in the Project's impacts.

Comment No. 16-101

H-1 Public Services—Police Protection

1. It should be noted in the DEIR, the statistics by property of police services to the area. For instance I understand that the Fashion Square Mall currently receives the most services of any property in the service area.

Response to Comment No. 16-101

As discussed on page IV.H.1-7 through page IV.H.1-8 of Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the determination of significance relative to impacts on police services is based on the evaluation of existing police services for the police station(s) serving the Project Site, including the availability of police personnel to serve the estimated Project population. The determination of impact on the capability of existing police services and personnel is based on the potential for the annual crimes per resident in the Van Nuys Area to exceed current averages due to the addition of the Project, and as a result, whether the Project would result in substantial adverse impacts associated with the provision of new or physically altered government facilities, in order to maintain acceptable service. The information requested by the commenter is not necessary to evaluate the impacts of the Project on police protection services.

Comment No. 16-102

2. It should be noted that the LAPD response time to the residential area north of Fashion Square (bounded by Riverside, Magnolia, Murietta, Mammoth/Woodman, has been so unsatisfactory to many residents there, that more 100 homes residents voluntary pay for an armed response patrol through the area a significant number of times per day.

Response to Comment No. 16-102

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government

and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.⁹

Comment No. 16-103

3. The project operation should include a 24hour/7 day a week, motorized patrol throughout the site to provide sufficient security and primary emergency medical services to people on-site for a variety of purposes.

Response to Comment No. 16-103

As set forth in Project Design Feature H.1-2 in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project would include private on-site security. Also refer to Response to Comment No. 16-102 above.

Comment No. 16-104

H-2 Public Service—Fire Protection

1. It is suggested the project provides Fire Prevention tactics in excess of what is required by City Code.

Response to Comment No. 16-104

The Project would comply with all applicable City requirements regarding fire prevention measures and systems. The Project’s compliance with applicable City

⁹ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847

requirements would ensure that adequate fire prevention features are provided onsite to serve the needs of the LAFD. As discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, operation of the Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Also refer to Response to Comment No. 16-102 above.

Comment No. 16-105

H-3 Public Services—Schools

1. I stipulate to the comments made by Thomas B. Jones of 5050 Matilija Avenue, Sherman Oaks, 91423.

Response to Comment No. 16-105

Letters provided by Thomas B. Jones are included herein as Comment Letter Nos. 42 through 44. Refer to Comment Letter Nos. 42 through 44 and the responses provided therein.

Comment No. 16-106

H-4 Public Services—Parks and Recreation

1. While it is noted that Quimby fees will be provided by the Project, there is no mandate that those dollars will be used on site or locally. Given that the Van Nuys Sherman Oaks Park is located within walking distance of the project site, the Park should be the first in line to be considered for Quimby fees. This is especially so since other than access to the LA River Channel, there will be no active recreation areas on the site for the general public. Furthermore, there will be one pool and spa provided for all residents and then only located in Building B.

Response to Comment No. 16-106

The City determines the allocation of park fees, including the radius where those fees can be used, which must be within a specified distance of a project site. In accordance with the new park fee ordinance, the radius for the neighborhood park type was extended to one mile; the radius for community parks was increased from a distance

of two miles to five miles; and the radius for a regional park, which was previously undefined, was set at ten miles of a project site.¹⁰

As described in Section II, Project Description, of the Draft EIR, the Project would provide a variety of open space, recreational amenities, and rooftop gardens within the Project Site. Specifically, the Project would include approximately 191,991 square feet (4.41 acres) of common open space areas, of which approximately 74,074 square feet (1.7 acres) would be landscaped. In addition, approximately 13,150 square feet (0.30 acre) of private open space would be provided that would include balconies within Buildings A, B, and C. The public open space areas to be provided would include landscaped entry plazas, planting areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn, which would be publicly accessible. In addition, an approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area within the southern portion of the Project Site would provide for access to the LA Riverwalk. Indoor amenities for the residential uses would include several lobbies, lounge, fitness center, recreation room, and bicycle storage areas. Outdoor recreational amenities for the residential uses would include a pool and spa, and rooftop gardens and courtyards. In total, the Project would provide open space in excess of LAMC requirements (approximately 205,141 square feet of open space, 107,793 square feet of which would be publicly accessible to visitors of the Project Site) in addition to required payment of Quimby fees.

As previously discussed in Response to Comment No. 16-15, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 includes additional open space compared to the Project. In particular, the Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space.

¹⁰ City of Los Angeles. Department of City Planning. Ordinance amending Sections 12.21, 12.33, 17.03, 17.07, 17.12, 17.58, and 19.17 of the LAMC and a resolution amending the Public Recreation Plan, <http://planning.lacity.org/ordinances/docs/parksdedication/QuimbyFinal.pdf>, accessed May 9, 2019.

Comment No. 16-107

2. Table IV.H.4-1 of Parks and Recreational Facilities Within a 2-mile Radius of the Project Site (page IV.H.4-11, does not include information about the Sherman Oaks East Valley Adult Center adjoining the VNSO Park on Van Nuys Boulevard. Parking at that facility is already overcrowded many days of the week. The listing of services should include outdoor gym equipment, and a running/walking track.

Response to Comment No. 16-107

The East Valley Adult Center is considered part of the Van Nuys Sherman Oaks War Memorial Park. The auditorium of the East Valley Adult Center is included in the amenities of the Van Nuys Sherman Oaks War Memorial Park, as shown in revised Table IV.H.4-1 included in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR.

Comment No. 16-108

3. The VNSO is insufficient in services and facilities at this time, including a lack of benches in the park (which could be provided in a design that would prevent horizontal use of them for sleeping). How will the project affect other services provided at the Park, including use of pools, tennis courts, gyms, availability on organized sports teams, even permits to use the party pavilions at the Park?

Response to Comment No. 16-108

As discussed in Section IV.H.4 Public Services—Parks and Recreation, page IV.H.4-15, of the Draft EIR, while the Project's estimated 894 residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities given the provision of on-site open space. Similarly, the Project's proposed neighborhood-serving commercial uses, which are estimated to generate approximately 106 employees, would result in a minimal indirect demand for parks and recreational facilities. As discussed in Response to Comment No. 16-106 above, the Project would provide public open space in excess of LAMC requirements, including a 28,000-square-foot River parkway designed to activate and encourage use of the LA River.

As discussed in Response to Comment No. 16-15, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 includes additional open space compared to the Project. In particular, the Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed

by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space.

Comment No. 16-109

4. Those portions of the site that are not for active recreation (pools, small park next to the LA River Channel, designated walking paths) should not be given the same credit for open space, as are landscaped areas, balconies, etc.

Response to Comment No. 16-109

The commenter is referred to Section IV.H.4 Public Services—Parks and Recreation, page IV.H.4-18, of the Draft EIR, for a discussion of the various City open space requirements. In some instances, planted landscaped areas are recognized by the City as open space. Also refer to Response to Comment No. 16-106 above regarding the enhanced publicly accessible open space included in the Reduced Alternative 5.

Comment No. 16-110

I. Transportation/Traffic

1. Comments for this section are primarily based on this section, though some of my knowledge may come from having read “Appendix G Memorandum of Understanding, Los Angeles Department of Transportation [sic] Assessment Letter, and Traffic Impact Analysis” in this DEIR. Comments on the documents contained in Appendix G will be reviewed under that heading, out of order of the document, and following the comments under this heading. While it is understood that the Applicant worked with the LADOT to develop an MOU for what should be discussed in the DEIR, the MOU was found to be insufficient in many ways, in addition, this Reader does not agree with LADOT’s assessment of the project.

Response to Comment No. 16-110

This introductory comment regarding the transportation/traffic analysis of the Draft EIR is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments are provided and responded to below.

Comment No. 16-111

2. Although an MOU was established between LDOT [sic] and the applicant, the MOU was deficient in that it did not require a sufficient number of traffic counts, and it did not require traffic counts reflective of the existing Fashion Square Mall located east of Hazeltine from the site, which has two driveways on Hazeltine. The MOU should have required seasonal traffic counts, as well as counts accurately reflecting weekend traffic at it peak times.

Response to Comment No. 16-111

As detailed above in Topical Response No. 2, Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Moreover, when the traffic counts were taken the Sunkist Building was near full occupancy. However, in order to provide a conservative estimate of the existing and future traffic growth with the Project Site, the trip generation for 50 percent of the existing office building square footage was calculated using rates published in the Institute of Transportation Engineers' Trip Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes.

In response to public comments, Overland Traffic Consultants collected holiday traffic counts to voluntarily assess an aberrant, absolute worst case traffic scenario occurring on December 24, 2017, the day before Christmas. While the lead agency does not consider this to be appropriate environmental baseline, the holiday traffic counts and impact analysis are provided for informational purposes only, and are attached to the Supplemental Traffic Analysis (Appendix FEIR-4 of this Final EIR). The holiday traffic analysis did not identify any new intersection impacts (or require any new mitigation measures) not previously disclosed in the Traffic Impact Analysis circulated with the Draft EIR.

Comment No. 16-112

3. Although the MOU stated no TDM or Transit credits, the Project Traffic Report did count those as credits. The concept of the building space that will not be used, as a mitigation measure for traffic impacts, by LADOT seems inappropriate. There should be a clear definition of what are the Project Impacts absent credits for TDM and the use of Public Transit and bicycles.

Response to Comment No. 16-112

Under LADOT's Guidelines, a project may be eligible for upfront transit credits that reduce the number of projected vehicular trips before impacts are disclosed and mitigation measures are identified. This is different than incorporating a TDM Plan as required "mitigation" after traffic impacts have been identified. The analysis included in the Traffic Impact Analysis is consistent with the Memorandum of Understanding (MOU) executed with LADOT in that no "up-front" transit credits were taken to reduce the project's projected trip generation calculations. The lack of "up-front" TDM credits results in higher trip generation, that in turn requires increased mitigation. The results of the trip generation calculations produced significant impacts. At that point, LADOT approved a TDM plan as a component of the Project's mitigation plan. This is consistent with the most recent LADOT *Traffic Study Guidelines*, (December 2016) (Section 3.5) which encourage mitigation programs to minimize demand for single occupancy vehicle generated trips through transportation demand management strategies. Incorporating TDM as mitigation also requires annual monitoring, enforcement and penalties in the event of non-compliance, as set forth on page 4 of LADOT's Assessment Letter (Appendix G-2 of Draft EIR) and in Appendix J of the Traffic Impact Analysis included in Appendix G of the Draft EIR. Specifically, as outlined in LADOT's Assessment Letter, the TDM mitigation measure would require annual monitoring and mandate a reduction in leasable square footage or potential change of use in the event the project trip cap is exceeded. This provides a strong incentive to achieve the anticipated trip reduction through TDM measures, and guarantees compliance in the event TDM benefits are not initially realized.

Comment No. 16-113

4. Explain why arterial CMP monitoring stations located at Ventura and Woodman, and for the Freeway at its intersection with Coldwater Canyon, especially since the Woodman and the Van Nuys ramps are proximate to the site?

Response to Comment No. 16-113

A CMP arterial monitoring station analysis is included in Section IV.I, Transportation/Traffic, beginning on page IV.I-41, of the Draft EIR. As discussed therein, the nearest arterial CMP monitoring station is located at the intersection of Ventura Boulevard and Woodman Avenue, approximately one mile from the Project Site. The number of peak-hour Project trips estimated at the Ventura Boulevard and Woodman Avenue arterial monitoring intersection would equate to a maximum of 20 trips, which would occur during the P.M. peak period. Therefore, the Project would add fewer than 50 peak-hour trips at the arterial monitoring intersection nearest the Project Site. A CMP freeway segment analysis is included in Section IV.I, Transportation/Traffic, page IV.I-40, of the Draft EIR. As discussed therein, the freeway located closest to the Project Site is the Ventura (US-101) Freeway. An estimated maximum of 35 freeway trips would be created during the peak hours along the 101

Freeway. As discussed on page IV.I-3 of Section IV.I, Transportation/Traffic, of the Draft EIR, the CMP TIA guidelines require that a traffic study analyze traffic conditions at all CMP mainline freeway monitoring locations where a project will add 150 or more trips in either direction during either A.M. or P.M. weekday peak periods. If, based on this criterion, a traffic study identifies no facilities for study, then no further traffic analysis is required. While the Project would not add 150 or more trips to a CMP mainline freeway monitoring and no further analysis is required, the Traffic Impact Analysis included an analysis of the freeway level of service to determine if the Project would create any changes to existing freeway operating conditions. This analysis evaluated the Ventura Freeway at Woodman Avenue, the San Diego Freeway north of the Ventura Freeway, and the Hollywood Freeway north of the Ventura Freeway. Based on this analysis provided in Table 16 of the Traffic Impact Analysis included as Appendix G of the Draft EIR, the existing level of service would not change with the addition of Project-related traffic under Existing Plus Project Conditions and Future Plus Project Conditions. Therefore, the Project would not result in significant impacts to a CMP arterial monitoring intersection or along a freeway segment. Coldwater Canyon and the 101 Freeway is one and one-half miles from the Project Site, whereas Woodman Avenue is approximately one-half mile from the Project Site. The Project trips would be further dispersed as travel gets further from the Project Site. No significant impacts would occur along the 101 Freeway at Coldwater Canyon.

Comment No. 16-114

5. The analysis of the Public Transit System is inaccurate, incomplete, and misleading. The location of each of the closet stops to the site, should be provided on a map, as well as its distance to the project site. Additionally, a typical trip to a major employment center (e.g, [sic] Downtown LA, Van Nuys Civic Center, Westwood, Warner Center) should be provided for each line as well as limitations for each line—such as the less than 10 hours of availability of the Dash as a circulator to various transit hubs. Would the use of Public Transit be considered a viable mitigation measure if it took 120 minutes to reach a destination on one of these lines. Likewise, would a bus line that is located nearly one mile from the Project Site considered a viable consideration for use in association with this project?

Response to Comment No. 16-114

The commenter is referred to Appendix D of the Traffic Impact Analysis included in Appendix G of the Draft EIR for a map of the transit system in the vicinity of the Project Site as well as timetables for the routes serving the Project Site. Additionally, an expanded transit map is provided as Figure 2 in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR. The bus lines operating in the vicinity of the Project Site as well as the transit options to major destinations with the travel time, including bus

headways (time between buses) and walking distances are also provided in the Supplemental Traffic Analysis.

Comment No. 16-115

6. As stated before, the referenced “High Quality Transportation Areas”, in the documented should be shown in a map to show that just about every non-Hillside in the City is a HQTAs.

Response to Comment No. 16-115

Refer to Response to Comment No. 16-94.

Comment No. 16-116

7. The existing setting of and near the Project should be depicted on site plans and on aerial and ground level photos. The graphic in this section need to be enhanced, for without them, decision makers would consider the potential impacts of a project without full knowledge of the existing and resulting setting. With this knowledge, it may show that the proposed Mitigation Measures are not feasible (i.e., the new right turn pocket lanes at Riverside/Hazeltine and Riverside/Woodman, the moving of the existing bus stop at the west side of Woodman/Riverside to the east side of Woodman).

Response to Comment No. 16-116

The commenter is referred to Appendix C of the Traffic Impact Analysis included in Appendix G of the Draft EIR for an illustration of the street system. With regard to Mitigation Measure I-3 (Hazeltine Avenue and Riverside Drive) and Mitigation Measure I-4 (Riverside Drive and Woodman Avenue), as provided in LADOT’s Assessment Letter included in Appendix G of the Draft EIR, LADOT concurred with the Traffic Impact Analysis, including the mitigation measures identified. In addition, as discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, with implementation of these mitigation measures, the Project’s significant traffic impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the P.M. peak period and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods would be reduced to a less-than-significant level. However, as it was unknown if Metro and/or LADOT would approve relocation of the bus stop, the impacts at Intersection 10, Riverside Drive and Woodman Avenue, were conservatively considered significant and unavoidable.

Comment No. 16-117

- a. Site plans of the existing transportation related assets, for the Project site (including driveways, striping and street designs on the north and east sides of

Riverside and Hazeltine, respectively, as well as for the location where the proposed designated right turn pocket and the area east of Woodman, proposed for a new bus stop should be depicted in these graphics.

- b. Aerial photos of the existing setting are needed at a scale, and should be enhanced to show existing street markings and other improvements in the area. Traffic signals in the project area should be identified to show the level of technology they have (e.g., protected Left Turns, phased Left Turns). Street lines should be demarcated to clearly identified, including stacking lanes for right and left turns only, with that indication. The existing bus stop locations, including identification “line” number should be indicated.
 - c. Ground level photos should be presented showing street level photos of the location of the existing bus stop near the southwest corner of Woodman and Riverside, as well the areas that are proposed to be reconstructed on Riverside/Hazeltine and Riverside/Woodman with new right turn only lanes.
8. Areas that will be affected as a result of the Project should be depicted on site plans in aerial and ground level photos
- a. Site plans of all the proposed changes to the surrounding transportation network.
 - b. Aerial photos with superimposed proposed changes to the surrounding transportation network . [sic]
 - c. Ground level graphics of what areas would look like with Mitigation Measures imposed [sic]

Response to Comment No. 16-117

The commenter is referred to Appendix C of the Traffic Impact Analysis included in Appendix G of the Draft EIR for an illustration of the street system. In addition, Figure IV.I-2 in Section IV.I, Transportation/Traffic, of the Draft EIR, illustrates the proposed Hazeltine Avenue lane modifications. The locations of existing nearby bus stops are sufficiently described in Section IV.I, Transportation/Traffic, of the Draft EIR, and do not warrant an illustration (refer to page IV.I-12 and page IV.I-13). Attachment C of the Supplemental Traffic Analysis provides a striping plan that has been conceptually approved by LADOT for the Riverside Drive west of Hazeltine Avenue proposed mitigation and Hazeltine Avenue south of Riverside Drive.

Comment No. 16-118

9. There is no indication as to the number and where Guest Parking will be provided for visitors to the residents of residential uses.

Response to Comment No. 16-118

As discussed on page II-1 of Section II, Project Description, of the Draft EIR, parking for residents and guests of residents would be provided in two levels of below-grade parking within the northern and western portions of the Project Site, and integrated within Level 1 of Building B. It should be noted that the LAMC does not require guest parking for residential apartment uses.

Comment No. 16-119

10. There is no indication as to the ratio used to determine the parking requirements of the Sunkist Building and on what version (year?) of the standard. There is no indication if any of those spaces, which may have exceeded the requirements of the time, were used as spaces for the new development. There is no indication if parking space numbers were reduced in response to the “optional” (assumed determined by the City) provision of bicycle parking spaces for both the residential and commercial uses—this information is important for the Reader’s knowledge in light of the fact that the use of bikes as transportation mode of transit will be very limited to this site—in fact, a study of bike use at the existing IMT buildings (by affidavit) located on Riverside between Coldwater and Whitsett, and for the existing tenants of the Sunkist Building should be provided. There is no indication as to the number of Compact Spaces that will be provided, since that is optional for the project applicant to decide. Since the document includes information about the number of electric vehicle spaces provided, it is another reason why the inclusion of the former information is a reasonable request.

Response to Comment No. 16-119

The parking ratios used to determine the number of parking spaces required by the Project are listed on page IV.I-5 of Section IV.I, Transportation/Traffic, of the Draft EIR. Specifically, as detailed in LAMC Section 12.21-A,4, automobile parking requirements for residential, commercial uses (retail/restaurant), and office uses are as follows:

- Apartment:
 - 1 parking space per studio unit
 - 1.5 parking spaces per one bedroom apartment unit

- 2.0 parking spaces per two bedroom apartment unit
- Retail: 1.0 parking space per 250 square feet
- Restaurant: 1.0 parking space per 100 square feet
- Office: 1.0 parking space per 500 square feet

Based on the proposed uses and the above parking requirements, including the allowed reductions in vehicular parking spaces for every four bicycle parking spaces provided, the Project would be required to provide 886 automobile parking spaces. However, to ensure that sufficient parking is available to support the various uses onsite, the Project would provide 1,345 parking spaces. As previously noted, the Reduced Alternative 5 would continue to comply with the parking requirements of the LAMC and would provide additional spaces to ensure that sufficient parking is available onsite.

Comment No. 16-120

11. Along with the reference of the Metrolink service and a community transit center (assumed to be the intersection of the Orange Line and the Red Line, the document should described the time that it would take to reach each location by public transit and by car (and generally include a picture of the parking situation at each location, which would highlight that parking is a premium at the transportation portals, other than at the Metrolink Station. It should be noted that merely citing the availability of resources is not sufficient for this document; the discussion also needs to describe it “usefulness” to the Project (e.g., identifying Significant Impacts, Mitigation Measures, and where Significant Impacts Remain.

Response to Comment No. 16-120

Refer to Response to Comment No. 16-114.

Comment No. 16-121

12. In the discussion of the existing Hazeltine, it should be noted, because it is relevant, that Hazeltine narrows to a single lane north of its intersection with Burbank, in both directions. “By right” development in that area will ultimately impact traffic along that street, as will the potential “by right” development along Hazeltine from Magnolia south to Moorepark, [sic] where many ‘underdeveloped” units will be replaced by right, by larger developments and never appear on the cumulative list of any project.

13. The unique speed limit of 40mph posted for Riverside, except in school zones, should be described for that street. It should also be described as alternate for travel along the 101 Freeway, which it parallels.
14. Van Nuys should also be identified as an access point for the 101 Freeway, the last entrance to use the 405 Freeway which is to the west of the site, and that the next westbound/northbound entrance to the Freeway is located on Haskell in Encino, approximately 2 miles from the Van Nuys on-ramp.
15. Woodman should also be identified as providing access to the eastbound/southbound 101 Freeway.
16. Milbank and Valleyheart should be described as the cut through roads used to reach Van Nuys Boulevard, to avoid traffic on Van Nuys associated with the 101 Freeway access ramps, and to also reach the Freeway when seeking to avoid traffic lights and congestion at Riverside/Hazeltine and Riverside/Van Nuys, including people exiting the south Hazeltine driveway.

Response to Comment No. 16-121

Regarding item 12 in this comment, the narrowing to a single lane on Hazeltine Avenue north of Burbank Boulevard is an existing condition that would not change with the Project. This effect of the narrowing on the roadway network is accounted for in the existing traffic volumes collected for the Project analysis. The related projects that are proposed in the area have been included in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR. A two percent per year ambient growth rate is added to the future conditions to account for growth that is not identified in the related project list.

Regarding item 13, the posted speed limit of 40 mph along Riverside Drive has been identified in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR. The speed limit does not change the conclusions of the traffic analysis. It is also noted that the characteristics of the surrounding streets in the study area are described on pages IV.I-9 through IV.I-11 of Section IV.I, Transportation/Traffic, of the Draft EIR.

Regarding items 14 and 15 in this comment, an updated freeway ramp location map is provided as Figure 3 in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR. The updated freeway ramp location map shows that there are northbound and southbound on and off ramps for the US 101 Freeway at both Van Nuys Boulevard and Woodman Avenue. Refer to Topical Response No. 2 for a description of the updated freeway ramps.

Regarding item 16, as discussed in Section IV.I, Transportation/Traffic, beginning on page IV.I-27, of the Draft EIR, the surrounding residential streets could serve as cut-through routes in the study area. Accordingly, a residential street segment analysis was conducted as part of the Traffic Impact Analysis included in Appendix G of the Draft EIR. The neighborhood intrusion analysis uses the trip-generation forecast and trip distribution patterns to determine neighborhood impacts. Based on the locations of the Project's proposed access points and the circulation characteristics of the surrounding residential street system, the residential street segment analysis evaluates the Project's potential impacts along the following street segments: Stansbury Avenue north of Riverside Drive, Calhoun Avenue north of Riverside Drive, Katherine Avenue north of Riverside Drive, Tyrone Avenue north of Riverside Drive, Valleyheart Drive east of Hazeltine Avenue, and Milbank Street east of Hazeltine Avenue.

Comment No. 16-122

17. A map depicting the area Freeways and the subject property should be shown, so that the reader can see the proximity of the site to the 405 Interchange as well as limits on access points to the 405 and the 101 Freeways because of that Interchange.

Response to Comment No. 16-122

The aerial photograph of the Project Site and vicinity included in Figure II-2 of Section II, Project Description, of the Draft EIR, clearly demonstrates the Project Site's relation to the 101 Freeway. In addition, Figure III-1 of Section III, Environmental Setting, of the Draft EIR, also illustrates the Project Site's location relative to the 405 Freeway. Furthermore, page IV.I-11 of Section IV.I, Transportation/Traffic, of the Draft EIR, describes these existing facilities as well as access from the Project Site.

Comment No. 16-123

18. Determinations made at the CMP stations as well as any caveats associated with their distance from the project site, including the unique intervening characteristics of the area should be discussed.

Response to Comment No. 16-123

A CMP arterial monitoring station analysis is included in Section IV.I, Transportation/Traffic, beginning on page IV.I-41, of the Draft EIR. As discussed therein, the nearest arterial CMP monitoring station is located at the intersection of Ventura Boulevard and Woodman Avenue, approximately one mile from the Project Site. Morning and afternoon peak-hour traffic for these intersections was calculated based on the number of trips entering and leaving the study area in the direction of the outlying CMP arterial monitoring intersection. The Traffic Impact Analysis conservatively allocated approximately five

percent of Project trips to the Ventura Boulevard and Woodman Avenue intersection during the morning and afternoon peak periods. Based on these assumptions, the number of peak-hour Project trips expected at the Ventura Boulevard and Woodman Avenue arterial monitoring intersection would equate to a maximum of 20 trips, which would occur during the P.M. peak period. Therefore, the Project would add fewer than 50 peak-hour trips at the arterial monitoring intersection nearest the Project Site. As such, Project impacts to a CMP arterial intersection would be less than significant and no further analysis is required.

While the Project would not add 50 or more peak hour trips along an arterial monitoring intersection or 150 or more trips to a CMP mainline freeway monitoring and no further analysis is required, the Traffic Impact Analysis included an analysis of the freeway level of service for informational purposes only to determine if the Project would create any changes to existing freeway operating conditions. This analysis evaluated the Ventura Freeway at Woodman Avenue, the San Diego Freeway north of the Ventura Freeway, and the Hollywood Freeway north of the Ventura Freeway. Based on this analysis provided in Table 16 of the Traffic Impact Analysis included as Appendix G of this Draft EIR, the existing level of service would not change with the addition of Project-related traffic under Existing Plus Project Conditions and Future Plus Project Conditions. Therefore, the Project would not result in significant impacts to a CMP arterial monitoring intersection or along a freeway segment.

Comment No. 16-124

19. For the Reader to substantially better understand the relevance of the “Several public transportation opportunities in the vicinity of the project site” a map depicting the Project Site and the location of the closest stop to access each transportation line; and a chart accurately depicting the distance by foot to the nearest relevant stop, the distance by car to each stop and a discussion of parking availability (e.g, [sic] free lot, paid lot, limited or unlimited street parking), the headways between buses during Rush Hours, and the unique time limit for the hours of operation of the Dash System; and, the typical process and time frame that it would take a resident of the property to use public transit, including reaching other modes of transportation (e.g. Dash bus to reach Orange Line) to travel to Downtown Los Angeles, Westwood, Warner Center, and Van Nuys Civic Center. Provision of the publically available bus routes and timetables in Appendix D of the Traffic Impact Analysis is not sufficient to demonstrate the feasibility of the use of these various lines. Without the provision of this information in the document, the Reader would assume that the users of the site would merely need to step outside their door and have convenient and immediate access to ten lines of transit and easy connection to other lines, when in reality, only Metro Route 155 will provide around the clock service to and from the site in an easily accessible manner.

Response to Comment No. 16-124

The commenter is referred to Appendix D, Transit Routes, of the Traffic Impact Analysis included in Appendix G of the Draft EIR, for a map of the transit system in the vicinity of the Project Site. Also refer to Response to Comment No. 16-114.

Comment No. 16-125

20. The document should provide documentation as to the typical distance (all ages) a person is willing to walk to a public transit access point. I believe that it is under one half mile.

Response to Comment No. 16-125

A distance of 0.25 miles is often used as an acceptable walking distance to transit.¹¹

Comment No. 16-126

21. A graphic depicting the existing project site, as well as the offsite traffic characteristics that influence access to/from the site (e.g., access points at the site; turn pockets for north and southbound Hazeltine; turn pockets for access to south driveway of Fashion Square parking structure; driveways for uses on the opposite side of the street on Hazeltine and Riverside; turn pockets for east and westbound Riverside; turn pocket at Calhoun and to the project site along Riverside; the existing street parking on the perimeter of the site as well as on the opposite side of the streets from the Project; the existing sidewalk on the southwest corner of Riverside/Hazeltine and Riverside/Woodman, information that would precisely depict transportation information) should be included in the document so that the reader can compare the existing to the proposed traffic pattern associated with the project site.

Response to Comment No. 16-126

Refer to Response to Comment No. 16-117. Also refer to the conceptual striping plan provided in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Draft EIR, which displays the proposed striping along Hazeltine Avenue between Riverside Drive and the southerly Project Site boundary. This striping plan displays the Project Site driveways, the Westfield Shopping Center driveways with two lanes in each direction, an extended northbound left-turn pocket from Hazeltine Avenue to Riverside Drive, bollards in

¹¹ U.S. Department of Transportation Federal Highway Administration. *Pedestrian Safety Guide for Transit Agencies*, https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch4.cfm, accessed May 9, 2019.

the center median to assure no left turns into the northerly Hazeltine Avenue Project Site driveway, and dual southbound left turns from Hazeltine Avenue to the Westfield Shopping Center driveway. The proposed conceptual plan for a westbound right-turn lane from Riverside Drive to Hazeltine Avenue is presented on Figure 15 in the Traffic Impact Analysis in Appendix G of the Draft EIR.

Comment No. 16-127

22. Analyzed Intersections should have included: Valleyheart/Hazeltine, where it is currently difficult from which to make a left to northbound Hazeltine; Stansbury/Riverside at the turn pocket into the project site; Hazeltine/Milbank which take motorists to Milbank/Beverly Glen accessing Beverly Glen to/from Westwood and UCLA; and Ventura/Beverly Glen, as stated above). It should be noted that Hazeltine is a preferred route to locations south and north of the 101 Freeway, because it has no Freeway Ramps, as does Woodman and Van Nuys.

Response to Comment No. 16-127

The Project would add some volumes to the north and southbound through traffic on Hazeltine Avenue at Valleyheart Drive. However, traffic volumes along Valleyheart Drive are not likely to be increased significantly by the Project. Through Project traffic on Hazeltine Avenue at Valleyheart Drive are determined based on the Project traffic at Hazeltine Avenue and Ventura Boulevard. CMA worksheets provided in the Traffic Impact Analysis included in Appendix G of the Draft EIR at Hazeltine Avenue and Ventura Boulevard (Intersection 8) indicate that up to 25 southbound and 18 northbound Project A.M. peak hour trips and up to 28 southbound and 38 northbound Project P.M. peak hour trips would be added to the through moves on Hazeltine Avenue at Valleyheart Drive. With two lanes in each direction, that would equate to a maximum of 19 cars per lane per hour (on average of approximately one car per every three minutes). The traffic volumes would also be spaced by signal operations north and south of the intersection. Milbank Street is accessible from Stansbury Avenue to the west of Hazeltine Avenue and from Murietta Avenue to the east of Hazeltine Avenue, which can assist drivers that currently find it difficult to turn left from Valleyheart Drive.

The Project would add traffic volumes to the intersection of Stansbury Avenue/Project Driveway and Riverside Drive. As presented in the Traffic Impact Analysis for the Project included in Appendix G of the Draft EIR and in Section IV.I, Transportation/Traffic, pages IV.I-43 through IV.I-47, of the Draft EIR, this intersection was evaluated to determine operation levels and if there is adequate storage for vehicles to queue for westbound Riverside Drive Project traffic to the Project Site. It was found that operations would not degrade from an existing LOS A and there would be sufficient

capacity in the westbound left turn pocket to queue vehicles turning into the Project Site without spilling over into the through lane during peak hours.

As presented in the Traffic Impact Analysis for the Project in Appendix G of the Draft EIR and in Section IV.I, Transportation/Traffic, pages IV.I-43 and IV.I-44, of the Draft EIR, Milbank Street east of Hazeltine Avenue was evaluated for potential traffic impacts. The Project would add up to 44 vehicles daily to this roadway with growth of 1.8 percent in Existing + Project conditions and 0.9 percent in Future with Project conditions for a total of 2,403 Existing + Project and 2,523 Future With Project daily trips. This is less than 10 percent growth which is identified as a significant traffic impact in the LADOT Traffic Study Guidelines, August 2014 and December 2016. Also, as summarized in Table IV.I-7 in Section IV.I, Transportation/Traffic, of the Draft EIR, no significant traffic impact is identified at the study intersection to the north, Hazeltine Avenue and Project Driveway/Westfield Shopping Center Driveway (Intersection No. 7) or the study intersection to the south at Hazeltine Avenue and Ventura Boulevard (Intersection No. 8). As traffic volumes and turning volumes along Milbank Street are lower than Ventura Boulevard, no significant traffic impact is anticipated at the intersection of Milbank Street and Hazeltine Avenue.

Comment No. 16-128

23. Since on the ground observations have proven otherwise, it is suggested that the intersection analysis for Riverside/Van Nuys and the 101 Freeway Ramps at Van Nuys be re-evaluated. It is possible that the equipment was placed at a non-representative location or some other error occurred. Even on paper, the discrepancy as to what is occurring at Woodman Ramps and the 101 Freeway Ramps make the Van Nuys Ramp and Van Nuys/Riverside information seem suspect.

Response to Comment No. 16-128

The Traffic Impact Analysis prepared for the Project and included in Appendix G of the Draft EIR follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding dated May 5, 2013, which was reviewed and approved by LADOT. A copy of the Memorandum of Understanding is also provided in Appendix G of the Draft EIR. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. Therefore, the traffic analyses, including the cumulative analysis, provided in the Traffic Impact Analysis prepared for the Project has been

conducted using the procedures adopted by LADOT to analyze the potential traffic impacts of the Project.

As summarized in Table IV.I-7 on page IV.I-41 in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project's impacts on Intersection No. 2 (Riverside Drive and Van Nuys Boulevard), Intersection No. 3 (NB 101 Freeway Ramps and Van Nuys Boulevard), and at Intersection No. 4 (SB 101 Freeway Ramps and Van Nuys Boulevard) were determined to be less than significant.

Notwithstanding the above, several comments were received that perceived the US-101 Freeway ramps at Van Nuys Boulevard (north and southbound) were operating similar to the Woodman Avenue 101 Freeway ramps (north and southbound). As set forth in Attachment F of the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR, for information purposes only, the level of service (LOS) at the intersections of Van Nuys Boulevard at the northbound and southbound 101 Freeway ramps was worsened from LOS A, B or C to LOS D to address these comments. This artificial worsening or increase of the LOS does not change the conclusions in the Traffic Impact Analysis that the intersections of Van Nuys Boulevard & the northbound 101 Freeway ramps and Van Nuys Boulevard & the southbound 101 Freeway ramps are not significantly impacted with Project related traffic.

Comment No. 16-129

24. While indeed Hazeltine is marked as a "Network Connector" in the "2010 Bicycle Plan," it should be note that the route is unsafe for a bicyclist to use other than by riding in the sidewalk, which could conflict with pedestrian travel on that same sidewalk. While all of Hazeltine is a difficult route for bike travel, the area between Riverside and the 101 Freeway is dangerous because of all the driveway and vehicle turning into different directions from both sides of the street there.

Response to Comment No. 16-129

As evaluated in Section IV.I, Transportation/Traffic, beginning on page IV.I-47, of the Draft EIR, the Project access locations, including any proposed driveway modifications, would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. As the Project would maintain the existing sidewalks and circulation system, the Project would not disrupt bicycle flow along Riverside Drive and Woodman Avenue. In addition, visitors, patrons, and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. Therefore, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles, and impacts related to bicycle, pedestrian, and vehicular safety would be less than significant.

Comment No. 16-130

25. An Alternative Transit System Analysis (page IV.1-26) should be provided, because the numbers do not seem realistic for the assignment of average vehicle occupancy and the use of seven percent of the total project trips will be using public transit. While the 7% of users travelling by public transit is a laudable goal, it is not supported by any plans or studies. The number is in reality about 3% and this information has been based on CalTrans and SCAG studies (RTP). Furthermore, limiting the assessment of the use of existing transit lines in terms of whether or not the lines could accommodate the Project's transit demand is useless unless the Reader knows not only the historical (and not the goal) data for Public Transit use, but also, the likelihood of the demand using that line, tempered by the convenience of the access to the line, the convenience to true destinations or starting points, the hours of operation of the line in the case of the Dash, the headways between buses/subway, and the time that it would take to reach a logical destination/starting point for each line. An outline of information that would assist in this presentation of information is outlined above.

Response to Comment No. 16-130

An expanded transit map and details, including travel time and walking distance, is provided in the Supplement Traffic Analysis included in Appendix FEIR-4 of this Final EIR. As provided in the mitigation section of the Draft EIR Traffic Impact Analysis, a Transportation Demand Management Plan would be enacted to encourage alternative modes of transportation including transit. A Transportation Management Office would assist residents and employees in determining transit routes, and would provide access to and discounts for transit passes. In addition, as set forth in Mitigation Measure I-2 included in Section IV.I, Transportation/Traffic, of the Draft EIR, the existing bus stop on the east side and west side of Hazeltine Avenue south of Riverside Drive would be improved with a covered bench and an electronic sign displaying the estimated arrival time for the next bus. The Project actions in this TDM mitigation would support an increase in transit ridership. The TDM program's effectiveness will be monitored to assure compliance with the TDM goals.

Comment No. 16-131

26. A legible site plan should be provided that shows all the topics addressed in Item 21, above, after the implementation of the project. For instance, the Reader would realize that no longer would street parking be provided on portions of the Riverside frontage, that sidewalks and landscaping would be removed to implement construction of Right Turn Only lanes along Riverside at Hazeltine and [sic] at Woodman; and the reader would realize the lack of probability of the bus stop on the west side of Riverside, at Woodman, being moved to the east side of street because it would cause significant

hardship for the business owners there as well as congestion as drivers would wait to access the gasoline station parking lot blocked by a bus.

Response to Comment No. 16-131

As provided in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR and in Topical Response No. 2 above, there are three potential locations for the bus stop relocation: 1) on the south side of Riverside Drive, west of Woodman Avenue between the two gas station driveways, 2) on the south side of Riverside Drive west of Woodman Avenue and west of the easterly gas station driveway, and 3) east of the current bus stop location between the two shopping center driveways located approximately 650 feet west of the current location. As discussed in Topical Response No. 2, based on LADOT's Assessment Letter of the Supplemental Traffic Analysis, the proposed relocation of the bus stop as set forth in Mitigation Measure I-4 has been determined to be infeasible. As such, the Project's transportation impacts would be significant and unavoidable as previously concluded in the Draft EIR. The movement of the bus stop on the south side of Riverside Drive from west of Woodman Avenue to east of Woodman Avenue would remove two to three parking spaces but would not affect landscaping.

As discussed in Section VI, Other CEQA Considerations, page VI-24, of the Draft EIR, implementation of Mitigation Measure I-3 would require the removal of up to three on-street parking spaces along Hazeltine Avenue/Riverside Drive. However, it is noted that the remaining on-street parking spaces along Hazeltine Avenue and Riverside Drive would remain. In addition, the Project would provide parking in excess of the parking requirements set forth in the Los Angeles Municipal Code, thereby reducing the need for on-street parking from uses within the Project Site.

Also refer to Response to Comment No. 16-126, above.

Comment No. 16-132

27. A site plan for the Woodman proposed lane modifications should be provided as it was for Hazeltine Avenue (see Figure IV.1-2). At a minimum the property owner of that corner parcel should be made aware of the potential impacts of that design (as mitigation for another property) that will remove a transit stop from in front of his property, potentially will conflict with the only opportunity to turn left from the property to westbound Riverside, and the loss of his landscaped section in that area.

Response to Comment No. 16-132

A mitigation drawing plan is provided in the Supplement Traffic Analysis included in Appendix FEIR-4 of this Final EIR to show the potential bus stop relocation sites. No

changes would be made to the current striping. No turn restrictions would be implemented with the improvement and any loss of visibility to turn out of nearby driveways would be temporary while passengers enter and exit a bus. This is not an unusual circumstance for driveways near bus stops. The improvements would be implemented within the existing right-of-way. Therefore, existing landscaping would not be affected. Headways at this bus stop are every 30 to 60 minutes for Metro Line 155. Also refer to Response to Comment No. 16-131, above.

Comment No. 16-133

28. Each issue raised in prior comments, as to intersections, the lack of useful traffic counts to reflect the operation of the nearby Mall, the lack of adequate public transit, bike travel, and any other matter raised, herein, should be addressed in every segment of this section of the DEIR.

Response to Comment No. 16-133

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Responses to these previously raised comments are provided above.

Comment No. 16-134

29. The Transportation/Traffic impacts of this project, especially if adequate information is added to the DEIR, as described above, will be significant not only at the cited intersection, but at intersections where information was lacking and/or incorrect. There should be no credit for Transit or bike use, given the poor access to useful transit lines and that the only routes that are safe are in an east west direction.

Response to Comment No. 16-134

As provided in the responses above, no new significant traffic impacts are identified nor are additional intersection analyses needed to fully evaluate the potential traffic impacts of the Project. Regarding credits for transit and bike use which are applied as components of a TDM mitigation, refer to Response to Comment No. 16-112.

Comment No. 16-135**Appendix G: Appendix G Memorandum of Understanding, Los Angeles Department of Transportation Assessment Letter, and Traffic Impact dis [sic] Analysis****A. Memorandum of Understanding**

1. It should be noted that the document state no trip credits for transit use, Transportation Demand Management, Existing Active Land Use, and Previous Land Use. In reviewing the document, it will evident that some of these credits were used (which even if there were measures implemented to off-set impacts set by them (e.g, [sic] not permitting occupation of space that would put the project into a place of significance) the impact of the building itself would remain (i.e., the project would be smaller structurally if the credits were not granted, even conditionally).

Response to Comment No. 16-135

Under LADOT's Guidelines a project may be eligible for upfront transit credits that reduce the number of projected vehicular trips before impacts are disclosed and mitigation measures are identified. This is different than incorporating a TDM Plan as required "mitigation" after traffic impacts have been identified. The Traffic Impact Analysis is consistent with the Memorandum of Understanding executed with LADOT in that no "up-front" transit credits were taken to reduce the Project's projected trip generation calculations. The lack of "up-front" TDM credits results in higher trip generation that in turn requires increased mitigation. As set forth in the Draft EIR, the results of the trip generation calculations produced significant impacts. At that point, LADOT approved a TDM plan as a component of the project's mitigation plan. This is consistent with the most recent LADOT *Traffic Study Guidelines*, (December 2016) (Section 3.5) which encourage mitigation programs to minimize demand for single occupancy vehicle generated trips through transportation demand management strategies. Incorporating TDM as mitigation also requires annual monitoring, enforcement and penalties in the event of non-compliance. In this case, the TDM mitigation measure requires annual monitoring and mandates a reduction in leasable square footage or potential change of use in the event the trip cap of the Project is exceeded. This provides a strong incentive to achieve the anticipated trip reduction through TDM measures, and guarantees compliance in the event TDM benefits are not initially realized. Refer to Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, for the revised Mitigation Measure I-2 incorporating annual monitoring, consistent with the monitoring requirements set forth in LADOT's traffic study review later dated June 20, 2016, in Appendix G-2 of the Draft EIR.

Comment No. 16-136**B. Los Angeles Department of Transportation Assessment Letter**

1. The comment in the letter's first paragraph, that "The project related impact can be mitigated to a less than significant impact" without citing what it would take to implement the level of insignificant is inconsistent with information in the Traffic Impact Analysis that focuses on the significant impact of the project if mitigation cannot be provided at the intersection of Woodman/Riverside, including the movement of a bus stop.

Response to Comment No. 16-136

The first paragraph in LADOT's Assessment Letter is only a summary of their understanding of the Project and findings. The commenter is referred to page 4 of LADOT's Assessment Letter (Appendix G-2 of the Draft EIR) which clearly identifies the mitigation measures required to reduce the Project's traffic impacts. In particular, on page 4 of LADOT's Assessment Letter, LADOT concludes that while implementation of mitigation would partially mitigate the Project's impact at the intersection of Hazeltine Avenue and Riverside Drive, the impact would not be fully mitigated. In addition, it is noted that while the proposed relocation of the bus stop at Woodman Avenue and Riverside Drive fully mitigates that intersection impact to a level of less-than-significant based on LADOT criteria, LADOT acknowledges that in the event the relocation of the bus stop cannot be accomplished, the impact would not be fully mitigated. This is consistent with the conclusion of the Draft EIR, which conservatively concluded a significant and unavoidable impact at this intersection in the event Metro's approval cannot be obtained.

Comment No. 16-137

2. The determination by DOT is based on a faulty Traffic Impact Analysis report which is discussed in the Transportation/Traffic review above, as well as comments that will be provided for the actual Analysis to follow.

Response to Comment No. 16-137

Contrary to the commenter's opinion, the Traffic Impact Analysis follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated May 5, 2013, which was reviewed and approved by LADOT. LADOT reviewed and approved the Traffic Impact Analysis on June

20, 2016, prior to circulation of the Draft EIR. A copy of LADOT's Assessment Letter is included as Appendix G of the Draft EIR. In addition, LADOT's Assessment Letter of the Supplemental Traffic Analysis included in this Final EIR is provided in Appendix FEIR-4 of this Final EIR.

Also refer to responses above and below regarding specific comments regarding the Project's transportation analysis.

Comment No. 16-138

3. The DOT letter references credits associated with the application of TDM strategies, though the MOU with that department says that those credits are not to be used for this project. Providing these credits with the proviso that if in the counts are not as predicted, the leasable space will be removed for use for the project, creates issues related to overbuilding for site, a chance for blight in those areas, and does not represent good planning.

Response to Comment No. 16-138

Refer to Response to Comment No. 16-135.

Comment No. 16-139

4. There is no comment about the likely safety issues and congestion caused by allowing left turns into the site at its north driveway which will serious impact the flow of traffic using the left turn pockets on Hazeltine to westbound Riverside and into the Fashion Square Mall south driveway into a parking structure.

Response to Comment No. 16-139

LADOT's lack of comments regarding the commenter's opinion of safety issues is not a comment on the transportation analysis included in the Draft EIR. The Project's transportation analysis did include an analysis of the Project Site driveways to determine if adequate vehicle storage lengths would be provided at the Project Site driveways. As specifically discussed in Section IV.I, Transportation/Traffic, page IV.I-47, of the Draft EIR, the vehicle storage lengths available at/near the Project Site driveways range from approximately 40 feet to 200 feet. The Project would be expected to result in queue lengths ranging from approximately zero to 176 feet. A comparison of the available vehicle storage lengths and the amount of space required for Project vehicle queuing indicates that the turn lanes would not exceed their storage capacity. Therefore, there would be adequate queuing capacity at/near the Project driveways. Therefore, as concluded in the Draft EIR, the Project

would not substantially increase hazards due to a design feature, and the Project's operational access and circulation impacts would be less than significant.

As discussed in Topical Response No. 2, above, several comments were received regarding the Hazeltine Avenue circulation and potential conflicts with the Westfield Fashion Square Mall traffic. In response to those comments, the Reduced Alternative 5 proposes design modifications that enhance access and circulation to and throughout the Project Site and from Hazeltine Avenue. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage along Hazeltine Avenue. Additionally, the Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access to improve circulation along Hazeltine Avenue. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway.

Comment No. 16-140

5. The Letter speaks about an Alternative Option project 5, as the preferred option, as well as Options 2a and 2b. While some aspects of these Alternatives are included in the DEIR, there are no such Alternatives identical to these in the DEIR. Also, the Letter does not explain with sufficient information, why Option 5 is preferred with regard to potential traffic impacts.

Response to Comment No. 16-140

Alternative 5, the Reduced Density and Square Footage Alternative, is discussed in Section V, Alternatives, of the Draft EIR. Alternative 5 is the "Option 5" referred to in the LADOT Assessment Letter. As evaluated in Section V, Alternatives, of the Draft EIR, Alternative 5 would reduce the Project's transportation impacts by reducing the number of units and reducing the amount of commercial uses.

As previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project and an associated reduction in the Project's impacts, including the Project's transportation impacts as detailed above in Topical Response No. 2.

Comment No. 16-141**C. Traffic Impact Analysis**

1. A significant amount of commentary has been provided, herein, regarding the lack of sufficient information provided in the DEIR on this topic. Time and efficiency prevents this Reader from repeating much of that information, however, it should be noted that a lack of comment about a topic in this section does not deem approval of the information. Relevant commentary made about issues, presented about topics in this section, however, cited in other sections of this Commentary, should be applied as appropriate to the discussion of the topics in this section.

Response to Comment No. 16-141

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Refer to responses above and below regarding the commenter's specific comments regarding the Project's transportation analysis.

Comment No. 16-142

2. It should be explained why if the AM Peak hour significant impact at Hazeltine/Riverside is not reduced to a level of insignificance, even with mitigation, this is not cited in noteworthy parts of the DOT Letter, in this Study, or in the body of the DEIR. DEIRs are not supposed to be written in a manner that issues about the project are deeply hidden and inconsistently reported in the document.

Response to Comment No. 16-142

The Project's Traffic Impact Analysis included in Appendix G of the Draft EIR indicates that there is a significant traffic impact at Hazeltine Avenue and Riverside Drive that is mitigated to below a level of significance during the P.M. peak hour but remains significant and unavoidable during the A.M. peak hour on the following pages:

- Executive Summary, page V, third paragraph, 4th sentence
- Executive Summary, page viii, first paragraph under Hazeltine Avenue and Riverside Drive heading, 5th sentence
- Mitigation Measures, page 63, second paragraph, 5th sentence
- Mitigation Measures, page 66, first paragraph, 1st full sentence
- Mitigation Measures, page 67, Table 20

Additionally, page 4 of LADOT's Assessment letter states that "The project impact [at Hazeltine Avenue and Riverside Drive] is reduced but not fully mitigated with the proposed improvements. A significant and unavoidable impact would remain."

As set forth in Section IV.I, Transportation/Traffic, page IV.I-57, of the Draft EIR, with the implementation of mitigation, the Project's significant traffic impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the P.M. peak period would be reduced to a less-than-significant level. Traffic impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period would remain significant and unavoidable under Future with Project Conditions.

Comment No. 16-143

3. Would the impacts of the project change if the north driveway on the site is not opened to left turn from northbound Hazeltine?

Response to Comment No. 16-143

If the Project's proposed northerly Hazeltine Avenue driveway was not permitted a left-turn into the Project Site, the left turn volumes at the Project Site's southerly Hazeltine driveway/Westfield Shopping Center driveway would increase. On page 33 of Appendix I (Figure 1 Driveway Access Volumes In-Out for the A.M. and P.M. peak hours) of the Traffic Impact Analysis in Appendix G of the Draft EIR shows that 24 Project trips during the A.M. peak hour and 50 P.M. peak hour trips were projected to use the northerly Hazeltine Avenue driveway. The Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR evaluates the potential traffic impacts with this change. These additional traffic volumes do not change the conclusions in the Traffic Impact Analysis included in Appendix G of the Draft EIR.

Comment No. 16-144

4. Though not cited in the DOT letter, it states here that if the bus stop cannot be moved, the impact at the Woodman/Riverside intersection would remain significant.

Response to Comment No. 16-144

The commenter is correct that the Draft EIR conservatively concludes that if relocation of this existing Metro bus stop is not approved by Metro or LADOT, the Project's significant impact at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods would be significant and unavoidable. In addition, page 4 of the LADOT's Assessment Letter includes the following: "In the event that the movement of this

bus stop cannot be accomplished this intersection [Woodman Avenue and Riverside Drive] shall remain not fully mitigated.”

Comment No. 16-145

5. Left turning phasing is already available at most of the intersections along Riverside at Hazeltine and Woodman. The use of that technology may already exist near the site, and it should be verified, and what occurs if the no longer remains a mitigation measure because it exists already?

Response to Comment No. 16-145

The implementation of left turn phasing for Riverside Drive at Woodman Avenue, if approved by LADOT, was not part of the mitigation proposed but volunteered by the Applicant as a safety improvement. Mitigation Measure I-3 included left turn phasing for Riverside Drive at Hazeltine Avenue. As stated by LADOT in their Assessment Letter included in Appendix G-2 of the Draft EIR, left turn phasing at Riverside Drive and Woodman Avenue and protected permissive phasing at Riverside Drive and Hazeltine Avenue would be implemented if found to improve the operational safety of these intersections. As indicated, since the time of the writing of the Traffic Impact Analysis of the Draft EIR some of the left turn phases have been implemented, including all directions at Riverside Drive and Woodman Avenue. Those that are still available include:

- Northbound left on Hazeltine Avenue at Riverside Drive,
- Eastbound left on Riverside Drive at Hazeltine Avenue, and
- Westbound left on Riverside Drive at Hazeltine Avenue.

The Applicant has volunteered to modify left turn phasing from Protected Permissive to Protected only if requested as a safety measure by LADOT at the other locations.

Comment No. 16-146

6. There is not supposed to be any credits for multi-nodal trips not only because of what was stated in the MOU but when the facts are laid out about Public Transit services to the area, it will be shown to be likely unused.

Response to Comment No. 16-146

Refer to Response to Comment Nos. 16-130 and 16-135.

Comment No. 16-147

7. The distance to the nearest direct on-ramp for the various Freeways identified in the Analysis should be reviewed or added where not provided. This reader found some information was incorrect.

Response to Comment No. 16-147

As discussed in Topical Response No. 2, above, subsequent to release of the Draft EIR, Caltrans has completed freeway ramp improvements along the I-405 and US-101 Freeways in the Project area. The freeway ramps have been changed south of Ventura Boulevard. Specifically, there are north (west) and south (east) bound on- and off-ramps for the US-101 Freeway provided at both Van Nuys Boulevard to the west and Woodman Avenue to the east. There are north and southbound on- and off-ramps for the I-405 at Burbank Boulevard north of the Project Site, southbound on- and off-ramps at Ventura Boulevard/Sherman Oaks Avenue and northbound on- and off-ramps on Sepulveda Boulevard south of Ventura Boulevard south of the Project Site. These modified ramp locations have been evaluated in the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR.

Comment No. 16-148

8. On the Project Distribution Percentage Map (Figure 4) it is hard to believe that no trips from the project will go south on Hazeltine—where the major supermarket is located as well as the access to Beverly Glen (canyon to West Los Angeles) is located, as well as a variety of shops, restaurants, and other facilities.

Response to Comment No. 16-148

Figure 4 of the Traffic Impact Analysis included in Appendix G of the Draft EIR provides an overall Project distribution which provides a general direction for trips but not specific to exact areas. It is not meant to exclude any of the areas mentioned. Figure 5a of the Traffic Impact Analysis provides the specifics out of the study area for the residential Project trips and Figure 5b provides the specifics out of the study area for the commercial Project trips. It is estimated that 12 percent of the residential Project trips and 20 percent of the commercial trips would be traveling southbound out of the Project Site onto Hazeltine Avenue during the peak hours.

Comment No. 16-149

9. The photos of the intersections of the streets affected by the project (in the 100s and after the Standard Street Section Diagrams) are almost useless. They do not name intersections, they do not show proposed improvement, they do not name landmarks,

and they are outdated (the structure depicted a [sic] the intersection of Ventura/Hazeltine) was removed prior to the February 2014 date of the Analysis. The store built in its place was opened to the public two months later.

Response to Comment No. 16-149

The names of the intersections are provided at the top of each page. The goal of the aerial photos is to provide an overview of the existing intersection lane layout for use in the evaluation of potential traffic impacts, which may cover pertinent information. Some of the land uses depicted in the aerials may have changed over time. However, any changes to the lane configurations, as used in the transportation analysis, remain valid.

Comment No. 16-150

V. Alternatives

1. In the discussion of this section of the document, the applicant claims that this project cannot be moved elsewhere because the project is closely tied to the Sunkist Building on-site. This is questionable given the fact that the proposed structures of the project will basically obstruct views of the Building from every viewpoint, it will strip the property of the sylvan appearance of the site, and one does not need to be an architect to see that the proposed structures, but for a reliance of horizontal lines, does little to complement the Sunkist Building. Suffice it to say that the project, as proposed, could be moved to another site. Add to this latter comments, the project is seriously in conflict with the “atmosphere” of the area and will significant impact the quality of life there, including creating significant traffic impacts at important intersections and more.

Response to Comment No. 16-150

Refer to Response to Comment No. 16-56 regarding the Project’s compatibility with the Sunkist Building and surrounding uses. As previously noted, the majority of the Project Site comprises asphalt-paved surface parking areas surrounding the existing Sunkist Building intermingled with ornamental trees throughout and along the perimeter of the Project Site. The existing asphalt-paved surface parking areas are not characteristic of a sylvan or wooded area. Additionally, as also previously noted, Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City’s Urban Forestry Division requirements to replace any street trees removed at a 2:1

ratio. The removal of street trees would also require approval by the Board of Public Works.

As discussed in Section V, Alternatives, page V-3, of the Draft EIR, an alternative site to the Project Site was considered. The results of a search to find an alternative site on which the Project could be built determined that suitable similar locations are not available to meet the underlying purpose and objectives of the Project to create a high-quality, mixed-use development that provides new housing opportunities that are integrated with neighborhood-serving commercial and publicly accessible recreational uses and in proximity to the Los Angeles River. Further, the objectives of the Project are closely tied with the rehabilitation and preservation of the existing Sunkist Building and the future plans for the LA Riverwalk as proposed through the Los Angeles River Revitalization Plan. It is not expected that the Project Applicant can reasonably acquire, control, or have access to an alternative site of similar size that is located within proximity to the same community resources and with access to the Los Angeles River. Furthermore, the majority of the Project's significant impacts are related to construction activities. As such, if there were a suitable alternative site available to accommodate the Project, it is probable that the Project's significant impacts would simply be transferred to another location. As such, an alternative site is not considered feasible as it is not expected that the Project Applicant can reasonably acquire, control or have access to a suitable alternative site that would provide for the uses and square footage proposed by the Project. In addition, a suitable alternative site would not be likely to avoid the significant impacts of the Project. Thus, in accordance with Section 15126.6(f) of the State CEQA Guidelines, this alternative was rejected from further consideration.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Comment No. 16-151

- 2 The discussion of Alternatives is lacking because they only speak to the variations in the size of the square footage (residential, commercial) but provides no alternatives with regard to orientation, distribution, and heights of buildings. Furthermore, in

describing alternative projects, the Applicant provides only modest reduction in unit number and in commercial square footage and little or no change in building heights. These are some of the key areas will significant impacts of the projects will occur.

Response to Comment No. 16-151

The identification and analysis of Project alternatives is consistent with CEQA Guidelines Section 15126.6 emphasizing that the selection of project alternatives be based primarily on the ability to avoid or substantially lessen significant impacts relative to the proposed project. CEQA Guidelines Section 1512.6 specifically states that an EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. Therefore, pursuant to CEQA, the Draft EIR appropriately analyzed a reasonable range of feasible Project alternatives. With the inclusion of five alternatives, the Draft EIR has provided the decision-makers with a diverse set of alternatives that allow for a reasoned choice between varying densities, heights, designs, and land uses. The five alternatives to the Project selected for analysis were evaluated in Section V, Alternatives, of the Draft EIR. The analysis included in Section V, Alternatives, of the Draft EIR, is comprehensive and fully informs the decision makers regarding the alternatives and associated environmental impacts. In addition, Figure V-2 through Figure V-5 in Section V, Alternatives, of the Draft EIR, clearly illustrates the orientation and distribution of the buildings. Therefore, as demonstrated in Section V, Alternatives, of the Draft EIR, a good-faith effort has been made to identify and analyze an appropriate set of alternatives for the project.

As previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Overall, under the Reduced Alternative 5, the buildings proposed as part of the Reduced Alternative 5 would be reduced in terms of bulk and mass. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 16-152

3. An Alternative should be included in the EIR that: provides building heights and orientation that do not obstruct views of the Sunkist Building from all sides; is consistent in its massing with nearby other multi-residential buildings (and not use the Bloomingdale's building height as a benchmark may be 25 or more feet taller than nearby multi-residential uses), and that will the corrections to the Transportation/Traffic Analysis, does not create significant impacts along area streets and intersections.

Response to Comment No. 16-152

Refer to Response to Comment No. 16-56 regarding the Project's compatibility with the Sunkist Building and surrounding uses. As discussed in Section V, Alternatives, page V-114, of the Draft EIR, Alternative 5 would reduce the footprint of the building proposed along the northeastern portion of the Project Site compared to the Project, and existing views of the Sunkist Building from Riverside Drive would be preserved to a greater extent under Alternative 5.

As previously noted, the Reduced Alternative 5 would fully mitigate the Project's significant and unavoidable impact at Intersection 6, Hazeltine Avenue and Riverside Drive. However, the Project's impact at Intersection 10, Riverside Drive and Hazeltine Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 1 for a detailed description of the design modifications proposed by the Reduced Alternative 5 and to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment Letter No. 17

Holly Brown
holredd@yahoo.com

Comment No. 17-1

I am so disturbed by all of this overdevelopment in our area and Los Angeles as a whole. In the 15 years I've lived in Sherman Oaks, it has become increasingly unpleasant to go anywhere at any waking hour.

IT IS IMPERATIVE that you do everything possible on behalf of the homeowners/residents of Sherman Oaks to mitigate the significant negative impacts of SUNKIST ICON by REDUCING the size of the proposed development .

Response to Comment No. 17-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 17-2

Additionally, a 30-day extension is requested for the DEIR public comment window in order to allow sufficient time for public review.

Response to Comment No. 17-2

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. This comment is noted for the

administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 17-3

Specifically, adding 300 MORE apartment units (and an estimated 900 people and 600 more cars!) to our area is OVER-development! Especially since IMT has recently built 6 massively-huge apartment complexes, three or more stories tall, and some being a city block long--ALL WITHIN A 3 MILE RADIUS HERE IN SHERMAN OAKS!!

I understand that these recently-built IMT developments are NOT at full occupancy, making the addition of 300 MORE in the same area OVERDEVELOPMENT, unneeded, and undesirable.

Response to Comment No. 17-3

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Also refer to Response to Comment No. 17-1 and Topical Response No. 1 regarding the reduction in the development under the Reduced Alternative 5.

Comment No. 17-4

Huge, multiple negative impacts to our community will result, namely:

WORSENING OF TRAFFIC

Response to Comment No. 17-4

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods.

With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As previously noted in Response to Comment No. 17-1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. The Reduced Alternative 5 would fully avoid the Project's significant and unavoidable impact at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period under Future Plus Project Conditions. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 17-5

WORSENING OF AIR POLLUTION AND NOISE

Response to Comment No. 17-5

As evaluated in Section IV.B, Air Quality, of the Draft EIR, regional and localized air quality impacts at Project buildout would be less than significant. As analyzed in Section IV.G, Noise, of the Draft EIR, operational noise impacts from on- and off-site sources would be less than significant. In addition, temporary construction noise impacts would be significant and unavoidable.

Comment No. 17-6

LESSENING OF AIR QUALITY (and the destruction of many mature trees!)

Response to Comment No. 17-6

Refer to Response to Comment No. 17-5 for a discussion of air quality impacts. In accordance with City requirements, the Project would replace any trees removed within the Project Site at a 1:1 ratio and any street trees removed at a 2:1 ratio. Additionally, Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. The removal of street trees would also require approval by the Board of Public Works.

Comment No. 17-7

DEEPER STRAINS TO PUBLIC SERVICES (police, fire, hospital, etc.), WHICH ARE ALREADY INADEQUATE!

Response to Comment No. 17-7

As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, pursuant to Mitigation Measure H.1-1, the Project Applicant would consult with the LAPD's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the Project, which would serve to reduce the demand on police protection services by facilitating police response. As concluded in the Draft EIR, the Project's potential impacts to police protection services would be less than significant. In addition, as discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, operation of the Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Therefore, impacts to fire protection and emergency medical services during Project operation would be less than significant.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.¹²

¹² *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847

Comment No. 17-8

This development MUST be significantly downsized to being either JUST COMMERCIAL or COMMERCIAL PLUS NO MORE THAN 50 APARTMENT UNITS.

300 MORE APARTMENTS IS ABSOLUTELY UNWARRANTED, and if built, would be done so at the sole benefit of IMT (and city) profits—and NOT in the service of the well-being of our community and its residents.

Thank you for your immediate and full cooperation on behalf of your constituents in Sherman Oaks!

Response to Comment No. 17-8

Refer to Response to Comment No. 17-1 and Topical Response No. 1 regarding the Reduced Alternative 5, which reflects a reduced development compared to the Project. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 18

Patty Burnstein
daminisue@gmail.com

Comment No. 18-1

I am a resident of Sherman Oaks and have been for over 20 years. Every year there is more and more development and every year the traffic gets worse and the character of the Valley changes for the worse. Most of us like the fact that it has been quieter on this side of the hill, there has been less congestion and it's just less crazy than over the hill. Please consider this when determining how large the Sunkist project will be allowed to be.

Response to Comment No. 18-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 18-2

This development is going to make traffic so much worse on both Riverside and Hazeltine and it's hard enough getting in to Trader Joe's parking lot now.

Response to Comment No. 18-2

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: at Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was

uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As previously noted in Response to Comment No. 18-1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Under the Reduced Alternative 5, the impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. and P.M. peak periods under Existing Plus Project Conditions and Future Plus Project Conditions would be reduced to a less-than-significant level. Therefore, the Reduced Alternative 5 would avoid the Project's significant and unavoidable impact at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period under Future Plus Project Conditions. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 18-3

Please, please consider the citizens and not just the developers in this decision.

Response to Comment No. 18-3

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 19

Tom Capps
5101 Mammoth Ave.
Sherman Oaks, CA 91423-1323

Comment No. 19-1

I reside at 5101 Mammoth Avenue which is located between Woodman Avenue and Van Nuys Boulevard and between Riverside Drive and Magnolia. I have been a resident at this address since 1987 and a resident of the San Fernando Valley for my entire life.

I have no qualifications as an expert in the review of an Environmental Impact Report. However, as a long-time resident of the community, I have available intimate knowledge of the traffic conditions, past, current and future projects and other intangibles that I believe are invaluable to any planner reviewing this project. I also have made it a personal goal to familiarize myself with discretionary projects within my local boundaries including this project by attending hearings, scoping meetings and joining the board of the Sherman Oaks Council. My comments are personal and do not represent the viewpoint of any organization.

I want to thank you for extending the time period for public comment on this project. Any review of such a comprehensive document as the ICON Sunkist EIR is a challenge for any layman. I have reviewed this document to the best of my ability to ascertain the suitability of the project for this site and the proposed mitigations measures . [sic] I have many concerns as to the aesthetics , [sic] landscaping, traffic studies, traffic mitigation measures, transit usage and planned open space to name a few.

Response to Comment No. 19-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 19-2

I find that the proposed plan and alternatives are incomplete and more alternatives that could be of a lesser density, mix of use and provide mitigate traffic have not been presented. The closest alternative that could even be close to acceptable is Alternative 2A as represented in APPENDIX G of the Traffic Study.

Response to Comment No. 19-2

The identification and analysis of Project alternatives is consistent with CEQA Guidelines Section 15126.6 emphasizing that the selection of project alternatives be based primarily on the ability to avoid or substantially lessen significant impacts relative to the proposed project. The CEQA Guidelines do not establish specific rules regarding the number of alternatives that must be presented in an EIR. CEQA Guidelines Section 1512.6 specifically states that an EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. Therefore, pursuant to CEQA, the Draft EIR appropriately analyzed a reasonable range of feasible Project alternatives. Specifically, the Draft EIR evaluated five alternatives to the Project that included a: No Project Alternative—Continued Operation of Existing Sunkist Building; Residential Development in Accordance with Existing Zoning; Office Use Development in Accordance with the Community Plan; Residential Use Only; and Reduced Density and Square Footage. With the inclusion of these five alternatives, the Draft EIR has provided the decision-makers with a diverse set of alternatives that allow for a reasoned choice between varying densities, heights, designs, and land uses. The five alternatives to the Project selected for analysis were evaluated in Section V, Alternatives, of the Draft EIR. The analysis included in Section V, Alternatives, of the Draft EIR, is comprehensive and fully informs the decision-makers regarding the alternatives and associated environmental impacts. Therefore, as demonstrated in Section V, Alternatives, of the Draft EIR, the City has made a good-faith effort to identify and analyze an appropriate set of alternatives.

As evaluated in Section V, Alternatives, of the Draft EIR, Alternative 2 would eliminate the Project-level and cumulative significant and unavoidable impacts to intersection levels of service during operation. In addition, Alternative 5 would reduce the Project's impacts to intersection levels of service, including by eliminating the significant and unavoidable impact at Intersection 6: Hazeltine Avenue and Riverside Drive (during the A.M. peak period under Future Plus Project Conditions).

As discussed in Topical Response No. 1, above, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Under the Reduced Alternative 5, the impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. and P.M. peak periods under Existing Plus Project Conditions and Future Plus Project Conditions would be reduced to a less-than-significant level. Therefore, the Reduced Alternative 5 would avoid the Project's significant and unavoidable impact at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period under Future Plus Project Conditions. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 1 for a detailed description of the

Reduced Alternative 5 and to Topical Response No. 2 for a discussion of the Supplemental Traffic Analysis.

Comment No. 19-3

The traffic study is lacking in detailed diagrams to present traffic flow of vehicles into the proposed project from Hazeltine Avenue. Ratings of intersections that are rated “A” appear faulty. My personal and intimate knowledge of these intersections which includes Van Nuys Blvd and Riverside counters the traffic study. Further, traffic mitigation proposals include use of Trip Credits, TDM and Pass By Trips which are not allowed by direction of the Department of Transportation MOU. The time and duration of the traffic study does not include traffic generated by Westfield Fashion Square during holiday periods.

Response to Comment No. 19-3

Traffic flow percentages are provided in Figure 5a of the Traffic Impact Analysis included in Appendix G of the Draft EIR while traffic flow percentages for commercial traffic are provided in Figure 5b of the Traffic Impact Analysis. Figure 6 of the Traffic Impact Analysis displays the combined traffic volumes at the intersections. Appendix I of the Traffic Impact Analysis provides detailed access evaluation worksheets and volumes. These volumes would be lower with implementation of the Reduced Alternative 5. Volumes are provided in the Supplemental Traffic Analysis, as more fully described in Topical Response No. 2.

Under LADOT’s Guidelines, a project may be eligible for upfront transit credits that reduce the number of projected vehicular trips before impacts are disclosed and mitigation measures are identified. This is different than incorporating a TDM Plan as required “mitigation” after traffic impacts have been identified. The analysis included in the Traffic Impact Analysis is consistent with the Memorandum of Understanding (MOU), included in Appendix G of the Draft EIR, executed with LADOT in that no “up-front” transit credits were taken to reduce the project’s projected trip generation calculations. The lack of “up-front” TDM credits results in higher trip generation, that in turn requires increased mitigation.

As provided in the Traffic Impact Analysis, the results of the trip generation calculations for the Project produced significant impacts. At that point, LADOT approved a TDM plan as a component of the Project’s mitigation plan. This is consistent with the most recent LADOT Traffic Study Guidelines, (December 2016) (Section 3.5) which encourage mitigation programs to minimize demand for single occupancy vehicle generated trips through transportation demand management strategies. Incorporating TDM as mitigation also requires annual monitoring, enforcement and penalties in the event of non-compliance. In this case, the TDM mitigation measure requires annual monitoring and mandates a reduction in leasable square footage or potential change of use in the event the project trip cap is

exceeded. This provides an incentive to achieve the anticipated trip reduction through TDM measures, and guarantees compliance in the event TDM benefits are not initially realized.

Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day – as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Notwithstanding, to respond to public comments, holiday traffic counts are provided in an appendix to the Supplemental Traffic Analysis (refer to Attachment E of the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR) for informational purposes only. The holiday traffic counts are not a baseline for evaluating traffic impacts under CEQA and would not change the conclusions of the Draft EIR.

Comment No. 19-4

Parking is mitigated by use of bicycle lockers. However, Hazeltine Avenue is 85 feet wide and can not [sic] safely support the addition of bicycle lanes as will Riverside Drive if the dedicated right hand turn lane is added. A reliance on a reduction of trip counts and parking by bicycle ridership is unrealistic.

Response to Comment No. 19-4

The Project provides vehicular parking in excess of LAMC requirements and is not utilizing permitted reductions for bicycle parking. In addition, as summarized in Table IV.I-4 in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project's estimated trip generation also does not include reductions associated with bicycle ridership. An existing bicycle lane is provided on Riverside Drive and would be maintained with the Project as well as with the Reduced Alternative 5. A dedicated striped bike lane would be provided along Riverside Drive outside of the new proposed eastbound to southbound right turn lane. The roadway widths along Hazeltine Avenue would not be reduced with the Project.

Comment No. 19-5

Instead of making any further direct comments to you, I would refer you to the comments which are submitted by Wendy Brogin. I have reviewed her comments and I am substantially in agreement to her comments and recommendations for the draft environmental report submitted by ICON Sunkist. Ms. Brogin is a respected land use expert and resident of the Sherman Oaks community. I find her comments to be thoughtful, balanced and substantive. Your attention to her comments and recommendations must be seriously considered.

Based upon Ms. Brogin's review of the EIR and my own investigations, I find that there is no overriding consideration for the project to be approved for a change in zoning. There is no community benefit and no reason to allow a hardship for the approval of this project.

Response to Comment No. 19-5

Refer to Comment Letter No. 16 for responses to the comments submitted by Wendy M. Brogin. This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 20

Kristi Clainos
kclainos@hotmail.com

Comment No. 20-1

I am writing as a concerned resident of the fashion Square neighborhood. The project, as proposed, will significantly affect the traffic at Riverside and Woodman, and Hazeltine and Riverside, and possibly create safety hazards for pedestrians in those areas. While the DEIR does not discuss it, it will also impede traffic and turns onto Riverside and onto Hazeltine near the site.

Response to Comment No. 20-1

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed on pages IV.I-47 through IV.I-48 of Section IV.I, Transportation/Traffic, of the Draft EIR, access locations, including any proposed driveway modifications, would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. The Project would also include separate pedestrian entrances and would provide access from adjacent streets, parking facilities, and transit stops to facilitate pedestrian movement. Further, the Project would maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial

uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 20-2

It will also construct a wall of apartments and condos, commercial uses, and a parking structure across Riverside and Calhoun, and along Hazeltine. All this new construction will remove the mature trees that are currently on the site, and replace it with buildings that will basically hide the Sunkist Building. The public open space heralded by the project will be primarily in landscaped areas, and a small plaza near the LA River Channel—though parking for that use is not included in the project.

Response to Comment No. 20-2

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access

that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building and would maintain the character-defining feature.

As discussed in Response to Comment No. 20-1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

As discussed in Section IV.A, Aesthetics, of the Draft EIR, trees to be removed within and adjacent to the Project Site would be replaced in accordance with City requirements. Specifically, on-site trees to be removed would be replaced on a 1:1 basis and street trees to be removed would be replaced on a 2:1 basis. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project necessitate the removal of any street trees, the removal of street trees would require approval by the Board of Public Works.

Comment No. 20-3

There are alternatives for this project that would give the developer a fair return and not significantly impact the environment and the community. A smaller project of residential uses, with a different unit count or office use could be accomplished on the property.

I am begging the city to not approve the zoning changes requested by IMT. These greedy developers have no thought or regard for the quality of life for the people who have spent their life savings to live in this neighborhood and surrounding areas. They, of course, do not live anywhere near what they are creating.

Response to Comment No. 20-3

The identification and analysis of Project alternatives is consistent with CEQA Guidelines Section 15126.6 emphasizing that the selection of project alternatives be based primarily on the ability to avoid or substantially lessen significant impacts relative to the proposed project. The CEQA Guidelines do not establish specific rules regarding the number of alternatives that must be presented in an EIR. CEQA Guidelines Section 1512.6 specifically states that an EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. Therefore, pursuant to CEQA, the Draft EIR appropriately analyzed a reasonable range of feasible Project alternatives. Specifically, the Draft EIR evaluated five alternatives to the Project that included a: No Project Alternative—Continued Operation of Existing Sunkist Building; Residential Development in Accordance with Existing Zoning; Office Use Development in Accordance with the Community Plan; Residential Use Only; and Reduced Density and Square

Footage. With the inclusion of these five alternatives, the Draft EIR has provided the decision-makers with a diverse set of alternatives that allow for a reasoned choice between varying densities, heights, designs, and land uses. The five alternatives to the Project selected for analysis were evaluated in Section V, Alternatives, of the Draft EIR. The analysis included in Section V, Alternatives, of the Draft EIR, is comprehensive and fully informs the decision-makers regarding the alternatives and associated environmental impacts. Therefore, as demonstrated in Section V, Alternatives, of the Draft EIR, the City has made a good-faith effort to identify and analyze an appropriate set of alternatives.

Also refer to Response to Comment No. 20-1 with regard to Project alternatives. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 21

Alan & Kathleen Crow
crowfamily@earthlink.net

Comment No. 21-1

While we are generally supportive of landowners being able to realize the full potential of their property, the proposed Sunkist / IMT project at the corner of Hazeltine and Riverside in Sherman Oaks is way out of scale for the neighborhood.

Response to Comment No. 21-1

As analyzed in Section IV.A, Aesthetics, of the Draft EIR, the Project would preserve the distinctive architecture of the Sunkist Building and would incorporate design elements that are compatible with the existing Sunkist Building and with the surrounding area. The Project would have a maximum building height of 74.5 feet, which would be consistent with the height restriction of 75 feet within Height District 1L, and would provide setbacks that meet or exceed the setback requirements specified in the LAMC. In addition, the height of Building A (74.5 feet) would be consistent with the approximately 75-foot Westfield Fashion Square's Bloomingdale's building, located directly east of Hazeltine Avenue. At approximately 60.5 feet, Building B would not be noticeably taller than the Sunkist Building, which has a height of approximately 57 feet. Buildings A and B would have minimum setbacks of 10 feet from Riverside Drive and would frame the north elevation of the Sunkist Building. Although taller than the Sunkist Building, as well as the commercial and residential uses located directly north of Riverside Drive, Buildings A and B would employ design elements such as balconies, insets, and variations in surface colors and materials to create variations in the façade that would help to reduce the perceived height and massing of the proposed buildings. In order to reduce impacts to the residential uses west of the Project Site, Building B would have a minimum 15-foot setback from Calhoun Avenue. Building C, which would front Calhoun Avenue, would have a minimum setback of 26 feet and would transition from approximately 59 feet to 23.5 feet and 33.5 feet along portions of its western façade. The use of varied heights to create a tiered effect and the implementation of design elements similar to those seen on Buildings A and B would provide a transitional buffer for, and ensure compatibility with the single-family residential uses along Calhoun Avenue. The shortest building on the Project Site would be the approximately 51-foot multi-level parking structure along Hazeltine Avenue. The proposed parking structure would be lower than the existing Sunkist Building and compatible with the height of the Westfield Fashion Square (up to 75 feet) located directly east.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented

in this Final EIR. The Reduced Alternative 5 would reduce the density from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 21-2

This project would follow a major increase in the size of the Westfield mall that already generates additional traffic. The increasing housing density in Sherman Oaks already makes it nearly impossible to cross Ventura Blvd in morning rush hour traffic, and it is undebatable fact that this project add significant congestion on Hazeltine and Riverside as well, thereby slowing commutes and adding hazards for pedestrians at all times of the day.

Response to Comment No. 21-2

It is unclear what the commenter is referring to regarding a major increase in the size of the Westfield mall. As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Regarding “hazards for pedestrians,” as discussed on pages IV.I-47 through IV.I-48 of Section IV.I, Transportation/Traffic, of the Draft EIR, access locations, including any proposed driveway modifications, would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City’s requirements to protect pedestrian safety. The Project would also include separate pedestrian entrances and would provide access from adjacent streets, parking facilities, and transit stops to facilitate pedestrian movement. Further, the Project would maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site.

As previously noted in Response to Comment No. 21-1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 21-3

In addition, removing [sic] trees and replacing them with a combination of high density residential and commercial development, significantly changes the character of the neighborhood. The existing low profile office building with wider setbacks from the streets and trees both in and surrounding the parking lot do not have the same negative impact.

Response to Comment No. 21-3

Refer to Response to Comment No. 21-1. In addition, the Project would replace any on-site and street trees removed in accordance with City requirements. Specifically, on-site trees to be removed would be replaced on a 1:1 basis and street trees to be removed would be replaced on a 2:1 basis. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project necessitate the removal of any street trees, the removal of street trees would require approval by the Board of Public Works.

Comment No. 21-4

In summary, the Sunkist / IMT project will degrade the neighborhood and exacerbate a serious existing traffic problem in the area. We urge you to consider both the impact on the existing nearby residents as well as the entire Sherman Oaks community.

Response to Comment No. 21-4

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Also refer to Response to Comment Nos. 21-1 and 21-2.

Comment Letter No. 22

Sandra DeBear
mamasan111@icloud.com

Comment No. 22-1

I am a long time resident living on my beautiful Peach Grove St and love our area. Please reconsider building that huge apartment complex which would absolutely ruin this lovely neighborhood, what with more traffic, crime,etc. [sic] I'm sure there are other ways to use that lovely building/lot.

Response to Comment No. 22-1

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6—Hazeltine Avenue and Riverside Drive and at Intersection 10—Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to the comments on the Draft EIR and input from the community, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. In addition, under the Reduced Alternative 5, the impacts at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. and P.M. peak periods under Existing Plus Project Conditions and Future Plus Project Conditions would be reduced to a less-than-significant level. Therefore, the Reduced Alternative 5 would avoid the Project's significant and unavoidable impact at Intersection 6: Hazeltine Avenue and Riverside Drive during the A.M. peak period under Future Plus Project Conditions. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis. Also refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

As discussed on page IV.H.1-7 through page IV.H.1-8 of Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the determination of significance relative to

impacts on police services is based on the evaluation of existing police services for the police station(s) serving the Project Site, including the availability of police personnel to serve the estimated Project population. The determination of impact on the capability of existing police services and personnel is based on the potential for the annual crimes per resident in the Van Nuys Area to exceed current averages due to the addition of the Project, and as a result, whether the Project would result in substantial adverse impacts associated with the provision of new or physically altered government facilities, in order to maintain acceptable service. As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, pursuant to Mitigation Measure H.1-1, the Project Applicant would consult with the LAPD's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the Project, which would serve to reduce the demand on police protection services by facilitating police response. As concluded in the Draft EIR, the Project's potential impacts to police protection services would be less than significant.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 23

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031-0377

Comment No. 23-1

NPDES permitting should include the current Orders for Construction General Permits and Municipal Separate Storm Sewers MS4 and the Enhanced Watershed Management Plans.

Response to Comment No. 23-1

As discussed in Section IV.E, Hydrology and Water Quality, of the Draft EIR, construction activities for the Project would comply with all applicable requirements of the National Pollutant Discharge Elimination System. In particular, during construction of the Project, a Storm Water Prevention Pollution Plan would be prepared and implemented in order to manage construction activities. The Storm Water Prevention Pollution Plan would include a menu of Best Management Practices, including, but not limited to, hydroseeding and wood mulching of landscaped areas, silt fences, sediment traps/basins, check dams, barriers, storm drain inlet protection, stabilized wind erosion control, and entrance/exit tracking control of vehicles, to manage runoff flows and erosion and prevent on-site construction-related pollution.

As discussed on page IV.E-9 of Section IV.E, Hydrology and Water Quality, of the Draft EIR, the County of Los Angeles and the City are Co-Permittees under the municipal stormwater NPDES Permit for Los Angeles County. The Project Site is within the region covered by the Municipal Separate Storm Sewer System Permit. This NPDES Permit includes design requirements for new development and substantial redevelopment. Under the Municipal Separate Storm Sewer System Permit, the County and City are required to implement development planning guidance and control measures that control and mitigate stormwater quality and quantity impacts to receiving waters as a result of new development and redevelopment. The Municipal Separate Storm Sewer System Permit contains provisions for implementation and enforcement of the Stormwater Quality Management Program. The objective of the Stormwater Quality Management Program is to reduce pollutants in urban stormwater discharges to the “maximum extent practicable,” to attain water quality objectives, and protect the beneficial uses of receiving waters in Los Angeles County. Special provisions are provided in the Municipal Separate Storm Sewer System Permit to facilitate implementation of the Stormwater Quality Management Program. As discussed in Section IV.E, Hydrology and Water Quality, of the Draft EIR, the Project would comply with all applicable City requirements regarding the management of stormwater runoff during construction.

Comment Letter No. 24

Jonathan Eldridge
ceqacheck@gmail.com

Comment No. 24-1

Just wanted to provide an email of positive encouragement! I make it a hobby of checking up on EIRs from time to time, and I normally go straight for AQ/Noise as those are the easiest to make sure whether the consultants are cutting corners. I was delighted to see that the noise analysis used the correct noise model (TNM) instead of the extraordinarily outdated RD-77-108 model that I keep see popping up (I just had to shoot Christina Toy Lee an email about City Market LA project using an inappropriate model—yikes!).

Good luck with your project, and glad to see some people choose to do the right thing!

Response to Comment No. 24-1

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 25

Susan Emmanule
zsuzsupetals@gmail.com

Comment No. 25-1

I understand that this company is planning to build a 300 apartment building on the site of the Sunkist Building. That means that at the very least, 300 new people will be coming and going from this spot each and every day! I can only imagine the the [sic] traffic ramifications around there. It's already crowded, with people driving back and forth across town, not to mention the people driving to the mall next door.

Response to Comment No. 25-1

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6—Hazeltine Avenue and Riverside Drive and at Intersection 10—Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As described in more detail in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements, as detailed above in Topical Response No. 1. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 25-2

If it's not too late, and there is any way to stop this development, I very strongly urge you to consider shutting this project down; or, at the very least, scaling this project down to no more than 1/4th to 1/3rd the number of apartments planned. It's just too much overload for little Sherman Oaks.

Response to Comment No. 25-2

Refer to Response to Comment No. 25-1. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 26

Deborah J. Fils
4859 Matilija Ave.
Sherman Oaks, CA 91423-2422

Comment No. 26-1

Prior to planning any additional building and/or crowding in the area of the Hazeltine/Riverside corner, I invite you to drive down Riverside Blvd. between Van Nuys Blvd. and Woodman Ave., anytime between Thanksgiving and New Year's Day. At any other time of the year, the additional traffic from the proposed project would be inconvenient and time-consuming and destructive to our neighborhood. But, during the last two months of the year, any additional traffic on that corner will be completely dangerous. As it is, during busy times of the year, we already have traffic officers directing traffic on Hazeltine (at the corner of Riverside) because the intersection gets completely blocked from all of the traffic congestion. In addition, all businesses will lose foot traffic because absolutely no one will go anywhere near that area. Already, as part of our daily route, my family and I almost always use the Woodman 101 Freeway onramp and offramp because the Hazeltine intersection is so busy and over-crowded, that it's not convenient to drive to/from the Van Nuys Blvd. freeway access. Bottom line: you are adding more congestion to an already over-crowded area. I truly hope that you will either reduce the scope of your proposal or move it to somewhere else.

Response to Comment No. 26-1

Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day – as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Notwithstanding, to respond to public comments, holiday traffic counts are also provided in an appendix to the Supplemental Traffic Analysis (refer to Attachment E of the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR) for informational purposes only. The holiday traffic counts are not a baseline for evaluating traffic impacts under CEQA and would not change the conclusions of the Draft EIR.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6—Hazeltine Avenue and Riverside Drive and at Intersection 10—Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than

significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

The Project's transportation analysis included an analysis of the Project Site driveways to determine if adequate vehicle storage lengths would be provided at the Project Site driveways. As specifically discussed in Section IV.I, Transportation/Traffic, page IV.I-47, of the Draft EIR, the vehicle storage lengths available at/near the Project Site driveways range from approximately 40 feet to 200 feet. The Project would be expected to result in queue lengths ranging from approximately zero to 176 feet. A comparison of the available vehicle storage lengths and the amount of space required for Project vehicle queuing indicates that the turn lanes would not exceed their storage capacity. Therefore, there would be adequate queuing capacity at/near the Project driveways. Therefore, as concluded in the Draft EIR, the Project would not substantially increase hazards due to a design feature, and the Project's operational access and circulation impacts would be less than significant.

As described in more detail in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 26-2

I feel very strongly about keeping our neighborhood safe and livable. We have lived in this house for 20 years, and in another house in Sherman Oaks for the 9 years prior to that; our goal is to stay here for many more years. If you would like to have more information from a Sherman Oaks “local”, I would be more than happy to speak with you. My phone number is [818-501-7077](tel:818-501-7077).

Response to Comment No. 26-2

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 27

Deborah J. Fils
4859 Matilija Ave.
Sherman Oaks, CA 91423-2422

Comment No. 27-1

Please grant us a 30-day extension (at least), for the comment of the DEIR for the Sunkist/IMT project—Case No. ENV2014-1362-EIR icon Sherman Oaks (14130 AND 14154 Riverside Drive Sherman Oaks).

We already have way too many apartments and that intersection is already way too busy for us to have anymore congestion—either in human form, or automotive form, or in pollutant form.

Response to Comment No. 27-1

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6—Hazeltine Avenue and Riverside Drive and at Intersection 10—Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As evaluated in Section IV.B, Air Quality, of the Draft EIR, regional and localized air quality impacts at Project buildout would be less than significant.

As described in more detail in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 28

Heather Forziati
4853 Calhoun Ave.
Sherman Oaks, CA 91423-2305

Comment No. 28-1

Attached, please find my letter to express concerns regarding the DEIR for the ICON Project in Sherman Oaks.

I appreciate you taking the time to review it and bringing the feedback of the community members into account as you assess the DEIR.

Please let me know if you have any questions.

Response to Comment No. 28-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 28-2

I am writing to comment on the Draft Environmental Impact Report (DEIR) for the ICON Project in Sherman Oaks.

I am very concerned about the scope of the ICON Project in general and the DEIR specifically, in regard to several key areas in its analysis. It has specific flaws in its evaluations and conclusions that render it inadequate for accurate environmental review and comment. These include its potential adverse impacts, adequacy of mitigation and compensation, and evaluation of project alternatives. These flaws and failures to properly define and specify, to be objective, and to quantify many statements in the DEIR could lead to overlooking serious and potentially negative impact to the community economics and quality of life, not to mention unforeseen costs to the city as a result.

Thus, I plea that the CEQA process for this project not proceed to the Final EIR (FEIR) without revised evaluations and recirculation of a revised or supplemental DEIR.

Specific comments follow below.

Response to Comment No. 28-2

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 28-3

Specific comments:

Samples—

2-3/5 4. Land Use and Zoning a. Van Nuys–North Sherman Oaks Community Plan
The Project Site is located...(Community Plan) area that was **adopted in September 1998**....designates the Project Site for Community Commercial land uses....5/1...encompass a broad range of retail and service uses...Generally, these uses are located within **one mile of residents**. The Community Commercial land use designation corresponds with the C1.5..., C2..., CR..., C4..., RAS3..., and RAS4...zones in the LAMC.

No plan of almost 20 years without an update can reflect the current land use planning and development issues and generally is not acceptable for state compliances, e.g., CEQA.

No use/demand/residential analyses of one mile radius has been provided and therefore no factual information supports/rejects the statement.

Given the lack of planning context, the proposed project must be considered in a broader context and the project and all similar properties along Riverside Dr. must be planned as a program (e.g., specific corridor plan supplementing the eventual re-development of the current, out dated Community Plan.

Revise the DEIR and include the proposed project as part of a Riverside Dr. Specific Plan Alternative.

Response to Comment No. 28-3

As discussed on page IV.F-1 in Section IV.F, Land Use and Planning, of the Draft EIR, state law requires that every city and county prepare and adopt a General Plan. The General Plan is a comprehensive long-term document that provides principles, policies, and objectives to guide future development. The General Plan consists of a series of documents which includes the seven state-mandated elements: Land Use, Transportation;

Noise; Safety; Housing; Open Space; and Conservation. The City of Los Angeles General Plan Land Use Element consists of 35 local area plans known as Community Plans that guide land use at the local level.

The Van Nuys–North Sherman Oaks Community Plan area, adopted in 1998, is the current plan guiding development within the Van Nuys–North Sherman Oaks Community. The Community Plan is one of 35 community plans that comprise the land use element of the City’s General Plan. The City’s community plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience 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 pleasant environment. Goals, objectives, policies and programs are created to meet the existing and future needs and desires of the community. As indicated above, the Community Plan is the City’s adopted long-term vision for the broader community and is therefore appropriately used and referenced throughout the Draft EIR and this Final EIR as the City’s adopted land use and planning document for the Project Site. The comment regarding the need for an updated Community Plan is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

The commenter is correct that the Project Site is designated Community Commercial by the General Plan and that this land use designation encompasses a broad range of retail and service uses. However, the Community Commercial designation also provides for other uses. Specifically, as set forth in Section IV.F, Land Use and Planning, of the Draft EIR, the designation corresponds with the C2 (Commercial), CR (Limited Commercial), C4 (Commercial), RAS3 (Residential/Accessory Services), and RAS4 (Residential/Accessory Services) zones in the LAMC. Thus, the residential and neighborhood-serving commercial uses proposed by the Project are consistent with the land use designation for the Project Site.

As described in detail in Section II, Project Description, of the Draft EIR, the surrounding area is urbanized and includes a mix of low and high density residential neighborhoods, commercial uses, and open space. Specifically, surrounding uses include multi-family residential and commercial uses to the north, across Riverside Drive; the Westfield Fashion Square Mall to the east, across Hazeltine Avenue; the Los Angeles River and the US-101 Freeway to the south; and single-family residential uses immediately to the west, along Calhoun Avenue. Thus, the proposed uses would be located within one mile of residents. Overall, it is unclear what the commenter means by “No use/demand/residential analysis of a one-mile radius” has been provided. Section IV.F, Land Use, of the Draft EIR, provides a detailed analysis of the proposed uses and their consistency with the existing land use designation and surrounding uses.

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to avoid or substantially lessen significant impacts relative to the proposed project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” The CEQA Guidelines further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are addressed. In selecting project alternatives for analysis, potential alternatives must be feasible.

As described in Section II, Project Description, of the Draft EIR, the Project Site encompasses the site of the existing Sunkist Building and does not include other properties along Riverside Drive. Therefore, development of a Specific Plan for Riverside Drive would be outside the scope of the Project. Notwithstanding, the commenter’s opinion regarding the development of a Specific Plan for Riverside Drive is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 28-4

2-6/1 5. Project Objectives Section...(CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.”...further states that “the statement of objectives should include the underlying purpose of the project.”...is to create a **high-quality**, mixed-use development...integrated with **neighborhood-serving** commercial and recreational uses....**specific objectives**... below.

No definition, enumeration, or quantification of “high quality” or “neighborhood-serving” is provided in the DEIR, and therefore no proposed development would appear to meet this stated goal.

As the objectives are totally inadequate or incomplete, development of the project and the alternatives are rendered inadequate if not incomplete. Without the objectives, any development of a public comment-alternative will suffer from the same issues.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 28-4

The term “high-quality,” as cited in the objectives, refers to a development that enhances the community via new buildings that feature modern and sustainable materials and aesthetically pleasing architecture. Neighborhood-serving refers to any land use which

provides services or supports the adjacent residential community as opposed to more destination type commercial use (such as a regional mall). Typical neighborhood serving uses are restaurants and grocery stores such as those proposed by the Project.

The commenter's opinion that the objectives of the Project included in Section II, Project Description, of the Draft EIR are inadequate or incomplete is incorrect. CEQA Guidelines Section 15124(b) explains that a "clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings." Here, a basic objective of the Project is to create an aesthetically attractive, high-quality design that engages the Los Angeles River and complements the existing Sunkist Building. Therefore, the Draft EIR appropriately stated the Project's objectives. Overall, the objectives of the Project address the implementation of a mixed-use development within the Project Site that would support the City's need for housing, retain and rehabilitate the existing Sunkist Building, and provide neighborhood-serving commercial uses and open space to serve the surrounding community. To this end, the alternatives included in Section V, Alternatives, of the Draft EIR, were defined and evaluated in accordance with CEQA Guidelines Section 15126.6. As specifically set forth therein, "an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." Accordingly, the Draft EIR included an appropriate range of alternatives which would support the objectives of the Project and lessen the significant impacts of the Project.

Refer to Response to Comment No. 28-3 regarding a specific plan alternative.

Comment No. 28-5

Integrate new housing opportunities with **neighborhood-serving** commercial uses, recreational uses and existing office uses;

No definition, enumeration, or quantification of "neighborhood-serving" is provided in the DEIR and therefore no proposed development would appear to meet this stated objective.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 28-5

Refer to Response to Comment No. 28-4 above.

Comment No. 28-6

Maximize new housing units on the Project Site to help **meet the market demand for new housing** in the region and in the City of Los Angeles;

Objective is unclear as to region of LACo or LACity.

No market demand information has been provided to support/refute compliance of the project or any alternatives.

No definition, enumeration, or quantification of “neighborhood-serving” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 28-6

The City of Los Angeles is explicitly cited in the objective referenced by the commenter. The region refers to Los Angeles County. Refer to Response to Comment No. 28-4 for a discussion of neighborhood-serving uses and Response to Comment No. 28-3 regarding the request for a specific plan alternative. With regard to the demand for housing in the City, there is a shortage of housing within both the City and County. The Project would help to meet the demand for housing in the City.

Comment No. 28-7

Provide convenient **neighborhood-serving commercial uses and open space** within **walking distance** of existing off-site residential and commercial uses, proposed on-site residential uses and on and off-site office uses;

Unclear as to whether the walking distance is related to the earlier use of “one mile”; revise and clarify. No definition, enumeration, or quantification of “neighborhood-serving” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective. Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 28-7

The objective referenced by the commenter is intended to provide for a development that includes neighborhood-serving commercial uses adjacent to and in proximity to other established uses that would benefit from the proposed on-site commercial uses. Specifically, the neighborhood-serving commercial uses would serve the adjacent residential uses along Calhoun Avenue and the residential uses across Riverside Drive. The term “walking distance” in the objective cited by the commenter is not related to the reference of one mile previously mentioned by the commenter. As discussed in Response to Comment No. 28-3, the reference to one mile is based on the Citywide General Plan Framework Final Environmental Impact Report.

Refer to Response to Comment No. 28-4 for a discussion of neighborhood-serving uses and Response to Comment No. 28-3 regarding the request for a specific plan alternative.

Comment No. 28-8

Create an **aesthetically attractive, high-quality design** that engages the Los Angeles River and complements the existing Sunkist Building;

No definition, enumeration, or quantification of “aesthetically attractive”, “high-quality design”, and “neighborhood-serving” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective. Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 28-8

The term “aesthetically attractive high-quality,” as cited in the objectives, refers to a development that enhances the community via new buildings that feature modern and sustainable materials and aesthetically pleasing architecture. Refer to Response to Comment No. 28-4 regarding the objective referenced by the commenter and a definition of neighborhood-serving uses and Response to Comment No. 28-3 regarding the request for a specific plan alternative.

Comment No. 28-9

Develop a mixed-use project at the residential density and intensity **consistent with** the zones permitted by the Project Site’s underlying **Community Commercial land use**...by the Van Nuys–North Sherman Oaks Community Plan;

No definition, enumeration, or quantification of “consistent with” or “Community Commercial” (rather than “neighborhood serving”) is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective. Revise the DEIR and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 28-9

The term “consistent with” refers to compatibility or agreement with the zoning on the Project Site. A site’s zoning must be consistent with its General Plan designation. To achieve General Plan/zoning consistency, the Van-Nuys North Sherman Oaks Community Plan requires that “each Plan land use category indicate the corresponding zones permitted by the Plan. . .” (Community Plan, p. II-4; Land Use Map Footnote #11). The Community Plan Land Use Map indicates that only the CR, C2, C4, RAS3 and RAS4 zones correspond to the Project Site’s existing “Community Commercial” designation. (P and PB zoning correspond only with a separate “Parking” land use designation). The proposed zone changes to C2-1L and RAS3-1L required to develop the Project are both listed as zones that correspond to the “Community Commercial” land use designation on the Community Plan land use map, and therefore satisfy the General Plan/zoning consistency requirement.

As discussed on page IV.F-25 in Section IV.F, Land Use, of the Draft EIR, the Project Site’s existing Community Commercial land use designation and C2 zoning currently permit a residential density of one unit per 400 square feet of lot area. The Applicant proposes to rezone a portion of the property currently zoned P-1L and PB-1L to RAS3-1L and C2-1L, which are both zones that correspond to the Project Site’s Community Commercial land use designation (as noted on the Van Nuys-North Sherman Oaks Community Plan land use map). The proposed zone change would allow for multi-family residential uses (at R3 density (1 unit per 800 square feet of lot area)) and an above grade parking structure to serve and support the rehabilitation of the historic Sunkist Building. The Project’s 298 units (reduced to 249 units by the Reduced Alternative 5) proposed along the perimeter of the Project Site is consistent with the R3 zone – the lowest density multi-family residential zone that corresponds with the Project Site’s Community Commercial land use designation as indicated on the Van Nuys-North Sherman Oaks Community Plan Land Use Map.

Refer to Response to Comment No. 28-3 regarding the request for a specific plan alternative and Response to Comment No. 28-4 regarding the definition of neighborhood-serving uses.

Comment No. 28-10

Enhance the Project Site's **walkability and public accessibility** through the introduction of **street-fronting** neighborhood-serving commercial uses, and new plazas and walkways that connect with the LA Riverwalk;

The existing and proposed frontages cannot be considered as “street-fronting” compared to the more typical street-fronting commercial uses found throughout the Valley.

No definition, enumeration, or quantification of “walkability and public accessibility” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Response to Comment No. 28-10

As discussed on page IV.A-6 of Section IV.A, Aesthetics, of the Draft EIR, the City of Los Angeles Walkability Checklist Guidance for Entitlement Review (Walkability Checklist) is part of a proactive implementation program for the urban design principles contained in the Urban Form and Neighborhood Design Chapter of the General Plan Framework. The Projects consistency with the City's Walkability Checklist is provided in Table IV.A-2 of Section IV.A, Aesthetics, of the Draft EIR. As discussed therein, with implementation of the Project, sidewalks would exceed the required ADA and City standard width of five feet to maintain an unobstructed path of travel. Specifically, the sidewalk along Riverside Drive has an existing sidewalk width of 10 feet which would remain with the Project. In accordance with City requirements to widen Riverside Drive for the mitigation improvement of an eastbound right turn lane from Riverside Drive to southbound Hazeltine Avenue, the Project would widen the existing sidewalk on Hazeltine Avenue from approximately nine feet to 11 feet. The sidewalk along Calhoun Avenue would have a sidewalk width of approximately 12 feet. Also, pedestrian movement and views would be enhanced by plant materials used as visual cues throughout the Project Site to highlight points of entry, define primary circulation routes, frame views to the existing Sunkist Building and create defined spaces for gathering and interactions. Street trees would define the separation of vehicular and pedestrian circulation to enhance safety and transition from pedestrian scale to roadway scale.

As further discussed in Table IV.A-2 of Section IV.A, Aesthetics, of the Draft EIR, the Project would provide pedestrian entrances to the Project Site at grade-level along Calhoun Avenue, Riverside Drive, and Hazeltine Avenue, that connect to pedestrian walkways throughout the Project Site, and to transit stops located along Riverside Drive and Hazeltine Avenue. Primary entrances would be articulated and made visible from the street and sidewalk by using architectural elements such as setbacks from the overall

building massing such that entrances are made a distinct and focal point of the building. In addition, the Project would place the neighborhood-serving retail uses at the ground floor level where the uses would be visible and accessible to pedestrians. Furthermore, the use of varied heights to create a tiered effect and the implementation of architectural design elements, including articulating the building façades fronting Calhoun Avenue, would provide a transitional buffer for, and ensure compatibility with the residential uses along Calhoun Avenue. Additionally, the Project would create strong street walls along Riverside Drive and Hazeltine Avenue by locating building frontages at the required setback consistent with the adjacent commercial development. The proposed setbacks for all buildings would meet or exceed the setback requirements specified in the LAMC. As specifically illustrated in Figures IV.A-2, IV.A-3, and IV.A-4 in Section IV.A, Aesthetics, of the Draft EIR, the Project's proposed neighborhood-serving commercial uses would front Riverside Drive and Hazeltine Avenue.

The term “walkability” refers to how pedestrian-friendly an area is. The term “public accessibility” refers to how accessible it is to the public. With implementation of the Project and associated design features as discussed above, walkability and public accessibility to and throughout the Project Site would be enhanced.

Comment No. 28-11

Retain...

Provide vehicle and bicycle parking that **satisfies anticipated demand** on the Project Site with direct access to the proposed residential and commercial uses, existing office uses and the **LA River walk**; and

No definition, enumeration, or quantification of “satisfies” and “anticipated demand” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Response to Comment No. 28-11

The term “satisfies anticipated demand” in this object cited by the commenter means to provide sufficient parking to meet the parking demands as set forth by the Los Angeles Municipal Code based on the proposed development. As discussed in Section IV.I, Transportation/Traffic, page IV.I-48, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in Section 12.21-A,4 of the Los Angeles Municipal Code, the Project would be required to provide a total of 886 automobile parking spaces. In addition, the Project would be required to provide 368 bicycle parking spaces. The Project would provide a total of 1,345 automobile parking spaces and 368 bicycle parking spaces. Therefore, the Project would provide

sufficient parking on-site and would comply with and exceed the applicable parking requirements set forth in the Los Angeles Municipal Code.

As described in Section II, Project Description, page II-3, of the Draft EIR, the Project Site is bounded by the Los Angeles River and the US-101 Freeway to the south. As part of the Los Angeles River to the south, there is an existing pathway adjacent to the Los Angeles River. That pathway or LA River walk as referred to in the Draft EIR is not part of the Project. However, the Project would enhance accessibility to the LA River walk by implementing a publicly accessible plaza area adjacent to the LA River walk.

As previously noted above in Response to Comment No. 28-3, in response to comments on the Draft EIR and to further lessen potential environmental effects a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the number of residential units and commercial square footage, as compared to the Project. As such, the Reduced Alternative 5 would require fewer parking spaces than the Project. However, as with the Project, the Reduced Alternative 5 would exceed the parking requirements of the LAMC. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 28-12

Provide a **sustainable development** consistent with **principles** of **smart growth...sustainable design** features, mixed uses, infill development, and **walkability**.

No definition, enumeration, or quantification of “sustainable development, principles, smart growth...sustainable design features, and walkability” is provided in the DEIR, and therefore no proposed development would appear to meet this stated objective.

Revise the DEIR “project objectives” entirely and include the adequately defined, enumerated, and quantified objectives herein and use for the development of adequate alternatives and their comparisons, including a more comprehensive specific corridor plan.

Response to Comment No. 28-12

Sustainable development and sustainable design refer to a development that is designed to be mindful of the environment and its resources. For example, a sustainable development would include buildings that have been designed to be energy efficient, use recyclable materials, reduce waste, and conserve water. Smart growth is a planning theory that concentrates development growth in urban centers and advocates compact, transit-orientated, walkable, bicycle-friendly land use developments. Principles of smart growth,

as stated in the referenced Project objective, include sustainable design features, mixed uses, infill development, and walkability.¹³ As discussed on page II-24 in Section II, Project Description, of the Draft EIR, the design of the new buildings would incorporate LEED® features capable of achieving the equivalent of Silver certification under the U.S. Green Building Council's LEED-H® (LEED for Homes) or LEED-NC® (LEED for New Construction) Rating System. Such LEED® features would include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others. Refer to Section II, Project Description, beginning on page II-24, of the Draft EIR for a list of the sustainability features to be implemented by the Project.

Refer to Response to Comment No. 28-10 regarding the walkability of the Project. Refer to Response to Comment No. 28-3 regarding the request for a specific plan alternative.

Comment No. 28-13

4.D-21/2 3. Project Impacts a. Methodology The Historical Resource Assessment is based, in part, on historic permits for the Project Site, Sanborn Fire Insurance maps, historic photographs, **aerial photos** and site plans, local histories, and California State Historic Resources Inventory for Los Angeles County.

Research

Primary and secondary source materials were consulted for the development of applicable historic contexts. For a complete list of sources, please see bibliography. Sources generally included:

Appdx. 4/1 • Aerial photographs

References in settings and impacts to aerial photos render these sections totally inadequate and incomplete by the absence of known and widely used US Army Air Service aerial photos of LA in 1923 and 1928 which may or may not confirm the review of valuable historic land uses of the project site.

Revise the DEIR and include the adequately reviewed historic aerial photos. Revision must be included both for Cultural Resources and for Hazards and Hazardous Wastes (e.g., agricultural pesticides and ground contamination).

¹³ Smart Growth America. What is smart growth? Available at: <https://smartgrowthamerica.org/our-vision/what-is-smart-growth/>, accessed April 25, 2019.

Response to Comment No. 28-13

The photos included in the Phase I Environmental Site Assessment Report provided in Appendix A of the Draft EIR and the photos included in the Historical Research Documentation provided in Appendix C of the Draft EIR supplement other historical documentation reviewed and are adequate for evaluating the historical uses onsite.

The analysis of historic resources is summarized in Section IV.C, Cultural Resources, and provided in Appendix C of the Draft EIR. The analysis of potential hazards is provided in the Initial Study included as Appendix A of the Draft EIR and is based on the Phase I included as Appendix IS-3 to the Initial Study. The Phase I Environmental Site Assessment (ESA) conducted for the Project did not identify current recognized environmental conditions (RECs) associated with the Project Site. In addition, with implementation of regulatory requirements, the risk of exposure to ACMs and lead-based paints would be less than significant. As concluded in the Initial Study, significant impacts related to hazards and hazardous materials would not occur.

Both the historic resources and hazards analyses are based on industry-standard methodologies by technical professionals. With regard to historic resources, in addition to a detailed field visit and documentation, the analysis included review of the following materials:

- Aerial photographs
- City of Los Angeles Department of Building and Safety Records
- Electronic databases of the Los Angeles Public Library, including city directories and digital
- Photograph collections
- Los Angeles County Assessor's Records
- Newspaper articles (primarily the Los Angeles Times via Proquest)
- Sanborn Fire Insurance Maps (via Proquest)
- USC Digital Library Collections, including the California Historical Society collection

With regard to the Phase I, Information regarding Project Site and vicinity historical uses was obtained from various publicly available and practically reviewable sources including: aerial photographs; Sanborn fire insurance maps; topographic maps; city directories; local municipal records; an environmental database report; and interviews with

Site representative(s) and regulatory agency official(s), as necessary. Historical use information regarding the Site and surrounding properties was obtained from aerial photographs dated 1928, 1938, 1947, 1956, 1965, 1976, and 1989, 1994/1995 and 2005; Sanborn fire insurance maps dated 1955, 1960, 1963, 1966, and 1969; topographic maps dated 1896, 1900, 1901, 1902, 1920, 1926, 1953, 1966, and 1972; and city directories were searched between 1920 and 2006 in approximately five year intervals.

Both the historic resources and hazards analyses are based on a comprehensive review of existing and previous site conditions, including aerial photographs from 1928 as referenced by the commenter.

Comment No. 28-14

6-13/2 The diversity of uses...support the City's housing needs and enhance the employment base of the Van Nuys–North Sherman Oaks area....foster continued economic investment in the area while meeting the needs of local residents....would also attract new businesses to the area,...continue to provide office and desirable employment opportunities to the community.

6-19/4 d. Conclusion Overall, the Project would be consistent with the growth forecast for the City of Los Angeles Subregion and would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled.

No definition, enumeration, or quantification of numerous terms (see above) is provided in the DEIR and therefore the public cannot be expected to provide reasonable review and comment regarding the development and local effect to meet these “targets”.

References to economics, businesses, investments, “area” or “community” or “local”, etc. render the section totally inadequate and incomplete without the publicly access definitions, delineation, and quantifications, required by CEQA and common sense and reason which may or may not confirm the review of valuable aspects of the proposed project.

Revise the DEIR and include the adequately described social/economic/employment evaluations to support such claims. Revision must be included in all sections and a socio-economic section must be provided, perhaps along with Growth Inducements.

Response to Comment No. 28-14

These comments refer to excerpts from within Section VI, Other CEQA Considerations, of the Draft EIR. With regard to the first reference in this comment, there is a shortage of housing within both the City and County and the Project would support the City's housing needs by developing additional housing within the City. As previously discussed, the Project Site is located within an urbanized community that includes a mix of uses, including residential, office, and commercial. These uses generate employment within the Community Plan area. The Project, with the introduction of uses similar to existing surrounding uses would support and be consistent with the types of employment opportunities already found within the Community Plan area. As such, the Project would support the City's employment base by adding new uses onsite which would serve to create jobs. Similarly, with the introduction of new commercial uses, the Project would attract new businesses which would generate economic value. Refer to Response to Comment No. 5-6 regarding neighborhood-serving uses.

With regard to the second reference cited by the commenter, the growth forecast refers to the growth forecast developed by the Southern California Association of Governments for the City of Los Angeles (or the City of Los Angeles Subregion, as referred to by the Southern California Association of Governments). As specifically discussed in Section VI, Other CEQA Considerations, page VI-18, of the Draft EIR, the estimated 894 new residents generated by the Project would represent approximately 1.1 percent of the population growth forecasted by SCAG. Regional policies refer to policies established in regional plans to reduce development away from urban centers, use existing infrastructure rather than developing in an area that would require the construction of new infrastructure, and locate a mix of uses within one site or in proximity to supporting uses. Refer to Section IV.F, Land Use and Planning, of the Draft EIR, for further discussion of the regional policies applicable to the Project. Urban sprawl is generally defined as the expansion of human populations away from central urban areas and into low-density communities. Efficiently utilize existing infrastructure is defined as the productive use of the current infrastructure serving the Project Site as opposed to creating new development within existing undeveloped areas where new infrastructure would need to be installed. Regional congestion is generally defined as the traffic within Los Angeles County.

In accordance with the CEQA Guidelines, Section VI, Other CEQA Considerations, of the Draft EIR provides an analysis of the growth-inducing impacts of the Project (as requested by the commenter).

The comment regarding the Project's social/economic/employment effects is not an issue specific to the Draft EIR or CEQA.

Comment No. 28-15***THE F....WORD***

5-3/1 According to the CEQA Guidelines,...detailed consideration is the alternative's failure to meet most of the basic project objectives, the alternative's **infeasibility**, or the alternative's inability to avoid significant environmental impacts. **Alternatives to the Project that have been considered and rejected as infeasible include:**

No feasibilities/infeasibilities has been defined nor quantified, especially economically, and generally is not acceptable for state compliances, e.g., CEQA.

Therefore the DEIR must be withdrawn, revised, and recirculated with adequate and complete definition, enumeration, and quantifications to provide adequate and complete basis for any statements with the "F...Word"

Response to Comment No. 28-15

CEQA Guidelines Section 15364 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. The commenter is referred to Section V, Alternatives, of the Draft EIR, pages V-3 through V-4, which provide a discussion of the Alternatives that have been rejected as infeasible. Specifically, in accordance with CEQA Guidelines Section 15126.6(c), the EIR identifies alternatives that were considered for analysis but rejected and explains the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration is the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The EIR need examine in detail only the alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project. With regard to feasibility, as discussed in Section V, Alternatives, of the Draft EIR, CEQA Guidelines Section 15126.6 (f)(1) states: "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternatives site (or the site is already owned by the proponent)." Using this guidance set forth by CEQA and described in the EIR, alternatives to the Project that have been considered and rejected include:

- **Alternatives to Eliminate Significant Noise and Vibration Impacts During Construction:** Alternatives were considered to eliminate the significant short-

term Project-level and cumulative construction noise impacts. As discussed in Section IV.G, Noise, of the Draft EIR, significant noise and vibration impacts would occur during Project construction for limited durations from the operation of construction equipment and haul trucks. Based on the thresholds upon which the construction noise and vibration analysis is based, a substantial reduction in the intensity of construction activities would be necessary to reduce construction-related impacts to a less-than-significant level. In addition, significant construction noise and vibration impacts within the Project Site would be expected to occur with any reduced development scenario because construction activities, and the need to grade and excavate the Project Site, are inherently disturbing. Also, the Project Site is an infill site with existing uses on the north, east, and west property lines. Thus, reducing temporary construction noise and vibration impacts below a level of significance at adjacent uses would be impossible. Furthermore, any reduction in the intensity of construction activities would actually increase the overall duration of the construction period. Therefore, alternatives to eliminate the Project's short-term noise and vibration impacts during construction were rejected as infeasible.

- **Alternative Project Site:** The results of a search to find an alternative site on which the Project could be built determined that suitable similar locations are not available to meet the underlying purpose and objectives of the Project to create a high-quality, mixed-use development that provides new housing opportunities that are integrated with neighborhood-serving commercial and publicly accessible recreational uses and in proximity to the Los Angeles River. Further, the objectives of the Project are closely tied with the existing Sunkist Building and the future plans for the LA Riverwalk as proposed through the Los Angeles River Revitalization Plan. It is not expected that the Project Applicant can reasonably acquire, control, or have access to an alternative site of similar size that is located within proximity to the same community resources and with access to the Los Angeles River. Furthermore, the majority of the Project's significant impacts are related to construction activities. As such, if there were a suitable alternative site available to accommodate the Project, it is probable that the Project's significant impacts would simply be transferred to another location.

Based on the above, an alternative site is not considered feasible as it is not expected that the Project Applicant can reasonably acquire, control or have access to a suitable alternative site that would provide for the uses and square footage proposed by the Project. In addition, a suitable alternative site would not be likely to avoid the significant impacts of the Project. Thus, in accordance with Section 15126.6(f) of the State CEQA Guidelines, this alternative was rejected from further consideration.

The EIR fully complies with the CEQA guidelines regarding providing a description of the alternatives that were considered and rejected. In addition, the EIR clearly provides the context for determining whether an alternative is feasible under CEQA. Specifically, as set forth in CEQA Guidelines Section 15126.6, an EIR shall describe a range of reasonable

alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.

CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states:

New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.

As demonstrated in this Final EIR, no new significant information (as defined by CEQA Guidelines Section 15088.5) that would require recirculation of the Draft EIR has been identified. Specifically, upon review of all of the comments received and analyzed, there are no new significant environmental impacts from (i) the Project that require new mitigation measures or (ii) from a mitigation measure that was identified subsequent to circulation of the Draft EIR. In addition, upon review of all comments received and analyzed, there are no substantial increases in the severity of any of the significant environmental impacts identified in the Draft EIR. To the contrary, with the Reduced Alternative 5, the Project has reduced in density, intensity and massing, and provides increased open space as compared to the Project analyzed in the Draft EIR. Neither the comments submitted on the Draft EIR nor the responses contained herein constitute significant new information warranting the recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5. Rather, the Draft EIR is comprehensive and has been prepared in accordance with CEQA.

Comment No. 28-16

5-4/2 Based on the above, an alternative site is not considered **feasible** as it is not expected that the Project Applicant can reasonably acquire, control or have access to a suitable alternative site that..., this alternative was rejected from further consideration.

6-8/3 No **feasible** noise barrier

6-10/1 No **feasible** mitigation measures...could be implemented...

6-10/2 There are **no feasible mitigation measures**...

6-14/2 Among those alternatives, no **feasible** alternative was identified that would eliminate **all** of the Project's significant and unavoidable impacts with the exception of the No Project Alternative.

6-14/2 ...No Project Alternative would avoid **all** of the Project's significant environmental impacts...would **not meet the underlying purpose of the Project or any of the Project objectives**, and is not considered a **feasible** development alternative.

6-14/2 ...numerous mitigation measures that reduce the potential impacts associated with the Project to the **extent feasible**.

Feasibilities/infeasibilities have not been defined nor quantified, especially economically, and generally such usage in a DEIR is not acceptable for state compliances, e.g., CEQA.

Therefore the DEIR must be withdrawn and revised and recirculated with adequate and complete definition, enumeration, and quantifications to provide adequate and complete basis for any statements with the "F...Word"

Response to Comment No. 28-16

CEQA Guidelines Section 21061.1 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." This definition is appropriately used with regard to mitigation measures throughout the Draft EIR. For example, the noise barrier cited in this comment is not feasible as the economics and technological constraints of building a sound barrier to block noise to the upper levels of the adjacent residential uses make such a barrier infeasible. Additionally, installation of such a sound barrier could result in impacts associated with its installation. Refer to Response to Comment No. 28-18 above regarding the use of the term "feasible" in the context of alternatives. Also refer to Response to Comment No. 28-15 above. The EIR has been prepared in accordance with CEQA and no recirculation is required.

Comment No. 28-17

6-14/2 Although the No Project Alternative would avoid the **Project's significant and unavoidable cumulative impacts**...and **create a significant unavoidable land use impact**.

6-14/2 ...Project...satisfies the Project objectives to a substantially greater degree than any of the proposed alternatives.

No definition, enumeration, or quantification of “satisfaction” for any objective has been provided in the DEIR.

Revise the DEIR “project objectives” and the alternatives comparisons entirely and include the adequately defined, enumerated, and quantified comparisons of objectives for adequate alternatives, including a more comprehensive specific corridor plan.

Response to Comment No. 28-17

These comments appear to be quoting phrases from Section VI, Other CEQA Considerations, of the Draft EIR. As discussed in Section V, Alternatives, of the Draft EIR, the No Project Alternative would avoid the significant and unavoidable impacts of the Project, but would not meet the Project’s underlying purpose and objectives. In addition, a detailed discussion of the consistency of each of the alternatives with the Project objectives has been included in Section V, Alternatives, of the Draft EIR. The discussion regarding consistency of the No Project Alternative with the existing Community Commercial designation has been clarified to note the inconsistency of the existing zoning with the existing land use designation and conclude that the No Project would not result in significant land use impacts. Refer to Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR.

As discussed in Response to Comment No. 28-4 above, the objectives and alternatives have been defined and evaluated in accordance with CEQA Guidelines and a separate specific corridor plan is not proposed or required. As required by CEQA, an analysis of each alternative’s ability to meet the project objectives is provided under Section 4, Relationship of the Alternative to Project Objectives, of each alternative included in Section V, Alternatives, of the Draft EIR.

Refer to Response to Comment No. 28-3 regarding the request for a specific plan alternative.

Comment No. 28-18

6-14/2 ...Project presents several benefits that counterbalance the limited adverse effects...on the environment.

The “limited adverse effects” do not appear to be objectively reviewed compared to earlier statements: “Project’s significant and unavoidable cumulative impacts” and “create a significant unavoidable land use impact”.

Revise the DEIR.

Response to Comment No. 28-18

These phrases that the commenter is referencing are from Section VI, Other CEQA Considerations, of the Draft EIR. In accordance with Section 15126.2(b) of the CEQA Guidelines, this section of the Draft EIR describes significant impacts of the Project, including those which can be mitigated but not reduced to a level of insignificance, and where there are impacts that cannot be alleviated without imposing an alternative design, describes their implications and the reasons why the project is being proposed, notwithstanding their effect.

As summarized in Section VI, Other CEQA Considerations, of the Draft EIR, and evaluated in detail in the impact analysis sections of the Draft EIR, the Project would result in construction-related noise and vibration impacts and operational impacts at two traffic intersections. Cumulative impacts associated with these issue areas would also result. Each of these impacts were objectively evaluated. Of these impacts, on-site noise and vibration during construction would be temporary and would cease once construction is complete. As discussed in Section VI, Other CEQA Considerations, of the Draft EIR, the Project would provide benefits, including the provision of housing, neighborhood-serving commercial uses, and public open space. In addition, the Project would renovate the existing Sunkist Building. Based on these and other project benefits included in Section VI, Other CEQA Considerations, of the Draft EIR, the Project does present benefits that counterbalance the adverse effects it may have on the environment.

Comment No. 28-19

6-14/2 ...No Project Alternative would avoid all of the Project’s significant environmental impacts...would not meet the underlying purpose of the Project or any of the Project objectives, and is not considered a feasible development alternative.

No “underlying purpose” has been stated in the DEIR nor have objectives been shown to be related to or derived from such a Goal or Purpose.

Revise the DEIR.

Response to Comment No. 28-19

As discussed on page II-6 in Section II, Project Description, of the Draft EIR, the underlying purpose of the Project is to create a high-quality, mixed-use development that provides new housing opportunities that are integrated with neighborhood-serving commercial and recreational uses. Objectives in support of this underlying purpose are also included on page II-6 of Section II, Project Description, of the Draft EIR.

Comment Letter No. 29

Richard Gasparian
richardgasparian@gmail.com

Comment No. 29-1

I am writing to voice my protest to the Sunkist project. I have been a homeowner in this neighborhood for twenty years. I am concerned about degrading home values, traffic congestion, and loss of quality of life, which will surely be the result of this mega expansion.

I am told that L.A. city personnel don't care about how the residents feel, [sic] and that they are in bed with developers. Is this the case?

Response to Comment No. 29-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6—Hazeltine Avenue and Riverside Drive and at Intersection 10—Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significant, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As described in more detail in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for

queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment Letter No. 30

Mr. & Mrs. Larry Gelman
5121 Greenbush Ave.
Sherman Oaks, CA 91423-1507

Comment No. 30-1

My husband & I are Sherman Oaks residents for more than 30 years and we are most concerned about the proposed changes to the Sunkist Icon property at Riverside & Hazeltine.

Response to Comment No. 30-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 30-2

The intersection is already dangerous and the Fashion Sq. Mall and Trader Joe's are already providing needed retail and traffic at the maximum.

Response to Comment No. 30-2

The Project's transportation analysis included an analysis of the Project Site driveways to determine if adequate vehicle storage lengths would be provided at the Project Site driveways. As specifically discussed in Section IV.I, Transportation/Traffic, page IV.I-47, of the Draft EIR, the vehicle storage lengths available at/near the Project Site driveways range from approximately 40 feet to 200 feet. The Project would be expected to result in queue lengths ranging from approximately zero to 176 feet. A comparison of the available vehicle storage lengths and the amount of space required for Project vehicle queuing indicates that the turn lanes would not exceed their storage capacity. Therefore, there would be adequate queuing capacity at/near the Project driveways. Therefore, as concluded in the Draft EIR, the Project would not substantially increase hazards due to a design feature, and the Project's operational access and circulation impacts would be less than significant.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6—Hazeltine Avenue and Riverside Drive during the A.M. and P.M. peak periods and Intersection 10, Riverside Drive and Woodman Avenue. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period would be

reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period and impacts at Intersection 10 would remain significant and unavoidable under the Project. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As described in more detail in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 30-3

We object to non-educational facilities and non-Senior resident facilities, so we would like to be apprised of all available documents.

Response to Comment No. 30-3

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. A notice of availability of the Final EIR will be sent to the specified address as requested.

Comment Letter No. 31

Thomas Gerety
5339 Norwich Ave.
Sherman Oaks, CA 91411-3911

Comment No. 31-1

Please—no apartments on the Sunkist site in Sherman Oaks!

Response to Comment No. 31-1

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 32

James A. Goldschlager
Janet E. Loftis
14007 Morrison St.
Sherman Oaks, CA 91423-1940

Comment No. 32-1

We have reviewed the Draft EIR for the ICON Sherman Oaks project . [sic] As Sherman Oaks homeowners who live in the Fashion Square neighborhood, we will be directly impacted by the project.

Below are our comments and questions in no specific order:

Response to Comment No. 32-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 32-2

What types of restaurants/bars (fast food or full service) are expected? What are the operating hours?

Response to Comment No. 32-2

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Building A would include a grocery store use. Although specific tenants have not been selected yet, other ground floor commercial establishments would be neighborhood serving in character, such as restaurants and retail uses.

Comment No. 32-3

Will there be penalties for construction delays in excess of the 33 month construction period?

Response to Comment No. 32-3

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

There is no City requirement to impose construction penalties for construction delays in excess of 33 months. The construction period is a reasonable estimate based on the type of project, number of buildings, and location.

Comment No. 32-4

What are the street side landscaping plans?

Response to Comment No. 32-4

Figure II-3, Conceptual Site Plan, page II-9, of the Draft EIR, illustrates the landscaping proposed as part of the Project. As shown, ornamental landscaping and hardscape features would be provided throughout the Project Site, including various non-native mature street trees, grass, and shrubs along the Project Site frontages. Refer to the revised plans for the Reduced Alternative 5 included in Topical Response No. 1, above.

Comment No. 32-5

Will there be low income housing? If so, how many units?

Response to Comment No. 32-5

Low income housing is not proposed as part of the Project.

Comment No. 32-6

Will traffic lights be placed at entrances and exits? And if so, will IMT Capital bare the cost of installation and maintenance?

Response to Comment No. 32-6

The existing traffic signal at Hazeltine Avenue and the Project/Westfield Fashion Square Mall parking lots would be retained and modified. The Project Site driveway would be widened to provide a left turn lane, shared through/left turn lane and right turn lane. In addition, the southbound approach to the driveways would be modified to provide dual left

turn lanes. The cost of the design and installation would be provided by the developer. No new traffic signals at the Project Site driveways are proposed.

Comment No. 32-7

Will noise and pollution equipment be installed on the site during construction and will results be posted regularly?

Response to Comment No. 32-7

Noise and air pollution monitoring equipment would not be installed on the Project Site during construction.

As discussed in Section IV.G, Noise, of the Draft EIR, compliance with the required mitigation measures would reduce Project construction noise levels to the extent feasible. In particular, implementation of Mitigation Measure G-1 (installation of temporary sound barriers) would reduce the noise generated by on-site construction activities by 15 dBA at the sensitive uses to the west of the Project Site (receptor R1), 10 dBA at the sensitive uses to the north-south (receptors R2 and R3). However, the temporary noise barrier would only be effective in reducing construction noise at the ground level, and would not be effective at reducing noise levels at the balconies of the multi-level residential buildings on the north side of Riverside Drive (receptor R2). There is no feasible noise barrier that would provide effective noise reduction at upper levels of the adjacent residential buildings. The estimated construction-related noise reductions attributable to Mitigation Measures G-2 and G-4, although not easily quantifiable, would also ensure that noise impacts associated with on-site construction activities would be reduced to the extent feasible. Nevertheless, the temporary construction noise impacts at receptors R1 and R2 would remain significant and unavoidable.

As discussed in Section IV.B, Air Quality, of the Draft EIR, implementation of Mitigation Measure B-1 would reduce regional construction NO_x emissions below SCAQMD's significance threshold. As such, impacts with regard to construction air quality would be less than significant.

Comment No. 32-8

What is the effect on fire, police, public transportation and sewage on the area?

Response to Comment No. 32-8

As discussed in Section IV.H.1 Public Services—Police Protection, of the Draft EIR, with the implementation of project design features and mitigation measures, impacts on

police protection services would be reduced to a level of less than significant. As discussed in Section IV.H.2 Public Services—Fire Protection, of the Draft EIR, construction and operational impacts on fire protection services would be less than significant. As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, impacts to public transportation would be less than significant. As discussed in the Initial Study, included as Appendix A to the Draft EIR, the Project would not exceed the available sewer capacity within the distribution infrastructure that would serve the Project Site and impacts with respect to wastewater infrastructure would be less than significant.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.¹⁴

Comment No. 32-9

What is the effect on entrance ramps to the 101? Will IMT bear the cost of study and adjustment of ramp stop lights?

Response to Comment No. 32-9

The Traffic Impact Analysis included in Appendix G of the Draft EIR evaluated the 101 Freeway ramps at Woodman Avenue and at Van Nuys Boulevard. No significant traffic impacts were identified at these locations.

¹⁴ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847

Comment No. 32-10

Keeping the Sunkist Building sounds like a good idea on the surface. It's an iconic structure that has history, is interesting, unique and adds architectural color to an area which is dominated by contemporary buildings that are, aesthetically speaking, boxes on boxes. However, the lack of detail and information on what the plans are in terms of use are very troubling. What type of businesses would occupy the building? What are their hours of operation? How much traffic would they generate in terms of visitors?

Keeping the Sunkist Building seems to have been done to placate people. Either there are no plans. Or there are plans the developer does not want to disclose. It's one or the other. Much more needs to be disclosed and/or determined before anyone could make an educated decision regarding this portion of the project.

Response to Comment No. 32-10

As discussed in Section II, Project Description, of the Draft EIR, the Sunkist Building, which is currently used for office uses, would be retained and rehabilitated. The existing Sunkist Building would continue to be used for office uses. Refer to Table IV.I-4 on page IV.I-26 of Section IV.I, Transportation/Traffic, of the Draft EIR for a summary of the Project's trip generation, including the trip generation associated with the office use in the Sunkist Building.

The commenter is encouraged to review the responses to Comment Letter No. 6, submitted by the Los Angeles Conservancy. In response to the LA Conservancy's comment letter, a more detailed Preservation Plan has been prepared for the Project that outlines the rehabilitation of the historic Sunkist Building. The Preservation Plan would be made enforceable through adopted conditions of approval. The Preservation Plan is included in Appendix FEIR-5 of this Final EIR.

Comment No. 32-11

Adding more restaurants sounds like a good idea on the surface too. People in the neighborhood could use the restaurants and benefit as well as the tenants in the apartments. However, a Subway or a MacDonalds [sic] could qualify as a "restaurant." Two or three stores of this kind with the possibility of a convenience store as a tenant would constitute a Strip Mall and with any Strip Mall there could be 50–100 cars turning in and out of these businesses in the period of a couple of hours. The wear and tear would be enormous. In addition, Strip Malls drive down the property values in an area, attract crime and vagrancy and are known for being trashy and unsanitary. Sherman Oaks does not need this especially since it would be literally feet away from residential neighborhoods and several schools.

Response to Comment No. 32-11

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 32-12

Overall , [sic] what is described is a mess. It's a mix of residential, business and retail designed and built by residential builders. Specifically, builders who build apartment buildings that look pre-fab.

Have these builders built a mixed use facility such as this before? If so, what is the history? Has it been successful or did it fail and if so, how? What is the history of mixed use facilities such as this built in residential neighborhoods by other builders? What is the impact on crime? Traffic? Noise? Pollution?

It is obvious that the project has been designed to please everyone, but will please no one.

Response to Comment No. 32-12

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 32-13

It would be wise to change this project so that it is for business purposes only (offices like it is now) **OR** retail that closes in the evening like the Fashion Square Mall **OR** residential (apartments or condos) with fewer units so as not to overbuild on the 8.3 acre lot.

Response to Comment No. 32-13

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 32-14

By doing the above, traffic patterns and the change in crime are measurable and have been demonstrated.

For example, what was the impact on traffic and crime when the Sunkist Building was operational and currently with Fashion Square Mall as well as with condo and apartment projects of comparable size? These facts are known.

However, one doesn't have to be a Social Scientist or a Traffic Analyst to know that creating a mixed use facility that is operational for extended hours extenuates the problems associated with traffic and crime.

People drawn to the development for retail use are transient. A transient population usually contains a criminal element. Reducing criminal activities is easier with limited hours and restrictions to access as is the case with the Fashion Square Mall. However, by design, this mixed use facility is too easily accessible and the hours of operation will be 24/7 because of the residential portion. Therefore, it will be impossible to provide security in the same manner as the Mall.

Response to Comment No. 32-14

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6—Hazeltine Avenue and Riverside Drive and at Intersection 10—Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period and impacts at Intersection 10 would remain significant and unavoidable under the Project.

As set forth in Project Design Feature H.1-2, included in Section IV.H.1 Public Services—Police Protection, of the Draft EIR, during operation, the Project would include private on-site security, a closed circuit camera system, keycard entry for the residential buildings and the residential parking areas, and limited hours of operation for the publicly accessible ground floor areas. Also refer to Response to Comment No. 32-8.

As described in more detail in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial

uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 32-15

In addition, the current plans are for a project that is "overbuilt."

As proposed, the project is too many bodies in one small space on an ongoing basis.

For our purposes, we would prefer maintaining the Sunkist building and having it repurposed as office space, but under no circumstances, mixing residential with retail. It's a recipe for disaster.

Response to Comment No. 32-15

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 33

Alexandra Gross
alexagross@hotmail.com

Comment No. 33-1

More people more cars, more everything. Can we not scale down plans. There is already so much congestion at that particular intersection, not to mention the accidents at Hazeltine and Moorpark [sic] frequently. We need to pay attention to the quality of life of the people already here. Enough! Thank you.

Response to Comment No. 33-1

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6—Hazeltine Avenue and Riverside Drive and at Intersection 10—Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period and at Intersection 10 would remain significant and unavoidable under the Project.

As described in more detail in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside

Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 34

Alexandra Gross
alexagross@hotmail.com

Comment No. 34-1

More [sic] People, More Cars? Enough? Can we not try to maintain the quality of life for the people already here. Can we not sale down..... less people, less cars? There are already enough accidents at Hazeltine and moorpark, [sic] and also heavy traffic for the mall. Honestly, cannot people learn to make less money and think about the environs? Awful! Enough is enough!

Response to Comment No. 34-1

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6—Hazeltine Avenue and Riverside Drive and at Intersection 10—Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period and at Intersection 10 would remain significant and unavoidable under the Project.

As described in more detail in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified

in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 35

Richard Guy
richardgguy@gmail.com

Comment No. 35-1

Attached is a six-page comment on the ICON DEIR.

A second email will attempt to include a nearly 45MB appendix to the comment; I fear that the size may cause some email infrastructure to choke and fail to deliver the appendix, so if that occurs I will deposit the appendix on a dropbox.com website and send you a link.

Should that last step be necessary, I apologize for the additional step I'm requesting of you; you are clearly about to have an increased workload!

Response to Comment No. 35-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 35-2

As I feared, various mailers I tried all reject the too-large 24-page appendix; here's the dropbox link instead:

<https://www.dropbox.com/s/2uvzir7dkvhnwsa/ICON%20Sherman%20Oaks%20traffic%20review%20appendix.pdf?dl=0>

If this fails to work, please let me know, and I can break the appendix into 10MB (or smaller) pieces, and email them one by one.

Response to Comment No. 35-2

This comment is noted for the administrative record and has been incorporated into the Final EIR for review and consideration by the decision-makers.

Comment No. 35-3**Summary**

The Planning Commission must reject the Traffic Analysis section of the July, 2016, DEIR as fundamentally flawed by defective data collection design and erroneous analysis: measurements of existing peak traffic levels were taken at the wrong times and in the wrong season, and projected traffic level impacts from the proposed development rely on improper methodology and incorrect reasoning.

Taken separately—and especially together—each of these flaws render meaningless the conclusions reached by LADOT.

However, correct data collection and analysis are feasible to conduct, and the material below includes suggestions on how these could have been, should have been, and can be accomplished in a satisfactory manner for this project.

Response to Comment No. 35-3

The Traffic Impact Analysis prepared for the Project and included in Appendix G of the Draft EIR follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated May 5, 2013, which was reviewed and approved by LADOT. A copy of the MOU is provided in Appendix G of the Draft EIR. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. Therefore, the traffic impact analyses in the Traffic Impact Analysis has been conducted using the procedures adopted by LADOT to analyze the potential traffic impacts of the Project. Specifically, traffic counts were taken on a typical good weather day with local schools in session during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) peak periods, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day.

LADOT's *Traffic Study Policies and Procedures* were updated in December 2016. A Supplemental Traffic Analysis has been conducted to address relevant items from the new guidelines, including alignment with Vision Zero and Mobility 2035 requirements. Refer to

Topical Response No. 2, above, for additional information regarding the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR.

Comment No. 35-4

Introduction

The traffic analysis portion of the EIR is intended to assess the potential impact of the project on existing traffic conditions.

Such analysis is commonly done by measuring actual traffic conditions and adding in expected additional traffic loads from the project and other known expected impacts from additional development and roadway projects. Special attention is paid to recurring “peak” traffic loads, as it is typically such high volume-to-capacity times that are the most troubling to effective transport in the community. The validity of the final analysis, of course, relies on the correctness, appropriateness, and completeness of the measurements; it also depends heavily on the accuracy of the projections about future traffic conditions generally, and the forecast of expected traffic contributions of the project itself.

In both of these portions (measurement and projections), LADOT traffic engineers declared their reliance upon the ITE’s Trip Generation Manual, 9th edition, 2012. This is a “bible” used by virtually all traffic engineers in the US and Canada; its essential content is an encyclopedic collection of several thousand graphs that summarize actual measured traffic associated with hundreds of different types of structures and uses, in many different locales across the US and Canada. The base measurements, however, were done over a period of 50 years, by thousands of different people in communities large and small, rural and suburban and urban, using a wide range of methodologies and measurement variables. Because of this range, the Manual cautions repeatedly that the data summaries may not match local conditions, and care must be exercised in using the graphs to extrapolate projected impacts of a given project. In some cases, the data is so limited or divergent that no suggested projection formula is provided—an otherwise routine content of every graph in the manual, to make it easier for a traffic engineer to calculate projected impact.

Response to Comment No. 35-4

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 35-5

Peak traffic measurement

A critical foundation of the Manual is the assumption that weekday traffic peaks exist, in the morning and afternoon. However, the timeframe of these peaks can and does vary in different locales, as does the existence of a mid-day peak and late-evening peak. Correct usage of the Manual—and its “peak analysis” approach— requires local validation that the measurements span a sufficient timeframe to determine where such peaks occur, and of course, the magnitude of the peaks. LADOT appears to have adopted a two-peak local standard, with timeframes of 7–10am [sic] and 3–6pm—as [sic] reflected in the detailed data reported by consultant Overland. (See physical pages 146 to 344 of DEIR 2016/07 Appendix G-2; Overland’s Appendix E, pages unnumbered.)

In this regard, the DEIR is deficient: almost every page of traffic intersection data measurements reflects a maximum or near-maximum value at an edge of the data collection timeframe, which on its face invalidates the conclusion that a peak has been identified at all, and what the magnitude of that peak might be. Further, subjective local community experience suggests that a mid-day and late evening peak also exist, but for which no measurements were made. In short, **the measurements performed by the consultant are inadequate to support any conclusions at all about existing peak traffic volume for the day in question** (Wednesday, January 14, 2015; Overland, p.26). [sic]

Response to Comment No. 35-5

Through multiple years of traffic experience in the area, LADOT has established three morning peak hours and three evening peak hours (previously it was two hours) to capture the single highest peak hour for commuter traffic. The ITE Trip Generation Manual, 9th Edition identifies the A.M. peak hour of adjacent street traffic as 7:00 A.M. to 9:00 A.M. and P.M. peak hour of adjacent street traffic as 4:00 P.M. to 6:00 P.M. Traffic counts were taken on a typical good weather day with local schools in session during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) peak periods, as required by LADOT. This is consistent with LADOT’s Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day.

Review of the intersection count data indicates that peak hours did not occur at the edge of the data collection time period. The morning and afternoon 15-minute peaks occurred as follows:

- | | |
|--------------------------------------|-------------------------|
| 1. Van Nuys Blvd. & Magnolia Blvd.: | 7:45 A.M. and 5:30 P.M. |
| 2. Van Nuys Blvd. & Riverside Drive: | 7:45 A.M. and 5:30 P.M. |

3. Van Nuys Blvd. & US-101 NB Ramps:	7:45 A.M. and 5:15 P.M.
4. Van Nuys Blvd. & US-101 SB Ramps:	9:45 A.M. and 3:45 P.M.
5. Hazeltine Ave. & Magnolia Blvd.:	7:45 A.M. and 5:30 P.M.
6. Hazeltine Ave. & Riverside Drive:	7:45 A.M. and 4:00 P.M.
7. Hazeltine & Fashion Sq. & Proj. Dwy.:	8:00 A.M. and 4:45 P.M.
8. Hazeltine Ave. & Ventura Blvd.:	8:45 A.M. and 5:30 P.M.
9. Woodman Ave. & Magnolia Blvd.:	7:30 A.M. and 5:45 P.M.
10. Woodman Ave. & Riverside Dr.:	7:30 A.M. and 5:30 P.M.
11. Woodman Ave. & US-101 NB Ramps:	7:30 A.M. and 3:00 P.M.
12. Woodman Ave. & US-101 SB Ramps:	8:15 & 8:45 A.M. and 3:30 P.M.
13. Hazeltine Ave. & Chandler Blvd.:	7:45 A.M. and 5:15 P.M.
14. Fulton Ave. & Riverside Drive:	7:30 A.M. and 5:00 P.M.

The LADOT-required data collection periods of 7:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. demonstrate data for the largest 15-minute time periods to be well inside of the edges of those timeframes. There are three instances, including Van Nuys Boulevard & US-101 SB ramps with the peak occurring at 9:45 A.M., Woodman Avenue & Magnolia Boulevard with the peak occurring at 5:45 P.M., and Woodman Avenue & US-101 NB Ramps with a peak occurring at 3:00 P.M. However, the traffic volumes at these three out of 28 timeframe edges were not significantly out of scale with the balance of the data collected.

The A.M. and P.M. peak periods are evaluated for potential impacts to present the worst case analysis. While there may be an increase in traffic mid-day or late evening, these small surges would not exceed the morning or evening peak commute hours. A mid-day or late evening increase in traffic would not typically exceed peak commuter traffic. Review of 24-hour traffic volumes included in Appendix E of the Traffic Impact Analysis (Appendix G of the Draft EIR) along several residential streets in the Project area indicate that the traffic volumes in the area did, for the most part, peak during the morning and evening time periods evaluated. The 24-hour data indicates that the daily peak hours occurred as follows:

- Tyrone Avenue north of Riverside Drive, peak hours at 7:30 A.M. and 5:15 P.M.;
- Katherine Avenue north of Riverside Drive, peak hours at 7:45 A.M. and 4:45 P.M.;
- Calhoun Avenue north of Riverside Drive, peak hours at 9:00 A.M. and 2:15 P.M.;
- Stansbury Avenue north of Riverside Drive, peak hours at 11:45 A.M. and 2:30 P.M.;

- Valleyheart Drive east of Hazeltine Avenue, peak hours at 8:00 A.M. and 4:15 P.M.; and
- Milbank Street east of Hazeltine Avenue, peak hours at 8:15 A.M. and 4:30 P.M.

There are some fluctuations in the peak time periods but the evaluated 7:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. cover the majority of these peak hours and are appropriate for the major streets/intersections evaluated around these street segments. No significant street segment impacts are identified along these roadways with the addition of 24-hour Project-related traffic.

Comment No. 35-6

A closely related issue is LADOT's reliance upon a single "representative" day of on-site traffic measurement. While Overland was careful to avoid holidays and bad weather days, both LADOT and Overland failed to consider two impacts from the large shopping mall (Sherman Oaks Fashion Square) adjacent to the project: weekend traffic, and winter holiday shopping. Subjective local community experience is that Saturday traffic is often significant throughout the year, and that the period between Thanksgiving and Christmas is exceptionally heavy. The latter impact was specifically mentioned in public comment provided during the July, 2014 comment period on the preliminary EIR, to the Planning Commission... and apparently rejected as unwarranted. This is a fundamental error, as the impact can extend daily for up to 10% of the year—a significant and sufficient time period to justify consideration of the impact of new development. The failure to measure peak-season traffic—whether in addition to off-season traffic, or instead of—likely means **the measurements mischaracterize current peak traffic conditions**.

Response to Comment No. 35-6

Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day – as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Notwithstanding, to respond to public comments on the Draft EIR, holiday traffic counts were taken for information purposes only and are provided in an appendix to the Supplemental Traffic Analysis (refer to Attachment E of the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR). These holiday counts are not a baseline for evaluating traffic impacts under CEQA, and would not change the conclusions of the EIR. Moreover, when the Project traffic counts were taken, the Sunkist Building was near full occupancy (estimated to be approximately 85 percent occupied). However, in order to provide a conservative estimate of the existing and future traffic growth within the Project Site, the trip generation for 50 percent of the existing office building square footage was calculated using rates published in the Institute of Transportation Engineers' Trip

Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes. This provides a conservative approach that results in appropriately tailored mitigation measures with a direct nexus to the Project, rather than a holiday baseline that unfairly forces the Project to over-mitigate for the mall's unique, temporary and seasonal impacts.

Refer to the Supplemental Traffic Analysis, included in Appendix FEIR-4, of this Final EIR, for an updated analysis that includes an additional two percent growth to the baseline and additional two percent growth to future year 2019.

Comment No. 35-7

Some might object that “one month per year” is an inappropriately small percentage of the year to consider. Note, though, that the “peak hour” studies all focus on just 1/12 of a day (two hours of twenty-four), the same fraction of one month per twelve-month year.

Response to Comment No. 35-7

Refer to Response to Comment No. 35-6 and the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR.

Comment No. 35-8

Future traffic from project

Existing traffic measurements form a baseline upon which forecasts about traffic generated from the particular project itself are added. The resulting traffic loads are then analyzed to determine if significant changes in traffic volume versus capacity are anticipated—in which, various forms of traffic mitigation may be proposed by LADOT as a requirement for the project to proceed. These steps are largely driven by well-established procedures—and a degree of professional judgment—but they all rely on proper usage of the forecasting tools chosen by the engineer. Here we focus solely on the part of the procedures that is often considered to require the least exercise of judgment—using the ITE Trip Generation Manual graphs—but in fact can required the greatest amount of judgment.

LADOT's engineering staff appears to have reasonably extracted from the project description three distinct uses: apartment living, grocery store, and restaurant. The Manual contains summary graphs for variants of each of these; LADOT has reasonably identified a specific variant of each (200 Apartment; 850 Supermarket; 932 High-Turnover Restaurant). Each category has a metric such as number of units or square footage that is used as a comparison basis, and to aid calculations. (See DEIR App-G Interoffice Memo to Kevin Jones, p.2, [sic] for a typical table; the leftmost three columns list the above items.)

Many places in the Manual caution that care must be taken when using the data: for example, see pages 11–19 in the Appendix at the end of this review, and especially the two sections on page 12 entitled “Variations in the Statistics” and “Limitations of the Data Plots”. [sic]

Note that this is not just a “your mileage may vary” level issue, but a warning that it is all too [sic] easy to mistake “apples for oranges.” The engineer carries the burden of ensuring that the traffic generation studies underlying the summary graphs are an appropriate foundation upon which to draw conclusions. Failure to do so can and does lead to erroneous analysis; such a set of failures has clearly occurred here and the result is meaningless conclusions.

The following sections detail these failures.

Response to Comment No. 35-8

These comments are noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The standards applied in the Project’s Traffic Study are representative of ITE standards predominately used for projects within the City of Los Angeles.

Comment No. 35-9

220 Apartment

The summary page for this section notes a major caveat: the number of units in an apartment project is not nearly as accurate a metric for trip generations as number of bedrooms, and that new studies should include this as part of their data collection. Nevertheless, all data presented in this Manual section considers only the number of units. (See ITE Manual page 332 reproduced in our attached Appendix.)

The summary cautions that a wide variation in unit size, price range, location and age—all of which can impact the applicability of the data. Unfortunately, such variation is not reflected in the data plots and derived formulas; it is left to the user to assess relevance... but short of consulting each source study individually, this an impossible task.

The summary also notes that the raw data came from 88 studies in 33 reports, ranging in age from the 1960s to the 2000s, from the USA and Canada. But two of these are as recent as 2000, and made in towns in Massachusetts and Oregon. The 1990s studies are from Tennessee, Utah, Florida and South Dakota. The most recent study from California (San Diego) is 1972. [The studies are referenced on Manual p. 332; we consulted the

Manual's list of references to determine the age and locale of each source study, but do not reproduce those dozens of pages here.]

The expected number of daily trips (column #4 on Jones, p.2) [sic] for a 298 unit apartment (1,982) is clearly taken directly from the formula provided (ITE Manual, p. 333). Unfortunately, a closer look at the actual data samples plotted on the graph, shows that for apartment projects in the 200–500 unit range, the formula underestimates the measured trip counts, in some cases by 30%; and understates all four of the 300-unit size projects included in the overall sample. (See our appendix.)

The more detailed (and thus, based on fewer studies) graphs of “Peak AM data” and “Peak PM data” only exacerbate the problem. One comparable 320-unit sample shows an AM peak of 300 trips, yet the formula yields 152 total trips. Even worse, the In/Out trips are not raw data, but based on proportion averages drawn from all studies, and reverse-calculated from the total trip value produced by applying the (questionable) formula. A similar situation exists with the PM traffic analysis. (See Manual pages 334–337 in our Appendix.)

So, for the forecast of traffic generated from the apartments, the LADOT analysis relies on studies that are old, largely based in towns across the country and not from the Los Angeles suburban area (except for 1960s-era data), and ignores the assumptions that resulted in a formula whose use by LADOT is questionable at best.

Response to Comment No. 35-9

The ITE Trip Generation Manual, 9th Edition used in the Traffic Impact Analysis includes trip generation rates per dwelling unit for Apartments (Land Use 220) based upon 78 to 90 studies depending on the time period (daily, A.M. peak or P.M. peak). There are also rates per person based upon 26 to 37 studies, and per vehicle based upon 21 to 29 studies. While the ITE Trip Generation Manual, 9th Edition, did include rates per bedroom, the rates per dwelling unit provide greater data points in determination of the trip generation and is the more reliable data source for this Project, which was approved by LADOT for use.

The ITE trip generation rates are industry standard for estimating project trip generation. LADOT *Traffic Study Policies and Procedures*, August 2014 under F. Trip Generation Calculations and updated December 2016 *Traffic Study Policies and Procedures* under 3.3A states “The latest edition of ITE’s Trip Generation Handbook for trip generation rates and formulas should be used to estimate the Project’s trip generation. However, if the project is in a TSP (Transportation Specific Plan) area, then the procedures and trip rate identified in the TSP should be applied. If other rates are proposed, then these rates must first be submitted with the appropriate background survey data for approval by LADOT.” LADOT requires submission of a Memorandum of Understanding

(MOU) for review and approval of the trip generation rates used and the resulting trip generation. A MOU was submitted and approved by LADOT using standard rates from the ITE Trip Generation Manual. The apartment rates (ITE Land Use 220) in the 8th Edition Manual (2008) and the 9th Edition Manual (2012) do not differ and no additional data was added to the land use. There were 78 studies for the A.M. peak hour rate and 90 studies for the P.M. peak hour rate. Typically, the larger the sample size the more accurate the average rate. The standard deviations are 0.73 and 0.82 respectively. The standard deviation for the average trip generation rates is a measure of how widely dispersed the data points are around the weighted average. The lower the standard deviation the better the data fit. With 298 units, the fitted curve is very close to, but slightly lower than, the average rate used in the Traffic Impact Analysis, as indicated below:

Daily: $T = 6.06(X) + 123.56 = 1,929$ daily trips; 1,982 trips estimated in study

AM Peak Hour: $T = 0.49(X) + 3.73 = 150$ A.M. Peak Hour Trips, 152 trips estimated in study

PM Peak Hour: $T = 0.55(X) + 17.65 = 182$ P.M. Peak Hour Trips, 185 trips estimated in study

Conducting the analysis using the slightly higher trip rates therefore provides for a more conservative analysis of potential traffic impacts.

Comment No. 35-10

850 Supermarket

The summary page for this section contains a bold-face warning about usage (p. 1643), noting that hours of operation may considerably influence results. The data are drawn from about two dozen reports reflecting an unknown number of markets studied mostly in the 1980s and 1990s. The most recent are from mid-size towns in Oregon, New York, New Jersey and Pennsylvania in the 2002–2008 years. None of the data is from California, much less Los Angeles; their applicability to 2018 Sherman Oaks is dubious—but the main argument we make here is data-based.

The weekday daily summary graph (ITE Manual, p. 1645) includes this bold-face warning: **“Caution—Use Carefully—Small Sample Size”**. [sic] Despite this warning—and only four samples, ranging from 25,000 to 55,000 square feet—LADOT used the “Average Rate” provided. The statistical parameters included with the graph further indicate that one should have very low confidence in using any of the formulas provided.

The “AM Peak” data is even less reliable: the Manual deliberately avoids providing a formula, because the data is so inconsistent. As before, LADOT blindly used an “average rate” value, when a sample value of three times that amount for an “identical” market is present. (See Manual p. 1646)

For the “PM Peak”, [sic] LADOT’s “total traffic” value of 303 is taken from a graph with the same degree of low confidence as the daily traffic volume. For similar-sized stores, 2/3 of the values are higher than the average, and ½ are clustered near 500 trips at the peak hour. (See Manual p. 1647)

The resulting values chosen for the LADOT analysis are highly questionable, and in the DEIR these values should have come with a strong disclaimer about their reliability. This is a professional obligation carried by LADOT engineers to fully inform less-expert decision makers, that was not met in this case.

Response to Comment No. 35-10

The ITE Trip Generation Manual on page 1644 for Land Use 850 Supermarket states Independent Variable with One Observation for weekday trip generation per employee. This is the page with the warning of Caution-Use Carefully-Small Sample size. The warning is not repeated on page 1645 Supermarket weekday per 1,000 square feet. The weekday rate per 1,000 square feet is used in the Traffic Impact Analysis prepared for the Project.

As stated by the commenter, the data points do vary and a formula would not be relevant and therefore an average rate is the more reliable resource.

As stated in Response to Comment No. 35-9, the ITE trip generation rates are industry standard for estimating project trip generation. The ITE trip generation rates are widely used and are the measuring stick used nationwide, by the City of Los Angeles (with the exception of the West Los Angeles Specific Plan area), and by the majority of the surrounding Cities to determine estimated trip generation for land uses and their potential traffic impacts. The latest ITE Trip Generation Manual was copyrighted in 2012 and incorporates more data which has been collected nationwide.

Comment No. 35-11

932 High-Turnover Sit-Down Restaurant

The summary page for this section (ITE Manual, p. 1883–84) indicates that the graphs and formulas are based on perhaps 100 studies in 30 reports, ranging back 50 years. Post-2000 data is from Vermont, New Hampshire, New Jersey, Pennsylvania, New York, and Florida. None of the studies are from California, much less Los Angeles or Sherman Oaks. It also contains a bold-faced warning about the accuracy of AM peak traffic data. (ITE, p. 1883)

The LADOT study for this portion of the project suffers from nearly identical defects as the Supermarket portion: the graphs intentionally lack formulas for calculating estimates due to the high variability inherent in the data; it is therefore inappropriate to base estimates on this data, without a strong caveat that the resulting values are highly unreliable. This problem exists for the weekday average, the AM Peak traffic, and the PM Peak traffic: it is a fundamental misuse of statistics to use an average value in the context of high variability. (See ITE Manual pp. 1886–89.)

Response to Comment No. 35-11

Refer to Response to Comment No. 35-9 and 35-10.

Comment No. 35-12

Future Traffic Estimates summary

All three of the future usage-specific traffic estimates are fundamentally defective: they are based on data that the Manual itself identifies as unreliable and difficult to use. These caveats were apparently ignored, and certainly not conveyed in the DEIR as is normally required by professional standards.

Future Traffic from Other Planned Projects

The study appropriately considered other developments “in the pipeline” to LADOT’s knowledge. This included proposals submitted (and withdrawn?) by the adjacent Westfield Fashion Square, but failed to include the 141-unit Chase Knolls development nearing ground-breaking at the corner of Riverside and Fulton—exactly one mile east of the proposed ICON project, despite LADOT consideration of projects along Ventura Boulevard much further away. This oversight is perhaps due to the 15-year odyssey of the project post-approval of an earlier version in the early 2000s, but clearly should be included in a reworked future traffic analysis.

Response to Comment No. 35-12

As clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, the Traffic Impact Analysis included in Appendix G of the Draft EIR has been replaced with the correct Traffic Impact Analysis. The Traffic Impact Analysis erroneously included in the Draft EIR was a slightly older version that did not consider the Chase Knolls related project. As provided in Section III, Environmental Setting, of the Draft EIR, the Chase Knolls project (Related Project No. 13) was indeed considered throughout the Draft EIR, including the transportation section of the Draft EIR. As provided in the correct version of the Traffic Impact Analysis, the Chase Knolls project was also considered therein. Section IV.I, Transportation/Traffic, of the Draft EIR, is based on the correct

version of the Traffic Impact Analysis, which included the Chase Knolls project, and not on the version erroneously included in the Draft EIR. In addition, as detailed in Topical Response No. 2, above, the Supplemental Traffic Analysis prepared in response to comments on the Draft EIR also considers the Chase Knolls project as a related project.

Also refer to Response to Comment No. 35-10.

Comment No. 35-13

Traffic Analysis Review Conclusion

The Planning Commission must reject the Traffic Analysis section of the July, 2016, DEIR as fundamentally flawed by defective data collection design and erroneous analysis: measurements of existing peak traffic levels were taken at the wrong times and in the wrong season, and projected traffic level impacts from the proposed development rely on improper methodology and incorrect reasoning. It further suffers to a lesser extent from future impacts of the overlooked Chase Knolls project.

Taken separately—and especially together—each of these flaws render meaningless the conclusions reached by LADOT.

Response to Comment No. 35-13

The Traffic Impact Analysis follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated May 5, 2013, which was reviewed and approved by LADOT. A copy of the MOU is provided in Appendix G of the Draft EIR. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. Therefore, the traffic impact analyses in the Traffic Impact Analysis has been conducted using the procedures adopted by LADOT to analyze the potential traffic impacts of the Project.

As stated in Response to Comment No. 35-3, LADOT's *Traffic Study Policies and Procedures* were updated in December 2016. A Supplemental Traffic Analysis, included in Appendix FEIR-4 of this Final EIR has been conducted to address the additional relevant items from the new guidelines, including alignment with Vision Zero and Mobility 2035

requirements and includes a revised related projects list with the Chase Knolls project identified by the commenter.

Also refer to Response to Comment Nos. 35-10 through 35-12.

Comment No. 35-14

Remedies

The defects in the DEIR Traffic Analysis are readily overcome by measurements taken with greater care. Taking current traffic measurements from 6am [sic] to 11pm [sic] (an hour before the current “standard” start time, and an hour after the Sherman Oaks Fashion Square closes in peak season), during an appropriate day in mid-December, 2016, should resolve the “wrong times” and “wrong season” defects.

Inclusion of a suitable Chas Knolls analysis is straightforward—subject to appropriate use of the ITE Trip Generation Manual data.

The ITE Trip Generation Manual issues are not easily resolved: a correct usage of the statistical tools in the Manual would likely result in a range of values presented to the Planning Commission, which simply “passes the buck” to a non-expert panel. This would be better than confidently asserting that nonsense has meaning, and sound decisions can be based on same, but remains unsatisfactory.

The better alternative here would be to measure actual apartment, grocery, and restaurant traffic in a similar economic, geographic, and demographic setting, at the present time, in suburban Los Angeles. Similar venues exist along the Ventura Boulevard corridor between North Hollywood and Woodland Hills, and on the West Side—settings that reflect the unique Los Angeles environment, rather than outdated ones from distant parts of the country.

Response to Comment No. 35-14

Refer to Response to Comment Nos. 35-3 through 35-13.

As previously discussed, Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT’s Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Moreover, when the Project traffic counts were taken, the Sunkist Building was near full occupancy. However, in order to provide a conservative estimate of the existing and future traffic growth within the Project Site, the trip generation for 50 percent of the

existing office building square footage was calculated using rates published in the Institute of Transportation Engineers' Trip Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes. This approach results in appropriately tailored mitigation measures with a direct nexus to the Project, rather than a holiday baseline that unfairly forces the Project to over-mitigate for the mall's unique, temporary and seasonal impacts.

Although the traffic counts reflect a typical baseline condition, the Supplemental Traffic Analysis (included in Appendix FEIR-4 of this Final EIR and summarized in Topical Response No. 2) adds a two percent growth factor to the original January traffic counts to further degrade the background traffic conditions. This two percent increase is conservative given the San Fernando Valley is projected to grow by less than one percent per year between 2010 and 2035. Based on these projections, the two percent growth factor essentially adds more than two years of expected increased population to the baseline traffic counts. Even after this increase in baseline traffic, no new traffic impacts would result that were not previously disclosed in the Traffic Impact Analysis and the Draft EIR. This further demonstrates that the Traffic Impact Analysis accurately identifies the Project's anticipated impacts and required mitigation measures.

The commenter correctly notes that every community has nuances and special conditions. Conditions that can vary traffic demand include items such as if it is near a beach, near a retail center, near an amusement park, near a school, if it is along major roadways, generally hot or cold, has bad sidewalks, has more transit, has less transit, has more children or more seniors. The data collected and presented in the ITE manual covers these nuances. They are a range of communities that are present in the United States. The rates therefore provide an estimated average. The trip generation credits for pass-by, internal uses, and transit are used to render the land use rates more specific to the study area. LADOT Development Review offices have experienced personnel (over 25 years) that have knowledge of the nuances and uniqueness of the areas for which the traffic studies are prepared. The trip generation presented in the Project's Traffic Impact Analysis was reviewed, revised, and approved by LADOT to provide the best representation of the area as possible.

Comment No. 35-15

Attachment: Relevant pages of ITE Trip Generation Manual, 9th edition, 2012 [24 pages]

Response to Comment No. 35-15

The attachment provided by the commenter includes pages from the ITE Trip Generation Manual referenced in comments above. Refer to the responses above regarding the pages referenced by the commenter.

Comment Letter No. 36

Les Hartzman
5419 Columbus Ave.
Sherman Oaks, CA 91411-3512

Comment No. 36-1

IT IS IMPERATIVE that you do everything possible on behalf of the homeowners/residents of Sherman Oaks to mitigate the significant negative impacts of SUNKIST ICON by STOPPING the proposed development . [sic]

Response to Comment No. 36-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 36-2

Additionally, a 30-day extension is requested for the DEIR public comment window in order to allow sufficient time for public review.

Response to Comment No. 36-2

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 36-3

Specifically, adding 300 MORE apartment units (and an estimated 900 people and 600 more cars!) to our area is OVER-development! Especially since IMT has recently built 6 massively-huge apartment complexes, three or more stories tall, and some being a city block long—ALL WITHIN A 3 MILE RADIUS HERE IN SHERMAN OAKS!!

I live in the area where the IMT buildings exist. They have added additional traffic to our streets that has increased congestion.

The proposed development at Hazeltine and Riverside for 300 more apartments should not be allowed to be built. There is already a huge traffic problem with the mall across the street. During the Christmas holiday season, the mall uses the Sunkist parking lot for overflow parking. If a new complex is put in, there will be no overflow lot available—forcing people to park in residential areas—taking spots away from the residents. There is also a heavily used Trader Joe's on the northwest corner of that intersection, which already causes parking overflow into the adjoining residential area (I've had to park there myself!).

There will also be additional traffic congestion at the freeway onramps at Van Nuys and Woodman avenues if even half of the cars from that project hit the streets.

Our lack of adequate public transportation or a transit plan has caused a huge traffic issue in the Valley. We can't allow continued overbuilding before we address the impacts to our infrastructure. We need to reduce cars on the streets and not add more to them. The air quality here has gotten worse over the years due to overdevelopment and a business-friendly AQMD.

Huge, multiple negative impacts to our community will result, namely:

WORSENING OF TRAFFIC

Response to Comment No. 36-3

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

The commenter's opinion regarding existing parking conditions associated with the Project Site and the adjacent Westfield Fashion Square Mall is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. This is

not an analysis required by CEQA for purposes of evaluating the Project's potential transportation impacts.

As provided in Section IV.I, Transportation/Traffic, of the Draft EIR, the transportation analysis for the Project evaluated cumulative (Future with Project) conditions at the State Route 101 freeway ramps located nearest to the Project Site. Specifically, the transportation analysis included the following intersections: Intersection 3: Northbound 101 Freeway Ramps and Van Nuys Boulevard, Intersection 4: Southbound 101 Freeway Ramps and Van Nuys Boulevard Intersection, 11: Northbound 101 Freeway Ramps and Woodman Avenue, and Intersection 12: Southbound 101 Freeway Ramps and Woodman Avenue. As summarized in Table IV.I-7 on page IV.I-41 of Section IV.I, Transportation/Traffic, of the Draft EIR, the addition of Project traffic at these study intersections under Future with Project conditions would not result in a change to the volume-to-capacity ratio such that a significant impact would occur.

With regard to air quality, as discussed in Section IV.B, Air Quality, of the Draft EIR, the Project's air quality impacts at Project buildout would be less than significant. It is noted that an analysis of the Project's potential air quality impacts under "existing" conditions was also conducted. "Existing" conditions represented year 2014 conditions at that time, which has long passed. Nevertheless, as discussed in Section IV.B, Air Quality, of the Draft EIR, air quality impacts from Project operational emissions would be significant under the existing plus Project scenario. This conclusion assumes that the Project would be built in 2014, which is not based in reality as it would not exist in 2014 and the actual impact would not occur.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements,

the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 36-4

WORSENING OF AIR POLLUTION AND NOISE

Response to Comment No. 36-4

As evaluated in Section IV.B, Air Quality, of the Draft EIR, regional and localized air quality impacts at Project buildout would be less than significant. As analyzed in Section IV.G, Noise, of the Draft EIR, operational noise impacts from on- and off-site sources would be less than significant. As evaluated in the Draft EIR, temporary construction-related noise impacts would be significant and unavoidable.

Comment No. 36-5

LESSENING OF AIR QUALITY (and the destruction of many mature trees!)

Response to Comment No. 36-5

Refer to Response to Comment No. 36-4 for a discussion of air quality impacts.

With regard to trees, as discussed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City's Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would require approval by the Board of Public Works.

Comment No. 36-6

DEEPER STRAINS TO PUBLIC SERVICES (police, fire, hospital, etc.), WHICH ARE ALREADY INADEQUATE!

Response to Comment No. 36-6

As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, pursuant to Mitigation Measure H.1-1, the Project Applicant would consult with the LAPD's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the Project, which would serve to reduce the demand on police protection services by facilitating police response. As concluded in the Draft EIR, with implementation of mitigation, the Project's potential impacts to police protection services would be less than significant. In addition, as discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, operation of the Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Therefore, impacts to fire protection and emergency medical services during Project operation would be less than significant. Impacts to hospitals from a land use development project are not addressed by CEQA.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.¹⁵

Comment No. 36-7

300 MORE APARTMENTS IS ABSOLUTELY UNWARRANTED, and if built, would be done so at the sole benefit of IMT (and city) profits—and NOT in the service of the well-being of our community and its residents.

¹⁵ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847

Response to Comment No. 36-7

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Refer to Response to Comment No. 36-3 and Topical Response No. 1 regarding the Reduced Alternative 5, which reflects a reduced development.

Comment No. 36-8

Thank you for your immediate and full cooperation on behalf of your constituents in Sherman Oaks!

Response to Comment No. 36-8

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 37

Jeanette & Brian Hirsch
jlresnik@hotmail.com

Comment No. 37-1

As residents of the Sherman Oaks Fashion Square, we are strongly in opposition of the development of the ~300 apartments + commercial use space proposed for the Sunkist site. This development would bring more traffic, poorer air quality, increased noise and may bring increased crime to the area. Please consider a more community friendly attraction such as a pocket urban park (e.g. dog park, meditation walking paths... etc.). Would even be open to an aesthetically pleasing, high-quality theater/restaurant experience. The neighborhood does not need more apartments for renters. There are plenty of options already in the area and in neighboring areas.

Response to Comment No. 37-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As evaluated in Section IV.B, Air Quality, of the Draft EIR, regional and localized air quality impacts at Project buildout would be less than significant. As analyzed in Section IV.G, Noise, of the Draft EIR, operational noise impacts from on- and off-site sources would be less than significant.

As set forth in Project Design Feature H.1-2, included in Section IV.H.1 Public Services—Police Protection, of the Draft EIR, during operation, the Project would include

private on-site security, a closed circuit camera system, keycard entry for the residential buildings and the residential parking areas, and limited hours of operation for the publicly accessible ground floor areas.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment Letter No. 38

Sheri Hooper-Gross
14024 Hesby St.
Sherman Oaks, CA 91423-1220

Comment No. 38-1

I am writing to comment on the DEIR for the proposed development located at Riverside drive [sic] and Hazeltine in Sherman Oaks.

As a homeowner and 20 year resident of the Fashion Square Area, I ask that you do everything possible to mitigate the negative impacts of SUNKIST ICON by both reducing the size and changing the design of the proposed development.

Response to Comment No. 38-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR, which reflects a reduced development and an associated reduction in the Project's impacts.

Comment No. 38-2

This project is simply too large for this area. This same developer has already built 6 huge complexes nearby, that are still not at full occupancy. The addition of 300 more units—in four story towers and multilevel parking garages-constitutes overdevelopment that will negatively impact this area in multiple ways:

Response to Comment No. 38-2

As analyzed in Section IV.A, Aesthetics, of the Draft EIR, the Project would preserve the distinctive architecture of the Sunkist Building and would incorporate design elements that are compatible with the existing Sunkist Building and with the surrounding area. The Project would have a maximum building height of 74.5 feet, which would be consistent with the height restriction of 75 feet within Height District 1L, and would provide setbacks that meet or exceed the setback requirements specified in the LAMC. In addition, the height of Building A (74.5 feet) would be consistent with the approximately 75-foot Westfield Fashion

Square's Bloomingdale's building, located directly east of Hazeltine Avenue. At approximately 60.5 feet, Building B would not be noticeably taller than the Sunkist Building, which has a height of approximately 57 feet. Buildings A and B would have minimum setbacks of 10 feet from Riverside Drive and would frame the north elevation of the Sunkist Building.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, the Reduced Alternative 5 would reflect a reduced development and an associated reduction in the Project's impacts.

Comment No. 38-3

1. The destruction of many mature trees will lessen air quality, change the microclimate and negatively impact the wildlife.

Response to Comment No. 38-3

As discussed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City's Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would require approval by the Board of Public Works

As evaluated in Section IV.B, Air Quality, of the Draft EIR, regional and localized air quality impacts at Project buildout would be less than significant.

Additionally, as evaluated in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, the Project's impacts to biological resources would be less than significant.

Comment No. 38-4

2. Traffic patterns that are already unacceptable will worsen. Intersections (especially Hazeltine and Riverside) will become even more clogged and dangerous by adding 300–600 more vehicles entering and exiting the complexes and fighting with existing Mall traffic.

Response to Comment No. 38-4

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

The Project's transportation analysis included an analysis of the Project Site driveways to determine if adequate vehicle storage lengths would be provided at the Project Site driveways. As specifically discussed in Section IV.I, Transportation/Traffic, page IV.I-47, of the Draft EIR, the vehicle storage lengths available at/near the Project Site driveways range from approximately 40 feet to 200 feet. The Project would be expected to result in queue lengths ranging from approximately zero to 176 feet. A comparison of the available vehicle storage lengths and the amount of space required for Project vehicle queuing indicates that the turn lanes would not exceed their storage capacity. Therefore, there would be adequate queuing capacity at/near the Project driveways. Therefore, as concluded in the Draft EIR, the Project would not substantially increase hazards due to a design feature, and the Project's operational access and circulation impacts would be less than significant.

As discussed in Topical Response No. 1, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements,

the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 38-5

3. The first two events listed above will provide an increase of air pollution and noise levels.

Response to Comment No. 38-5

As evaluated in Section IV.B, Air Quality, of the Draft EIR, regional and localized air quality impacts would be less than significant. As analyzed in Section IV.G, Noise, of the Draft EIR, operational noise impacts from on- and off-site sources would be less than significant.

Comment No. 38-6

4. Both the extreme height of the proposed structures and the lack of setback from the streets create an oppressive silhouette, visual clutter and block the view of an iconic piece of architecture that celebrates the heritage of our neighborhood. The need to preserve open space is imperative.

Response to Comment No. 38-6

As discussed in Section IV.A, Aesthetics, page IV.A-33, of the Draft EIR, the proposed Building A along the eastern portion of the Project Site would be 75 feet tall, which is similar in height to the adjacent Westfield Fashion Square's Bloomingdale's building located east of the Project Site. In addition, the proposed parking structure, which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the taller Building A located along Riverside Drive to the east. Building C, which would front the single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue.

With regard to setbacks and the surrounding uses, as described in Section II, Project Description, page II-21, of the Draft EIR, the proposed aboveground parking

structure would include a 10-foot setback from Hazeltine Avenue, Building A would have an approximately 10-foot setback from Riverside Drive and a 5-foot setback from Hazeltine Avenue, Building B would include an approximately 10-foot setback from Riverside Drive and a 15-foot setback from Calhoun Avenue, and Building C would include an approximately 26-foot setback from Calhoun Avenue.

With regard to the Sunkist Building, proposed Buildings A and B would be positioned to preserve the view corridor of the Sunkist Building from Riverside Drive while the proposed parking structure would be designed at a height that would be lower than the Sunkist Building. As discussed on page IV.A-35 of Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. In addition, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. Although the viewshed is narrowed, this viewshed would provide a new vista towards the building and would maintain the character-defining feature. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as discussed on page IV.D-25 of Section IV.D, Cultural Resources, of the Draft EIR, the Project would not significantly impact the spatial relationship of the Sunkist Building to its surroundings as the building would continue to be set above the adjacent landscape, maintaining the inverted pyramidal massing.

In addition, as detailed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. Under the Reduced Alternative 5, the density of the development would be reduced and the building footprints would provide for expanded views of the Sunkist Building when compared with the design of the Project, including improved views from Riverside Drive.

As described on page II-23 of Section II, Project Description, of the Draft EIR, with completion of the Project, approximately 107,793 square feet of the approximately 191,991 square feet of the total common open space area would be accessible for public use. The new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area

(referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk.

Comment No. 38-7

This development MUST be significantly downsized! As proposed, it does not serve to the current or future well being of the local community.

Please recommend that this project be limited to commercial only, or commercial plus no more than 50 residential units. Please block any developer requests at rezoning or building variances.

Thank you for your immediate and full cooperation on behalf of your constituents in Sherman Oaks. Please keep me updated on any issues pertaining to this project.

Response to Comment No. 38-7

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development and an associated reduction in the Project's impacts. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 39

Lindsay Howard
Partner, Television Literary
APA
405 S. Beverly Dr.
Beverly Hills, CA 90212-4416

Comment No. 39-1

I have never written to anybody concerning development in my neighborhood before, but perhaps that's because I've never felt so strongly about impending development.

My family recently moved onto Peach Grove Street in the North Fashion Square area in an effort to live the more idyllic suburban life that I grew up with. One where our kids can ride their bikes in the street and feel safe. One where, despite nearby proximity of the Fashion Square Mall, we have a reasonable amount of quiet. We feel like we moved to Mayberry. Our neighborhood is a close-knit community of single-family residences. We have block parties. We know our neighbors. We know when something feels amiss. While there is varied traffic congestion from the mall (particularly during holiday sales), we can still navigate the streets and appreciate that we aren't surrounded by major thoroughfares.

Response to Comment No. 39-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 39-2

The proposed development of a nearly 300 residence apartment building and retail feels wildly out of place here. The few multi-family buildings that border our neighborhood on Riverside have been carefully thought through and don't allow for hundreds of additional cars or persons. Adding potential traffic bottlenecks will create congestion and allow for slowly emergency response times and difficulty in getting in and out of our homes.

Response to Comment No. 39-2

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of

mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

As evaluated in Section IV.H.2 Public Services—Fire Protection, of the Draft EIR, while Project-related traffic would have the potential to increase emergency vehicle response times to the Project Site and surrounding properties due to travel time delays caused by traffic, the Project would include intersection improvements as part of the mitigation program for the Project that would reduce the Project's impacts and would not install barriers that would impede emergency vehicle access within and in the vicinity of the Project Site. As such, emergency access to the Project Site and surrounding uses would be maintained at all times. In addition, the increase in traffic generated by the Project would not significantly impact emergency vehicle response times to the Project Site and surrounding uses since the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the

lanes of opposing traffic. Therefore, Project-related traffic is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area, and the Project would not result in the need for new or physically altered fire protection facilities.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.¹⁶

Comment No. 39-3

Also, if these people have children, the local schools are already overfilled with 40+ kids per classroom which severely impacts their ability to get a proper education. It’s a volume that the neighborhood simply can’t bear.

Response to Comment No. 39-3

As analyzed in Section IV.H.3 Public Service—Schools, of the Draft EIR, pursuant to Senate Bill 50, the Project Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of the Project’s building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the impact of additional student enrollment at schools serving the Project area. Accordingly, with adherence to existing regulations, impacts on schools would be less than significant.

¹⁶ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847

Comment No. 39-4

Additionally, there has already been a rise in crime from the construction of numerous residences nearby to the point where LAPD's response time to a recent crime was upward of 3 ½ hours. It's severe enough that our community has discussed hiring private security to patrol our neighborhood. Bringing more construction and more people to this area is the antithesis of what current residents have moved here for.

Response to Comment No. 39-4

As discussed in Section IV.H.1, Public Services—Police Protection, beginning on page IV.H.1-10, of the Draft EIR, construction sites can be sources of nuisances and hazards and invite theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. As provided in Project Design Feature H.1-1, the Project Applicant would implement temporary security measures including security fencing, lighting, and locked entry to secure the Project Site during construction. With implementation of these measures, potential impacts associated with theft and vandalism during construction activities would be less than significant.

Additionally, as discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, most, if not all, of the construction worker trips would occur outside the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for traffic-related conflicts. In addition, a Construction Management Plan would be implemented during Project construction pursuant to Mitigation Measure I-1 in Section IV.I, Transportation/Traffic, of the Draft EIR, to ensure that adequate and safe access remains available within and near the Project Site during construction activities. The Project would also employ temporary traffic controls such as flag persons to control traffic movement during temporary traffic flow disruptions. Traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the Project Site and traffic flow is maintained on adjacent right-of-ways. With implementation of project design features, construction of the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the LAPD to serve the Project Site, nor would Project construction cause a substantial increase in emergency response times as a result of increased traffic congestion. Therefore, impacts on police protection services during Project construction would be less than significant.

As set forth in Project Design Feature H.1-2, included in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, during operation, the Project would include private on-site security, a closed circuit camera system, keycard entry for the residential

buildings and the residential parking areas, and limited hours of operation for the publicly accessible ground floor areas.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.¹⁷

Comment No. 39-5

I hope that you’ll consider these factors as you continue to discuss this development and we all look forward to continuing this conversation.

Response to Comment No. 39-5

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

¹⁷ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847

Comment Letter No. 40

Mary Ann Jacobson
4830 Calhoun Ave.
Sherman Oaks, CA 91423-2306

Comment No. 40-1

I am writing to let you know that I am TOTALLY OPPOSED to the “IKON [sic] Sherman Oaks” (case #ENV-2014-1362--EIR) property project currently being proposed.

I have lived here since 1961 and have seen numerous changes to the area. We already have more than enough traffic now with the Mall and the Van Nuys Sherman Oaks Park right here.

And, the fact that this whole area would be impacted for 3 years building the project is absurd. The quality of life currently enjoyed in our area would be totally disrupted and completely changed and not for the better. We do not need 298 additional apartments in this area.... not to mention the number of automobiles associated with each apartment.

IMT Capital II Sherman Oaks, LLC should wait till the fires are out and go help all the folks that have will have [sic] lost their homes.

This company has built enough apartments in Sherman Oaks already... we do not need 298 more. And, I might add that none of these completed projects are very attractive.

Response to Comment No. 40-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 41

Kristi Jerome
kclainos@hotmail.com

Comment No. 41-1

I am writing to please ask for an extension in the reviewing of these environmental effects of our neighborhood and environment based on the report that has been completed. It is extremely extensive and having read through it, it is concerning to me that they have largely labeled [sic] as “insignificant” or “insignificant with mitigation”.

the [sic] larger the document and the more errors, therein, the longer it takes to review and comment on the document.

Please extend at least 30 days to take the care needed to evaluate this MASSIVE and what most in this area believe to be, a very poor proposal of use for this space.

Response to Comment No. 41-1

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 42

Tom Jones
5050 Matilija Ave.
Sherman Oaks, CA 91423-1238

Comment No. 42-1

Supporting the Sunkist and Chase Knowles project will only cause problems. Where will the kids go to school?

Response to Comment No. 42-1

As discussed in Section IV.H.3. Public Service—Schools, page IV.H.3-9, Table IV.H.3-2, of the Draft EIR, the LAUSD schools within the boundary of the Project Site include Chandler Learning Academy, Van Nuys Middle School, Van Nuys Senior High School, and charter schools and magnet schools.

Comment No. 42-2

Where will cars park? When will our streets be accommodating—Traffic is a problem NOW! The infrastructure cannot meet these needs and protect our neighborhood.

Response to Comment No. 42-2

As discussed in Section IV.I. Transportation/Traffic, pages IV.I-48 through IV.I-49, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. As described in Section II, Project Description, of the Draft EIR, the Project would provide a total of 1,345 parking spaces.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable. This comment is noted

for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development and an associated reduction in the Project's impacts.

Comment No. 42-3

You are still allowing Mansionization to ruin our neighborhood—these oversized houses are way out of place.

What happened to your campaign promises?

Response to Comment No. 42-3

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 43

Tom Jones
5050 Matilija Ave.
Sherman Oaks, CA 91423-1238

Comment No. 43-1

You promised to help us. Supporting the Sunkist and Chase Knowles project will only cause problems. Where will the kids go to school?

Response to Comment No. 43-1

As discussed in Section IV.H.3. Public Service—Schools, page IV.H.3-9, Table IV.H.3-2, of the Draft EIR, the LAUSD schools within the boundary of the Project Site include Chandler Learning Academy, Van Nuys Middle School, Van Nuys Senior High School, and charter schools and magnet schools.

Comment No. 43-2

Where will cars park? When will our streets be accommodating—Traffic is a problem NOW! The infrastructure cannot meet these needs and protect our neighborhood.

Response to Comment No. 43-2

As discussed in Section IV.I. Transportation/Traffic, pages IV.I-48 through IV.I-49, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. As described in Section II, Project Description, of the Draft EIR, the Project would provide a total of 1,345 parking spaces.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable. This comment is noted

for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development and an associated reduction in the Project's impacts.

Comment No. 43-3

You are still allowing Mansionization to ruin our neighborhood—these oversized houses are way out of place.

What happened to your campaign promises?

Response to Comment No. 43-3

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 44

Tom Jones
5050 Matilija Ave.
Sherman Oaks, CA 91423-1238

Comment No. 44-1

Attached is a letter that discusses issues of concern and comments/questions to be addressed before moving forward.

I look forward to response.

Response to Comment No. 44-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 44-2**a. Analysis of Project Impacts (from Executive Summary)****(1) Construction**

Explain “less than significant”.

(2) Operations

- You state inadequate capacity in the local schools. Explain how this project is a benefit to our community.
- You say that fees to the LAUSD would offset the impact with “less than significant” impact. How can that be when you state that there is inadequate capacity?

Response to Comment No. 44-2

Appendix G of the CEQA Guidelines establishes four screening criteria to determine the level of impact and whether an environmental topic will require further study in an Environmental Impact Report. The four screening criteria and levels of impact include no impact, less than significant impact, less than significant with mitigation incorporated, and a potentially significant impact. Appendix G of the CEQA Guidelines also provides a set of

sample questions or thresholds of significance that address impacts with regard to the various environmental issues identified therein. These sample questions or thresholds of significance provided in Appendix G of the CEQA Guidelines are included as thresholds of significance in Section IV of the Draft EIR. As provided in Section 15064.7 of the CEQA Guidelines, a threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant. A less than significant impact applies when a project creates no significant impact on the environment.

As discussed on page IV.H.3-2 of Section IV.H.3, Public Services—Schools, of the Draft EIR, Senate Bill 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction. Pursuant to Senate Bill 50, the LAUSD collects development fees for new construction within its district boundaries. Payment of these fees is required prior to issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less-than-significant levels. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project Site.

Comment No. 44-3

b. Cumulative Impacts

- (1) You state that cumulative impact with regard to schools would be less than significant. Define less than significant.**
- (2) This project has many more negative impacts than positive.

Response to Comment No. 44-3

Refer to Response to Comment No. 44-2.

Comment No. 44-4**Comments on: IV. Environmental [sic] Impact Analysis****H.3 Public Services—Schools****2. Environmental Setting****a. Regulatory Framework**

- (2b). With your discussion on (b) Senate Bill 50 and Proposition 1A—You state that the project impacts on school facilities from implementation of a project to less-than-significant levels. Define “less-than-significant levels.”

Response to Comment No. 44-4

Refer to Response to Comment No. 44-2.

Comment No. 44-5**b. Existing Conditions****1. LAUSD**

- a. You discuss CSB 50 as providing funding. Does this funding cover maintenance and staffing? Are funds delivered to meet maintenance and staffing needs?
- b. In section (a) **Public Schools**
 - i. The school year hasn’t started in September in many years. They have been on an Early Start calendar since 2011.
 - ii. Under capacity overage—define “safety margin”.
- c. Under the five year projection you mention Van Nuys Middle. What impact will this project have on Millikan Middle
- d. Under the five year projection you mention Van Nuys High School, what will the impact be on Grant High School or North Hollywood High School—both closer than Birmingham CCHS. and Van Nuys High School.
- e. Under Charter school you fail to the local Charter schools. What else is missing in the report?

Response to Comment No. 44-5

As noted in Section IV.H.3, Public Services—Schools, page IV.H.3-1, of the Draft EIR, the information presented in that section of the Draft EIR is based on information received from the LAUSD (see Appendix F to the Draft EIR).

As discussed on page IV.H.3-2 of Section IV.H.3, Public Services—Schools, of the Draft EIR, Senate Bill 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. It placed a \$9.2 billion State bond measure (Proposition 1A), which included grants for modernization of existing schools and construction of new schools. Proposition 1A was approved by voters, thereby enabling Senate Bill 50 to become fully operative.

As noted on page IV.H.3-7 of Section IV.H.3, Public Services—Schools, of the Draft EIR, and provided in Appendix F of the Draft EIR, the LAUSD defines safety margin as 30 seats.

As discussed on page IV.H.3-4 of Section IV.H.3, Public Services—Schools, of the Draft EIR, the public schools identified by the LAUSD that would serve students generated by the Project include Chandler Learning Academy, Van Nuys Middle School, and Van Nuys Senior High School. These schools currently operate under a single-track calendar in which instruction generally begins in early September¹⁸ and continues through late June. Millikan Middle, Grant High School, North Hollywood High School, and Birmingham CCHS would not serve the Project Site.

As discussed in Section IV.H.3, Public Services—Schools, page IV.H.3-10, of the Draft EIR, the charter schools in the vicinity of the Project Site include the Sherman Oaks Elementary Charter, Ararat Charter School, High Tech Los Angeles Charter High School, Magnolia Science Academy 2, and Birmingham Community Charter High School. Based on information provided by LAUSD included in Appendix F of the Draft EIR, charter schools do not have residential attendance boundaries and enrollment data for charter schools are not regularly reported to LAUSD. Thus, enrollment projections or capacity analyses are not inclusive of charter schools.

Also refer to Response to Comment No. 44-2.

¹⁸ *It is noted that subsequent to the preparation of the Draft EIR, LAUSD modified the start of construction to commence in August. However, at the time the Draft EIR was prepared and LAUSD was consulted, instruction commenced in early September.*

Comment No. 44-6

2. Project Impacts

a. Methodology

- i. It appears that your rates are from 2012 LAUSD Developer Fee. Define the current rate and the formula used.

b. Thresholds of Significance

- i. As a Retired LAUSD Administrator I disagree with the thresholds established by the City. I am a. [sic]

c. Project Design Features

d. Analysis of Project Impacts

- i. Operations—your own report states that local schools would have “seating shortages”. The scope of this project is and will have a negative impact on neighborhood schools.

Response to Comment No. 44-6

The 2012 LAUSD Developer Fee Justification Study is the current study utilized to generate the anticipated number of students generated by the Project. Table IV.H.3-3, note c provides a description of the rates used to determine the student population of the Project. The commenter’s opinion regarding the thresholds used by the City is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed on page IV.H.3-2 of Section IV.H.3, Public Services—Schools, of the Draft EIR, Senate Bill 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction. Pursuant to Senate Bill 50, the LAUSD collects development fees for new construction within its district boundaries. Payment of these fees is required prior to issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less-than-significant levels. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project Site.

Comment No. 44-7

4. Cumulative Impacts

In your summary it states that there are “seating shortages” at every level of education. These numbers out dated what are the current figures? Aren’t these numbers unreliable?

Response to Comment No. 44-7

The information included in the Draft EIR is based on data provided by the LAUSD as set forth in Appendix F of the Draft EIR. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 44-8

5. Mitigations Measures

You state that Project-level and cumulative impacts with regards to school would be less than significant and that no mitigation measures are required. **Define “less than significant”.**

Response to Comment No. 44-8

Refer to Response to Comment No. 44-2.

Comment No. 44-9

6. Level of significance After Mitigation

You state that Project-level and cumulative impacts with regards to school would be less than significant. Define “less than significant”.

Response to Comment No. 44-9

Refer to Response to Comment No. 44-2.

Comment No. 44-10

Dear _____,

As a concerned neighbor, 36½ years, just North of the project area on Matilija, I am voicing my opposition to this project. The proposed project is problematic for the infrastructure of

our neighborhood as it relates to roads, water, sewer system, traffic, transportation, and aesthetics, etc.

Response to Comment No. 44-10

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. While implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Section IV.A, Aesthetics, Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, and in Appendix A of the Draft EIR, the Project's impacts to aesthetics, water supply and infrastructure, and wastewater, would be less than significant.

Comment No. 44-11

With the other projects nearby, our streets are being used as “drive thru” streets. The safety of our streets are in question, traffic mitigation is inefficient, limited traffic enforcement, etc.

Response to Comment No. 44-11

As discussed in Section IV.I, Transportation/Traffic, page IV.I-43, of the Draft EIR, a residential street segment analysis was conducted for those locations where there is the greatest potential for Project traffic to “cut through”. These residential street segments include: Stansbury Avenue north of Riverside Drive, Calhoun Avenue north of Riverside Drive, Katherine Avenue north of Riverside Drive, Tyrone Avenue north of Riverside Drive, Valleyheart Drive east of Hazeltine Avenue, and Milbank Street east of Hazeltine Avenue. It is noted that a residential street segment analysis was not conducted along Calhoun Avenue south of Riverside Drive because it is a non-continuous roadway and there would be no Project Site access (with the exception of emergency access). As summarized in Table IV.I-9

on page IV.I-44 in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would not exceed the significant impact criteria established by LADOT along any of the analyzed residential street segments under Existing Plus Project and Future Plus Project Conditions. Therefore, Project impacts to residential street segments were concluded to be less than significant.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 44-12

It goes without saying that the iconic landmark, Sunkist Building will hidden.

Response to Comment No. 44-12

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building and would maintain the character-defining feature.

As discussed in Topical Response No. 1, above, in response to comments received on the Draft EIR and input from the community, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would expand views of the Sunkist Building as compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 44-13

By adding (?) numbers of units (numbers that change too often) at 100 even singles would mean 200 persons, 2 cars per unit; with 300 units that would mean 600 people—600 cars.

Response to Comment No. 44-13

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 44-14

Now, add the kids and our local schools, which by your report have limited space. I don't believe the writer did his/her due diligence to reflect current numbers. Neighborhood kids should be able to go to neighborhood school. The terms like "less than significant", and "seating shortages". **Define "less than significant"**.

Response to Comment No. 44-14

Refer to Response to Comment No. 44-2. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 44-15

We have seen too many projects in our neighborhood stripping us of community.

I am not opposed to reasonable development, but the developers that have come to Sherman Oaks only see opportunity and dollar signs. They present projects with no real regard for the community, and our City representatives are looking at tax revenues.

I understand that the property owners have the right to develop their property. They also have the responsibility not to impose themselves on others. This project will be a major imposition to the surrounding area and beyond.

Thank you for your consideration.

Response to Comment No. 44-15

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 45

Beverly Katz
akatz24@aol.com

Comment No. 45-1

This email is to voice my strong opinion that the development plans around the Sunkist building in Sherman Oaks should be stopped or cut back dramatically. The proposed amount on new shops and apartments will have a detrimental effect on this neighborhood and must be reconsidered.

Response to Comment No. 45-1

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 represents a reduced development compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 45-2

The amount of new traffic and noise will absolutely have a negative effect on our neighborhood that is already too congested.

Response to Comment No. 45-2

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

As discussed in Section IV.G, Noise, of the Draft EIR, operational noise impacts from the Project would be less than significant.

Comment No. 45-3

Please take in to account the quality of life in this Sherman Oaks area and put a stop to these outrageous plans.

Response to Comment No. 45-3

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 46

Craig & Jessica Kief
ckdp@craigkief.com

Comment No. 46-1

I just heard about the proposal for IMT to build 300 new units at the Sunkist property at hazeltine [sic] and riverside dr. [sic]

My wife and I both live nearby and are very concerned about the impact of such a large development at that location.

Response to Comment No. 46-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 46-2

The traffic around there is already terrible and the streets are small. The mall, park, and trader joes [sic] are huge sources of congestion and are already constantly packed.

Response to Comment No. 46-2

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 46-3

There has been a lot of development in our neighborhood recently with several new large apartment complexes. The increased noise congestion, pollution, and stress on public services has been growing rapidly and has yet to be fully realized. It's not a good idea to be adding another hugely impactful complex with potential for 900 people and 600 cars to this intersection, and should certainly not be done before the full impact of these other developments has been determined.

Response to Comment No. 46-3

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The Draft EIR has fully analyzed the

potential impacts of the Project on the environment, including those related to noise, air quality, and public services. Refer to Section IV, Environmental Impact Analysis, and Appendix A, of the Draft EIR, for the full analysis of the Project's potential impacts on the environment.

Comment Letter No. 47

Carol Koplan
clkoplan@earthlink.net

Comment No. 47-1

I've lived in the Fashion Square area for over 60 years. The Sunkist building is a landmark and deserves to stay without condos or apartments all around it. Perhaps expanding Fashion Square into the area as a pretty walking Park or outdoor dining would be more appropriate. Grass in the parking lot and make it a park like setting. There is so much traffic already there with the mall, Trader Joes and other businesses there we don't need apt. buildings which will bring in more traffic and crime into our beautiful neighborhoods.

Response to Comment No. 47-1

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was

uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed on page IV.H.1-12 of Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the service population of the Project could potentially generate approximately 52 new crimes per year, or an increase of approximately 0.84 percent based on the crime rate in the area. As further discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, based on information provided by the LAPD, the most common crime in the area was larceny. As provided in Project Design Feature H.1-2 through Project Design Feature H.1-4, the Project Applicant would implement several design features to enhance safety within and immediately surrounding the Project Site. Specifically, as set forth in Project Design Feature H.1-2, the Project would include private on-site security, a closed circuit security camera system, keycard entry for residential buildings and parking areas, and limited hours of operation for the publicly accessible ground floor areas. Additionally, pursuant to Project Design Feature H.1-3 and Project Design Feature H.1-4, the Project would include sufficient lighting to provide for pedestrian orientation, identify a secure route between parking areas and points of entry into buildings, maximize visibility, and reduce areas of concealment.

As discussed in Topical Response No. 1, above, in response to comments received on the Draft EIR and input from the community, a Reduced Alternative 5 is presented in this Final EIR. With the reduction in development and design modifications, the Reduced Alternative 5 would expand views of the Sunkist Building as compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5. Additionally, the Reduced Alternative 5 reflects a reduced development compared to the Project and an associated reduction in the Project's impacts. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the

Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 47-2

I have seen a rendering of what they want to do around the building and it is just awful. The Sunkist building is used for many commercials and TV shows and is a landmark. This would be lost. What can we do to keep it special and leave it alone.

Response to Comment No. 47-2

Refer to Response to Comment No. 47-1.

Comment No. 47-3

More people, more crime is brought into Sherman Oaks. The neighborhood has had to hire a private security company to watch our properties along with having our own security companies watch our houses. So if these are to be apts., it is just inviting more crime into our area.

Response to Comment No. 47-3

Refer to Response to Comment No. 47-1.

Comment No. 47-4

Please help beautify Sherman Oaks, not cheapen it with apartments. Save Sherman Oaks Sunkist building and bring beauty and less traffic to our area.

Response to Comment No. 47-4

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 48

Jean Lang
langje14@gmail.com

Comment No. 48-1

I am writing to comment on the IMT Capital II Sherman Oaks, LLC proposed development located at 14130 and 14154 West Riverside Drive.

I am a 20+ year resident of Sherman Oaks and live on Katherine Avenue just to the west of the Sunkist building. Currently Riverside Drive is used by drivers as the alternate to the 101 Freeway morning and afternoon, and whenever the traffic is at a standstill on that freeway—which is most of the time. Residents are already plagued with speeding, traffic, congestion, noise, pollution and we've had several traffic fatalities and crosswalk injuries in our current state. The Westfield Fashion Square is a madhouse during holiday shopping periods throughout the year and driving east/west on Riverside Drive or north/south on Hazeltine is a risky venture during those periods of time. In fact, Riverside Drive is down to one lane for through traffic driving east during those periods, and cars get backed up to the freeway offramp on Woodman Ave waiting to make the left turn onto Riverside to travel west at that time. We are maxed out now and do NOT need to add more congestion to the roads in this neighborhood—they are not safe today.

Response to Comment No. 48-1

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Section IV.G, Noise, of the Draft EIR, operational noise impacts from the Project would be less than significant.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, the Reduced Alternative 5 is

presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 48-2

IMT, armed with permits from the Department of City Planning, has crowded Sherman Oaks with boxy, unattractive buildings, transient population and traffic. A complete list of IMT apartments are proudly displayed on their website, and there are 10+ IMT developments in my immediate neighborhood—between Whitsett and Sepulveda and from Moorpark to Magnolia—the neighborhood I would walk in if it was safe to do so. IMT has created housing for thousands of renters in this defined space, proposes to add 300+ more to a very historical site, and is not only overtaking access and services for Sherman Oaks, but is destroying the quiet, single family ambiance of the surrounding neighborhood. IMT does not look at the whole neighborhood as a collective endeavor of the people who inhabit the space—they just replicate building after building in the same monotonous style and have single-handedly clogged our streets, crowded the parks and littered the environment with people, their cars and their pets/pet droppings. They do not lift their heads to see how real people are reacting to real spaces in this real community—just heads-down keep getting building permits approved, put buildings up and add hundreds of transient residents, while taxpayers are struggling to conserve water, replace outdated pipes, repair potholes and enlist our police force to help with the increasing crime activity and negotiate

streets that are like parking lots during commute times. The most recent pedestrian vs car traffic fatality was on Riverside Drive at the corner of my street—how much more proof is needed for us to stop this addition?

Adding restaurants to the site and planning to serve alcohol does not serve this community. This neighborhood supports the restaurants already located in the adjoining mall and within walking distance on Ventura Blvd so those businesses thrive as planned, and we do not need to add more business activity to this corner.

Residents have the desire to create a Blue Zone in Sherman Oaks (proposed to the SO Homeowners Association) like the LA beach cities have done, and development such as this IMT project does not fit. Smart cities (and wise Mayors) across America are creating Blue Zone areas to foster healthy living environments, revitalizing neighborhoods in ways that benefit residents of all ages so that permanent residents are able to stay in our homes and neighborhoods as we age—connected to friends, family, activities and services—and to help older residents thrive. More and more, people of all ages want to live in neighborhoods that are easy to navigate on foot or by transit, with nearby shops and parks as well as cultural, educational and employment opportunities. There is not one thing that this IMT development would contribute to the betterment of the Sherman Oaks community as this project is defined today.

Response to Comment No. 48-2

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 48-3

Does the City not have a responsibility to preserve this historic Sunkist site too? Designation by the LA Conservancy of an historic site should provide some protection of a unique building and location for the future of LA's citizens. The property currently provides multiple, mature trees that help scrub the air pollution for local residents; the site is famous and used frequently in TV shows/movies; and it's a great place to walk around and exercise a pet up and down the building steps. Instead of pulling out the trees and filling the space with new apartments which would absolutely block anyone viewing the site from the street, the area should be repurposed, as is, into a cultural service center to this community. IMT then would be making a significant contribution to the City, the neighborhood and the future of the residents here, and that kind of contribution is way overdue from IMT.

Response to Comment No. 48-3

As discussed on page IV.D-27 of Section IV.D, Cultural Resources, of the Draft EIR, the Project would not materially impair a historic resource. Rather, new construction within the Project Site and rehabilitation of the Sunkist Building would conform with the Secretary's Standards. Nonetheless, Mitigation Measures D-1 and D-2 would be implemented that require design review and monitoring of rehabilitation activities to ensure conformance with the Secretary's Standards, and the preparation of a Historic American Buildings Survey. These mitigation measures would ensure that potential impacts associated with historical resources would be less than significant.

Additionally, as discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building.

As discussed in Response to Comment No. 48-1, above, a Reduced Alternative 5 is presented in this Final EIR. With the reduction in development and design modifications proposed, the Reduced Alternative 5 would expand views of the Sunkist Building as compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

With regard to trees, as discussed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project

would comply with the City's Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would also require approval by the Board of Public Works.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 48-4

To say that, even with mitigation, "no significant and unavoidable Project or cumulative impacts associated with these environmental topics are expected" is laughable—ALL of the issues addressed in the report will be negative impacts for the current residents of this area.

Response to Comment No. 48-4

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As summarized in Table I-1 beginning on page I-20 of Section I, Executive Summary, of the Draft EIR, implementation of the Project would result in significant and unavoidable impacts with regard to: on-site noise and vibration (pursuant to the threshold for human annoyance) during construction; off-site vibration (pursuant to the threshold for human annoyance) during construction; and intersection levels of service during operation. As evaluated in detail in Section IV, Environmental Impact Analysis, of the Draft EIR, implementation of the Project would result in significant and unavoidable cumulative impacts related to: on- and off-site noise during construction; off-site vibration (pursuant to the threshold for human annoyance) during construction; and intersection levels of service during operation.

It is noted that an analysis of the Project's potential air quality impacts under "existing" conditions was also conducted. "Existing" conditions represented year 2014 conditions at that time, which has long passed. Nevertheless, as discussed in Section IV.B, Air Quality, of the Draft EIR, air quality impacts from Project operational emissions would be significant under the existing plus Project scenario. This conclusion assumes that the Project would be built in 2014, which is not based in reality as it would not exist in 2014 and the actual impact would not occur.

Comment No. 48-5

Thanks for taking all of these items into consideration.

Response to Comment No. 48-5

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 49

Christopher Le Crenn
4955 Murietta Ave.
Sherman Oaks, CA 91423-1911

Comment No. 49-1

It is with great distress that I read the enclosed notice regarding the Sunkist development project at the end of my street in Sherman Oaks. I was under the impression that the proposed monstrosity had been called off.

For the past year or so, I have seen the parking lot full of production trucks. Which is a very good sign in Los Angeles. I am aware that film and television production companies have made their home in the Sunkist Building. This is wonderful. As an actor, I am overjoyed to see local film and tv production. I had a wardrobe fitting there not long ago. It was a pleasure to be able to walk to work.

Response to Comment No. 49-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 49-2

The Sunkist Building is an iconic structure, and it would be a shame to have it covered up by the horrible condominiums that are planned. In the drawings, one can only see the original building from the highway.

Response to Comment No. 49-2

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be

obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building.

As discussed in Topical Response No. 1, above, a Reduced Alternative 5 is presented in this Final EIR. With the reduction in development and design modifications proposed, the Reduced Alternative 5 would expand views of the Sunkist Building as compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 49-3

As many others have no doubt mentioned, the addition of eleven hundred cars would add a remarkable level of congestion to what is already a problematic intersection. During peak shopping periods, the mall employs crossing guards to help direct traffic. Getting out of my neighborhood can be tricky now. If the development happens, it will be a nightmare.

Not to mention the parking on my street, which is fine at present. We all know there will be more than one car for each unit. Those tenants will need to find a place to park their extra cars. They are sure to discover how easy it is to find parking right in front of my house, at which point it will no longer be easy for me or my roommates.

Response to Comment No. 49-3

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential

units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

As discussed on pages IV.I-48 through IV.I-49 of Section IV.I, Transportation/Traffic, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. As described in Section II, Project Description, of the Draft EIR, the Project would provide a total of 1,345 parking spaces. Therefore, the Project would provide sufficient parking to comply with and exceed the applicable parking requirements in the LAMC.

As detailed in Topical Response No. 1, the Reduced Alternative 5 would also provide parking in excess of LAMC requirements.

Comment No. 49-4

I understand perfectly well that huge development companies don't care about anything but profits, and that government people are far more concerned with bringing in those huge development companies than they are addressing the concerns of the current residents. So it is likely letters like mine will be discarded with no thought beyond reading, and the development will go ahead as planned. That is the way of the world.

Even so, I would like to add my name to the list of people who are objecting to this project, in the hopes that somehow it can be avoided.

Response to Comment No. 49-4

This closing comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 50

Annie Le Vantine
aalevantine@aol.com

Comment No. 50-1

IT IS IMPERATIVE that you do everything possible on behalf of the homeowners/residents of Sherman Oaks to mitigate the significant negative impacts of SUNKIST ICON by REDUCING the size of the proposed development . [sic]

Response to Comment No. 50-1

As summarized in Section I, Executive Summary, of the Draft EIR, implementation of the Project would result in significant and unavoidable impacts with regard to: on-site noise and vibration (pursuant to the threshold for human annoyance) during construction; off-site vibration (pursuant to the threshold for human annoyance) during construction; and intersection levels of service during operation. As provided in Section IV, Environmental Impact Analysis, mitigation measures were included to address each of these environmental effects of the Project to the extent feasible. In addition, as discussed in Section V, Alternatives, page V-3, of the Draft EIR, alternatives were considered to eliminate the significant short-term Project-level and cumulative construction noise impacts.

It is noted that an analysis of the Project's potential air quality impacts under "existing" conditions was also conducted. "Existing" conditions represented year 2014 conditions at that time, which has long passed. Nevertheless, as discussed in Section IV.B, Air Quality, of the Draft EIR, air quality impacts from Project operational emissions would be significant under the existing plus Project scenario. This conclusion assumes that the Project would be built in 2014, which is not based in reality as it would not exist in 2014 and the actual impact would not occur.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 50-2

Additionally, a 30-day extension is requested for the DEIR public comment window in order to allow sufficient time for public review.

Response to Comment No. 50-2

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 50-3

Specifically, adding 300 MORE apartment units (and an estimated 900 people and 600 more cars!) to our area is OVER-development! Especially since IMT has recently built 6 massively-huge apartment complexes, three or more stories tall, and some being a city block long—ALL WITHIN A 3 MILE RADIUS HERE IN SHERMAN OAKS!!

I understand that these recently-built IMT developments are NOT at full occupancy, making the addition of 300 MORE in the same area OVERDEVELOPMENT, unneeded, and undesirable.

Response to Comment No. 50-3

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Also refer to Response to Comment No. 50-1 and Topical Response No. 1 regarding the Reduced Alternative 5.

Comment No. 50-4

Huge, multiple negative impacts to our community will result, namely:

WORSENING OF TRAFFIC

Response to Comment No. 50-4

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and

Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 50-5

WORSENING OF AIR POLLUTION AND NOISE

Response to Comment No. 50-5

As evaluated in Section IV.B, Air Quality, of the Draft EIR, regional and localized air quality impacts would be less than significant. As analyzed in Section IV.G, Noise, of the Draft EIR, operational noise impacts from on- and off-site sources would be less than significant. All of these less than significant impacts would be further reduced under the Reduced Alternative 5.

It is noted that an analysis of the Project's potential air quality impacts under "existing" conditions was also conducted. "Existing" conditions represented year 2014 conditions at that time, which has long passed. Nevertheless, as discussed in Section IV.B, Air Quality, of the Draft EIR, air quality impacts from Project operational emissions would be significant under the existing plus Project scenario. This conclusion assumes that the Project would be built in 2014, which is not based in reality as it would not exist in 2014 and the actual impact would not occur.

Comment No. 50-6

LESSENING OF AIR QUALITY (and the destruction of many mature trees!)

Response to Comment No. 50-6

Refer to Response to Comment No. 50-5 for a discussion of air quality impacts. In accordance with City requirements, the Project would replace any trees removed within the Project Site at a 1:1 ratio and any street trees removed at a 2:1 ratio.

Comment No. 50-7

DEEPER STRAINS TO PUBLIC SERVICES (police, fire, hospital, etc.), WHICH ARE ALREADY INADEQUATE!

Response to Comment No. 50-7

As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, pursuant to Mitigation Measure H.1-1, the Project Applicant would consult with the LAPD's Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the Project, which would serve to reduce the demand on police protection services by facilitating police response. As concluded in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project's potential impacts to police protection services would be less than significant. In addition, as discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, operation of the Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Therefore, impacts to fire protection and emergency

medical services during Project operation would be less than significant. Impacts to hospitals from a land use development project are not required to be addressed under CEQA.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.¹⁹

Comment No. 50-8

This development MUST be significantly downsized to being either JUST COMMERCIAL or COMMERCIAL PLUS NO MORE THAN 50 APARTMENT UNITS.

300 MORE APARTMENTS IS ABSOLUTELY UNWARRANTED, and if built, would be done so at the sole benefit of IMT (and city) profits—and NOT in the service of the well-being of our community and its residents.

Thank you for your immediate and full cooperation on behalf of your constituents in Sherman Oaks!

Response to Comment No. 50-8

Refer to Response to Comment No. 50-1 and Topical Response No. 1 regarding the Reduced Alternative 5, which reflects a reduced development. This comment is noted for

¹⁹ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847

the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 51

Sung-Jae Lee
14018 Addison St.
Sherman Oaks, CA 91423-1216

Comment No. 51-1

I am a resident of the Fashion Square Central neighborhood and have very strong concerns about the development of the Sunkist IMT building in our neighborhood. There is not enough capacity to handle that influx of people.

With that being said, I am aware that Wendy Brogin had developed a document of comments and I have reviewed. I am in agreement with her comments.

Reference: Wendy Brogin, 5043 Matilija Av [sic] Avenue, Sherman Oaks, 91423.

Please help us and our community by not allowing this to development to happen.

Response to Comment No. 51-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Refer to Comment Letter Nos. 14, 15, 16, and 85 for responses to the comments submitted by Wendy M. Brogin.

Comment Letter No. 52

Allison Leo
allileo1@yahoo.com

Comment No. 52-1

I cannot express strongly enough how vehemently opposed I am to the Sunkist building site being development into a 300 unit apartment/commercial development!

Traffic in that area is already congested and dangerous and getting worse. I have had so many life threatening near misses trying to get in and out of that Trader Joes and Fashion Square. It is terrifying. Not mention the freeway access at Riverside and Van Nuys Blvd.

I have lived in Sherman Oaks since 1992. I moved here from the west side because it was not congested, overdeveloped or high density and the quality of life was higher because of that.

Sherman Oaks is being overdeveloped and you need to put it in check. Immediately.

While I appreciate a lot of the new businesses and restaurants and community development, I strongly believe we have hit the tipping point where now instead of improving the quality of life with new restaurants and businesses, the development of more and more high density housing is dramatically decreasing the quality of life and resources available. I see time and again that a SINGLE family home is razed and replaced by a giant MANY unit condo complex. (Ex., the ENZO building just north of Casa Vega) It's TOO MUCH.

As the owner of 2 properties in Sherman Oaks I pay many thousands of dollars in property tax and I am starting to feel like I don't want to live here and am being driven out due to the constant construction that makes it very difficult, dangerous, and time consuming to traverse my neighborhood, as roads are blocked and large trucks are everywhere—as well as the increased population density that results from this overbuilding of overly large apartment complexes. The infrastructure and resources cannot keep up with this and it's rapidly becoming miserable to try to get through daily tasks.

Please, I beg you, do not let this happen to the Sunkist property.

The mansionization that is invading, taking over, and destroying my neighborhood is already too much.

Response to Comment No. 52-1

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Also refer to Topical Response No. 1 regarding the Reduced Alternative 5, which reflects a reduced development compared to the Project.

Comment Letter No. 53

Barbara Levy
14026 Hartsook St.
Sherman Oaks, CA 91423-1212

Comment No. 53-1

I have been a resident of 14026 Hartsook Street, Sherman Oaks 91423 since 1968 and have seen the corners of Hazeltine/Riverside Drive built and developed when they were just empty lots. All have been an a benefit. However, there has been too much growth since then. Homes torn down and multi units replaced.

1. Northwest corner. Trader Joes
- 2 Northeast corner was a Gas Station/ Now DWP Bldg.
3. Southwest corner Sunkist Bldg.
4. Southeast corner Fashion Square

It is almost impossible to make a left turn on to Hazeltine from Hartsook Street from 7:00 to 10:00 in the morning due to people trying to get to the freeway and over the canyons. One terrible example of traffic was my attempt to go approximately one mile from my home to Van Nuys Blvd and Benefit Street to let someone into our temple kitchen. I planned twenty minutes to get there. However, it took 45 minutes. Instead of 8:00 I arrived at 8:30. Trying to get on the 405 from my home took me almost forty-five minutes. I try to stay as close to home now that I am retired.

In the almost 50 years as a resident of Sherman Oaks I now find it necessary to fight. I have lost two. A Nursery School secretly transferring a small house and a Mc Mansion built and now overlooking my backyard with no privacy. It is time, our elected officials and employees make sure the will of the people is number one on your agenda.

Response to Comment No. 53-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 53-2

This Project INT DEIR should not be allowed. Taking a wonderful landmark and hiding it from the people is a mistake. That corner cannot sustain the additional 600 cars the building will bring. I hope you will give this matter your genuine consideration for the people not the stockholders of this company.

Response to Comment No. 53-2

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building.

As discussed in Topical Response No. 1, above, in response to comments received on the Draft EIR and input from the community, a Reduced Alternative 5 is presented in this Final EIR. With the reduction in development and design modifications, the Reduced Alternative 5 would expand views of the Sunkist Building as compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was

uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As previously noted, the Reduced Alternative 5 reflects a reduced development compared to the Project and an associated reduction in the Project's impacts. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak hour previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 53-3

Hope you make the right decision.

Response to Comment No. 53-3

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 54

Mikie Maloney
14214 Hortense St.
Sherman Oaks, CA 91423-2705

Comment No. 54-1

Please extend the comment period for the ICON DEIR for the Sunkist property on Hazeltine and Riverside in Sherman Oaks. This is a massive document, with many detailed chapters. This is a project that will have a significant impact on the community and surrounding areas forever. It is also an iconic property that the community values and does not want to see obliterated or hidden. More time is needed to digest this document. Please extend the comment period.

Response to Comment No. 54-1

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days.

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 55

Mikie Maloney
14214 Hortense St.
Sherman Oaks, CA 91423-2705

Comment No. 55-1

Please see below

Response to Comment No. 55-1

This introductory comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 55-2

Thank you for the opportunity to comment on the DEIR for ENV-2014-1362-EIR ICON Sherman Oaks, and for extending the comment period.

My name is Mikie Maloney. I have lived in Sherman Oaks since 1948 growing up in the immediate area—before the Sunkist Building was built. I grew up here, and, as an adult, raised my own family here. My husband and I have lived immediately south of the Sunkist property since 1974. We invested in the community by becoming homeowners, and I have invested my energies as a volunteer in many Sherman Oaks community organizations. I have been a board member of the Sherman Oaks Homeowners Association, the Sherman Oaks Town Council, the Van Nuys Boulevard/Cahuenga Pass Specific Plan Review Board, the Advisory Board for the Business Improvement District, the Sherman Oaks Design Advisory Committee for the Specific Plan, the Sherman Oaks Beautification Committee, Notre Dame High School, and the Land Use and Vision Committees of the Sherman Oaks Neighborhood Council.

Sherman Oaks is very important to me, and I, like many other residents, view the Sunkist Building, as an iconic and significant presence in Sherman Oaks. It is an oasis of calm, populated with mature trees and landscaping that brings relief to the eye and mind. It is a property, that when redeveloped, should continue to provide a feeling of openness and greenery as a showcase for the building itself. Understanding that the sale of this property offers a host of opportunities for development, it is also an opportunity for the new owner to create a remarkable, innovative and respectful project that honors its history and its significance in the community. It is an opportunity to create a signature project that is a community benefit to the area.

For this reason, I would like to submit my comments to the DEIR, in the hope that the community and the developer can support a project that is a source of pride for both.

Response to Comment No. 55-2

This introductory comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. Specific comments regarding the Draft EIR are provided and responded to below.

As discussed in Topical Response No. 1, above, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project and an associated reduction in the Project's impacts. Refer to Topical Response No. 1 regarding the Reduced Alternative 5.

Comment No. 55-3

Traffic

Overland Executive Summary

Pages iv–x

Hazeltine Access: The proposal to add left turn access onto the site via the most northerly Hazeltine driveway is not feasible. This new lane would interrupt the line for the left hand turn lane into the Westfield parking structure. That line begins to form as soon as cars turn off of Riverside onto Hazeltine. On busy days, the line stretches all the way from Riverside to the entrance to the parking structure. Additionally, the barriers that define the line are often run over by motorists which exacerbates the traffic issues in this area, as motorists execute U-turns to cross into the other side of the road. There is a DASH stop on Hazeltine immediately south of Riverside and another across the street on Hazeltine just before Riverside. These are valuable sources of transit, but they do cause motorists to move out into the roadway when the DASH is there. The section of Hazeltine from Riverside to Milbank is heavily traveled a lot of the day.

Response to Comment No. 55-3

As discussed in Section IV.I, Transportation/Traffic, page IV.I-47, of the Draft EIR, with regard to access, the Traffic Impact Analysis evaluated the Project Site driveways to determine if adequate vehicle storage lengths (the amount of space for the storage of vehicles) are provided at the Project Site driveways. This analysis considered vehicle storage lengths at the driveway along Riverside Drive and at the driveways along Hazeltine Avenue. As summarized in Table IV.I-10 on page IV.I-48 in, the vehicle storage lengths available at/near the Project Site driveways range from approximately 40 feet to 200 feet.

The Project would be expected to result in queue lengths ranging from approximately zero to 176 feet. A comparison of the available vehicle storage lengths and the amount of space required for Project vehicle queuing indicates that the turn lanes would not exceed their storage capacity. Therefore, there would be adequate queuing capacity at/near the Project driveways.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would provide circulation improvements on Hazeltine Avenue. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. These changes to the Project would reduce vehicular conflicts and congestion on Hazeltine Avenue, and improve access into the Project Site along Hazeltine Avenue. Refer to the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR for a description of the proposed redesign of Hazeltine Avenue between Riverside Drive and south of the Project/Westfield Shopping Center parking structures.

Comment No. 55-4

There should be no left hand turn into the site at the northerly driveway. A recommended mitigation for this stretch is to construct a concrete median such as the one on Riverside to safely confine the lines of traffic. There should also be a graphic of this proposal in the DEIR.

Response to Comment No. 55-4

Refer to Response to Comment No. 55-3.

Comment No. 55-5

The proposed "enhancement" of the southerly driveway on Hazeltine from a two lane exit to a three lane exit will cause cars turning left from two lanes to fight for access to the right lane once on Hazeltine to allow for a right turn on Riverside—which is but a short distance away. It will also be a hazard when traffic control officers work in that intersection during busy periods at the mall.

Response to Comment No. 55-5

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Drivers who are familiar with the area would likely make their choice of exiting turn lane based on their next direction of travel. Those that would be driving northbound through Riverside Drive can easily make use of either driveway turn lane. Drivers that want to make a northbound left turn from Hazeltine Avenue to westbound Riverside Drive would likely make use of the interior left turn lane. Drivers that want to make a northbound right turn to eastbound Riverside Drive would make use of the outside left turn lane. Drivers that are unfamiliar with the area, would have approximately 350 feet to access the northbound left turn pocket and 550 feet prior to turning right. This is not an unusual circumstance in the City of Los Angeles.

Also refer to Response to Comment No. 55-3, above.

Comment No. 55-6

Right Hand turn lane from Riverside to Hazeltine: this will take away existing parking spaces on Riverside which are constantly used. It will reduce pedestrian walkway and exacerbate the tree loss. It will also cause a potential accident as cars round the corner and run into the DASH parked there. The southbound cars turning onto Hazeltine from Riverside already have difficulty merging with traffic lined up for the mall.

Response to Comment No. 55-6

The implementation of a dedicated right hand turn lane would create the loss of four to five parking spaces on the south side of Riverside Drive and removal of trees. The right turn lane would allow for vehicles that are driving through the intersection to continue unimpeded by right turn traffic. The conditions encountered upon making the right turn from eastbound Riverside Drive to southbound Hazeltine Avenue would not be different than current conditions. Moreover, the Project, as well as the Reduced Alternative 5 would provide parking in excess of LAMC requirements that would more than offset the loss of four to five on-street spaces along Riverside Drive. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 55-7

Permissive left hand turning phasing in the northbound, eastbound and westbound direction at Hazeltine and Riverside: these left turn arrows need to be operational at all

times and not on an “on demand” option. The need to facilitate left hand turns in all directions at this intersection is consistent throughout the day.

Response to Comment No. 55-7

The timing of the left turn phases would be coordinated with LADOT based on conditions at the time of implementation. The timing can be adjusted and refined as needed under the expertise of the LADOT.

Comment No. 55-8

Move existing bus stop at Riverside and Woodman to the east side of the intersection: There is no safe place for a bus unless it is at the eastern corner of Riverside and Buffalo. There is a gas station with two curb cuts on Riverside; a small space in front of the cleaners which sits on an alley; and a single family home at the corner. There is a mitigation for the traffic backup on Woodman heading south, however. Use the two right hand lanes for entry onto the freeway (with signage) which allows more movement onto the freeway and eliminates the dangerous “extra” land that heads under the freeway and cuts off the other southbound lanes. Work with Caltrans to slightly widen the shoulder of the onramp to allow two vehicles to enter onto the freeway.

Response to Comment No. 55-8

At the intersection of Riverside Drive and Woodman Avenue (Intersection 10), the bus stops are located on the far side (after the traffic signal rather than before) for westbound, northbound and southbound travel. The bus stops’ existing location blocks the eastbound to southbound right turns when a bus is stopped. Thus, relocating the bus stop as proposed would provide an open lane for these right turn movements, thus improving traffic flows and relieving congestion.

The curb space between the two gas station driveways on the southeast corner could not easily accommodate a large bus and may block driveway exiting views. The curb space easterly in front of the small retail shops may create the same problem. Therefore, the feasible location to place the bus stop would be immediately east of the alley way (approximately 125 feet east of the Woodman Avenue curb) as contemplated by the Traffic Impact Analysis included in Appendix G of the Draft EIR. Nonetheless, as provided in LADOT’s Assessment Letter of the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR, LADOT has determined the proposed locations of the relocated bus stop to be infeasible. Therefore, and as concluded in the Draft EIR, impacts at Intersection 10, Riverside Drive and Woodman Avenue, would remain significant and unavoidable. Refer to Topical Response No. 2, above, for additional details regarding the bus stop relocation.

The commenter's suggestion to work with Caltrans to widen onramps is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 55-9

There is no mention of providing an enhanced entrance off of Riverside. If parking is to be lost by widening Riverside, then a dedicated right hand turn lane heading east onto the site should be created, and two left hand turn lanes into the site should be created, as there is not enough room to extend the existing left turn lane because it will run into the left turn lane for Trader Joes.

Response to Comment No. 55-9

The Traffic Impact Analysis presented in the Draft EIR evaluated access queues in Chapter 4, Parking Access and Circulation with details of the queue analysis provided in Appendix I of the Traffic Impact Analysis. The driveway queues were determined to not exceed the left turn storage capacity for any of the three Project Site driveways. These queues would be further reduced with the lower Project volumes under the Reduced Alternative 5 (refer to Topical Response No. 2 for additional information regarding the Reduced Alternative 5 and Hazeltine Avenue circulation improvements).

Comment No. 55-10

The intersections studied for impacts did not include Valleyheart, Milbank and Moorpark heading west. All of these streets are used for traffic between Van Nuys Blvd and Hazeltine. In the AM and PM the traffic on Hazeltine is consistent and fast. Many motorists speed to Ventura to find cross mountain routes like Beverly Glen. Motorists seek these east-west streets to access the 101 at Van Nuys Blvd. The Library Square neighborhood between Hazeltine and Van Nuys Blvd will bear a significant amount of traffic generated by this project. Right now it is often impossible to enter Hazeltine from Valleyheart because there is no signal at this intersection. Additionally, the timing of the signals at Milbank and Fashion Square Drive result in two waves of traffic traveling Hazeltine. When the Fashion Square Drive light at the parking structure and the Sunkist lot activates, it further reduces the opportunities for Valleyheart traffic to emerge. These signals all need to be calibrated to facilitate the Valleyheart situation or a crosswalk and light need to be introduced at this intersection. These streets need further study.

Response to Comment No. 55-10

As illustrated in Figures 5a, 5b, and 6 of the Traffic Impact Analysis included in Appendix G of the Draft EIR, it is estimated that not many drivers would utilize the local streets of Valleyheart Drive, Milbank Street or Moorpark Street west of Hazeltine Avenue.

Valleyheart Drive and Millbank Street east of Hazeltine Avenue were evaluated in the Traffic Impact Analysis for potential street segment impacts. The Neighborhood Traffic Analysis of these segments are provided on pages 45-49 of the Traffic Impact Analysis. No significant traffic impacts were identified. The Project would add some vehicles to the north and southbound through traffic of Hazeltine Avenue at Valleyheart Drive. Up to 23 southbound and 15 northbound Project trips and up to 22 southbound and 32 northbound trips would be added to these through moves. With two lanes in each direction that would equate to a maximum of 16 cars per lane per hour (on average of approximately one car per every four minutes). The traffic volumes would also be spaced by signal operations north and south of the intersection. This modest increase would not materially change current conditions. This location is currently not a signalized intersection. With a traffic signal at Hazeltine Avenue and Millbank Street it is unlikely that a traffic signal would be warranted at this location at this time. Millbank Street is accessible from Stansbury Avenue to the west of Hazeltine Avenue and from Murietta Avenue to the east of Hazeltine Avenue, which can assist drivers that currently find it difficult to turn left from Valleyheart Drive.

Comment No. 55-11

Dates of the Traffic Study: Tuesday, December 9 is not a particularly busy time for the Westfield Mall. Nor is Wednesday, January 14. The most congested times for the mall are around Thanksgiving, closer to Christmas and right after Christmas. Weekends during October, November and December, and seasonal holidays are also busy. Recognizing that the mall is not part of this review, it still has an impact on the ICON project traffic. The traffic study should have been done recognizing this issue. The holiday season is approaching and the traffic should be studied during busy times. It may be that both the ICON management and the Westfield management form a partnership to provide traffic control in the area during certain times of the year.

Response to Comment No. 55-11

Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Moreover, when the Project traffic counts were taken, the Sunkist Building was near full occupancy (estimated to be approximately 85 percent occupied). However, in order to provide a conservative estimate of the existing and future traffic growth within the Project Site, the trip generation for 50 percent of the existing office building square footage was calculated using rates published in the Institute of Transportation Engineers' Trip Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes. This conservative approach results in

appropriately tailored mitigation measures with a direct nexus to the Project, rather than a holiday baseline that unfairly forces the Project to over-mitigate for the mall's unique, temporary and seasonal impacts.

Additionally, notwithstanding the above, in response to public comments, Overland Traffic Consultants collected holiday traffic counts for informational purposes only. Refer to Attachment E of the Supplemental Traffic Analysis included as Appendix FEIR-4 of this Final EIR. The holiday traffic counts are not a baseline for evaluating traffic impacts under CEQA and do not change the impact conclusions set forth in the Draft EIR.

Comment No. 55-12

Overland Traffic Consultants Report

Page 12: Transit Services:

The bus service on Riverside Drive is limited. The bus stops are not close together. There is no regular bus service on Hazeltine Ave. This site is not conveniently located for Metro bus service. It is not on a major transit line nor near a transit hub. The Van Nuys/Studio City DASH is consistent, but limited and does not run after 5:30 P.M., making it of limited use for after-work commutes. The DOT is currently reviewing changes to this route which could impact the Hazeltine & Riverside location. The most effective way to provide residential and commercial transport to and from this location is by discounted transit passes; shuttles to and from key locations such as the Gold Line, Ventura/and major intersections; van pools; on-site bike and electric vehicle sharing areas; and providing incentives to on-site workers and tenants to live/work on-site. Providing accommodations in residential rental agreements to on-site workers would eliminate the need for transit to the site.

Response to Comment No. 55-12

The Project's mitigation requires that the developer implement a Transportation Demand Management (TDM) Program in an effort to reduce vehicle trips to and from the Project Site. Included in the TDM Program are discounted transit passes, van pools, on site bike and vehicle sharing areas, incentives to on-site works and tenants to live and work on-site. The TDM Program does not, at this time, include shuttle services due to availability of the Van Nuys/Studio City DASH service. Incorporating TDM as mitigation also requires annual monitoring, enforcement and penalties in the event of non-compliance, as set forth in Appendix J of the Traffic Impact Analysis included in Appendix G of the Draft EIR. In this case, the TDM mitigation measure requires annual monitoring and mandates a reduction in leasable square footage or potential change of use in the event the project trip cap is exceeded. If the cap is exceeded then enhanced TDM measures (e.g., shuttles) could be evaluated at that time. The final TDM Program would be

reviewed and approved by LADOT prior to implementation. Refer to Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, for the revised Mitigation Measure I-2 incorporating annual monitoring, consistent with the requirements set forth in LADOT's Assessment Letter included in Appendix G of the Draft EIR.

Comment No. 55-13

General Traffic Comments:

Three corners of the Hazeltine & Riverside intersection generate most of the traffic. A comprehensive study of Trader Joe's, Westfield and ICON traffic management could result in shared efficiencies for each employer and provide traffic and parking relief for the surrounding area. Workers could have free parking in designated areas at Westfield and ICON. Patrons could park at any of the sites and walk to the others. If, at any time, a parking fee is implemented, a program to validate among the three businesses should be developed.

Response to Comment No. 55-13

The comment is outside the scope of the EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 55-14

The Community Plan is often mentioned, but it has not been updated in twenty years. Real planning should be done to develop a comprehensive strategy for the area. Development is not a bad thing—but bad planning is. We have an opportunity to plan our major Sherman Oaks corridors to accommodate residential and commercial uses. Transportation should be factored into the plan to accommodate development. While this project cannot bear the responsibility for a lack of planning, it can be in the forefront of good development, and must be.

Response to Comment No. 55-14

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addresses therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 55-15**Aesthetics**

Page IV A-1

The visual character of this site will be negatively affected by the parking structure which will block a large portion of the Sunkist building, and will require removal of full growth trees and landscaping.

Response to Comment No. 55-15

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building.

As discussed in Topical Response No. 1, above, in response to comments received on the Draft EIR and input from the community a Reduced Alternative 5 is presented in this Final EIR. With the reduction in development and design modifications, the Reduced Alternative 5 would expand views of the Sunkist Building as compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

As described on page II-23 of Section II, Project Description, of the Draft EIR, with completion of the Project, approximately 107,793 square feet of the approximately 191,991 square feet of the total common open space area would be accessible for public use. The new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk. In addition, all existing on-site and street

trees to be removed would be replaced in accordance with applicable City requirements, which require on-site trees to be replaced on a 1:1 basis and street trees to be replaced on a 2:1 basis.

In addition to the proposed landscaping and open space proposed by the Project, the Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space.

Comment No. 55-16

Page IV A-4

The surrounding neighborhood is low multifamily residential, single family residential and limited commercial. One short block houses Trader Joe's and one long block houses the Westfield Mall. Surrounding areas are residential. The project does not fit the scale of the neighborhood, and the placement of taller buildings on the perimeter of the site is out of keeping with the area.

Response to Comment No. 55-16

As discussed on page IV.F-65 of Section IV.F, Land Use and Planning, of the Draft EIR, the Project would be designed to maintain the varying features that comprise the surrounding neighborhood. The Project building heights comply with the maximum six-story/75 foot building height limit for the Community Commercial land use designation of the Project Site (as identified on the Van Nuys North Sherman Oaks Community Plan land use map).

The proposed Building A along the eastern portion of the Project Site would be 75 feet tall, which is similar in height to the adjacent Westfield Fashion Square's Bloomingdale's building located east of the Project Site. In addition, the proposed parking structure, which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the taller Building A located along Riverside Drive to the east. Building C, which would front the

single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Refer to Response to Comment No. 55-15 for a discussion of the Reduced Alternative 5.

Comment No. 55-17

Page IV A-7

This project is not pedestrian friendly. The Riverside and Hazeltine frontages are fortress-like. Even the softening mature trees will be removed and replaced by smaller trees—not on-site, but in the parkway. The current berm on Hazeltine provides greenery and a sense of separation from the street, and should be retained.

Response to Comment No. 55-17

As described on page II-23 of Section II, Project Description, of the Draft EIR, with completion of the Project, approximately 107,793 square feet of the approximately 191,991 square feet of the total common open space area would be accessible for public use. The new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk. In addition, any on-site and street trees removed would be replaced in accordance with City requirements.

Refer to Response to Comment No. 55-15 for a discussion of the Reduced Alternative 5.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 55-18

Page IV A-9

The overall visual character of the existing site is NOT just the Sunkist Building and large expanses of paved parking surfaces as stated. The visual character is shaped by mature, tall trees surrounding and on the site. The parking areas have lush landscaping and enhance the site while being functional. The impression is one of “greenery.” This will all be lost.

Response to Comment No. 55-18

Refer to Response to Comment No. 55-17.

With regard to trees, as discussed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City’s Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would also require approval by the Board of Public Works.

Comment No. 55-19

Page IV A-60

The impacts on aesthetics, view and shading will be significant. This project must be reduced in size; the buildings sited to keep the site open and retain the landscaping; and parking redeveloped for underground or at grade only.

Response to Comment No. 55-19

Refer to Response to Comment Nos. 55-15, 55-16, and 55-17.

In addition, refer to Topical Response No. 1 for a discussion of the Reduced Alternative 5.

Comment No. 55-20

General Aesthetics Comments:

There is no replacing the green and open space of the current site once buildings replace greenery. The applicant claims this is an underutilized site. But because it is not fully developed does not mean that it is not appreciated and valued by the community. The potential to develop while leaving open space is tremendous. The Sunkist building will be completely obscured along most of Hazeltine by a parking structure that could be reduced or relocated. This allows for an open space with public access that would eventually lead to a River Parkway benefitting the project and the community.

Response to Comment No. 55-20

Refer to Response to Comment Nos. 55-15 and 55-17.

Comment No. 55-21

The proposed design is not in any way related to the Sunkist Building. There is no compatibility. The impression is monolithic and uniform. The parking structure is massive, and should be relocated on the site or placed underground with a plaza above.

Response to Comment No. 55-21

Refer to Response to Comment No. 55-15.

Comment No. 55-22**Conclusion:**

This is a site that deserves careful planning and respect for its history. There is an opportunity to provide a community benefit. In addition to offering river access, there is the potential for making it a community gathering spot—possibly a community meeting room in the Sunkist Building; or using the open space near the river access for the annual National Night Out sponsored by the LAPD. This is a site that lends itself to being a community resource.

Response to Comment No. 55-22

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 56

Sara and Patrick McGowan
4726 Katherine Ave.
Sherman Oaks, CA 91423-2309

Comment No. 56-1

Thank you for your time to read this plea to stop the Sunkist ICON project.

If you have taken a look at the location and the plan of what IMT wants to build, you will know in your heart that it is the wrong thing to do—for so many reasons. It feels criminal that the city would allow this development that conflicts with existing land use and planning, choosing profit over what is the right thing for a neighborhood and the individuals in it. There is no true benefit to the overall area aesthetics, neighborhood enrichment, resident property value etc. that IMT is saying would happen with this development. We moved into our home 13 years ago because our agent told us there could be NO DEVELOPMENT at the Sunkist Building because it wasn't zoned for it. We thought we were safe to buy a home that would have the open area around such a beautiful property. In these years, there has been so much consumption of single family homes on Riverside drive and overdevelopment all over the area that this project would actually ruin what is a truly beautiful pocket of residential property. A last straw so to say of what a pocket neighborhood should be-destroyed. Isn't there enough of IMT on Riverside and other contractors in this very neighborhood? Why flank what is one of the most beautiful and iconic buildings in the valley with an ugly, cookie cutter IMT project?

Response to Comment No. 56-1

This introductory comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 56-2

I would like to have more details on the impact to the environment found in App_A1.pdf page 10 of 1,309 where there is concern in a negative way that this proposed project MAY have a significant effect on the environment and what the Environmental impact report details. There are 12 out of 18 items checked page 12 of 1,039 for factors potentially affected and I'm sure a few more could be checked. MAY is an understatement.

I would like more details to the Environmental Impacts starting page 12 of 1,039—so many X's for Significantly Impacted.

Response to Comment No. 56-2

The corresponding analyses to the Initial Study Checklist included in Appendix A of the Draft EIR are included in Attachment B, Explanation of Checklist Determinations, of Appendix A of the Draft EIR. As stated therein, the discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist. The responses indicate those issues that are expected to be addressed in an Environmental Impact Report and demonstrate why other issues would not result in a potentially significant environmental impact and thus do not need to be addressed further in an EIR. The questions with responses that indicate a "Potentially Significant Impact" do not presume that a significant impact would result from the Project. Rather, such responses indicate those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within the EIR.

Comment No. 56-3

Aesthetics.....IV.A-1 B.

2. Environmental Setting

a. Regulatory Framework

b. Existing Conditions

(2) Views

(a) Visual Resources

This section describes public views but does not elaborate on the negative impact to private views of the proposed ICON Sherman Oaks development. The ICON Sherman Oaks proposed development is located directly next to many private single family housing units. The height of the proposed buildings puts the new buildings in direct line of sight from many single family dwellings in the neighborhood. We are located on Katherine Ave. south of Riverside and the proposed new buildings will be directly visible from our back yard, bedroom, dining room, and family room. This means new apartments will have direct line of sight to our back yard, bedroom, dining room, and family room. We moved into this neighborhood largely due to aesthetics and this proposed development completely deteriorates the aesthetics we invested in. I have to mention our home is the largest asset we will ever have and we feel this development will deteriorate our quality of life and home value. I would like to see IMG describe the benefits of this development to the community's private views, which I do not see anywhere in the EIR.

Response to Comment No. 56-3

As discussed on page IV.A-17 of Section IV.A, Aesthetics, of the Draft EIR, the *L.A. CEQA Thresholds Guide* provides that the analysis of project impacts to visual resources address views from public places such as designated scenic highways, corridors, parkways, roadways, bike paths, and trails. As discussed, the visual resource analysis is concerned primarily with impacts to public valued view resources; it does not consider the impacts to private individuals.

Comment No. 56-4**3. Project Impacts****d. Analysis of Project Impacts****(1) Aesthetics****(a) Construction****(b) Operation****(i) Description of Visual Simulations**

“Figure IV.A-6 on page IV.A-31 illustrates the conceptual view of the Project from Calhoun Avenue.”

This view is not to scale and gives the impression that the buildings are much farther away from the private residences than they actually are. In my opinion, this perspective would be from 2 blocks away from the proposed development. The single family residences on Calhoun will be less than 50 feet (or less) from the new proposed buildings. Other single family residences, like ours on Katherine south of Riverside, will be closer than this rendering depicts. I would like to see IMG show the REAL view of this atrocity from the single family residences in the neighborhood west of the proposed development.

Response to Comment No. 56-4

The site plans and renderings included in the Draft EIR are to scale and accurately depict the relationship between the Project buildings and surrounding uses. Building C has been designed to “stepback” away from the single-family homes along Calhoun Avenue to provide an appropriate transition. It is noted that in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. As detailed in Topical Response No. 1, above, the Reduced Alternative 5 would reduce the footprint, bulk, and mass of the buildings.

Comment No. 56-5

AIR QUALITY = Significantly Impacted

ORDINANCES TO PROTECT BIOLOGICAL RESOURCES = Requires Mitigation and to be Significantly impacted

CULTURAL RESOURCES = Significantly Impacted

GREEN HOUSE GAS EMISSIONS = Significantly Impacted

HYDROLOGY AND WATER QUALITY = Significantly Impacted

NOISE = Significantly Impacted

RECREATION = Significantly Impacted

TRANSPORTATION/TRAFFIC [sic] = Significantly impacted

UTILITIES & SERVICE SYSTEMS = Significantly Impacted

Response to Comment No. 56-5

This comment incorrectly summarizes the impacts of the Project. As summarized in Table I-1, beginning on page I-20 of Section I, Executive Summary, of the Draft EIR, the Project would have significant and unavoidable impacts related to on-site construction noise, vibration, and intersections.

Comment No. 56-6

Please detail how the city is going to deal with the increase in cost due to significant impact this project will have on fire and police protection, school accommodation, park maintenance, roads and overall infrastructure. What about tax increases and over inflated house value assessments?

Response to Comment No. 56-6

As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project would generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate by the City. The project design features, as well as revenue to the Municipal Fund, would help offset the Project-related increase in demand for police services.

Additionally, as discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, the Project would implement applicable building construction and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, and provision of fire lanes, etc. 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 the issuance of a building permit as well as through the submittal of other building plans to be reviewed by the LAFD during the standard building permit process. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment.

With regard to schools, as provided in Section IV.H.3, Public Services—Schools, pursuant to Senate Bill 50, the Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project area.

As discussed in Section IV.H.4, Public Services—Parks and Recreation, of the Draft EIR, while the Project's estimated 894 residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities given the provision of on-site open space. The Project also provides publicly accessible open space, including an approximately 28,000 square foot River Greenway to improve access and recreational usage of the LA River. Furthermore, the Project would pay in lieu fees in accordance with Section 17.12 of the LAMC, the City's parkland dedication ordinance enacted under the Quimby Act. Therefore, the Project would not substantially increase the demand for off-site public parks and recreational facilities.

As concluded in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, the Project would not exceed the available capacity within the water distribution infrastructure that would serve the Project Site. Therefore, the Project's operational impacts on water infrastructure would be less than significant. Additionally, as evaluated in the Initial Study prepared for the Project included in Appendix A of the Draft EIR, impacts to utilities and service systems regarding wastewater and solid waste would be less than significant.

Comment No. 56-7

Please address why the city would allow a project that would degrade the quality of the environment and cause substantial adverse effects to human beings, as listed on page 23 of 1,039 of App_A1.pdf.

Response to Comment No. 56-7

This comment refers to Section XVIII, Mandatory Findings of Significance, question (a), of the Initial Study Checklist, and the corresponding discussion included in Attachment B, Explanation of Checklist Determinations, of the Initial Study included in Appendix A of the Draft EIR. As discussed in Attachment B, Explanation of Checklist Determinations, the analysis included therein provides responses to each of the questions set forth in the Initial Study Checklist. The responses indicate those issues that are expected to be addressed in an Environmental Impact Report and demonstrate why other issues would not result in a potentially significant environmental impact and thus do not need to be addressed further in an EIR. The questions with responses that indicate a "Potentially Significant Impact" do not presume that a significant impact would result from the Project. Rather, such responses indicate those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within the EIR.

Comment No. 56-8

There is so much the current DEIR has not defined, described, demonstrated or quantified. There are too many "feasible" statements and it totally lacks any the analyses/quantification of economic factors or analysis required for feasibility. Make IMT prove it or keep the space as is. In truth this property was never meant to be developed. Do the right thing. Stop ICON Sunkist from happening.\ [sic]

Response to Comment No. 56-8

This closing comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 57

Sharon & Ronald Mitsuyasu
rmitsuya@ucla.edu

Comment No. 57-1

I have lived in the SFV since 1950 and now with all the new and destructive IMT buildings our Valley has changed so very much. The quality of living here has deteriorated and this current government is giving in to rich builders and letting them do anything they want.

STOP the Huge apartment buildings in Sherman Oaks and North Hollywood. We have so much traffic that we don't dare leave our homes after 2:00pm to travel across the valley. What can us little tax paying people do to have justice and peace of mind? Crime is up the streets are bad and trash strewn. I am ashamed to have family and friends come to the Valley now and it is becoming worse all the time.

Stop the building in the Sunkist Building area. The Sunkist building is a historical building and in many architecture books. You cannot destroy that area with all of IMT buildings. Who owns IMT?

Why are there so many huge apartment complexes all over Sherman Oaks, North Hollywood and several other Valley sites? Are they giving LA so much money that the politicians are getting rich while us little people are getting the worst living spaces ever seen in this San Fernando Valley?

Please give this message to Governor [sic] Garcetti and let him know his big goal of 100,000 apartments is ridiculous. Fix our Valley so it is livable again!!!!

Response to Comment No. 57-1

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addresses therein. This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 58

Manuel Morden S.E.
13931 Branton Pl.
Sherman Oaks, CA 91423-1203

Comment No. 58-1

I am a resident in the immediate area of the property identified in the following Draft EIR and have a question:

ENV-2014-1362-EIR

State Clearinghouse Number: [2014071001](#)

Council District: 4 - David Ryu Community Plan Area: Van Nuys - North Sherman Oaks

Project Location: 14130 and 14154 Riverside Drive, Los Angeles, CA 91423

What are the “mitigation measures” referred to in the following statement (contained in the Draft EIR)? Are any “mitigation measures” included in the developer’s submittal?

With implementation of mitigation measures, no significant and unavoidable Project or cumulative impacts associated with these environmental topics are expected.

(There appears to be a conflict. If the topics are “significant and unavoidable” how can they be mitigated?

Response to Comment No. 58-1

It is unclear as to what specific topic in the Draft EIR the commenter is referring to. Notwithstanding, as summarized in Table I-1, beginning on page I-20 of Section I, Executive Summary, of the Draft EIR, the Project would have significant and unavoidable impacts related to on-site construction noise, vibration, and intersections. As also summarized in Section I, Executive Summary, of the Draft EIR, mitigation measures were included, where applicable, to reduce the Project’s potentially significant impacts.

Comment No. 58-2

I look forward to your response,

Response to Comment No. 58-2

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 59

Beverly Nemetz
bevnemetz@pacbell.net

Comment No. 59-1

I am requesting at least a 30 day Time Extension to review the Draft Environmental Impact Report for the ICON of the above referenced property. [sic] It is long and complicated, and I need this time to review and comment on it. I am very concerned about the increased traffic and environmental issues which would affect my property which is two blocks west of this project.

Response to Comment No. 59-1

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days.

Comment Letter No. 60

Renee O'Loughlin
4733 Katherine Ave.
Sherman Oaks, CA 91423-2308

Comment No. 60-1

I am writing to you about me and my neighbors concerns about the IMT project at the Sunkist building.

1. How would the neighborhood absorb more traffic, pollution and traffic. As a pedestrian I was hit by a car in the crosswalk by Trader Joes.

This last Saturday August 20th a young girl was killed on Riverside Dr. by a car.

Response to Comment No. 60-1

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Section IV.B, Air Quality, of the Draft EIR, operation of the Project would not introduce any major new sources of air pollution within the Project Site and localized impacts from on-site emission sources would be less than significant.

As evaluated in Section IV.I, Transportation/Traffic, beginning on page IV.I-47, of the Draft EIR, access to the Project Site would be provided via the existing driveways along Riverside Drive and Hazeltine Avenue. The Project access locations, including any proposed driveway modifications, would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. The Project would also include separate pedestrian entrances and would provide access from adjacent streets, parking facilities, and transit stops to facilitate pedestrian movement. Further,

the Project would maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. Therefore, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles, and impacts related to bicycle, pedestrian, and vehicular safety would be less than significant.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 60-2

2. How will the local schools absorb the influx of potential students?

Response to Comment No. 60-2

As evaluated in Section IV.H.3, Public Services—Schools, of the Draft EIR, pursuant to Senate Bill 50, the Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation

of Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the impact of additional student enrollment at schools serving the Project area.

Comment No. 60-3

3. How about our drought? All our yards are dead because we respect the need to conserve. Where is this water coming from for 300 new apts.? I read in the past when we were in a drought building slowed down. All I see is apt. after apt. being built and the size of them is unbelievable.

Response to Comment No. 60-3

As discussed in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area.

Comment No. 60-4

4. I can barely get home when its Christmas time or Mothers Day with the Fashion Square traffic. I can't imagine what it will be like if this project gets passed.

Response to Comment No. 60-4

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addresses therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Also refer to Response to Comment No. 60-1, above.

Comment No. 60-5

Please consider the effects it will have in our community.

Response to Comment No. 60-5

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 61

Renee O'Loughlin
4733 Katherine Ave.
Sherman Oaks, CA 91423-2308

Comment No. 61-1

My name is Renee Oloughlin and I e-mailed you this morning about the IMT Sunkist project.

I forgot to give the city case no. ENV-2014-1362-EIR

Response to Comment No. 61-1

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 62

David Orr
david@david-orr.com

Comment No. 62-1

I am writing to register my opposition to the IMTs [sic] plans to create 300 apartments at the Sunkist site. It seems a shame that such an iconic building is doing [sic] to be distorted to make easy [sic] for another cracker box. I'm also concerned about the type of apartments planned. Our area is currently residential, and I feel that making all of the units rentals will negatively impact the area. Additionally, the burden of an additional 600 cars seems hard to accommodate.

Is there any way to alter this course?

Response to Comment No. 62-1

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for

queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 63

Viviana D. Ramirez
4815 Stansbury Ave.
Sherman Oaks, CA 91423-2317

Comment No. 63-1

I am a homeowner, resident, voter and a concerned citizen of Sherman Oaks, CA. I read the entire Draft Environmental Impact Report (DEIR) for the ICON project, and the following is a list of my comments and complaints in a plain and simple form:

1. Hard to understand. The report is hard to comprehend by normal people that do not have a P.H. D. in these matters. The question is, was this done on purpose?
2. Most of the environmental issues concluded in "less than significant". This, to me is complete non sense. [sic] Common sense does not allow me to accept the fact that these issues together or separate will have a "less than significant" impact on the environment and therefore us. So, again another question developed: who assigned and paid for this report?

Response to Comment No. 63-1

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addresses therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 63-2

3. Traffic: I will comment on this issue specifically because it is just outrageous that the traffic study was done during a period that undoubtedly benefits the applicant and dismisses each and every comment done by the neighbors. Still, using the best time of the year to drive through the area the DEIR concluded in significant [sic] impact.

I hold the City and those in power, completely responsible for each and every accident that will occur due to the approval this unnecessary huge development. The neighbors addressed and emphasized the traffic issue repeatable and this will not be ignored by those responsible in allowing this danger to increase.

Response to Comment No. 63-2

Project traffic counts were taken on a typical good weather day with local schools in session during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) peak periods, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 63-3

If the Project purposed, and most of its alternatives as well, depended on the safety of our community especially our children this project would automatically be denied any zoning change.

ZONING: The actual zoning was put in place to protect the community. This should not change just to benefit corporate greed.

For my conclusion I will refer to the conclusion of my previous letter because I sincerely feel we, as a community, were completely ignored.

CONCLUSION

As neighbors of Sherman Oaks, we live, breathe, and tolerate all of our areas already increasing troubles. And now this? Is it not obvious that the General Plans will be highly affected? Is our area prepared for such change? Water, Electricity, Schools, Hospitals, Safety, Noise, Open Spaces, Traffic, Traffic, Traffic... Can our neighborhood sustain all of this? Do we have the budget for it? Do we need a Environmental Impact Report to know how strong of an impact? Who will pay the serious consequences later? Let's be responsible.

Response to Comment No. 63-3

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

It is noted that the Draft EIR and Initial Study prepared for the Project evaluated the Project's potential impacts with regard to the environmental topics considered by CEQA. The Draft EIR evaluated the Project's potential impacts to water supply and water infrastructure in Section IV.J, Utilities and Service Systems—Water Supply and

Infrastructure. As discussed therein, the Project's potential impacts to water supply and infrastructure would be less than significant. The Project's potential impacts related to energy demand, including electricity, were evaluated in Section VI, Other CEQA Considerations. As concluded therein, the Project's potential impacts to energy would be less than significant. The Project's potential impacts on schools were addressed in Section IV.H.3, Public Services—Schools. As discussed therein, the Project's impacts on schools would be less than significant. CEQA does not address a project's potential impacts on hospitals. It is unclear as to what aspect of safety the commenter is referring to. However, the Project's potential impacts to police protection services and a discussion of crimes is included in Section IV.H.1, Public Services—Police Protection. As concluded therein, the Project's potential impacts to police protection services would be less than significant with implementation of mitigation. In addition, as discussed in Section IV.G, Noise, of the Draft EIR, the Project's potential operational impacts on noise would be less than significant. Similarly, as evaluated in Section IV.H.4, Public Services—Parks and Recreation, of the Draft EIR, the Project's potential impacts on parks and recreation would be less than significant.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Comment Letter No. 64

Sally Ray
8th Ray Design
12734 Branford St., Ste. 1
Arleta, CA 91331-4241

Comment No. 64-1

I am writing to comment on the DEIR for the proposed development located at Riverside drive and Hazeltine in Sherman Oaks.

As a homeowner and 20 year resident of the Fashion Square Area, I ask that you do everything possible to mitigate the negative impacts of SUNKIST ICON by both reducing the size and changing the design of the proposed development.

Response to Comment No. 64-1

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 64-2

This project is simply too large for this area. This same developer has already built 6 huge complexes nearby, that are still not at full occupancy. The addition of 300 more units—in four story towers and multilevel parking garages—constitutes overdevelopment that will negatively impact this area in multiple ways:

Response to Comment No. 64-2

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Refer to Response to Comment No. 64-1.

Comment No. 64-3

1. The destruction of many mature trees will lessen air quality, change the microclimate and negatively impact the wildlife.

Response to Comment No. 64-3

As discussed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City's Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would require approval by the Board of Public Works.

As evaluated in Section IV.B, Air Quality, of the Draft EIR, regional and localized air quality impacts would be less than significant. It is noted that an analysis of the Project's potential air quality impacts under "existing" conditions was also conducted. "Existing" conditions represented year 2014 conditions at that time, which has long passed. Nevertheless, as discussed in Section IV.B, Air Quality, of the Draft EIR, air quality impacts from Project operational emissions would be significant under the existing plus Project scenario. This conclusion assumes that the Project would be built in 2014, which is not based in reality as it would not exist in 2014 and the actual impact would not occur.

Additionally, as evaluated in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, the Project's impacts to biological resources would be less than significant.

Comment No. 64-4

2. Traffic patterns that are already unacceptable will worsen. Intersections (especially Hazeltine and Riverside) will become even more clogged and dangerous by adding 300–600 more vehicles entering and exiting the complexes and fighting with existing Mall traffic.

Response to Comment No. 64-4

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6:

Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak hour previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 64-5

3. The first two events listed above will provide an increase of air pollution and noise levels.

Response to Comment No. 64-5

As discussed in Section IV.B, Air Quality, of the Draft EIR, operation of the Project would not introduce any major new sources of air pollution within the Project Site and localized impacts from on-site emission sources would be less than significant. In addition, as discussed in Section IV.G, Noise, of the Draft EIR, the increase in traffic noise levels would be well below the more stringent 3 dBA significance threshold. Therefore, off-site traffic noise impacts associated with the Project would be less than significant.

Comment No. 64-6

4. Both the extreme height of the proposed structures and the lack of setback from the streets create an oppressive silhouette, visual clutter and block the view of an iconic piece of architecture that celebrates the heritage of our neighborhood. The need to preserve open space is imperative.

Response to Comment No. 64-6

As discussed on page IV.F-65 of Section IV.F, Land Use and Planning, of the Draft EIR, the Project would be designed to maintain the varying features that comprise the surrounding neighborhood. For example, the proposed Building A along the eastern portion of the Project Site would be 75 feet tall, which is similar in height to the adjacent Westfield Fashion Square's Bloomingdale's building located east of the Project Site. In addition, the proposed parking structure, which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the taller Building A located along Riverside Drive to the east. Building C, which would front the single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue. Similarly, with regard to the Sunkist Building, proposed Buildings A and B would be positioned to preserve the view corridor of the Sunkist Building from Riverside Drive while the proposed parking structure would be designed at a height that would be lower than the Sunkist Building.

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking

structure would be designed to preserve view corridors of the Sunkist Building. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. Therefore, as concluded in the Draft EIR, the Project would not substantially obstruct existing views of identified visual resources. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a view towards the Sunkist Building and would maintain the character-defining feature.

It is noted that the existing Project Site comprises the Sunkist Building and asphalt-paved surface areas that are surrounded with trees. The Project Site does not include large open space areas. As described in Section II, Project Description, of the Draft EIR, the Project would include approximately 191,991 square feet (4.41 acres) of common open space areas within the Project Site. Approximately 107,793 square feet of the approximately 191,991 square feet of the total common open space area would be accessible for public use. The new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk.

As discussed above in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project.

Comment No. 64-7

This development MUST be significantly downsized! As proposed, it does not serve to the current or future well being of the local community.

Please recommend that this project be limited to commercial only, or commercial plus no more than 50 residential units. Please block any developer requests at rezoning or building variances.

Thank you for your immediate and full cooperation on behalf of your constituents in Sherman Oaks. Please keep me updated on any issues pertaining to this project.

Response to Comment No. 64-7

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Also refer to Response to Comment No. 64-1.

Comment Letter No. 65

Dale Ruddiman
communitytoday@gmail.com

Comment No. 65-1

Thank you for the opportunity to comment on the Draft Environmental Impact Report.

Response to Comment No. 65-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 65-2

My first concern is the building of 298 apartment units behind one of our most heavily traveled freeways in the valley, the 101, especially in light of the City Planning Commissions knowledge of the **Freeway Adjacent Advisory Notice for Sensitive Uses (*see attached)** , [sic] which clearly states “Review of recent air pollution studies shows a strong link between the chronic exposure of populations to vehicle exhaust and particulate matter from roads and freeways and elevated risk of adverse health impacts, particularly in sensitive populations such as young children and older adults. Areas located within 500 feet of a freeway are known to experience the greatest concentrations of fine and ultrafine particulate matter (PM), a pollutant implicated in asthma and other health conditions. In 2003, the California Legislature enacted SB 352, which precludes the siting of public schools within 500 feet of a freeway; unless it can be shown that any significant health risk can be mitigated”.

Clearly, adding more traffic to our already congested intersection at Hazeltine Ave and Riverside Drive will only compound the exposure to vehicle exhaust and particle matter, and if the community gatekeepers are placing community and people first, then moving forward with this project would only demonstrate a reckless disregard for the people who would live in those apartments and the local people who have to breath and deal with the additional vehicle pollution. Additionally, across from the proposed project is the Sherman Oaks Fashion Square mall which already receives a steady flow of cars and vehicle exhaust from the steady stream of daily and nightly visitors to the mall. Lastly, Riverside Drive is a major thoroughfare which fronts the proposed project and has non-stop traffic throughout the day as does Hazeltine Ave. Please consider.

Response to Comment No. 65-2

As discussed in Section IV.F, Land Use, beginning on page IV.F-45, of the Draft EIR, the Project would introduce residential uses (namely the units in Building C and the southern facing units in Building A and B) within 500 feet of the US-101 freeway. Therefore, on-site sensitive receptors may potentially be exposed to toxic air contaminants (TACs). Additional analysis was therefore conducted as part of the air quality analysis to assess the potential health risks from both criteria pollutants and toxic air contaminants that future residents may experience due to the Project Site's proximity to the freeway. The complete assessment, prepared by Air Quality Dynamics, is provided in Appendix B of the Draft EIR and summarized in Section IV.B, Air Quality, of the Draft EIR. Overall, the results of the criteria pollutant analysis revealed that CO and NO₂ emissions generated from the adjacent freeway would not exceed the SCAQMD's localized impact thresholds at the maximum exposed residential receptor. However, PM₁₀ and PM_{2.5} concentrations at the maximum exposed residential receptor would exceed the SCAQMD's localized impact thresholds without incorporation of mitigation measures. Based on this analysis, it is appropriate to require air filtration measures in order to resolve the land use conflicts or incompatible uses between proposed sensitive receptors and areas of high air pollution. As such, Mitigation Measures B-2 and B-3 are provided in the Draft EIR to reduce off-site area source emissions during operation of the Project.

As recommended by Air Quality Dynamics, limiting particulate infiltration can be accomplished by locating the heating, ventilation and air conditioning (HVAC) control systems that service residential occupancies at or above 26.5 meters (87 feet), installation of particulate filters would be required that conform to an ASHRAE dust spot efficiency rating of 80 to 90 percent. This corresponds to a Minimum Efficiency Reporting Value (MERV) rating of 13. Mitigation Measure B-2 implements this recommendation because the Project HVAC systems would be located at or above the minimum height of 26.5 meters (87 feet). In addition, Mitigation Measure B-3, which would require that inoperable windows facing the freeway be installed and that actively and passively utilized outdoor areas be placed as far away from the roadway as possible, is provided to further reduce these emissions and is consistent with City of Los Angeles recommendations. With implementation of Mitigation Measure B-2 and Mitigation Measure B-3 operational impacts to the occupants will be mitigated to a less than significant level.

Overall, as evaluated in Section IV.B, Air Quality, of the Draft EIR, regional and localized air quality impacts would be less than significant. It is noted that an analysis of the Project's potential air quality impacts under "existing" conditions was also conducted. "Existing" conditions represented year 2014 conditions at that time, which has long passed. Nevertheless, as discussed in Section IV.B, Air Quality, of the Draft EIR, air quality impacts from Project operational emissions would be significant under the existing plus Project

scenario. This conclusion assumes that the Project would be built in 2014, which is not based in reality as it would not exist in 2014 and the actual impact would not occur.

Comment No. 65-3

Beyond the environmental impact of vehicle pollution, are the concerns of the further depletion of our precious and limited resources. We have no shortage of apartments in Sherman Oaks; we do seem to have a limited police force (*attached for your review our crime rate for one week from SEPT. 15–SEPT. 21.), a limited water supply, limited school budgets, limited local medical facilities... I can go on, but at this point the community planners and leaders should be well aware of what our community lacks in and I'm sure others have articulated all of this better than I before.

Response to Comment No. 65-3

As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project would generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate by the City. The project design features, as well as revenue to the Municipal Fund, would help offset the Project-related increase in demand for police services. As concluded in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project's impacts to police protection services would be less than significant with mitigation.

With regard to schools, as provided in Section IV.H.3, Public Services—Schools, pursuant to Senate Bill 50, the Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project area.

As discussed in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, the estimated water demand for the Project would not exceed the available supplies projected by LADWP. Thus, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area.

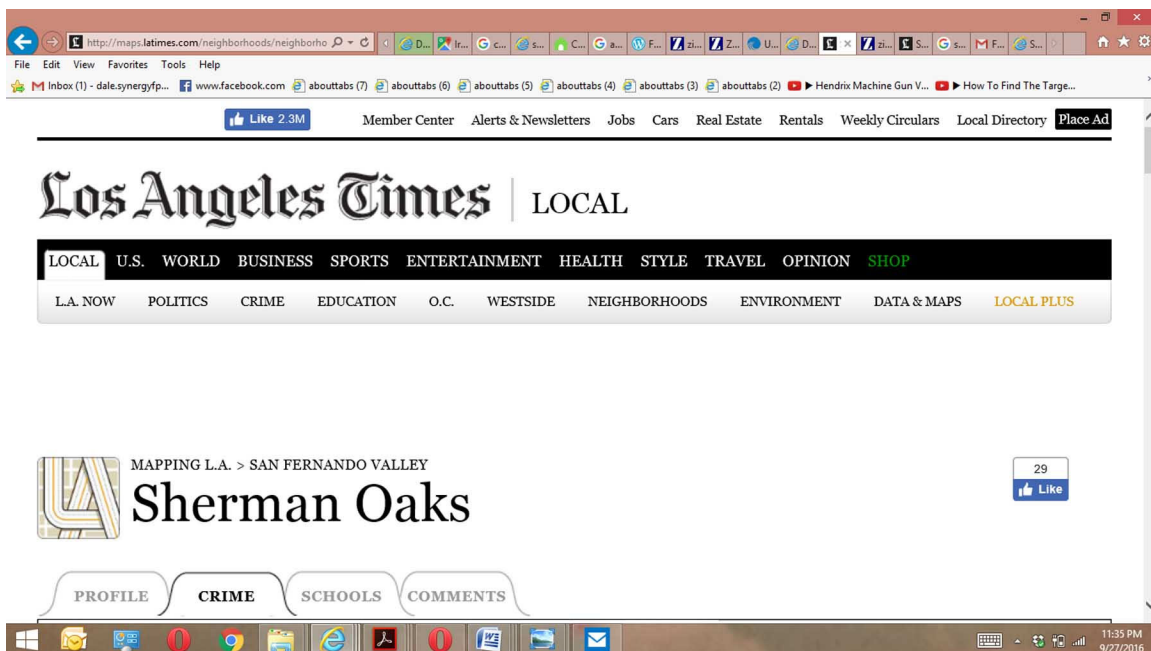
Impacts to medical facilities is not a CEQA issues and, as such, no analysis of the Project's potential impacts to medical facilities was required or provided in the Draft EIR.

Comment No. 65-4

Any project that places profits before people is wrong, unless you don't care about people. I know much of what I have to say breaks with protocol and many of my comments are not specific to the Draft EIR report, still I felt it essential to go on record with my complete opposition to the Sunkist Icon project which appears to only benefit the few while placing a great burden upon our community and local Residents.

Response to Comment No. 65-4

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 65-5**Response to Comment No. 65-5**

Refer to Response to Comment No. 65-3 for a response regarding this attachment.

Comment No. 65-6

Attachment: Zoning Information (ZI) No. 2427—Freeway Adjacent Advisory Notice for Sensitive Uses (5 pages)

Response to Comment No. 65-6

Refer to Response to Comment No. 65-2 for a response regarding this attachment.

Comment Letter No. 66

Patti Russo
pattirusso@att.net

Comment No. 66-1

Please leave the Sunkist Building alone! And the last thing we need at that spot is another set of apartment complexes!

Against this!

Response to Comment No. 66-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. It is noted that as part of the Project, the existing Sunkist Building would remain.

Comment Letter No. 67

Leda & Steve Shapiro
ledas@pacbell.net

Comment No. 67-1

We have been aware of this project developing for some time and have joined with community voices against it whenever possible. Those of us who live here do not need another traffic study to know the traffic is already a nightmare trying to get on the 101 at Woodman during rush hour (which gets longer every day). All N/S streets which have entrances to the freeway are already gridlocked and that last 1/2 mile getting to the freeway can take 20–30 minutes due to totally stopped/gridlocked traffic.

You are talking about adding almost 400 apartments and additional retail. While it would be nice to have both the apartments (if they are affordable housing!) and the additional retail (we all love new restaurants) this is the **WRONG** place to do it. All the developers are wanting to develop within a block or two from freeway entrances and we just cannot have this.

In addition, building almost 400 new units of which a max of 40 would be “affordable” I think it [sic] unconscionable to be adding more unaffordable housing.

This project should NOT get any variance!

We are tired of greedy developers making deals with the city and not caring about how it impacts those of us who have a life here.

Developing affordable housing is necessary... but NOT 10%, or even 20%. We are tired of greedy developers evicting and tearing down rent controlled and other affordable housing to build luxury, unaffordable apartments. This has directly contributed to the increase in our homeless population and we should be ashamed! We do not have a housing crisis. We have an affordable housing crisis.

We do not believe this project should be allowed to go forward!

Response to Comment No. 67-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. For clarification, it is noted that the Project proposes the development of 298 units. As

discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project and an associated reduction in the Project's impacts. In particular, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet.

Comment Letter No. 68

Kimberley Smith-Brown
Joyce Davis Smith
4834 Stansbury Ave.
Sherman Oaks, CA 91423-2318

Comment No. 68-1

Our family has resided at 4834 Stansbury Avenue since 1977. The property is directly next door and up against the parking lot to Trader Joes just North of Riverside Drive and the main driveway to the Sunkist Building.

When my parents bought this house, this was a quiet area of Sherman Oaks. Trader Joe's was just a mom & pop speciality [sic] store, with a cheese shoppe and fresh sandwiches made by a nice older man named Sam. As you can see, we have ventured FAR off the path from that idyllic family neighborhood. Growth is inevitable. We love so many things about this area, BUT I can tell you that the overall impact to our neighborhood, if IMT develops at Sunkist, would be staggering.

I encourage city planning to sit and the end of my driveway the week of Thanksgiving and the week of Christmas. People shopping at the mall & Trader Joe's physically block my driveway with their cars. I have to fight to get out of my neighborhood. God forbid there's an emergency or fire. The street isn't wide enough for two cars. People turn around in my driveway when my children (I have three) are playing, riding bikes, etc. I have to place my garbage cans along my driveway to get any peace. The trucks at Trader Joe's load whenever they want; they drop truck tail gates at 5AM & 10PM. There's a city ordinance that they never adhere to. You cannot tell me that any looming construction company won't try to do the same thing while building at Sunkist?

Response to Comment No. 68-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

As discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, vehicular access, including emergency vehicle access, to the Project Site would be provided directly from Riverside Drive and Hazeltine Avenue. The Project would install designated fire lanes in accordance with LAMC requirements within the private roadways extending from Hazeltine Avenue and along the private roadway bisecting Building C and the Sunkist Building. While Project-related traffic would have the potential to increase emergency

vehicle response times to the Project Site and surrounding properties due to travel time delays caused by traffic, the Project would include intersection improvements as part of the mitigation program for the Project that would reduce the Project's impacts and would not install barriers that would impede emergency vehicle access within and in the vicinity of the Project Site. As such, emergency access to the Project Site and surrounding uses would be maintained at all times. In addition, the increase in traffic generated by the Project would not significantly impact emergency vehicle response times to the Project Site and surrounding uses, including along City-designated disaster routes, since the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Furthermore, as previously discussed there are no City-designated disaster routes in close proximity to the Project Site. Therefore, Project-related traffic is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area.

Comment No. 68-2

I'm not against McMansions, I'm not against logical development, I'm not a constant neighborhood complainer. **I'm concerned for the air quality, the water quality, the SEWEGE, [sic] the impact on our schools, the trash, the noise, the careless drivers, the homeless problem, the drugs at the park, the lack of police officers, the LADWP (who can barely deal with their current customers). With the mall, Trader Joe's and the VNSO park, we are pretty packed to capacity here. You know it, IMT knows it, everyone knows it. I don't see it as a housing "crisis". It's the free market telling you that supply & demand works. If you flood the market with too much supply, no one will demand it.**

Response to Comment No. 68-2

While this comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein, as summarized in Section I, Executive Summary, of the Draft EIR, the Project would result in less than significant operational impacts to air quality, water quality, the wastewater system, schools, noise, and police protection. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 68-3

"You can't fight progress" most millennials [sic] bark back. No one is against process if it's logical. This project isn't logical. What about that vacant lot on Sepulveda next to the 101 & the Galleria? That's empty. Our quality of life would be ATROCIOUS on so many levels if this project were pushed through at Sunkist.

Response to Comment No. 68-3

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 68-4

In closing, let me tell you that my 83 year old mother still lives here and I care for her (along with my three children 7, 10 & 14, and a successful career in animal medicine). My mother is 100% against this project. Her health isn't good; she has a terminal lung disease and it's hard for her to breathe—she's on oxygen. Dust from pollutants and construction would exacerbate her health issues. I'm not opposed to hiring legal council (en masse) to protect not only my mother's health, but my family's health, if this project were to move forward. The thought of her spending her final years dealing with something unnecessary like this over development at Sunkist is incredibly unsettling.

Thank you for your time.

Response to Comment No. 68-4

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As evaluated in Section IV.B, Air Quality, of the Draft EIR, implementation of Mitigation Measure B-1 would reduce regional construction NO_x emissions from 126 pounds per day to 98 pounds per day and would be less than the SCAQMD's 100 pound per day NO_x significance threshold. As such, Project-level and cumulative impacts with regard to construction air quality would be less than significant.

Comment Letter No. 69

Nancy Sogoian
14014 Hartsook St.
Sherman Oaks, CA 91423-1212

Comment No. 69-1

I am a city of Los Angeles homeowner, taxpayer and voter who has owned a home in Fashion Square for over 21 years.

As you are likely aware, within the past few years, IMT has built approximately SIX HUGE, nearly block-long, three story high apartment complexes within a three mile radius here in Sherman Oaks. I'm under the impression that even though these MASSIVE building complexes have been for rent for a year or more, the buildings are NOT fully occupied. These six, huge apartments have already added THOUSANDS of residential units in our area, and I understand the rents are high as well, making them unaffordable to many.

I AM ADAMANTLY OPPOSED TO IMT BEING GRANTED PERMISSION TO BUILD ANOTHER 298 UNITS IN SHERMAN OAKS AT THE SUNKIST ICON SITE AS IT REPRESENTS SIGNIFICANT OVER-DEVELOPMENT—AND WILL RESULT IN MULTIPLE NEGATIVE IMPACTS SUCH AS SIGNIFICANT WORSENING OF TRAFFIC, MEASURABLE WORSENING OF AIR QUALITY, AND INCREASED NOISE POLLUTION!

In short, the negative impacts to our neighborhood would be profound—AND ARE UNNECESSARY!

I am in favor of the Sunkist building itself remaining, and the addition of a reasonable number of new retail and commercial establishments on the site; HOWEVER, THERE SHOULD BE **NO—I REPEAT—NO** residential units on the site whatsoever!!

The project EIR lists the negative impacts—and then ironically cites they are NOT negative impacts! Citizens are paying attention, Sarah!

Adding commercial/retail has the potential to benefit our community; however, the THOUSANDS of recently-built IMT apartments have no doubt fulfilled any current or future need for apartments within this immediate area—and adding anything more than 30 or 50 more units clearly represents OVER-DEVELOPMENT and can only be viewed as developer greed and building for profit at the community's expense.

PLEASE KNOW THIS COMMUNITY IS ADAMANTLY OPPOSED TO IMT BEING ALLOWED TO BUILD 298 MORE APARTMENTS AT SUNKIST ICON. 300 apartments potentially adds 900 more people (and 600 more cars) to our streets, which is absolutely excessive!

Thank you for taking all steps on behalf of the community of Sherman Oaks to register our opposition, and steps to curb the size and negative impacts that will ultimately result with overdevelopment. This community CANNOT handle 298 MORE units on that site.

Thank you for your attention to this—and other—requests to deny IMT's developer greed from irreversibly negatively impacting Sherman Oaks. Maintain the commercial/retail but please DENY all residential development at the site!

Response to Comment No. 69-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. In addition, as described in Section II, Project Description, of the Draft EIR, the existing Sunkist Building would be retained as part of the Project.

As discussed in Section IV.B, Air Quality, of the Draft EIR, localized operational impacts from on-site emission sources would be less than significant. In addition, as discussed in Section IV.G, Noise, of the Draft EIR, noise impacts during operation of the Project would be less than significant.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential

units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak hour previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment Letter No. 70

Marcia Starr
marciabradyl979@yahoo.com

Comment No. 70-1

I'm a Fashion Square resident and I strongly oppose the Sunkist plans that I've seen. It's really scary to think that more huge buildings are going to go up in our neighborhood. I've lived here for 20 years and the amount of traffic is just so bad now. It takes me 15 minutes to get my son to school on Ventura and Dixie Canyon. We cannot add that many units to this area.

Response to Comment No. 70-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 71

Marita Swenson
5016 Ranchito Ave.
Sherman Oaks, CA 91423-1226

Comment No. 71-1

I have lived in my home since April 1, 1960. The 101 and the 405 Freeways were not there. Now they are the busiest freeway interchange in the country. There was no Sherman Oaks Fashion Square. Now, on any given weekend, holiday, or special sale at Fashion Square traffic is a nightmare! Trying to get into Trader Joes across from the Sunkist Building is at times impossible. I do understand progress, but there are times one must say "NO MORE"!

Response to Comment No. 71-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 71-2

The Sunkist Building has been a welcomed asset to Sherman Oaks. This building sits quietly away from the street and is an architectural masterpiece. It has not noticeably added any negative to the neighborhood. To destroy this site by adding more buildings, more apartments, more noise, and considerably more traffic would only make an already intolerable situation worse. Traffic on Hazeltine Avenue and Riverside Drive is already a hazard for anyone attempting to make a right or left turn from our neighborhood.

Response to Comment No. 71-2

As discussed in Section IV.G, Noise, of the Draft EIR, noise impacts during operation of the Project would be less than significant. As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a

level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 71-3

Please don't add more congestion! Help the residents of this community live in peace. Don't approve this project. I would doubt you will have a single resident that would give his or her approval to this project—if only we had the power to stop it.

This is my attempt to STOP this project.

Response to Comment No. 71-3

This closing comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 72

Trúc Tang
Sung-Jae Lee, Ph.D.
14018 Addison St.
Sherman Oaks, CA 91423-1216

Comment No. 72-1

I'm a local homeowner in Sherman Oaks. I'd like to submit my letter in opposition of the Icon Sherman Oaks development project. Please find attached the letter.

Response to Comment No. 72-1

This introductory comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 72-2

We are home owners in the area of the ICON/Sunkist Project. We have great concerns about the impact of this project on our community. As residents in this area who shop, commute and walk around with small children, [sic] think the following issues need to be considered completely in the Draft Environmental Impact Report.

Response to Comment No. 72-2

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 72-3

- 1. Neighborhood Compatibility**—The conversion from a low density office building adjacent to a low density residential area to a 24-hour business, retail, entertainment and high density housing project will severely change the neighborhood. There is a large setback on most of neighboring properties with significant landscaping, mature trees and open space. The proposed project has none of these and completely eliminates the current lovely open space. ***The draft EIR needs to make study the overall impact on this quaint, quiet and pleasant area.***

Response to Comment No. 72-3

As discussed on page IV.F-65 of Section IV.F, Land Use and Planning, of the Draft EIR, the Project would be designed to maintain the varying features that comprise the surrounding neighborhood. For example, the proposed Building A along the eastern portion of the Project Site would be 75 feet tall, which is similar in height to the adjacent Westfield Fashion Square's Bloomingdale's building located east of the Project Site. In addition, the proposed parking structure, which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the taller Building A located along Riverside Drive to the east. Building C, which would front the single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue.

Additionally, it is noted that the existing Project Site is comprised of the Sunkist Building and surface parking areas surrounding by perimeter landscaping and trees. The Project Site does not include open space as suggested by the commenter. As described in Section II, Project Description, of the Draft EIR, the Project would include approximately 191,991 square feet (4.41 acres) of common open space areas within the Project Site. Approximately 107,793 square feet of the approximately 191,991 square feet of the total common open space area would be accessible for public use. The new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk.

As discussed above in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. In addition to the proposed landscaping and open space proposed by the Project, the Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space. The Reduced Alternative 5 incorporates

further design changes that reduce building mass and bulk as viewed from Riverside Drive, by reorienting the residential courtyards towards the street.

Comment No. 72-4

2. **Environmental Concerns**—California is greatly afflicted with drought right now. Adding a large development as this, where most people will be renters and not accountable to their water usage and to water conservation will be devastating to the effort of water conservation to this area.

Response to Comment No. 72-4

As provided in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, the Project would implement a number of measures to support water conservation. The estimated water demand for the Project would not exceed the available supplies projected by LADWP. Thus, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area.

Comment No. 72-5

Adding such a large development to this area puts a strain on the electrical grid in this area, increases the emission of greenhouse gases to the area and with the influx of cars, will impact air pollution. As parents of small children, I'm also concerned about air quality and the impact of increased air pollution for my children.

Response to Comment No. 72-5

As evaluated in Section VI, Other CEQA Considerations, of the Draft EIR, the Project's net electricity demand would represent approximately 0.02 percent of LADWP's projected sales for the Project's build-out year. As such, LADWP would have adequate supplies to serve the Project's electricity demand.

As evaluated in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR, impacts related to the Project's GHG emissions would be less than significant.

Similarly, as analyzed in Section IV.B, Air Quality, of the Draft EIR, localized air quality impacts from on-site emission sources would be less than significant.

Comment No. 72-6

- 3. Aesthetics**—The current neighborhood is largely made up of single and 2 story mid-1950's construction. The proposed project looks nothing like any other structures in the area. The modern, metal, monolithic structure is out of place. Currently, the mature trees in and around the property softens the impact. In order to accommodate the minimal setbacks and huge square footage all these mature large trees will be destroyed. These mature trees need to be replaced substantial large trees not with mere saplings that will not have appreciable softening effect until they have matured in 15–20 years. Conversation should be considered. ***The EIR should investigate and specify the size, amount and type of landscaping to effectively shield the neighborhood from the visual impact of this small incompatible city.***

Response to Comment No. 72-6

Refer to Response to Comment No. 72-3, above.

With regard to trees, as discussed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City's Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would also require approval by the Board of Public Works.

Comment No. 72-7

- 4. Traffic**—The site is situated such that it is bordered on the south by the LA River/101 freeway, and on the West by residential single family houses. This leaves only 2 streets for ingress and egress to the project. On the East, Hazeltine Avenue is already incredibly overburdened, particularly during the holiday season by traffic from the mall. This leaves only Riverside Drive. As proposed, the vehicular access will be provided via the current drive approximately 200 feet west of the traffic lights of Hazeltine and Riverside Drive. There is no effective way an additional traffic signal could be added to accommodate the huge amount of added traffic. The stop light giving access to the parking garage on Hazeltine is already ineffective at controlling traffic flow. There is no effective way the additional burden of this massive development can be effectively mitigated or controlled. Even more concerning, it has been stated by the developers

that their EIR will only take into account traffic flow during “normal” traffic patterns. It is stated in several places that the traffic study will be completed before November 2014. This will not look at all at the huge increase of traffic to the Mall during the November and December Holidays as well as Valentines [sic] day, Mothers Day and Fathers Day. Undeniably the busiest times of the year for this mall as well as any other retail business, such as they propose to have in their project. ***An accurate EIR will have to look at the traffic flow during a representative time period, not just a carefully selected snapshot.***

Response to Comment No. 72-7

Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT’s Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day – as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Notwithstanding, to respond to public comments on the Draft EIR, holiday traffic counts were taken for information purposes only and are provided in an appendix to the Supplemental Traffic Analysis (refer to Attachment E of the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR). These holiday counts are not a baseline for evaluating traffic impacts under CEQA. Moreover, when the Project traffic counts were taken, the Sunkist Building was near full occupancy (estimated to be approximately 85 percent occupied). However, in order to provide a conservative estimate of the existing and future traffic growth within the Project Site, the trip generation for 50 percent of the existing office building square footage was calculated using rates published in the Institute of Transportation Engineers’ Trip Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes. This provides a conservative approach that results in appropriately tailored mitigation measures with a direct nexus to the Project, rather than a holiday baseline that unfairly forces the Project to over-mitigate for the mall’s unique, temporary and seasonal impacts.

An analysis of the Project’s access and circulation is included in Section IV.I, Transportation/Traffic, beginning on page IV.I-43, of the Draft EIR. As discussed therein, vehicular access to the Project Site is currently provided by three driveways, including one driveway along Riverside Drive and two driveways on Hazeltine Avenue. As part of the Project, these three existing driveways would be maintained with modifications to the driveways along Hazeltine Avenue. Based on the *City of Los Angeles CEQA Thresholds Guide*, a project would have a significant impact on project access if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. or P.M. peak hours under Future with Project conditions. The intersections nearest the Project Site access driveways include Intersection 6: Hazeltine Avenue and Riverside Drive and Intersection 7: Hazeltine Avenue and Project Driveway/Fashion Square Driveway. Under Future with Project Conditions, Intersection 6: Hazeltine Avenue and Riverside Drive would

continue to operate at LOS D or better during the morning and afternoon peak periods and Intersection 7: Hazeltine Avenue and Project Driveway/Fashion Square Driveway would continue to operate at LOS B or better during the morning and afternoon peak periods.

Also with regard to access, the Traffic Impact Analysis evaluated the Project Site driveways to determine if adequate vehicle storage lengths (the amount of space for the storage of vehicles) are provided at the Project Site driveways. This analysis considered vehicle storage lengths at the driveway along Riverside Drive and at the driveways along Hazeltine Avenue. As shown in Table IV.I-10 on page IV.I-48 of the Draft EIR, the vehicle storage lengths available at/near the Project Site driveways range from approximately 40 feet to 200 feet. The Project would be expected to result in queue lengths ranging from approximately zero to 176 feet. A comparison of the available vehicle storage lengths and the amount of space required for Project vehicle queuing indicates that the turn lanes would not exceed their storage capacity. Therefore, there would be adequate queuing capacity at/near the Project driveways. As such, as concluded in Section IV.I, Transportation/Traffic, of the Draft EIR, Project operational access and circulation impacts would be less than significant.

Comment No. 72-8

5. Parking—The project calls for 1245 parking spaces. The project managers have represented that this parking will be some security parking for the apartments and offices, and some parking for the retail and restaurants. They anticipate that they will be charging for the patrons of the retail and restaurants. As is typical for such developments, there will surely be many people who do not want to pay and will be parking on the surrounding residential streets. Streets that are already burdened by parking from the VNSO park, the Trader Joes Grocery complex as well as the Westfield Fashion Square Mall particularly at the high periods of retail traffic. As well, the guests of the future apartments will also resort to parking on the nearby residential streets. Restricted parking is a suggestion but will have a major negative impact on the visitors to VNSO park where there is already not enough parking to service the usage of this wonderful community resource. ***The Draft EIR must look at the effect this parking tsunami will have on the neighbors as well as the regional park.***

Response to Comment No. 72-8

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. The Project would provide 1,345 total parking spaces, or 400 total parking spaces in excess of LAMC requirements. Most of these surplus parking spaces would be located within the proposed office building parking structure on Hazeltine Avenue. The

substantial increase in parking above LAMC requirements ensures adequate parking for the various project uses.

Patrons of the commercial establishments would be provided with validation upon visiting the on-site commercial. A nominal fee for parking will be established in order to discourage visitors for off-site venues making use of the Project's parking. Visitor parking will be provided for the residents' guests.

Comment No. 72-9

6. Density—The proposed development creates a destructive trifecta of negative influences. The combination of 300 residential units, 40,000 sqft of retail, 7,000 sqft of restaurants, and the current 120,000 sqft of office space creates a 24 hour city. This project will be busy all hours of the day and place an unmanageable burden on the community and infrastructure. The rental units will by their very nature force a completely different element into the area. The initial study does not anticipate any significant population increase. This just is not possible when considering the full impact of not just the residents but the office workers and visitors to the retail establishments. The population increase has an exponential impact due to the mixed use nature of this project. ***The EIR, contrary to the Initial study must realistically look at what all these new people in such a small area will do to the nature of the neighborhood.***

Response to Comment No. 72-9

As discussed in Attachment B, Explanation of Checklist Determinations, of the Initial Study (included as Appendix A to the Draft EIR), the approximately 894 estimated new residents would represent approximately 0.001 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion. The Project's residents would be well within SCAG's population projection for the Subregion.

In addition, the proposed retail and restaurant uses would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the retail component of the Project would be unlikely to create an indirect demand for additional housing or households in the area which could further increase the population in the vicinity of the Project Site.

It is also noted that in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 72-10

7. **Safety**—With this amount of density, the typical type of resident in apartments, the new presence of alcohol, as well as the limited access, there is grave concern for public safety in the areas of crime, fire and earthquake problems. This coupled with such a densely occupied space inherently will have more problems. ***The EIR must look at the negative impacts similar developments have had on the surrounding neighborhood.***

Response to Comment No. 72-10

As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project would generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate by the City. The project design features, as well as revenue to the Municipal Fund, would help offset the Project-related increase in demand for police services and, as concluded in the Draft EIR, the Project's impacts to police protection services would be less than significant with mitigation.

Additionally, as discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, the Project would implement applicable building construction and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, and provision of fire lanes, etc. 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 the issuance of a building permit as well as through the submittal of other building plans to be reviewed by the LAFD during the standard building permit process. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment and, as concluded in the Draft EIR, the Project's impacts on fire protection services would be less than significant.

As analyzed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, the Project Site is not within an established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. In addition, no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Therefore, the potential for impacts regarding the rupture of a known earthquake fault would be less than significant.

Comment No. 72-11

8. **Construction**—The proposed project will take approximately 33 months to complete. During this time the area will be shaken, rattled and asphyxiated. The massive amount of additional traffic, removal of dirt for the underground parking and all the other problems associated with a mammoth construction project of this type will negatively affect all residents of Sherman Oaks. The oversized scale will unduly burden residents to allow IMT to make massive changes to this property which are not allowed with current zoning. ***The draft EIR must specifically layout the best practices for this construction process to impact the neighbors the least way possible, without regard to cost to the developer.***

Response to Comment No. 72-11

As evaluated in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project's traffic-related impacts during construction would be less than significant with implementation of mitigation. Specifically, Mitigation Measure I-1 would provide for the preparation and implementation of a Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 72-12

9. **Other Nearby developments**—IMT has developed many new Apartment Units in the area over the past few years. There are other developers doing the same. There seems to be no consideration for other developments in the area. A very similar project at Sepulveda and the 101 freeway, Il Villagio Toscano, [sic] which will add another 300 units as well as mixed use space, as well as anticipated significant addition at the ADJACENT Westfield Fashion Square, and the new Ralphs Super Market just blocks away. These NEW developments will surely place additional stress on the cities' infrastructure. ***Any accurate EIR must be aware of these developments and consider the near and far impacts of all these huge construction projects.***

Response to Comment No. 72-12

As summarized in Table III-1 in Section III, Environmental Setting, of the Draft EIR, the Project considered 13 known proposed developments in the vicinity of the Project Site as part of the cumulative analysis included in the Draft EIR. As shown in Table III-1, the Project's cumulative analysis included the Il Villagio Toscano Project (Related Project No. 4) and the Ralph's expansion (Related Project No. 10) as well as the Westfield Expansion

(Related Project No. 6). Also refer to the Supplemental Traffic Analysis included in Appendix FEIR-4 of this Final EIR and summarized above in Topical Response No. 2 that takes into account an updated related projects list.

Comment Letter No. 73

Trúc Tang
14018 Addison St.
Sherman Oaks, CA 91423-1216

Comment No. 73-1

I have begun to read the draft EIR for the Sunkist building and plan to provide adequate feedback. However, the document is SO long and extensive and so I would like to request that the deadline be extended to at least 30 days past the deadline.

Response to Comment No. 73-1

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days.

Comment Letter No. 74

Trúc Tang
14018 Addison St.
Sherman Oaks, CA 91423-1216

Comment No. 74-1

I am a resident of the Fashion Square Central neighborhood and have very strong concerns about the development of the Sunkist IMT building in our neighborhood. There is not enough capacity to handle that influx of people.

With that being said, I am aware that Wendy Brogin had developed a document of comments and I have reviewed. I am in agreement with her comments.

Reference: Wendy Brogin, 5043 Matilija Av [sic] Avenue, Sherman Oaks, 91423.

Please help us and our community by not allowing this to development to happen.

Response to Comment No. 74-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The comment letter received by Wendy Brogin is provided and responded to above in Comment Letter No. 16.

Comment Letter No. 75

Alex Thompson
4817 Calhoun Ave.
Sherman Oaks, CA 91423-2305

Comment No. 75-1

I have lived my home at 4817 Calhoun Avenue, Sherman Oaks for 16 years. My home is less than 500 feet from the proposed project. Before that I lived in the immediate neighborhood for 5 additional years.

I see many issues in the DEIR which will determine if this is indeed an asset to the community or one which will be a burden to the City for years to come. The DEIR failed in many ways to address the concerns of neighbors and I think they need to be corrected before this project can move any further forward.

This DEIR just like the proposed project is unworkable due to the pure Mass. The system of obtaining major zoning changes and city approval for massive projects is supposed to be accessible to a normal person. This report in its complexity and volume is impossible to read or understand much less put together a comprehensive response.

The developers have spent over 2 years and untold thousands and even hundreds of thousands of dollars putting together a report that gives the answers they want. They are well versed professionals. The public was given 60 days to review and respond to this Massive DEIR. At this point we must trust the city to work for the constituents and only grant CHANGES in zoning that are truly a benefit to the community. I wish I had the time to more thoroughly craft a complete response. I have a job, a family, and a house to maintain and support. I don't have the ability to spend this kind of time.

Thank you for your consideration.

Response to Comment No. 75-1

As analyzed in Section IV.A, Aesthetics, of the Draft EIR, the Project would incorporate design elements that are compatible with the existing Sunkist Building and with the surrounding area. The Project would have a maximum building height of 74.5 feet and would provide setbacks that meet or exceed the setback requirements specified in the LAMC. In addition, the height of Building A (74.5 feet) would be consistent with the approximately 75-foot Westfield Fashion Square's Bloomingdale's building, located directly east of Hazeltine Avenue. At approximately 60.5 feet, Building B would not be noticeably taller than the Sunkist Building, which has a height of approximately 57 feet. Buildings A

and B would have minimum setbacks of 10 feet from Riverside Drive and would frame the north elevation of the Sunkist Building. Although taller than the Sunkist Building, as well as the commercial and residential uses located directly north of Riverside Drive, Buildings A and B would employ design elements such as balconies, insets, and variations in surface colors and materials to create variations in the façade that would help to reduce the perceived height and massing of the proposed buildings. In order to reduce impacts to the residential uses west of the Project Site, Building B would have a minimum 15-foot setback from Calhoun Avenue.

Building C, which would front Calhoun Avenue, would have a minimum setback of 26 feet and would transition from approximately 59 feet to 23.5 feet and 33.5 feet along portions of its western façade. The use of varied heights to create a tiered effect and the implementation of design elements similar to those seen on Buildings A and B would provide a transitional buffer for, and ensure compatibility with the single-family residential uses along Calhoun Avenue. The shortest building on the Project Site would be the approximately 51-foot multi-level parking structure along Hazeltine Avenue. The proposed parking structure would be lower than the existing Sunkist Building and compatible with the height of the Westfield Fashion Square (up to 75 feet) located directly east.

In response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the footprint, bulk, and mass of the buildings. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 75-2

II Project Description II-1

3) pg II-3—The existing building is 57 feet tall. But the report fails to address the fact that it sits upon a raised earthen platform. This is not addressed in regards to where the additional project will be situated. The 75 feet of the new 4-5 story buildings will surely dwarf the exiting architecture.

****the DEIR must more clearly depict the placement and elevations of the proposed buildings in relation to surrounding buildings**

Response to Comment No. 75-2

As described on page II-3 of Section II, Project Description, of the Draft EIR, the Sunkist Building reaches a height of approximately 57 feet above grade or approximately 53 feet as measured from the first floor slab to top of parapet. A detailed description of the architecture of the Sunkist Building is provided on page IV.D-15 of Section IV.D, Cultural Resources, of the Draft EIR. As discussed therein, the Sunkist Building sits on an elevated basement, which appears as a plinth on a landscaped berm from the exterior. Project elevations are included in Figure II-7 through II-13 in Section II, Project Description, of the Draft EIR and renderings of the Project are provided in Figure IV.A-2 through Figure IV.A-6 in Section IV.A, Aesthetics, of the Draft EIR. Also refer to Response to Comment No. 75-1.

Comment No. 75-3

c.) Page II-21 FAR and Setbacks [sic]

The project as proposed, with the changing zoning allows for much closer setbacks than the building currently has. On Riverside Drive it is proposed to reduce to 10' setback from the street and on Hazeltine as little as 5' setback from the street. Currently the building is set way back from the street with surface parking lot and extensive landscaping. None of the surrounding buildings is this close to the street. The Fashion Square Building varies but ranges from 16-20 feet setbacks with a great variety of Elevations as well as significant mature landscaping.

The proposed project is a drastic change from the current building. As well it is extremely different from the neighboring buildings. The Fashion Square Mall on Riverside drive has a large open space on the corner of Hazeltine and Riverside. It has large mature trees and thick landscaping. The building itself is set back from the street at minimum 20' as much as 30' and is filled with thick, mature landscaping. The building itself has multiple elevations.

To the west on both sides of the street the buildings which are a mix of smaller and medium sized apartments as well as single family residences and duplex/triplexes, are set well back from the street with a minimum of 15-20'. The only nearby building that is as close as the proposed [sic] project is Trader Joes shopping center which is comprised of single family buildings only.

It seems that no concern was paid to PREVALIING [sic] Setbacks or compatability [sic] with the surroundings. The shere mas [sic] and closeness of this project should be minimized [sic] to be somewhat closer to the current building as well as in harmony with other buidlings. [sic]

****The DEIR should outline surrounding building setbacks [sic] with more information about their height and contours. With this information an analysis should be performed to determine the proposed projects compatibility with the neighborhood**

Response to Comment No. 75-3

Refer to Response to Comment No. 75-1 regarding setbacks. Additionally, as described in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would increase setbacks and building setbacks. Particularly, the corner of Riverside Drive and Hazeltine Avenue will be setback further to allow for outdoor dining and seating area. The building mass on Riverside Drive would also be reduced as compared to the Project by reorienting the residential courtyards towards the street.

Comment No. 75-4

8) Necessary Approvals page 11-27

With the detailed planning they seem to be making this vague statement needs to be clarified.

“Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

****The DEIR should clearly outline what the developers are asking for.**

Response to Comment No. 75-4

In addition to the necessary approvals that the Project Applicant is requesting, which are listed on page II-27 of Section II, Project Description, of the Draft EIR, the Project may require ministerial permits and approvals as deemed necessary by the City of Los Angeles. These approvals could include temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

Comment No. 75-5

III Environmental Setting III-1

A) Overview of Environmental Setting III-1 (also IV.D [sic] Cultural Resources)

Concern was paid to the Architecture of the actual building but the writers of this report prove that they are completely missing the point of this architecture. The concrete reversed step design of the building is important, But INTEGRAL to this design is the open space and the mature trees surrounding the site. These provide a stark contrast to the harsh lines of the building architecture. It is also homage to the idea that Sunkist, an agricultural company, was headquartered here. This was surely a consideration of the design of the Architect. Otherwise the building would have place in the center of the lot or towards the front to enhance the view of the building. This shielding is clearly necessary for the integrity of the building to be maintained. The design of the new project clearly had no concern for this. They mention site channels as being able to see the Current Architectural Asset of the Sunkist Building. There is only 1 driveway that will afford any kind of view and this has very little peripheral access due to the extreme long driveway. The Draft Environmental Impact Report uses deceptively chosen renderings to give the impression that there will be some way to see the architecture. The main rendering they give shows the building from an almost birds [sic] eye view that only a Drone will be able to achieve. Even in this rendering it looks like the 4 stories of the current Building will appear above the new 5+ story buildings.

**The Draft Environmental Report should be required to use more accurate and honest street level views to depict whatever vestiges of a view of the Sunkist Building architecture there will be left.

Response to Comment No. 75-5

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access

that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building and would maintain the character-defining feature.

Refer to Response to Comment No. 75-1 regarding the Reduced Alternative 5. As specifically discussed in Topical Response No. 1, above, the Reduced Alternative 5 would expand views of the Sunkist Building as compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

As discussed in Section IV.A, Aesthetics, of the Draft EIR, trees to be removed within and adjacent to the Project Site would be replaced in accordance with City requirements. Specifically, on-site trees to be removed would be replaced on a 1:1 basis and street trees to be removed would be replaced on a 2:1 basis.

Refer to Figure IV.A-2 through Figure IV.A-6 in Section IV.A, Aesthetics, of the Draft EIR, for renderings of the Project from street level.

Comment No. 75-6

B) Related Projects Page III-5

Table III-1 Related Projects

This table does not clearly identify current and proposed projects in their intent or size. Also, I know that this is not a comprehensive list. IE, On Magnolia just West of Hazeltine there is a large apartment building in similar planning stages at the Horace Heidt Property. This incredibly pertinent omission calls into question the integrity of the whole report

**The DEIR must re-examine other related projects and their Impact on the Community. The cumulative affect [sic] of this much building is of great concern but was barely considered.

Response to Comment No. 75-6

As clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, the Traffic Impact Analysis included in Appendix G of the Draft EIR has been replaced with the correct Traffic Impact Analysis. The Traffic Impact Analysis erroneously included in the Draft EIR was a slightly older version that did not consider the Chase Knolls related project. As provided in Section III, Environmental Setting, of the Draft EIR, the Chase Knolls project (Related Project No. 13) was indeed considered throughout the Draft EIR, including the transportation section of the Draft EIR. As provided in the correct version of the Traffic Impact Analysis, the Chase Knolls project was also considered therein. Section IV.I, Transportation/Traffic, of the Draft EIR, is based on the correct

version of the Traffic Impact Analysis, which included the Chase Knolls project, and not on the version erroneously included in the Draft EIR. In addition, as detailed in Topical Response No. 2, above, the Supplemental Traffic Analysis prepared in response to comments on the Draft EIR also considers the Chase Knolls project as a related project.

As discussed above in Topical Response No. 2 and in the Supplemental Traffic Analysis (attached as Appendix FEIR-4 of this Final EIR), subsequent to preparation of the Draft EIR, some of the related projects have been modified and one additional related project has been identified. These modifications to the related projects list are discussed in further detail in Table 3 of the Supplemental Traffic Analysis. The additional related project considered (Related Project No. 14 in the Supplemental Traffic Analysis) is located at 14311 Ventura Boulevard. This related project includes 22,000 square feet of retail, 5,000 square feet of restaurant, 5,000 square feet of office, and a 42,000-square-foot grocery store. After analyzing this additional related development, no new significant transportation related significant impacts would result that were not previously disclosed in the original Traffic Impact Analysis included in the Draft EIR.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak hour previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 75-7

IV Environmental Impact Analysis

A) Aesthetics IV.A-1

The surrounding buildings are largely 50's/60's [sic] and 70's construction which are compatible with sub-urban living styles. Buildings constructed [sic] since then have largely followed this lead in order to fit in. The proposed project is clearly a Modernistic 2016 style with harsh lines, extreme mass, and an Imposing Stance on the lot. The Mall is constructed with painted bricks, stucco and mostly shielded by dense vegetation. Other buildings have been designed with either greater setbacks, lower heights [sic] or a construction style that makes them blend into the quaint, charming community.

**The DEIR needs to do more to investigate if this project is compatible with the visual style of its surroundings or if it will stick out like a sore thumb.

Response to Comment No. 75-7

Refer to Response to Comment Nos. 75-1 and 75-5, above, regarding the Project's compatibility with the surrounding area. In response to comments on the Draft EIR and to further lessen potential environmental effects, the architecture and massing of the Project has been revised as part of the Reduced Alternative 5. Refer to Topical Response No. 1 for a more detailed overview of the architectural changes proposed under the Reduced Alternative 5.

Comment No. 75-8

Thruout [sic] the report the authors discount any view factor. In fact, the very existence of the open space, the mature trees, the large surface parking lot and grove type planting of trees is in itself a VEIW [sic] that should be considered.

**The DEIR needs to consider the actual view of the Sunkist Building and surrounding as a positive factor that should be mitigated in the design of this new project

Response to Comment No. 75-8

As discussed on page IV.A-12 of Section IV.A, Aesthetics, of the Draft EIR, the Sunkist Building is considered a valued visual resource and is treated as such in the view impact analysis. Also refer to Response to Comment No. 75-5.

Further, as discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is

presented in this Final EIR. The Reduced Alternative 5 would reduce the density of the development and as such would provide for expanded views of the Sunkist Building when compared with the design of the Project. Specifically, the Reduced Alternative 5 would expand the visual view corridors compared to the Project by reducing the footprint, bulk, and mass of the buildings. Therefore, existing views of the Sunkist Building would be preserved to a greater extent under the Reduced Alternative 5. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 75-9

Cultural Resources IV.D-1

The project does little to add to the culture of the Neighborhood, Community of the City of LA. Unless you consider yet another Strip mall, and overpriced apartments. There does not seem to be a great need for High End Luxury Apartments. At least none has been demonstrated in this DEIR

******The DEIR should investigate how the project could be an asset to the community by adding retail that is lacking or educational, provide real accessible open space or even provide Affordable housing to some of the people who provide the area services.

Response to Comment No. 75-9

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

It is noted that as described in Section II, Project Description, of the Draft EIR, the Project would include approximately 191,991 square feet (4.41 acres) of common open space areas within the Project Site. Approximately 107,793 square feet of the approximately 191,991 square feet of the total common open space area would be accessible for public use. The new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk.

As discussed in Topical Response No. 1, above, in addition to the proposed landscaping and open space proposed by the Project, the Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable

open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space. Additional landscaped, open space is also provided throughout the Project Site compared to the Project.

Comment No. 75-10

F) Land Use and Planning IV.F-1

Table IV.F-1

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
July 2016

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IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
July 2016

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IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
July 2016

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IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
July 2016

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IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
July 2016

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IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
July 2016

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IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
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IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
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IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
July 2016

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IV.F Land Use and Planning

Table IV.F-1 (Continued)

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

City of Los Angeles
SCH No. 2014071001

ICON Sherman Oaks
July 2016

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Source: Eyestone Environmental, 2016.

Response to Comment No. 75-10

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein.

Comment No. 75-11

Page IV.F-5 General Plan Use

This chart shows that nowhere in the immediate area is there another high density project other than the already [sic] existing Fashion Square Mall which is effectively shielded from the neighborhoods. This is a conversion of the neighborhood to a different incompatible use.

Response to Comment No. 75-11

As discussed in Section IV.F, Land Use and Planning, of the Draft EIR, beginning on page IV.F-65, although the Project would increase the density, scale, and height of development on the Project Site, the surrounding area is an urbanized neighborhood that is characterized by a varied mix of land uses at various scales of development. The Project's proposed residential and neighborhood-serving commercial uses would be consistent with and compatible with the existing residential and commercial uses surrounding the Project Site.

The commenter notes that the adjacent Westfield Mall is the only other development in the vicinity of the Project Site of similar intensity as the Project. This reflects the fact that the Westfield Mall and the Project Site are the only two properties anywhere in the vicinity that are designated "Community Commercial" by the Van Nuys North Sherman Oaks Community Plan (a component of the City of Los Angeles General Plan Land Use Element). "Community Commercial" is one of the more intense Community Plan land use designations that allows for higher density residential and commercial development. Also refer to Figure IV.F-1 in Section IV.F, Land Use and Planning, of the Draft EIR, for an illustration of the surrounding land use designations.

In addition, as discussed in Section IV.F, Land Use and Planning, of the Draft EIR, the Project would be designed to maintain the varying features that comprise the

surrounding neighborhood including variations in building heights. Specifically, the proposed Building A along the eastern portion of the Project Site would be 75 feet tall, which is similar in height to the adjacent Westfield Fashion Square's Bloomingdale's building located east of the Project Site. The proposed parking structure, which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the taller Building A located along Riverside Drive to the east. Building C, which would front the single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue. The Project would also provide landscaping along the perimeters of the Project Site, which would protect the existing single-family residential neighborhood located directly to the west along Calhoun Avenue. Therefore, the design of the Project would provide transitional development, stepped heights, and buffers between the Project buildings and the adjacent single-family residential uses along Calhoun Avenue. Therefore, the Project would not promote development that is incompatible with the surrounding community.

As previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 75-12

I) Transportation/Traffic IV.I-1

b. Existing Conditions Intersection Levels of Service

Intersection turning movement counts for the 14 study intersections were collected in January 2015 during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) commuter peak periods. The traffic counts were conducted during typical weekdays while there were no holidays, no rain, and schools were in session.

Part I Traffic/Transportation The [sic] very basis of this whole study proves that it is flawed. This project is located adjacent to the Regional Sherman Oaks Fashion Square Mall Bordered by Hazeltine on the East side of subject and sharing the thoroughfare Riverside Drive.

- Living adjacent to the mall it is easy for anyone to observe that during the year the mall has busy periods. Further proof of this is the need for the mall to employ

traffic officers on Riverside Drive and Hazeltine to control the flow. By ignoring this fact the very methodology of this report is inaccurate and flawed.

- The busy periods are:
- Valentines [sic] Day, the before February 14
- Mothers Day, Second Sunday in May, a week before
- Memorial Day, Last weekend of May, The week surrounding the holiday for Numerous Sales
- Fathers [sic] day, 3rd Sunday of June, the week before
- 4th of July, The holiday Week, Numerous Sales
- Labor day, First Monday in September, The week surrounding for Numerous Sales
- Halloween, October 31, Mall hosts special performance events
- Thanksgiving, November 4th Thursday, From the first Week November
- Christmas, December 25, Entire Month of December

This amounts to somewhere between 3–4 months of heavy traffic. None of these time periods were included in the study. This extra traffic load is not an anomaly and covers at least 25% of the year. For accurate results current traffic should be measured during one of these times.

During the scoping phase many (which are included in the Appendix) neighbors requested that the traffic study include a time period which accurately represents the traffic situation. Clearly these requests were not heeded.

The traffic problems around the Fashion Square Mall and Particularly the Hazeltine and Riverside intersection of Trader Joes and the proposed project are well known. If IMT is allowed to build this project as proposed with the limited mitigation outlined the problems will get much worse. The city will be responsible forever with this dysfunctional and failing situation. A proper study should require more effective Study and mitigations as a condition of approval and construction.

****The DEIR needs to do an effective traffic study that encompasses some of these periods and on weekends. These are the times that will be most impacted by the project. The interesections [sic] and transit cooridors [sic] are failing much of the time. It is not a typical traffic pattern due to the existence of the Fashion Square Mall.**

Response to Comment No. 75-12

Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Moreover, when the Project traffic counts were taken, the Sunkist Building was near full occupancy (estimated to be approximately 85 percent occupied). However, in order to provide a conservative estimate of the existing and future traffic growth within the Project Site, the trip generation for 50 percent of the existing office building square footage was calculated using rates published in the Institute of Transportation Engineers' Trip Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes. This conservative approach results in appropriately tailored mitigation measures with a direct nexus to the Project, rather than a holiday baseline that unfairly forces the Project to over-mitigate for the mall's unique, temporary and seasonal impacts.

Additionally, notwithstanding the above, in response to public comments, Overland Traffic Consultants collected holiday traffic counts for informational purposes only. Refer to Attachment E of the Supplemental Traffic Analysis included as Appendix FEIR-4 of this Final EIR. The holiday traffic counts are not a baseline for evaluating traffic impacts under CEQA and did not change the impact conclusions of the Draft EIR.

Comment No. 75-13

Allowances have been made for onsite parking. There is no discussion about unavoidable parking overflow into the closeby [sic] neighborhoods. The report mentions that there will be secured parking for the residents. This will reduce the number of publicly available space from the 1,345 total spaces. When asked if the "public" spaces will be charged the developer was elusive and unwilling to answer the question. As with every residential and retail building if parking is not easy and convenient then it will create extensive problems for neighbors finding parking for themselves. This omission is a grievous oversight. These neighborhoods are between the VNSO Park, which frequently takes all available street parking as well as the Trader Joes Shopping center. This will undoubtedly [sic] need future attention. It should be a condition of zoning changes that the facility provide FREE parking to the public in perpetuity.

****The DEIR should investigate the impact this project will have on nearby parking. This should include the necessary proposed traffic study during construction as well as once the project is complete that will be necessary to get a Prefeered [sic] Parking District to protect the neighbors quality of life**

Response to Comment No. 75-13

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. The Project would provide 1,345 total parking spaces, or 400 total parking spaces in excess of LAMC requirements. Most of these surplus parking spaces would be located within the proposed office building parking structure on Hazeltine Avenue. The increase in parking above LAMC requirements would ensure adequate parking for the various project uses.

Patrons of the commercial establishments would be provided with validation upon visiting the on-site commercial. A nominal fee for parking will be established in order to discourage visitors for off-site venues making use of the Project's parking. Visitor parking will be provided for the residents' guests.

Comment No. 75-14

V. Alternatives V-1

A,B,C,D,F V-11 thru V-138

None of the alternatives are significantly less dense than the proposed project. The current status is 25% of the proposed density. A compromise somewhere between the currentThe [sic] usage and the massive proposed usage should be considered carefully.

Response to Comment No. 75-14

Contrary to the commenter's opinion, Section V, Alternatives, of the Draft EIR evaluated developments that would be less dense than the project. Specifically, the Residential Development in Accordance with Existing Zoning Alternative (Alternative 2) includes the development of 191 multi-family residential units and a small lot subdivision with 36 duplex units located in the P zone of the Project Site, fronting Calhoun Avenue. Additionally, under the Reduced Density and Square Footage Alternative (Alternative 5), the number of multi-family residential units would be reduced from 298 units to 278 units and the proposed neighborhood-serving commercial uses would be reduced from approximately 39,241 square feet to 27,414 square feet.

As previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable

impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak hour previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 75-15

List of Appendices [sic]

Appendix A Initial Study/NOP/Nop [sic] Comment Letters

Reading thru many of these comments it is clear that the DEIR does not cover or investigate many of the comments made at that time. In particular the timing and methodology of the traffic study.

Response to Comment No. 75-15

Contrary to the commenter's opinion, the Traffic Impact Analysis follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated May 5, 2013, which was reviewed and approved by LADOT. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. A copy of LADOT's Assessment Letter is included as Appendix G of the Draft EIR.

Additionally, Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day – as opposed to an absolute worst case, aberrant, time of the year, such as the holidays.

Also refer to the revised Supplemental Traffic Analysis, attached as Appendix FEIR-4 of this Final EIR.

Comment No. 75-16

Appendix C Historical resource Assesment [sic]

The Historical value of the Sunkist Building is undeniable. Orange Groves and those who ran and owned them largely built the area. The Sunkist Building is a monument to not only the notable architecture of the time but also the foresight and power of the Orange. The current proposal is a slap in the face to displaying the integrity of this building. The DEIR does not accurately cover this importance.

Response to Comment No. 75-16

As discussed on page IV.D-27 of Section IV.D Cultural Resources of the Draft EIR, the Project would not materially impair a historic resource. Rather, new construction within the Project Site and rehabilitation of the Sunkist Building would conform with the Secretary's Standards. Nonetheless, Mitigation Measures D-1 and D-2 would be implemented that require design review and monitoring of rehabilitation activities to ensure conformance with the Secretary's Standards, and the preparation of a Historic American Buildings Survey. These mitigation measures would ensure that potential impacts associated with historical resources would be less than significant.

Comment No. 75-17

C.2 Archaeological [sic] and Paleontological Service Letters

This area, along the LA River was frequented by Indigenous Indians. Artifacts have been found in the past. A careful survey of the area before it is further disturbed should be conducted.

Response to Comment No. 75-17

As discussed in Section IV.D, Cultural Resources, of the Draft EIR, results of the archaeological records search indicate there are no archaeological sites located within the Project Site or within a 0.5-mile radius of the Project Site. In addition, no isolates have been recorded within the Project Site or within a 0.5-mile radius of the Project Site. However, if an archaeological resource were to be discovered during construction of the Project, work in the area would cease, and deposits would be treated in accordance with federal and State regulatory requirements, including those set forth in California Public Resources Code Section 21083.2 with respect to any unique archaeological resource. If tribal cultural resources are encountered during construction of the Project, work in the area would be stopped and the resource would be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21084.3 with respect to unique tribal resources. Further, if human remains

were discovered during construction of the Project, work in the immediate vicinity would be halted, the County Coroner, construction manager and other entities would be notified per California Health and Safety Code Section 7050.5, and disposition of the human remains and any associated grave goods would occur in accordance with Public Resources Code Section 5097.91 and 5097.98, as amended. As concluded in the Draft EIR, with compliance with regulatory requirements, impacts to archaeological resources would be less than significant.

Additionally, the paleontological records search indicates that grading or very shallow excavations in the uppermost layers of soil and Quaternary deposits in the Project Site are unlikely to discover significant vertebrate fossils. However, the possibility exists that paleontological artifacts that were not recovered during prior construction or other human activity may be present. Thus, as set forth in Mitigation Measure D-3, a qualified paleontologist would be retained to perform periodic inspections of excavation and grading activities of the Project Site. In the event paleontological materials are encountered, the paleontologist would be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. As determined in the Draft EIR, impacts to paleontological resources would be less than significant with mitigation.

Comment No. 75-18

My Conclusion:

This project is oversized and incompatible with the current nature of the existing neighborhood. It is an extreme departure from the current usages. There are many negative issues that will be exacerbated and created thru these proposed zoning changes and approval of this project. The developer is not taking responsibility for most of them and the city will be left trying to mitigate impossible problems FOREVER. Los Angeles City should not approve this project until many questions are answered, corrected and mitigated to the highest level possible. This Draft Environmental Impact Report is biased in great favor of the developer. It took over 2 years for uninterested out of the area professionals to craft this report. The citizens have been given only 60 days to review it. In this short time many flaws have been discovered. I request that the report is corrected addressing the concerns that I and many other citizens express in our responses. And then the citizens should be given a reasonable fraction of the time they take to review the report.

Response to Comment No. 75-18

Refer to Response to Comment No. 75-11. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 76

Blair Thompson
4817 Calhoun Ave.
Sherman Oaks, CA 91423-2305

Comment No. 76-1

Please enter my comments into the record regarding:

DRAFT ENVIRONMENTAL IMPACT REPORT

VAN NUYS–NORTH SHERMAN OAKS COMMUNITY PLAN AREA

ICON Sherman Oaks Project

Case Number: ENV-2014-1362-EIR

Project Location: 14130 Riverside Drive, Sherman Oaks, California 91423

Council District: 4

Response to Comment No. 76-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 76-2

I have owned my home at 4817 Calhoun Avenue, Sherman Oaks for 16 years. My home is less than 500 feet from the proposed project. Before that I lived in the immediate neighborhood for 5 additional years. I am a licensed Real Estate Broker. I have earned my living for the past 24 years selling houses in the area. I have also flipped and developed several houses in the Fashion Square and surrounding areas. I am proud to say that the houses I have remodeled, rebuilt and expanded were all received by the neighbors as assets to the surrounding houses; fitting in with size, style and aesthetics.

Over the years I have been involved with Sherman Oaks Neighborhood Council as well as the Sherman Oaks Homeowners Association. I was president of the Parents Association of Sherman Oaks Elementary School for 2 years. My kids have been raised in this area and have enjoyed the nature of our neighborhood and the adjacent park.

I am clearly a long term resident with a vested interest and personal investment in the neighborhood and community. I am informed and want what is best for the community at large. The same cannot be said for the developers or the authors of this Draft Environmental Impact Report.

When notified about this development I had mixed feelings. It is clearly an underutilized piece of land. I knew that sooner or later it would be developed into something more productive. I only hoped that the owners would consider the neighborhood and realize that the highest and best use over the long term would be something that fits in.

During the scoping process I was horrified to realize the drastic changes the developers were proposing both in size and use. Multiple Significant Zoning Changes, Huge increases in Density, a complete divestiture [sic] of the current aesthetics, and a Massive increase in Traffic in the immediate and surrounding areas is proposed.

I mobilized my neighbors and we put together what I consider to be a sizable response to the Scoping and request for EIR. That is evidenced by the number of responses in the Appendix of the DEIR. Many of the letters were modified form letters that I wrote and distributed. I put together a grassroots campaign to address this myself during the scoping as well as once the DEIR was released.

Then I got the notice of the DEIR. I have been trying to address this for the past 50 days. As a citizen who has never addressed or even read an EIR before I am completely overwhelmed by it. This was drafted by a professional firm that does this day in and day out. To expect me to comprehend even on part of this report is absurd. The Executive Summary is over 200 pages not including tables, Charts, diagrams, pictures etc. The report is over 2000 pages long in size alone, the organization of the report is completely confusing with data and specific facts and finding buried in with generic boiler plate verbiage. In an attempt to rectify that I put together a seminar for the neighbors aimed at putting together responses that will be listened to. We had a very good showing of interested community considering a very short window of notice.

As I will try to outline in my response even I, unfamiliar as I am with these types of reports, have found numerous errors, overstatements and outright lies. I also take exception that many of the concerns raised in the scoping phase that were not addressed at all. It appears that the company performing the DEIR did not even read most of the comments that were made in the scoping not only dismissing them but ignoring them altogether.

I see many issues in the DEIR which will determine if this is indeed an asset to the community or one which will be a burden to the City for years to come. The DEIR failed in

many ways to address the concerns of neighbors and I think they need to be corrected before this project can move any further forward.

Response to Comment No. 76-2

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

It is noted that the Draft EIR for the Project was prepared in compliance with CEQA, the CEQA Guidelines, and the City of Los Angeles 2006 CEQA Thresholds Guide. In accordance with Article 9, Contents of Environmental Impact Reports, of the CEQA Guidelines, the Draft EIR includes a table of contents; summary of the Project, alternatives, and impacts; detailed description of the Project; environmental setting; analysis of environmental impacts (including project impacts, cumulative project impacts, growth inducing impacts, and secondary impacts); mitigation measures; analysis of alternatives; effects found to be less than significant; and a list of organizations and persons consulted. The impact analyses for the issue areas analyzed in the Draft EIR are comprehensive and are based on technical analyses from experts in the relevant fields, input from numerous other agencies and input received in response to the Notice of Preparation of the Draft EIR.

As analyzed in Section IV.A, Aesthetics, of the Draft EIR, the Project would incorporate design elements that are compatible with the existing Sunkist Building and with the surrounding area. The Project would have a maximum building height of 74.5 feet and would provide setbacks that meet or exceed the setback requirements specified in the LAMC. In addition, the height of Building A (74.5 feet) would be consistent with the approximately 75-foot Westfield Fashion Square's Bloomingdale's building, located directly east of Hazeltine Avenue. At approximately 60.5 feet, Building B would not be noticeably taller than the Sunkist Building, which has a height of approximately 57 feet. Buildings A and B would have minimum setbacks of 10 feet from Riverside Drive and would frame the north elevation of the Sunkist Building. Although taller than the Sunkist Building, as well as the commercial and residential uses located directly north of Riverside Drive, Buildings A and B would employ design elements such as balconies, insets, and variations in surface colors and materials to create variations in the façade that would help to reduce the perceived height and massing of the proposed buildings. In order to reduce impacts to the residential uses west of the Project Site, Building B would have a minimum 15-foot setback from Calhoun Avenue.

Building C, which would front Calhoun Avenue, would have a minimum setback of 26 feet and would transition from approximately 59 feet to 23.5 feet and 33.5 feet along portions of its western façade. The use of varied heights to create a tiered effect and the implementation of design elements similar to those seen on Buildings A and B would provide a transitional buffer for, and ensure compatibility with the single-family residential

uses along Calhoun Avenue. The shortest building on the Project Site would be the approximately 51-foot multi-level parking structure along Hazeltine Avenue. The proposed parking structure would be lower than the existing Sunkist Building and compatible with the height of the Westfield Fashion Square (up to 75 feet) located directly east.

As discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. As discussed in Topical Response No. 1, the buildings proposed as part of the Reduced Alternative 5 would be reduced in terms of bulk and mass. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 76-3

This DEIR just like the proposed project is unworkable due to the pure Mass. The system of obtaining major zoning changes and city approval for massive projects is supposed to be accessible to a normal person. This report in its complexity and volume is impossible to read or understand much less put together a comprehensive response.

The developers have spent over 2 years and untold thousands and even hundreds of thousands of dollars putting together a report that gives the answers they want. They are well versed professionals. The public was given 60 days to review and respond to this Massive DEIR. At this point we must trust the city to work for the constituents and only grant CHANGES in zoning that are truly a benefit to the community. I wish I had the time to more thoroughly craft a complete response. I have a job, a family, and a house to maintain and support. I don't have the ability to spend this kind of time.

Thank you for your consideration.

Response to Comment No. 76-3

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Refer to Response to Comment No. 76-2.

Comment No. 76-4

II Project Description II-1

3) pg II-3—The existing building is 57 feet tall. But the report fails to address the fact that it sits upon a raised earthen platform. This is not addressed in regards to where the additional project will be situated. The 75 feet of the new 4-5 story buildings will surely dwarf the exiting architecture.

****the DEIR must more clearly depict the placement and elevations of the proposed buildings in relation to surrounding buildings****Response to Comment No. 76-4**

As described on page II-3 of Section II, Project Description, of the Draft EIR, the Sunkist Building reaches a height of approximately 57 feet above grade or approximately 53 feet as measured from the first floor slab to top of parapet. A detailed description of the architecture of the Sunkist Building is provided on page IV.D-15 of Section IV.D, Cultural Resources, of the Draft EIR. As discussed therein, the Sunkist Building sits on an elevated basement, which appears as a plinth on a landscaped berm from the exterior. Project elevations are included in Figure II-7 through II-13 in Section II, Project Description, of the Draft EIR and renderings are included in Figure IV.A-2 through Figure IV.A-6 in Section IV.A, Aesthetics, of the Draft EIR. Also refer to Response to Comment No. 76-2 and to Topical Response No. 1 which describes the Reduced Alternative 5, including revised plans and renderings.

Comment No. 76-5

c.) Page II-21 FAR and Setbacks [sic]

The project as proposed, with the changing zoning allows for much closer setbacks than the building currently has. On Riverside Drive it is proposed to reduce to 10' setback from the street and on Hazeltine as little as 5' setback from the street. Currently the building is set way back from the street with surface parking lot and extensive landscaping. None of the surrounding buildings is this close to the street. The Fashion Square Building varies but ranges from 16-20 feet setbacks with a great variety of Elevations as well as significant mature landscaping.

The proposed project is a drastic change from the current building. As well it is extremely different from the neighboring buildings. The Fashion Square Mall on Riverside drive has a large open space on the corner of Hazeltine and Riverside. It has large mature trees and thick landscaping. The building itself is set back from the street at minimum 20' as much as 30' and is filled with thick, mature landscaping. The building itself has multiple elevations.

To the west on both sides of the street the buildings which are a mix of smaller and medium sized apartments as well as single family residences and duplex/triplexes, are set well back from the street with a minimum of 15-20'. The only nearby building that is as close as the proposed [sic] project is Trader Joes shopping center which is comprised of single family buildings only.

It seems that no concern was paid to PREVALIING [sic] Setbacks or compatability [sic] with the surroundings. The shere mas [sic] and closeness of this project should be minimized [sic] to be somewhat closer to the current building as well as in harmony with other buidlings. [sic]

****The DEIR should outline surrounding building setacks [sic] with more information about their height and contours. With this information an analysis should be performed to determine the proposed projects compatibility with the neighborhood**

Response to Comment No. 76-5

Refer to Response to Comment No. 76-2 regarding setbacks. Additionally, as described in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would increase setbacks and building stepbacks. Particularly, the corner of Riverside Drive and Hazeltine Avenue will be setback further to allow for outdoor dining and seating area. The building mass on Riverside Drive would also be substantially reduced as compared to the Project by reorienting the residential courtyards towards the street.

Comment No. 76-6

8) Necessary Approvals page 11-27

With the detailed planning they seem to be making this vague statement needs to be clarified.

“Other discretionary and ministerial permits and approvals that may be deemed

necessary, including but not limited to, temporary street closure permits, grading

permits, excavation permits, foundation permits, and building permits.

****The DEIR should clearly outline what the developers are asking for.**

Response to Comment No. 76-6

In addition to the necessary approvals that the Project Applicant is requesting, which are listed on page II-27 of Section II, Project Description, of the Draft EIR, the Project may require ministerial permits and approvals as deemed necessary by the City of Los Angeles.

These approvals could include temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

Comment No. 76-7

III Environmental Setting III-1

A) Overview of Environmental Setting III-1 (also IV.D [sic] Cultural Resources)

a. Concern was paid to the Architecture of the actual building but the writers of this report prove that they are completely missing the point of this architecture. The concrete reversed step design of the building is important, But INTEGRAL to this design is the open space and the mature trees surrounding the site. These provide a stark contrast to the harsh lines of the building architecture. It is also homage to the idea that Sunkist, an agricultural company, was headquartered here. This was surely a consideration of the design of the Architect. Otherwise the building would have place in the center of the lot or towards the front to enhance the view of the building. This shielding is clearly necessary for the integrity of the building to be maintained.

The design of the new project clearly had no concern for this. They mention site channels as being able to see the Current Architectural Asset of the Sunkist Building. There is only 1 driveway that will afford any kind of view and this has very little peripheral access due to the extreme long driveway. The Draft Environmental Impact Report uses deceptively chosen renderings to give the impression that there will be some way to see the architecture. The main rendering they give shows the building from an almost birds [sic] eye view that only a Drone will be able to achieve. Even in this rendering it looks like the 4 stories of the current Building will appear above the new 5+ story buildings.

****The Draft Environmental Report should be required to use more accurate and honest street level views to depict whatever vestiges of a view of the Sunkist Building architecture there will be left.**

Response to Comment No. 76-7

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide

pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building and would maintain the character-defining feature.

As detailed in Topical Response No. 1 above, a Reduced Alternative 5 is presented in this Final EIR. With the reductions in density and building footprints, the Reduced Alternative 5 would provide for expanded views of the Sunkist Building when compared with the design of the Project, including views from Riverside Drive.

As discussed in Section IV.A, Aesthetics, of the Draft EIR, trees to be removed within and adjacent to the Project Site would be replaced in accordance with City requirements. Specifically, on-site trees to be removed would be replaced on a 1:1 basis and street trees to be removed would be replaced on a 2:1 basis.

Refer to Figure IV.A-2 through Figure IV.A-6 in Section IV.A, Aesthetics, of the Draft EIR, for renderings of the Project from street level.

Comment No. 76-8

B) Related Projects Page III-5

Table III-1 Related Projects

This table does not clearly identify current and proposed projects in their intent or size. Also, I know that this is not a comprehensive list. IE, On Magnolia just West of Hazeltine there is a large apartment building in similar planning stages at the Horace Heidt Property. This incredibly pertinent omission calls into question the integrity of the whole report

****The DEIR must re-examine other related projects and their Impact on the Community. The cumulative affect [sic] of this much building is of great concern but was barely considered.**

Response to Comment No. 76-8

As clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, the Traffic Impact Analysis included in Appendix G of the Draft EIR has been replaced with the correct Traffic Impact Analysis. The Traffic Impact Analysis

erroneously included in the Draft EIR was a slightly older version that did not consider the Chase Knolls related project. As provided in Section III, Environmental Setting, of the Draft EIR, the Chase Knolls project (Related Project No. 13) was indeed considered throughout the Draft EIR, including the transportation section of the Draft EIR. As provided in the correct version of the Traffic Impact Analysis, the Chase Knolls project was also considered therein. Section IV.I, Transportation/Traffic, of the Draft EIR, is based on the correct version of the Traffic Impact Analysis, which included the Chase Knolls project, and not on the version erroneously included in the Draft EIR. In addition, as detailed in Topical Response No. 2, above, the Supplemental Traffic Analysis prepared in response to comments on the Draft EIR also considers the Chase Knolls project as a related project.

As discussed above in Topical Response No. 2 and in the Supplemental Traffic Analysis (attached as Appendix FEIR-4 of this Final EIR), subsequent to preparation of the Draft EIR, some of the related projects have been modified and one additional related project has been identified. These modifications to the related projects list are discussed in further detail in Table 3 of the Supplemental Traffic Analysis. The additional related project considered (Related Project No. 14 in the Supplemental Traffic Analysis) is located at 14311 Ventura Boulevard. This related project includes 22,000 square feet of retail, 5,000 square feet of restaurant, 5,000 square feet of office, and a 42,000-square-foot grocery store. After analyzing this additional related development, no new significant transportation related significant impacts would result that were not previously disclosed in the original Traffic Impact Analysis included in the Draft EIR.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak

hour previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 76-9

IV Environmental Impact Analysis

A) Aesthetics IV.A-1

The surrounding buildings are largely 50's/60's [sic] and 70's construction which are compatible with sub-urban living styles. Buildings constructed [sic] since then have largely followed this lead in order to fit in. The proposed project is clearly a Modernistic 2016 style with harsh lines, extreme mass, and an Imposing Stance on the lot. The Mall is constructed with painted bricks, stucco and mostly shielded by dense vegetation. Other buildings have been designed with either greater setbacks, lower heights [sic] or a construction style that makes them blend into the quaint, charming community.

****The DEIR needs to do more to investigate if this project is compatible with the visual style of its surroundings or if it will stick out like a sore thumb.**

Response to Comment No. 76-9

Refer to Response to Comment No. 76-2, above, regarding the Project's compatibility with the surrounding area.

In response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR, which revises the architecture and massing of the Project. Refer to Topical Response No. 1 for a detailed overview of the architectural changes under the Reduced Alternative 5.

Comment No. 76-10

Thruout [sic] the report the authors discount any view factor. In fact, the very existence of the open space, the mature trees, the large surface parking lot and grove type planting of trees is in itself a VEIW [sic] that should be considered.

****The DEIR needs to consider the actual view of the Sunkist Building and surrounding as a positive factor that should be mitigated in the design of this new project**

Response to Comment No. 76-10

As discussed on page IV.A-12 of Section IV.A, Aesthetics, of the Draft EIR, the Sunkist Building is considered a valued visual resource and is treated as such in the view impact analysis. Also refer to Response to Comment No. 76-7. Further, as discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR, which reflects a reduced development compared to the Project. As discussed in Topical Response No. 1, with the reductions in density and building footprints, the Reduced Alternative 5 would provide for expanded views of the Sunkist Building when compared with the design of the Project.

Comment No. 76-11

Cultural Resources IV.D-1

The project does little to add to the culture of the Neighborhood, Community of the City of LA. Unless you consider yet another Strip mall, and overpriced apartments. There does not seem to be a great need for High End Luxury Apartments. At least none has been demonstrated in this DEIR

****The DEIR should investigate how the project could be an asset to the community by adding retail that is lacking or educational, provide real accessible open space or even provide Affordable housing to some of the people who provide the area services.**

Response to Comment No. 76-11

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

It is noted that as described in Section II, Project Description, of the Draft EIR, the Project would include approximately 191,991 square feet (4.41 acres) of common open space areas within the Project Site. Approximately 107,793 square feet of the approximately 191,991 square feet of the total common open space area would be accessible for public use. The new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk.

As discussed in Topical Response No. 1, above, in addition to the proposed landscaping and open space proposed by the Project, the Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space.

Comment No. 76-12

F) Land Use and Planning IV.F-1

Table IV.F-1

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

Objective/Policy	Analysis of 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 contribute to the achievement of this objective by introducing a mix of complementary uses at the Project Site, including the development of 298 new residential units and approximately 39,241 square feet of neighborhood- serving commercial uses, including up to 7,241 square feet of restaurant uses, which would serve the community and future businesses. In addition, an approximately 28,000-square-foot (0.64-acre) publically accessible plaza area, referred to as the River Greenway, within the southern portion of the Project Site would provide access to the LA Riverwalk. The Project would also preserve and rehabilitate the existing Sunkist Building within the overall campus-like setting. The proposed project will do little to enhance the lives of the community. The retail establishments in the area are well served by LOCALLY owned small establishments as well as those in the adjacent mall. The housing is high cost luxury singles with no accomatations [sic] for those who serve the community with lower paying service jobs. The open space will not be available to the general public.

Response to Comment No. 76-12

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Refer to Response to Comment No. 76-11 regarding open space.

Comment No. 76-13

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 in Section IV.H, Public Services, Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have adequate capacity to serve the Project. The area is already underserved in the area of public services. Nearby Fashion Square neighborhood residents have take the measure of hiring a private security firm to fill needs that LAPD cannot fulfill. No provision is made by the ICON project to assist in the underfunded and stressed LAPD, LAFD and all other public services.
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Response to Comment No. 76-13

As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project would generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate by the City. The project design features, as well as revenue to the Municipal Fund, would help offset the Project-related increase in demand for police services. In particular, as set forth in Project Design Feature H.1-2, included in Section IV.H.1 Public Services—Police Protection, of the Draft EIR, during operation, the Project would include private on-site security, a closed circuit camera system, keycard entry for the residential buildings and the residential parking areas, and limited hours of operation for the publicly accessible ground floor areas. As concluded in the Draft EIR, the Project's impacts on police protection services would be less than significant with mitigation.

Additionally, as discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, the Project would implement applicable building construction and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, and provision of fire lanes, etc. 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 the issuance of a building permit as well as through the submittal of other building plans to be reviewed by the LAFD during the standard building permit

process. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment. As determined in the Draft EIR, the Project's impact on fire protection services would be less than significant.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.²⁰

Comment No. 76-14

<p>Policy 3.1.3: Identify area for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parkland and trails, neighborhood parks, and urban open spaces.</p>	<p>Consistent. The Project would provide a variety of open space and recreational amenities available to Project residents and guests, including lobbies, a lounge, fitness center, recreation room, pool and spa, and rooftop gardens and courtyards. The Project would include approximately 191,991 square feet (4.41 acres) of common open space areas, of which approximately 60,490 square feet would be landscaped. Approximately 107,793 square feet of the total common open space area would be publicly accessible. In addition, approximately 13,150 square feet of private open space would be provided. The new public open space areas would include landscaped entry plazas, planting areas with seatwalls, planted parkways, landscaped plazas, and an expansive lawn, which would be publicly accessible. A publicly accessible 28,000-square-foot River Greenway located along the southern portion of the Project Site would also increase publicly accessible open space on private property within the Van Nuys- North Sherman Oaks Community Plan area, provide access to the</p>
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²⁰ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847

	<p>Los Angeles Riverwalk,</p> <p>The open spaces mentioned are mostly hidden from public view, 70,000 + on rooftop decks, much behind locked doors, and a smaller area near the LA River, which is completely underneath the overpass of the 101 freeway. This area is exceptionally noisy, dark and by most standards will have Impaired [sic] and unhealthy [sic] air quality.</p> <p>and revitalize this portion of the Los Angeles River.</p>
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Response to Comment No. 76-14

Refer to Response to Comment No. 76-11 regarding open space. Further, as discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR, which reflects a reduced development compared to the Project. In addition to the proposed landscaping and open space proposed by the Project, the Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space.

As discussed in Section IV.B, Air Quality, of the Draft EIR, localized impacts from on-site emission sources associated with the Project would be less than significant.

Comment No. 76-15

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	<p>Consistent. The Project would provide a distribution of various uses throughout an existing superblock that would encourage residents and employees to walk to on- site restaurants and community-serving retail. The Project Site is also located in a High Quality Transit Area Socalled [sic] superblock will create an exceptional increase in traffic which cannot be mitigated. As is consistent with this area of the city the hoped for switch to alternate methods of transportation is unlikely to come to fruition. This may increase the quality of life for those living in this NEW development but it will not improve the quality of life of the current neighbors in any way.</p> <p>as designated by the 2012–2035 RTP/SCS. Further, as discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project Site would be located in an area well-served</p>
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	by public transit provided by Metro and LADOT DASH. In addition, the publicly-accessible open space areas proposed by the Project would promote walkability in the vicinity of the Project Site. The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project residents and visitors. Therefore, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking thereby, facilitating a reduction in vehicle miles traveled and related air pollution.
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Response to Comment No. 76-15

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak

hour previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 76-16

Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/ bicycle access and use in appropriate locations.	Consistent. See Objective 3.2.
Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.	Consistent. The Project would construct three new buildings that would provide for new residential and neighborhood-serving commercial uses within the Project Site. The proposed buildings would reach a maximum height of 75 feet, consistent with the existing 1L Height District. The Project would provide similar land uses as the surrounding area and would be appropriately scaled and compatible with the surrounding multi-family and single-family neighborhoods and commercial character. Specifically, the proposed buildings along the eastern portion of the Project Site would be similar in height to the adjacent Westfield Fashion Center's Bloomingdale's building located east of the Project Site. In addition, the proposed parking structure, which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the 75-foot-tall Building A located along Riverside Drive to the east. Building C, which would front the one-story single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue. Thus, the Project would maintain the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts. The proposed project is not in any way compatible [sic] with the neighborhood or the current use or building. The density planned exists nowhere else in proximity to the subject. The setbacks are inconsistent, the height is inconsistent, the number of units in an area is insouciant, [sic] the aesthetics are inconsistent.

Response to Comment No. 76-16

As analyzed in Section IV.A, Aesthetics, of the Draft EIR, the Project would incorporate design elements that are compatible with the existing Sunkist Building and with the surrounding area. The Project would have a maximum building height of 74.5 feet and

would provide setbacks that meet or exceed the setback requirements specified in the LAMC.

The commenter states that the density planned at the Project Site exists nowhere else in proximity to the Project Site. However, the Project Site and the adjacent, high intensity Westfield Mall are the only two properties within the vicinity designed “Community Commercial” by the Van Nuys North Sherman Oaks Community Plan (a component of the City of Los Angeles General Plan Land Use Element). Community Commercial is one of the more intense Community Plan land use designations that allows for higher density residential and commercial development.

The height of Building A (74.5 feet) would be consistent with the approximately 75-foot Westfield Fashion Square’s Bloomingdale’s building, located directly east of Hazeltine Avenue. At approximately 60.5 feet, Building B would not be noticeably taller than the Sunkist Building, which has a height of approximately 57 feet. Buildings A and B would have minimum setbacks of 10 feet from Riverside Drive and would frame the north elevation of the Sunkist Building. Although taller than the Sunkist Building, as well as the commercial and residential uses located directly north of Riverside Drive, Buildings A and B would employ design elements such as balconies, insets, and variations in surface colors and materials to create variations in the façade that would help to reduce the perceived height and massing of the proposed buildings. In order to reduce impacts to the residential uses west of the Project Site, Building B would have a minimum 15-foot setback from Calhoun Avenue.

Building C, which would front Calhoun Avenue, would have a minimum setback of 26 feet and would transition from approximately 59 feet to 23.5 feet and 33.5 feet along portions of its western façade. The use of varied heights to create a tiered effect and the implementation of design elements similar to those seen on Buildings A and B would provide a transitional buffer for, and ensure compatibility with the single-family residential uses along Calhoun Avenue. The shortest building on the Project Site would be the approximately 51-foot multi-level parking structure along Hazeltine Avenue. The proposed parking structure would be lower than the existing Sunkist Building and compatible with the height of the Westfield Fashion Square (up to 75 feet) located directly east.

In response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 incorporates expanded publicly accessible open space and building mass reductions along Riverside Drive as compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 76-17

<p>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p>Consistent. As discussed in the Initial Study, which is included in Appendix A of this Draft EIR, the residential component of the Project would introduce approximately 894 new residents to the Project area. The Project's estimated 894 new residents would represent approximately 1.1 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2014 and 2018. The Project would generate approximately 106 new jobs and would be within the employment growth forecasted by SCAG. Therefore, the Project's population and employment generation would be well within SCAG's projections for the Subregion, which serve as the basis for the General Plan Framework's projections. In addition, as discussed in Section IV.H, Public Services, and Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, as well as the Initial Study included in Appendix A of this Draft EIR, the agencies and infrastructure that provide services and utilities to the Project Site would have capacity to serve the Project. If this project was at all accomadateing [sic] projected population growth it would have a wide range of availabilities includeing [sic] lower cost units for lower income residents, larger units for families, and ownership possibilities. This project has only one segment of the anticipated population growth accomadted, [sic] that which will make the developers the most money.</p>
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Response to Comment No. 76-17

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 76-18

<p>Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p>Consistent. The Project would introduce new residential and neighborhood-serving commercial uses to the Project Site, which is located along Riverside Drive. In addition, the Project would preserve and rehabilitate the existing Sunkist Building on-site. Riverside Drive is a designated an Avenue I in the Mobility Plan 2035. Riverside Drive is a primary transit corridor with several Metro bus lines and bus stops located in the vicinity of the Project Site. The Project Site is also located in a High Quality Transit Area as designated by the 2012–2035 RTP/SCS. Further, the proposed uses would be provided within the boundaries of the existing Project Site and would be compatible with the surrounding multi-family residential neighborhoods and commercial uses in the vicinity of the Project Site.</p>
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<p>Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.</p>	<p>Consistent. See Objective 3.2 and Policy 3.2.4. This I [sic] already hurting the existing neighborhoods. The mere disclosure of this impending project and population growth is destabilizing the value and quality of the housing stock.</p>
<p>Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.</p>	<p>Consistent. See Objective 3.2, Policy 3.1.2, and Policy 3.2.4.</p>

Response to Comment No. 76-18

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 76-19

<p>Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.</p>	<p>Partially Consistent. As described in Section II, Project Description, of this Draft EIR, the land use designation of the Project Site is for Community Commercial land uses. In addition, the Project Site is currently zoned C2-1L-RIO (Commercial, Height District 1L, River Improvement Overlay District), PB-1L-RIO (Parking Building, Height District 1L, River Improvement Overlay District), and P-1L- RIO (Automobile Parking-Surface and Underground, Height District 1L, River Improvement Overlay District). The Commercial zones permit a wide array of land uses such as retail stores, offices, hotels, residential dwelling units and theaters. The PB-1L zone permits a parking building, including those attached to or integrated with buildings. The PB zone also permits any use permitted in the P (Automobile Parking Zone), which includes surface parking. The Project Site's existing Community Commercial land use designation and C2 zoning currently permits a residential density of one unit per 400 square feet of lot area. Thus, development of the portions of the Project</p>
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	<p>Site currently zoned C2-1L would permit approximately 300 residential units. Based on the Community Plan's Land Use Map, the Community Commercial land use designation corresponds to the CR, C2, C4, RAS3 and RAS4 zones. Therefore, to establish consistency between the Project Site's current land use designation and zoning throughout the entire site, the Project includes a request for a Zone Change from PB-1L- RIO to C2-1L-RIO and PB-1L-RIO and PB-1L-RIO to RAS3-1L-RIO. In accordance with the existing Community Commercial land use designation, the Project proposes to preserve the existing Sunkist Building and develop 298 new multi-family residential units around the perimeter of the Project Site. Therefore, the Project would be consistent with the densities established in the General Plan Framework. This project wants to bring the zoning into compliance with the Community Plan. There is nothing in the community plan that says a lower zoning should be brought up to the highest density and development allowable. These are not minor insignificant technical zone changes. They are extreme departures from the current allowable uses.</p>
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Response to Comment No. 76-19

The Project Site is designated "Community Commercial" by the Van Nuys North Sherman Oaks Community Plan. "Community Commercial" is one of the more intense Community Plan land use designations that allows for higher density residential and commercial development. In addition, the Project Site is currently zoned C2-1L-RIO (Commercial, Height District 1L, River Improvement Overlay District), PB-1L-RIO (Parking Building, Height District 1L, River Improvement Overlay District), and P-1L-RIO (Automobile Parking-Surface and Underground, Height District 1L, River Improvement Overlay District). As noted in this discussion from the Draft EIR, the Community Commercial land use designation corresponds to the CR, C2, C4, RAS3 and RAS4 zones and does not correspond to the PB zone. Therefore, to establish consistency between the Project Site's current land use designation and zoning throughout the entire site, the Project includes a request for a Zone Change from PB to RAS3. This new zoning would be consistent with the Community Commercial land use designation within the Project Site.

Further, as previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR, which reflects a reduced development compared to the Project. Specifically, as part of the Reduced Alternative 5, the Project density has been reduced to 249 units compared to the 298 units proposed by the Project.

Comment No. 76-20

<p>Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.</p>	<p>Consistent. The Project would introduce a mixed-use development consisting of residential and neighborhood-serving commercial uses in an urbanized area that features a similar mix of land uses. In addition, the Project would provide a variety of open space and recreational amenities available to Project residents and guests, including lobbies, a lounge, fitness center, recreation room, pool and spa, and rooftop gardens and courtyards. The Project would also enhance the walkability of the area by providing a publicly accessible 28,000-square-foot River Greenway located along the southern portion of the Project Site. In addition, as discussed in Section IV.A, Aesthetics, of this Draft EIR, the Project's design would employ elements to ensure compatibility with surrounding land uses, including building fenestration, variations in surface materials and colors, and tiered building heights. Further, the Project would incorporate elements that would promote individual and community safety, including proper lighting of building entries and walkways to provide for pedestrian orientation to clearly identify a secure route between parking areas and points of entry into buildings, and sufficient lighting of parking structures, elevators, and lobbies to reduce areas of concealment, at Project build-out. The so called open areas are not open to the public. The project will not improve the neighborhood. The mix of unit sizes appeals to a largely Transient population. These types of tenants will do little to help the community. As renters they do not have a vested interest in maintaining a valuable [sic] community standard.</p>
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Response to Comment No. 76-20

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Refer to Response to Comment No. 76-11 regarding open space.

Comment No. 76-21

<p>Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.</p>	<p>Consistent. The Project would install new street trees and perimeter landscaping along the Project Site's Riverside Drive and Hazeltine Avenue frontages that would enhance the streetscape environment and create and promote pedestrian activity along these street segments. Further, appropriate and contextual landscaping would be utilized along the edges of the Project Site to create green visual buffer zones from the neighboring building, thereby enhancing privacy. In order to build [sic] this project they will be destroying a beautiful stand of mature trees along 3 sides of the property. They will be building the structures much closer to the street than the current open landscaping. This project will be a significant downgrade from the current status and will be less appealing</p>
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	than other surrounding properties
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Response to Comment No. 76-21

Refer to Response to Comment No. 76-7 regarding the replacement of trees within the Project Site and Response to Comment No. 76-16 regarding the Project's consistency with the surrounding area.

Comment No. 76-22

Objective 3.18: Provide for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.	Consistent. See Policy 3.1.2 and Policy 3.2.4. See response to See Policy 3.1.2 and Policy 3.2.4
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Housing Chapter

Response to Comment No. 76-22

Refer to Response to Comment Nos. 76-13 and 76-16.

Comment No. 76-23

Housing Chapter

Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each subregion.	Consistent. The Project would support this objective through the development of 298 new multi-family residential units consisting of a variety of unit types. If this project was at all accomadateing [sic] projected population growth it would have a wide range of availabilities includeing [sic] lower cost units for lower income residents, larger units for families, and ownership possibilities. This project has only one segment of the anticipated population growth accomadated, [sic] that which will make the developers the most money.
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Response to Comment No. 76-23

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 76-24

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-density developments and surrounding lower-density residential neighborhoods.	<p>Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project Site is located in an area well-served by public transit provided by Metro and LADOT DASH. The Project Site is also located in a HQTAs per the 2012–2035 RTP/SCS. In addition, the Project would provide a distribution of various uses throughout an existing superblock that would encourage residents to walk to the proposed on-site restaurants and community-serving retail. The publicly-accessible open space areas proposed by the Project would also promote walkability in the vicinity of the Project Site. Further, the Project would provide bicycle parking spaces for Project residents and visitors in accordance with LAMC requirements. The design of the Project would provide transitional zoning, stepped</p> <p>The existing transit is an unwalkable distance from the proposed project with transit corridors inaccessible. [sic]</p>
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Response to Comment No. 76-24

A list of the bus lines providing service in the vicinity of the Project Site is included in Section IV.I, Transportation/Traffic, of the Draft EIR, beginning on page IV.I-12. As provided therein, public transportation available in the vicinity of the Project includes bus service provided by Metro and LADOT DASH.

Comment No. 76-25

	<p>eights, and buffers between the Project buildings and the adjacent single-family residential uses along Calhoun Avenue. The Project would also complement the existing Westfield Fashion Center located directly to the east of the Project Site, across Hazeltine Avenue. The density and style is completely incompatible [sic] with the existing neighborhood. It is not a complement to the single family structures but rather a full on assault over taking the charm and quietness of the area.</p>
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Response to Comment No. 76-25

Refer to Response to Comment Nos. 76-2 and 76-16.

Comment No. 76-26

Objective 4.3: Conserve scale and character of residential neighborhoods.	Consistent. See Policy 3.2.4.
Urban Form and Neighborhood Design Chapter	
Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.	Consistent. The Project would support this City goal by providing a new mixed-use development that would activate the existing site of the Sunkist Building while maintaining and rehabilitating the existing Sunkist Building. In addition, the proposed residential and neighborhood-serving commercial uses would be consistent and compatible with the mix of residential, retail, and office land uses surrounding the Project Site. The proposed residential and neighborhood-serving commercial uses would serve the surrounding community and future businesses while the Sunkist Building would provide employment opportunities for the community. This project will saddle the city with unmitagatable [sic] traffic problems. It will run other already existing businesses out of the area.

Response to Comment No. 76-26

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Further, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce

the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 76-27

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 incorporate elements that would promote individual and community safety. Specifically, as provided in Section IV.H.1, Public Services—Police Protection, of this Draft EIR, the Project would include private on-site security; a closed circuit camera system; keycard entry for the residential buildings and the residential parking areas; limited hours of operation for the publicly accessible ground floor areas; sufficient lighting of building entries and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings; and sufficient lighting of parking areas to maximize visibility and reduce areas of concealment. The proposed density of people will create a higher crime zone and require more community policing resources which do not and are not anticipated to exist in the future.
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Response to Comment No. 76-27

As discussed on page IV.H.1-12 of Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the service population of the Project could potentially generate approximately 52 new crimes per year, or an increase of approximately 0.84 percent based on the crime rate in the area. As further discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, based on information provided by the LAPD, the most common crime in the area was larceny. As provided in Project Design Feature H.1-2 through Project Design Feature H.1-4, the Project Applicant would implement numerous design features to enhance safety within and immediately surrounding the Project Site. Specifically, as set forth in Project Design Feature H.1-2, the Project would include private on-site security, a closed circuit security camera system, keycard entry for residential buildings and parking areas, and limited hours of operation for the publicly accessible ground floor areas. Additionally, pursuant to Project Design Feature H.1-3 and Project Design Feature H.1-4, the Project would include sufficient lighting to provide for pedestrian

orientation, identify a secure route between parking areas and points of entry into buildings, maximize visibility, and reduce areas of concealment. As further discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project would also generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate by the City. The project design features, as well as revenue to the Municipal Fund, would help offset the Project-related increase in demand for police services.

Comment No. 76-28

Open Space and Conservation Chapter	
Policy 6.3.3: Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.	Consistent. Currently the Project Site provides no publically accessible open space and is completely reserved as private property. As previously described, approximately 107,793 square feet of the total common open space area proposed as part of the Project would be publicly accessible. The new public open space areas would include landscaped entry plazas, planting areas with seatwalls, planted parkways, landscaped plazas, and an expansive lawn, which would be publicly accessible. In addition, a publicly accessible 28,000-square-foot River Greenway located along the southern portion of the Project Site would be provided. The Project would incorporate elements that would promote individual and community safety, including sufficient lighting of walkways, a closed circuit camera system, and limited hours of operation for the publicly accessible ground floor areas. The open space proposed are largely in accesble [sic] to the public. This project will destroy a huge swath of existing open space with is currently a great asset to the comminuty. [sic]

Response to Comment No. 76-28

Refer to Response to Comment Nos. 76-11 and 76-14.

Comment No. 76-29

Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.	Consistent. See Policy 6.3.3.
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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 diverse mix of complementary uses at the Project Site, including the development of 298 new residential units and approximately 39,241 square feet of neighborhood-serving commercial uses while preserving and rehabilitating the existing Sunkist Building. The proposed commercial uses would complement and enhance the employment base of the Community Plan area, meet the needs of local residents, and foster continued economic investment. In addition, the Sunkist Building would continue to provide office space within the Project Site and would be rehabilitated as Class A office space to attract businesses and provide desirable employment opportunities in the surrounding area.
Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.	Consistent. See Objective 3.4.
Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.	Consistent. Along with the proposed residential uses, the Project would include the development of new neighborhood-serving commercial uses within the Project Site that would serve residents, visitors, and businesses within the Project Site and in the surrounding area. The retail facilities being proposed are a duplicate of those in existence at the Fashion Square mall now and as planned in the near future.

Response to Comment No. 76-29

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 76-30

Objective 7.6: Maintain a viable retail base in the city to address changing resident and business shopping needs.	Consistent. See Policy 7.2.5. The retail facilities being proposed are a duplicate of those in existence at the Fashion Square mall now and as planned in the near future.
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Response to Comment No. 76-30

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 76-31

Policy 7.6.3: Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.	Consistent. See Policy 7.2.5.
Transportation Element Chapter	
Objective 2: Mitigate the impacts of traffic growth, reduce congestion and improve air quality by implementing a comprehensive program of multi-modal strategies that encourages physical and operational improvements as well as demand management.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, traffic impacts resulting from the Project would be mitigated to the extent feasible by a combination of physical improvements and implementation of a Transportation Demand Management Program, as required by Mitigation Measure I-2. The Transportation Demand Management Program would include strategies to promote non-auto travel, reduce the use of single-occupant vehicle trips, and encourage employees to also live on-site. There are no strategies to give the lower wage service employess [sic] of the new businesses to be able to afford these high price small units. The proposed mitigations will not solve the already existing traffic problems in the area. The Traffic study is flawed and therefore mitigations are insufficient.

Response to Comment No. 76-31

Contrary to the commenter's opinion, the Traffic Impact Analysis follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated May 5, 2013, which was reviewed and approved by LADOT. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. A copy of LADOT's Assessment Letter is included as Appendix G of the Draft EIR.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain

significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Mitigation is provided when a project impact is identified. Mitigation is not required for existing conditions without implementation of the Project.

Comment No. 76-32

Policy 2.11: Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate.	Consistent. As described in Section II, Project Description, of this Draft EIR, the Project would provide bicycle parking for residents and visitors in accordance with LAMC requirements and bicycle storage would be available within the parking level of each proposed building.
Policy 4.1: Seek to eliminate or minimize the intrusion of traffic generated by new regional or local development into residential neighborhoods while preserving an	Consistent. Access to the Project Site would continue to be provided via Riverside Drive and Hazeltine Avenue. Once onsite, access to parking would be provided via internal driveways. Access to the loading areas for deliveries would be provided by Hazeltine Avenue. As discussed in Section IV.I,

adequate collector street system.	Transportation/Traffic, of this Draft EIR, the Project would not exceed the significant impact criteria established by LADOT along any of the analyzed residential street segments and impacts regarding neighborhood intrusion would be less than significant. 894 new residents and approx. 50,000 sqft of commercial [sic] retail will undeniably affect traffic. Parking will overflow into neighborhoods and sacrifice the quality of life of existing residents.
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Response to Comment No. 76-32

Refer to Response to Comment No. 76-31. As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. The Project would provide a total of 1,345 parking spaces. Therefore, the Project would provide sufficient parking to comply with the minimum applicable parking requirements in the LAMC and would therefore have no impact related to automobile parking. As detailed in Topical Response No. 1, above, the Reduced Alternative 5 would also provide parking in excess of LAMC requirements.

Comment No. 76-33

Mobility Plan 2035	
Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project would prepare and implement a Construction Management Plan, as required by Mitigation Measure I-1, which would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan would incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area; minimize the potential conflicts between construction activities, street traffic, transit stops, and pedestrians; and reduce the use of residential streets and congestion to public streets and highways.
Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	Consistent. The Project would provide a distribution of various uses throughout an existing superblock that would encourage residents and employees to walk to on-site restaurants and community-serving retail. The Project Site is also located in a High Quality Transit Area as designated by the 2012–2035 RTP/SCS. Further, as discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project Site would be located in an area well-served by public transit provided by Metro and LADOT DASH. In addition, the publicly-accessible open space areas proposed by the Project would promote walkability in the vicinity of the Project Site.

Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project would maintain the existing bicycle facilities located along Riverside Drive and Woodman Avenue and provide a direct and safe path of travel with minimal obstructions for pedestrian movement within and adjacent to the Project Site. The Project would also facilitate bicycle use by providing bicycle parking spaces and amenities within the Project Site.
Policy 2.17: Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project would include Mitigation Measures I-3 and I-4, which would require widening of Riverside Drive. As part of the Traffic Study prepared for the Project, the Project Applicant consulted with LADOT and LADOT reviewed and approved the Traffic Study, including the proposed mitigation measures, prior to circulation of this Draft EIR. A copy of LADOT's Assessment Letter is included as Appendix G of this Draft EIR. The street cannot be widened in any way. Any addition of lanes will be a compression of existing roads. This creates more density and traffic impacts on an already failing traffic pattern.

Response to Comment No. 76-33

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, Mitigation Measures I-3 and I-4, which would require widening and restriping of Riverside Drive, are included to reduce the Project's potential impacts to intersections. As part of the Traffic Impact Analysis prepared for the Project, LADOT reviewed and approved the Traffic Impact Analysis, including the proposed mitigation measures, prior to circulation of the Draft EIR.

Comment No. 76-34

Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	Consistent. The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City.
Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	Consistent. The Project would promote this policy by providing a new mixed-use development consisting of multi-family residential and neighborhood-serving commercial uses within one site and in close proximity to jobs (including those that may be offered on-site), destinations, and other neighborhood services. The anticipated 125 jobs will not mitigate the proposed almost 900 new residents. The anticipated jobs will not accomadate [sic] the rents that are being proposed

Response to Comment No. 76-34

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 76-35

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	Consistent. The Project would be located in an area well-served by public transit provided by Metro and LADOT, including bus stops along Riverside Drive and Hazeltine Avenue. The area is not well served.
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Response to Comment No. 76-35

Refer to Response to Comment No. 76-24.

Comment No. 76-36

Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	Consistent. As described in Section II, Project Description, of this Draft EIR, the Project would provide bicycle parking for residents and visitors in accordance with LAMC requirements and bicycle storage would be available within the parking level of each proposed building.
Policy 3.9: Discourage the vacation of public rights-of-way	Consistent. The Project would not include the of public rights-of-ways and public rights-of-way surrounding the Project Site would be maintained as part of the Project.
Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	Consistent. The Project would not include the development of a cul-de-sac.
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single- occupancy vehicles.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, as part of Mitigation Measure I-2, the Project Applicant would provide for the development and implementation of a Transportation Demand Management, which would include strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips.
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	Consistent. The Project would provide a distribution of various uses throughout an existing superblock that would encourage residents and employees to walk to on- site restaurants and community-serving retail. The Project Site is also located in a High Quality Transit Area as designated by the 2012–2035 RTP/SCS. Further, as discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project Site would be located in an area well-served by public transit provided by Metro and LADOT DASH. In addition, the publicly-

	accessible open space areas proposed by the Project would promote walkability in the vicinity of the Project Site. The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project residents and visitors. This superblock does not allow for residents to work on site. The added jobs will not support the rents that are going to be charged.
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Response to Comment No. 76-36

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 76-37

Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways	Consistent. During operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on- site before discharging into the municipal storm drain system as part of the Low Impact Development Ordinance. Thus, with the implementation of the BMPs and site design approaches, the Project would reduce runoff from entering the wastewater system and would maximize opportunities to capture and infiltrate stormwater.
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. As evaluated in Section IV.E, Hydrology and Water Quality, of this Draft EIR, and in the Initial Study, included as Appendix A of this Draft EIR, during Project construction, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) as required under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (Order No. 99-08-DWQ). The Project would implement Best Management Practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in storm water runoff. In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the Low Impact Development Ordinance. Thus, with the implementation of the BMPs and site design approaches, the Project would reduce runoff from entering the wastewater system.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	Consistent. As evaluated in Section IV.E, Hydrology and Water Quality, of this Draft EIR, and in the Initial Study, included as Appendix A of this Draft EIR, the Project would manage post-construction stormwater runoff with the implementation of BMPs as required by the Low Impact Development Ordinance to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The implementation of the Project's BMPs and site

	design would result in an improvement in surface water quality runoff from the Project Site. In addition, the Project would not increase the percentage of impervious surface area on the Project Site.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	Consistent. Water service is provided to the Project Site via LADWP water lines. As evaluated in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on LADWP's demand projections provided in its 2010 Urban Water Management Plan, LADWP would be able to meet the water demand of the Project as well as the existing and planned future water demands of its service area. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.

Page IV.F-5 General Plan Use

This chart shows that nowhere in the immediate area is there another high density project other than the aready [sic] existing Fashion Square Mall which is effectively shielded from the neighborhoods. This is a conversion of the neighborhood to a different incompatible use.

Response to Comment No. 76-37

The commenter states that the density planned at the Project Site exists nowhere else in proximity to the Project Site other than the Westfield Mall. This reflects the long range planning documents that govern development in the area, particularly the Van Nuys North Sherman Oaks Community Plan (a component of the General Plan Land Use Element). The Project Site and the adjacent, high intensity Westfield Mall are the only two properties within the vicinity designed "Community Commercial" by the Community Plan. "Community Commercial" is one of the more intense Community Plan land use designations that allows for higher density residential and commercial development.

As discussed in Section IV.F, Land Use and Planning, of the Draft EIR, beginning on page IV.F-65, although the Project would increase the density, scale, and height of development on the Project Site, the surrounding area is an urbanized neighborhood that is characterized by a varied mix of land uses at various scales of development. The Project's proposed residential and neighborhood-serving commercial uses would be consistent with and compatible with the existing residential and commercial uses surrounding the Project Site. In addition, the Project would be designed to maintain the varying features that comprise the surrounding neighborhood including variations in building heights. Specifically, the proposed Building A along the eastern portion of the Project Site would be 75 feet tall, which is similar in height to the adjacent Westfield Fashion Square's Bloomingdale's building located east of the Project Site. The proposed parking structure,

which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the taller Building A located along Riverside Drive to the east. Building C, which would front the single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue. The Project would also provide landscaping along the perimeters of the Project Site, which would protect the existing single-family residential neighborhood located directly to the west along Calhoun Avenue. Therefore, the design of the Project would provide transitional development, stepped heights, and buffers between the Project buildings and the adjacent single-family residential uses along Calhoun Avenue. Therefore, the Project would not promote development that is incompatible with the surrounding community.

As previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 76-38

I) Transportation/Traffic IV.I-1

b. Existing Conditions Intersection Levels of Service

Intersection turning movement counts for the 14 study intersections were collected in January 2015 during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) commuter peak periods. The traffic counts were conducted during typical weekdays while there were no holidays, no rain, and schools were in session.

Part I Traffic/Transportation The [sic] very basis of this whole study proves that it is flawed. This project is located adjacent to the Regional Sherman Oaks Fashion Square Mall Bordered by Hazeltine on the East side of subject and sharing the thoroughfare Riverside Drive.

- Living adjacent to the mall it is easy for anyone to observe that during the year the mall has busy periods. Further proof of this is the need for the mall to employ traffic officers on Riverside Drive and Hazeltine to control the flow. By ignoring this fact the very methodology of this report is inaccurate and flawed.
- The busy periods are:

- Valentines [sic] Day, the before February 14
- Mothers Day, Second Sunday in May, a week before
- Memorial Day, Last weekend of May, The week surrounding the holiday for Numerous Sales
- Fathers [sic] day, 3rd Sunday of June, the week before
- 4th of July, The holiday Week, Numerous Sales
- Labor day, First Monday in September, The week surrounding for Numerous Sales
- Halloween, October 31, Mall hosts special performance events
- Thanksgiving, November 4th Thursday, From the first Week November
- Christmas, December 25, Entire Month of December

This amounts to somewhere between 3-4 months of heavy traffic. None of these time periods were included in the study. This extra traffic load is not an anomaly and covers at least 25% of the year. For accurate results current traffic should be measured during one of these times.

During the scoping phase many (which are included in the Appendix) neighbors requested that the traffic study include a time period which accurately represents the traffic situation. Clearly these requests were not heeded.

The traffic problems around the Fashion Square Mall and Particularly the Hazeltine and Riverside intersection of Trader Joes and the proposed project are well known. If IMT is allowed to build this project as proposed with the limited mitigation outlined the problems will get much worse. The city will be responsible forever with this dysfunctional and failing situation. A proper study should require more effective Study and mitigations as a condition of approval and construction.

****The DEIR needs to do an effective traffic study that encompasses some of these periods and on weekends. These are the times that will be most impacted by the project. The interesections [sic] and transit cooridors [sic] are failing much of the time. It is not a typical traffic pattern due to the existence of the Fashion Square Mall.**

Response to Comment No. 76-38

Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Moreover, when the Project traffic counts were taken, the Sunkist Building was near full occupancy (estimated to be approximately 85 percent occupied). However, in order to provide a conservative estimate of the existing and future traffic growth within the Project Site, the trip generation for 50 percent of the existing office building square footage was calculated using rates published in the Institute of Transportation Engineers' Trip Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes. This conservative approach results in appropriately tailored mitigation measures with a direct nexus to the Project, rather than a holiday baseline that unfairly forces the Project to over-mitigate for the mall's unique, temporary and seasonal impacts.

Additionally, notwithstanding the above, in response to public comments, Overland Traffic Consultants collected holiday traffic counts for informational purposes only. Refer to Attachment E of the Supplemental Traffic Analysis included as Appendix FEIR-4 of this Final EIR. The holiday traffic counts are not a baseline for evaluating traffic impacts under CEQA and do not change the impact conclusions of the Draft EIR.

Comment No. 76-39

Allowances have been made for onsite parking. There is no discussion about unavoidable parking overflow into the closeby [sic] neighborhoods. The report mentions that there will be secured parking for the residents. This will reduce the number of publicly available space from the 1,345 total spaces. When asked if the "public" spaces will be charged the developer was elusive and unwilling to answer the question. As with every residential and retail building if parking is not easy and convenient then it will create extensive problems for neighbors finding parking for themselves. This omission is a grievous oversight. These neighborhoods are between the VNSO Park, which frequently takes all available street parking as well as the Trader Joes Shopping center. This will undoubtedly [sic] need future attention. It should be a condition of zoning changes that the facility provide FREE parking to the public in perpetuity.

****The DEIR should investigate the impact this project will have on nearby parking. This should include the necessary proposed traffic study during construction as well as once the project is complete that will be necessary to get a Preferred [sic] Parking District to protect the neighbors quality of life**

Response to Comment No. 76-39

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. The Project would provide 1,345 total parking spaces, or 400 total parking spaces in excess of LAMC requirements. Most of these surplus parking spaces would be located within the proposed office building parking structure on Hazeltine Avenue. Also note that, as with the Project, the Reduced Alternative 5 would provide parking spaces in excess of City requirements, which would ensure sufficient parking for the uses proposed by the Reduced Alternative 5.

Comment No. 76-40

V. Alternatives V-1

A,B,C,D,F V-11 thru V-138

None of the alternatives are significantly less dense than the proposed project. The current status is 25% of the proposed density. A compromise somewhere between the currentThe [sic] usage and the massive proposed usage should be considered carefully.

Response to Comment No. 76-40

Contrary to the commenter's opinion, Section V, Alternatives, of the Draft EIR evaluated developments that would be less dense than the project. Specifically, the Residential Development in Accordance with Existing Zoning Alternative (Alternative 2) includes the development of 191 multi-family residential units and a small lot subdivision with 36 duplex units located in the P zone of the Project Site, fronting Calhoun Avenue. Additionally, under the Reduced Density and Square Footage Alternative (Alternative 5), the number of multi-family residential units would be reduced from 298 units to 278 units and the proposed neighborhood-serving commercial uses would be reduced from approximately 39,241 square feet to 27,414 square feet.

The Reduced Alternative 5 reflects a reduced development compared to the Project. The Reduced Alternative 5 would fully mitigate the Project's significant and unavoidable transportation impact at the intersection of Hazeltine Avenue and Riverside Drive (Intersection 6). However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis. Also refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 76-41

List of Appendices [sic]

Appendix A Initial Study/NOP/Nop [sic] Comment Letters

Reading thru many of these comments it is clear that the DEIR does not cover or investigate many of the comments made at that time. In particular the timing and methodology of the traffic study.

Response to Comment No. 76-41

Contrary to the commenter's opinion, the Traffic Impact Analysis follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated May 5, 2013, which was reviewed and approved by LADOT. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. A copy of LADOT's Assessment Letter is included as Appendix G of the Draft EIR.

Comment No. 76-42

Appendix C Historical resource Assesment [sic]

The Historical value of the Sunkist Building is undeniable. Orange Groves and those who ran and owned them largely built the area. The Sunkist Building is a monument to not only the notable architecture of the time but also the foresight and power of the Orange. The current proposal is a slap in the face to displaying the integrity of this building. The DEIR does not accurately cover this importance.

Response to Comment No. 76-42

As discussed on page IV.D-27 of Section IV.D Cultural Resources of the Draft EIR, the Project would not materially impair a historic resource. Rather, new construction within the Project Site and rehabilitation of the Sunkist Building would conform with the Secretary's Standards. Nonetheless, Mitigation Measures D-1 and D-2 would be implemented that require design review and monitoring of rehabilitation activities to ensure conformance with the Secretary's Standards, and the preparation of a Historic American

Buildings Survey. These mitigation measures would ensure that potential impacts associated with historical resources would be less than significant.

Also refer to responses to LA Conservancy Comment Letter No. 6, which describes a “Historic Preservation Plan” that would be adopted as a condition of approval. The Preservation Plan provides additional detail, information and assurance that the Sunkist Building would be rehabilitated and repurposed consistent with the Secretary of Interior Standards for Historic Rehabilitation.

Comment No. 76-43

C.2 Archaeological [sic] and Paleontological Service Letters

This area, along the LA River was frequented by Indigenous Indians. Artifacts have been found in the past. A careful survey of the area before it is further disturbed should be conducted.

Response to Comment No. 76-43

As discussed in Section IV.D, Cultural Resources, of the Draft EIR, results of the archaeological records search indicate there are no archaeological sites located within the Project Site or within a 0.5-mile radius of the Project Site. In addition, no isolates have been recorded within the Project Site or within a 0.5-mile radius of the Project Site. However, if an archaeological resource were to be discovered during construction of the Project, work in the area would cease, and deposits would be treated in accordance with federal and State regulatory requirements, including those set forth in California Public Resources Code Section 21083.2 with respect to any unique archaeological resource. If tribal cultural resources are encountered during construction of the Project, work in the area would be stopped and the resource would be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21084.3 with respect to unique tribal resources. Further, if human remains were discovered during construction of the Project, work in the immediate vicinity would be halted, the County Coroner, construction manager and other entities would be notified per California Health and Safety Code Section 7050.5, and disposition of the human remains and any associated grave goods would occur in accordance with Public Resources Code Section 5097.91 and 5097.98, as amended.

Additionally, the paleontological records search indicates that grading or very shallow excavations in the uppermost layers of soil and Quaternary deposits in the Project Site are unlikely to discover significant vertebrate fossils. However, the possibility exists that paleontological artifacts that were not recovered during prior construction or other human activity may be present. Thus, as set forth in Mitigation Measure D-3, a qualified

paleontologist would be retained to perform periodic inspections of excavation and grading activities of the Project Site. In the event paleontological materials are encountered, the paleontologist would be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage.

Comment No. 76-44

My Conclusion:

This project is oversized and incompatible with the current nature of the existing neighborhood. It is an extreme departure from the current usages. There are many negative issues that will be exacerbated and created thru these proposed zoning changes and approval of this project. The developer is not taking responsibility for most of them and the city will be left trying to mitigate impossible problems FOREVER. Los Angeles City should not approve this project until many questions are answered, corrected and mitigated to the highest level possible. This Draft Environmental Impact Report is biased in great favor of the developer. It took over 2 years for uninterested out of the area professionals to craft this report. The citizens have been given only 60 days to review it. In this short time many flaws have been discovered. I request that the report is corrected addressing the concerns that I and many other citizens express in our responses. And then the citizens should be given a reasonable fraction of the time they take to review the report.

Response to Comment No. 76-44

Refer to Response to Comment No. 76-37. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 77

Loren & Blair Thompson
4817 Calhoun Ave.
Sherman Oaks, CA 91423-2305

Comment No. 77-1

This was put together by my husband with me at his side. These words mirror my thought and huge concerns. PLEASE enter them into the record concerning the Draft Environmental Impact Report.

I have owned my home at 4817 Calhoun Avenue, Sherman Oaks for 16 years. My home is less than 500 feet from the proposed project. Before that I lived in the immediate neighborhood for 5 additional years. I am a licensed Real Estate Broker. I have earned my living for the past 24 years selling houses in the area. I have also flipped and developed several houses in the Fashion Square and surrounding areas. I am proud to say that the houses I have remodeled, rebuilt and expanded were all received by the neighbors as assets to the surrounding houses; fitting in with size, style and aesthetics.

Over the years I have been involved with Sherman Oaks Neighborhood Council as well as the Sherman Oaks Homeowners Association. I was president of the Parents Association of Sherman Oaks Elementary School for 2 years. My kids have been raised in this area and have enjoyed the nature of our neighborhood and the adjacent park.

I am clearly a long term resident with a vested interest and personal investment in the neighborhood and community. I am informed and want what is best for the community at large. The same cannot be said for the developers or the authors of this Draft Environmental Impact Report.

When notified about this development I had mixed feelings. It is clearly an underutilized piece of land. I knew that sooner or later it would be developed into something more productive. I only hoped that the owners would consider the neighborhood and realize that the highest and best use over the long term would be something that fits in.

During the scoping process I was horrified to realize the drastic changes the developers were proposing both in size and use. Multiple Significant Zoning Changes, Huge increases in Density, a complete divestiture [sic] of the current aesthetics, and a Massive increase in Traffic in the immediate and surrounding areas is proposed.

I mobilized my neighbors and we put together what I consider to be a sizable response to the Scoping and request for EIR. That is evidenced by the number of responses in the Appendix of the DEIR. Many of the letters were modified form letters that I wrote and distributed. I put together a grassroots campaign to address this myself during the scoping as well as once the DEIR was released.

Then I got the notice of the DEIR. I have been trying to address this for the past 50 days. As a citizen who has never addressed or even read an EIR before I am completely overwhelmed by it. This was drafted by a professional firm that does this day in and day out. To expect me to comprehend even on part of this report is absurd. The Executive Summary is over 200 pages not including tables, Charts, diagrams, pictures etc. The report is over 2000 pages long in size alone, the organization of the report is completely confusing with data and specific facts and finding buried in with generic boiler plate verbiage. In an attempt to rectify that I put together a seminar for the neighbors aimed at putting together responses that will be listened to. We had a very good showing of interested community considering a very short window of notice.

As I will try to outline in my response even I, unfamiliar as I am with these types of reports, have found numerous errors, overstatements and outright lies. I also take exception that many of the concerns raised in the scoping phase that were not addressed at all. It appears that the company performing the DEIR did not even read most of the comments that were made in the scoping not only dismissing them but ignoring them altogether.

I see many issues in the DEIR which will determine if this is indeed an asset to the community or one which will be a burden to the City for years to come. The DEIR failed in many ways to address the concerns of neighbors and I think they need to be corrected before this project can move any further forward.

This DEIR just like the proposed project is unworkable due to the pure Mass. The system of obtaining major zoning changes and city approval for massive projects is supposed to be accessible to a normal person. This report in its complexity and volume is impossible to read or understand much less put together a comprehensive response.

The developers have spent over 2 years and untold thousands and even hundreds of thousands of dollars putting together a report that gives the answers they want. They are well versed professionals. The public was given 60 days to review and respond to this Massive DEIR. At this point we must trust the city to work for the constituents and only grant CHANGES in zoning that are truly a benefit to the community. I wish I had the time to more thoroughly craft a complete response. I have a job, a family, and a house to maintain and support. I don't have the ability to spend this kind of time.

Thank you for your consideration.

Response to Comment No. 77-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

It is noted that the Draft EIR for the Project was prepared in compliance with CEQA, the CEQA Guidelines, and the City of Los Angeles 2006 CEQA Thresholds Guide. In accordance with Article 9, Contents of Environmental Impact Reports, of the CEQA Guidelines, the Draft EIR includes a table of contents; summary of the Project, alternatives, and impacts; detailed description of the Project; environmental setting; analysis of environmental impacts (including project impacts, cumulative project impacts, growth inducing impacts, and secondary impacts); mitigation measures; analysis of alternatives; effects found to be less than significant; and a list of organizations and persons consulted. The impact analyses for the issue areas analyzed in the Draft EIR are comprehensive and are based on technical analyses from experts in the relevant fields, input from numerous other agencies and input received in response to the Notice of Preparation of the Draft EIR.

As analyzed in Section IV.A, Aesthetics, of the Draft EIR, the Project would incorporate design elements that are compatible with the existing Sunkist Building and with the surrounding area. The Project complies with the Community Plan's six-story/75-foot height limit. The Project would have a maximum building height of 74.5 feet and would provide setbacks that meet or exceed the setback requirements specified in the LAMC. In addition, the height of Building A (74.5 feet) would be consistent with the approximately 75-foot Westfield Fashion Square's Bloomingdale's building, located directly east of Hazeltine Avenue. At approximately 60.5 feet, Building B would not be noticeably taller than the Sunkist Building, which has a height of approximately 57 feet. Buildings A and B would have minimum setbacks of 10 feet from Riverside Drive and would frame the north elevation of the Sunkist Building. Although taller than the Sunkist Building, as well as the commercial and residential uses located directly north of Riverside Drive, Buildings A and B would employ design elements such as balconies, insets, and variations in surface colors and materials to create variations in the façade that would help to reduce the perceived height and massing of the proposed buildings. In order to reduce impacts to the residential uses west of the Project Site, Building B would have a minimum 15-foot setback from Calhoun Avenue.

Building C, which would front Calhoun Avenue, would have a minimum setback of 26 feet and would transition from approximately 59 feet to 23.5 feet and 33.5 feet along portions of its western façade. The use of varied heights to create a tiered effect and the implementation of design elements similar to those seen on Buildings A and B would provide a transitional buffer for, and ensure compatibility with the single-family residential

uses along Calhoun Avenue. The shortest building on the Project Site would be the approximately 51-foot multi-level parking structure along Hazeltine Avenue. The proposed parking structure would be lower than the existing Sunkist Building and compatible with the height of the Westfield Fashion Square (up to 75 feet) located directly east.

In response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would reduce the density and footprint and mass of the buildings compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 77-2

II Project Description II-1

3) pg II-3—The existing building is 57 feet tall. But the report fails to address the fact that it sits upon a raised earthen platform. This is not addressed in regards to where the additional project will be situated. The 75 feet of the new 4-5 story buildings will surely dwarf the exiting architecture.

****the DEIR must more clearly depict the placement and elevations of the proposed buildings in relation to surrounding buildings**

Response to Comment No. 77-2

As described on page II-3 of Section II, Project Description, of the Draft EIR, the Sunkist Building reaches a height of approximately 57 feet above grade or approximately 53 feet as measured from the first floor slab to top of parapet. A detailed description of the architecture of the Sunkist Building is provided on page IV.D-15 of Section IV.D, Cultural Resources, of the Draft EIR. As discussed therein, the Sunkist Building sits on an elevated basement, which appears as a plinth on a landscaped berm from the exterior. Also refer to Response to Comment No. 77-1.

Project elevations are included in Figure II-7 through II-13 in Section II, Project Description, of the Draft EIR, and renderings of the Project are included in Figure IV.A-2 through Figure IV.A-6 in Section IV.A, Aesthetics, of the Draft EIR.

Comment No. 77-3

c.) Page II-21 FAR and Setbacks [sic]

The project as proposed, with the changing zoning allows for much closer setbacks than the building currently has. On Riverside Drive it is proposed to reduce to 10' setback from the street and on Hazeltine as little as 5' setback from the street. Currently the building is set way back from the street with surface parking lot and extensive landscaping. None of the surrounding buildings is this close to the street. The Fashion Square Building varies but ranges from 16-20 feet setbacks with a great variety of Elevations as well as significant mature landscaping.

The proposed project is a drastic change from the current building. As well it is extremely different from the neighboring buildings. The Fashion Square Mall on Riverside drive has a large open space on the corner of Hazeltine and Riverside. It has large mature trees and thick landscaping. The building itself is set back from the street at minimum 20' as much as 30' and is filled with thick, mature landscaping. The building itself has multiple elevations.

To the west on both sides of the street the buildings which are a mix of smaller and medium sized apartments as well as single family residences and duplex/triplexes, are set well back from the street with a minimum of 15-20'. The only nearby building that is as close as the proposed [sic] project is Trader Joes shopping center which is comprised of single family buildings only.

It seems that no concern was paid to PREVALIING [sic] Setbacks or compatability [sic] with the surroundings. The shere mas [sic] and closeness of this project should be minimized [sic] to be somewhat closer to the current building as well as in harmony with other buidlings. [sic]

****The DEIR should outline surrounding building setbacks [sic] with more information about their height and contours. With this information an analysis should be performed to determine the proposed projects compatibility with the neighborhood**

Response to Comment No. 77-3

Refer to Response to Comment No. 77-1 regarding setbacks. Additionally, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would increase setbacks and building setbacks. Particularly, the corner of Riverside Drive and Hazeltine Avenue would be setback further to allow for outdoor dining and seating area. The building mass on

Riverside Drive would also be reduced as compared to the Project by reorienting the residential courtyards towards the street.

Comment No. 77-4

8) Necessary Approvals page 11-27

With the detailed planning they seem to be making this vague statement needs to be clarified.

“Other discretionary and ministerial permits and approvals that may be deemed

necessary, including but not limited to, temporary street closure permits, grading

permits, excavation permits, foundation permits, and building permits.

****The DEIR should clearly outline what the developers are asking for.**

Response to Comment No. 77-4

In addition to the necessary approvals that the Project Applicant is requesting, which are listed on page II-27 of Section II, Project Description, of the Draft EIR, the Project may require ministerial permits and approvals as deemed necessary by the City of Los Angeles. These approvals could include temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

Comment No. 77-5

III Environmental Setting III-1

A) Overview of Environmental Setting III-1 (also IV.D [sic] Cultural Resources)

a. Concern was paid to the Architecture of the actual building but the writers of this report prove that they are completely missing the point of this architecture. The concrete reversed step design of the building is important, But INTEGRAL to this design is the open space and the mature trees surrounding the site. These provide a stark contrast to the harsh lines of the building architecture. It is also homage to the idea that Sunkist, an agricultural company, was headquartered here. This was surely a consideration of the design of the Architect. Otherwise the building would have place in the center of the lot or towards the front to enhance the view of the building. This shielding is clearly necessary for the integrity of the building to be maintained.

The design of the new project clearly had no concern for this. They mention site channels as being able to see the Current Architectural Asset of the Sunkist Building. There is only 1 driveway that will afford any kind of view and this has very little peripheral access due to the extreme long driveway. The Draft Environmental Impact Report uses deceptively chosen renderings to give the impression that there will be some way to see the architecture. The main rendering they give shows the building from an almost birds [sic] eye view that only a Drone will be able to achieve. Even in this rendering it looks like the 4 stories of the current Building will appear above the new 5+ story buildings.

****The Draft Environmental Report should be required to use more accurate and honest street level views to depict whatever vestiges of a view of the Sunkist Building architecture there will be left.**

Response to Comment No. 77-5

As discussed in Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. In addition, as detailed in Section IV.D, Cultural Resources, of the Draft EIR, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. This viewshed would provide a new vista towards the Sunkist Building and would maintain the character-defining feature.

It is noted that in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. With the reduction in density and building footprint and massing proposed, the Reduced Alternative 5 would expand views of the Sunkist Building as compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

As discussed in Section IV.A, Aesthetics, of the Draft EIR, trees to be removed within and adjacent to the Project Site would be replaced in accordance with City requirements. Specifically, on-site trees to be removed would be replaced on a 1:1 basis and street trees to be removed would be replaced on a 2:1 basis.

Refer to Figure IV.A-2 through Figure IV.A-6 in Section IV.A, Aesthetics, of the Draft EIR, for renderings of the Project from street level.

Comment No. 77-6

B) Related Projects Page III-5

Table III-1 Related Projects

This table does not clearly identify current and proposed projects in their intent or size. Also, I know that this is not a comprehensive list. IE, On Magnolia just West of Hazeltine there is a large apartment building in similar planning stages at the Horace Heidt Property. This incredibly pertinent omission calls into question the integrity of the whole report

****The DEIR must re-examine other related projects and their Impact on the Community. The cumulative affect [sic] of this much building is of great concern but was barely considered.**

Response to Comment No. 77-6

As clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, the Traffic Impact Analysis included in Appendix G of the Draft EIR has been replaced with the correct Traffic Impact Analysis. The Traffic Impact Analysis erroneously included in the Draft EIR was a slightly older version that did not consider the Chase Knolls related project. As provided in Section III, Environmental Setting, of the Draft EIR, the Chase Knolls project (Related Project No. 13) was indeed considered throughout the Draft EIR, including the transportation section of the Draft EIR. As provided in the correct version of the Traffic Impact Analysis, the Chase Knolls project was also considered therein. Section IV.I, Transportation/Traffic, of the Draft EIR, is based on the correct version of the Traffic Impact Analysis, which included the Chase Knolls project, and not on the version erroneously included in the Draft EIR. In addition, as detailed in Topical Response No. 2, above, the Supplemental Traffic Analysis prepared in response to comments on the Draft EIR also considers the Chase Knolls project as a related project.

As discussed above in Topical Response No. 2 and in the Supplemental Traffic Analysis (attached as Appendix FEIR-4 of this Final EIR), subsequent to preparation of the Draft EIR, some of the related projects have been modified and one additional related project has been identified. These modifications to the related projects list are discussed in further detail in Table 3 of the Supplemental Traffic Analysis. The additional related project considered (Related Project No. 14 in the Supplemental Traffic Analysis) is located at 14311 Ventura Boulevard. This related project includes 22,000 square feet of retail, 5,000 square feet of restaurant, 5,000 square feet of office, and a 42,000-square-foot grocery

store. After analyzing this additional related development, no new significant transportation related significant impacts would result that were not previously disclosed in the original Traffic Impact Analysis included in the Draft EIR.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 77-7

IV Environmental Impact Analysis

A) Aesthetics IV.A-1

The surrounding buildings are largely 50's/60's [sic] and 70's construction which are compatible with sub-urban living styles. Buildings constructed [sic] since then have largely followed this lead in order to fit in. The proposed project is clearly a Modernistic 2016 style with harsh lines, extreme mass, and an Imposing Stance on the lot. The Mall is constructed with painted bricks, stucco and mostly shielded by dense vegetation. Other buildings have been designed with either greater setbacks, lower heights [sic] or a construction style that makes them blend into the quaint, charming community.

****The DEIR needs to do more to investigate if this project is compatible with the visual style of its surroundings or if it will stick out like a sore thumb.**

Response to Comment No. 77-7

Refer to Response to Comment No. 77-1, above, regarding the Project's compatibility with the surrounding area. In response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. Refer to Topical Response No. 1 for an overview of architectural changes under the Reduced Alternative 5.

Comment No. 77-8

Thruout [sic] the report the authors discount any view factor. In fact, the very existence of the open space, the mature trees, the large surface parking lot and grove type planting of trees is in itself a VEIW [sic] that should be considered.

****The DEIR needs to consider the actual view of the Sunkist Building and surrounding as a positive factor that should be mitigated in the design of this new project**

Response to Comment No. 77-8

As discussed on page IV.A-12 of Section IV.A, Aesthetics, of the Draft EIR, the Sunkist Building is considered a valued visual resource and is treated as such in the view impact analysis. Also refer to Response to Comment No. 77-5. Further, as discussed in Topical Response No. 1, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR, which reflects a reduced development compared to the Project. The Reduced Alternative 5 incorporates design modifications which would expand the view corridor of the Sunkist Building, including along Riverside Drive. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 77-9

Cultural Resources IV.D-1

The project does little to add to the culture of the Neighborhood, Community of the City of LA. Unless you consider yet another Strip mall, and overpriced apartments. There does not seem to be a great need for High End Luxury Apartments. At least none has been demonstrated in this DEIR

****The DEIR should investigate how the project could be an asset to the community by adding retail that is lacking or educational, provide real accessible open space or even provide Affordable housing to some of the people who provide the area services.**

Response to Comment No. 77-9

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

It is noted that as described in Section II, Project Description, of the Draft EIR, the Project would include approximately 191,991 square feet (4.41 acres) of common open space areas within the Project Site. Approximately 107,793 square feet of the approximately 191,991 square feet of the total common open space area would be accessible for public use. The new public open space areas would include landscaped entry plazas, planter areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. An approximately 28,000-square-foot (0.64-acre) publicly accessible plaza area (referred to as the River Greenway) within the southern portion of the Project Site would provide access to the LA Riverwalk.

In addition to the proposed landscaping and open space proposed by the Project, the Reduced Alternative 5 would include an additional public plaza along Hazeltine Avenue (Hazeltine Parkway), which is not proposed by the Project. The Hazeltine Parkway would be programmable, useable open space connecting Riverside Drive to the LA River along Hazeltine Avenue. The Hazeltine Parkway would span 58 feet 6 inches in width (as measured from the edge of the Hazeltine Avenue sidewalk). This includes 45 feet 6 inches of privately maintained open space on the Project Site plus a variable 13-foot sidewalk along Hazeltine Avenue. In addition, a portion of the Building A commercial square footage would be reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space.

Comment No. 77-10

F) Land Use and Planning IV.F-1

Table IV.F-1

Project Consistency with Applicable Objectives and Policies in the General Plan Framework

Objective/Policy	Analysis of 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 contribute to the achievement of this objective by introducing a mix of complementary uses at the Project Site, including the development of 298 new residential units and approximately 39,241 square feet of neighborhood- serving commercial uses, including up to 7,241 square feet of restaurant uses, which would serve the community and future businesses. In addition, an approximately 28,000-square-foot (0.64-acre) publically accessible plaza area, referred to as the River Greenway, within the southern portion of the Project Site would provide access to the LA Riverwalk. The Project would also preserve and rehabilitate the existing Sunkist Building within the overall campus-like setting. The proposed project will do little to enhance the lives of the community. The retail establishments in the area are well served by LOCALLY owned small establishments as well as those in the adjacent mall. The housing is high cost luxury singles with no accomatations [sic] for those who serve the community with lower paying service jobs. The open space will not be available to the general public.

Response to Comment No. 77-10

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Refer to Response to Comment No. 77-9 regarding open space.

Comment No. 77-11

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	Consistent. As discussed in Section IV.H, Public Services, Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, and the Initial Study included in Appendix A of this Draft EIR, agencies providing public services and utilities to the Project Site would have adequate capacity to serve the Project. The area is already underserved in the area of public services. Nearby Fashion
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Use Diagram.	Square neighborhood residents have take the measure of hiring a private security firm to fill needs that LAPD cannot fulfill. No provision is made by the ICON project to assist in the underfunded and stressed LAPD, LAFD and all other public services.
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Response to Comment No. 77-11

As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project would generate revenues to the City’s Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate by the City. The project design features, as well as revenue to the Municipal Fund, would help offset the Project-related increase in demand for police services. In particular, as set forth in Project Design Feature H.1-2, included in Section IV.H.1 Public Services—Police Protection, of the Draft EIR, during operation, the Project would include private on-site security, a closed circuit camera system, keycard entry for the residential buildings and the residential parking areas, and limited hours of operation for the publicly accessible ground floor areas. As concluded in the Draft EIR, the Project’s impact to police protection services would be less than significant with mitigation.

Additionally, as discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, the Project would implement applicable building construction and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, and provision of fire lanes, etc. 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 the issuance of a building permit as well as through the submittal of other building plans to be reviewed by the LAFD during the standard building permit process. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment. As determined in the Draft EIR, the Project’s impact on fire protection services would be less than significant.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not

allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.²¹

Comment No. 77-12

<p>Policy 3.1.3: Identify area for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parkland and trails, neighborhood parks, and urban open spaces.</p>	<p>Consistent. The Project would provide a variety of open space and recreational amenities available to Project residents and guests, including lobbies, a lounge, fitness center, recreation room, pool and spa, and rooftop gardens and courtyards. The Project would include approximately 191,991 square feet (4.41 acres) of common open space areas, of which approximately 60,490 square feet would be landscaped. Approximately 107,793 square feet of the total common open space area would be publicly accessible. In addition, approximately 13,150 square feet of private open space would be provided. The new public open space areas would include landscaped entry plazas, planting areas with seatwalls, planted parkways, landscaped plazas, and an expansive lawn, which would be publicly accessible. A publicly accessible 28,000-square-foot River Greenway located along the southern portion of the Project Site would also increase publicly accessible open space on private property within the Van Nuys- North Sherman Oaks Community Plan area, provide access to the Los Angeles Riverwalk,</p> <p>The open spaces mentioned are mostly hidden from public view, 70,000 + on rooftop decks, much behind locked doors, and a smaller area near the LA River, which is completely underneath the overpass of the 101 freeway. This area is exceptionally noisy, dark and by most standards will have Impaired [sic] and unhealthy [sic] air quality.</p> <p>and revitalize this portion of the Los Angeles River.</p>
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Response to Comment No. 77-12

Refer to Response to Comment No. 77-9 regarding open space. Further, as discussed in Section IV.B, Air Quality, of the Draft EIR, localized impacts from on-site emission sources associated with the Project would be less than significant.

²¹ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847

Comment No. 77-13

<p>Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p>	<p>Consistent. The Project would provide a distribution of various uses throughout an existing superblock that would encourage residents and employees to walk to on- site restaurants and community-serving retail. The Project Site is also located in a High Quality Transit Area Socalled [sic] superblock will create an exceptional increase in traffic which cannot be mitigated. As is consistent with this area of the city the hoped for switch to alternate methods of transportation is unlikely to come to fruition. This may increase the quality of life for those living in this NEW development but it will not improve the quality of life of the current neighbors in any way.</p> <p>as designated by the 2012–2035 RTP/SCS. Further, as discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project Site would be located in an area well-served by public transit provided by Metro and LADOT DASH. In addition, the publicly-accessible open space areas proposed by the Project would promote walkability in the vicinity of the Project Site. The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project residents and visitors. Therefore, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking thereby, facilitating a reduction in vehicle miles traveled and related air pollution.</p>
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Response to Comment No. 77-13

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Further, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet.

The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 77-14

Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/ bicycle access and use in appropriate locations.	Consistent. See Objective 3.2.
Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.	Consistent. The Project would construct three new buildings that would provide for new residential and neighborhood-serving commercial uses within the Project Site. The proposed buildings would reach a maximum height of 75 feet, consistent with the existing 1L Height District. The Project would provide similar land uses as the surrounding area and would be appropriately scaled and compatible with the surrounding multi-family and single-family neighborhoods and commercial character. Specifically, the proposed buildings along the eastern portion of the Project Site would be similar in height to the adjacent Westfield Fashion Center's Bloomingdale's building located east of the Project Site. In addition, the proposed parking structure, which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the 75-foot-tall Building A located along Riverside Drive to the east. Building C, which would front the one-story single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue. Thus, the Project would maintain the prevailing

	scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts. The proposed project is not in any way compatible [sic] with the neighborhood or the current use or building. The density planned exists nowhere else in proximity to the subject. The setbacks are inconsistent, the height is inconsistent, the number of units in an area is insouciant, [sic] the aesthetics are inconsistent.
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Response to Comment No. 77-14

As analyzed in Section IV.A, Aesthetics, of the Draft EIR, the Project would incorporate design elements that are compatible with the existing Sunkist Building and with the surrounding area. The Project would have a maximum building height of 74.5 feet and would provide setbacks that meet or exceed the setback requirements specified in the LAMC.

The commenter states that the density planned at the Project Site exists nowhere else in proximity to the Project Site. However, the Project Site and the adjacent, high intensity Westfield Mall are the only two properties within the vicinity designed "Community Commercial" by the Van Nuys North Sherman Oaks Community Plan (a component of the City of Los Angeles General Plan Land Use Element). Community Commercial is one of the more intense Community Plan land use designations that allows a higher density of residential and commercial development.

The height of Building A (74.5 feet) would be consistent with the approximately 75-foot Westfield Fashion Square's Bloomingdale's building, located directly east of Hazeltine Avenue. At approximately 60.5 feet, Building B would not be noticeably taller than the Sunkist Building, which has a height of approximately 57 feet. Buildings A and B would have minimum setbacks of 10 feet from Riverside Drive and would frame the north elevation of the Sunkist Building. Although taller than the Sunkist Building, as well as the commercial and residential uses located directly north of Riverside Drive, Buildings A and B would employ design elements such as balconies, insets, and variations in surface colors and materials to create variations in the façade that would help to reduce the perceived height and massing of the proposed buildings. In order to reduce impacts to the residential uses west of the Project Site, Building B would have a minimum 15-foot setback from Calhoun Avenue.

Building C, which would front Calhoun Avenue, would have a minimum setback of 26 feet and would transition from approximately 59 feet to 23.5 feet and 33.5 feet along portions of its western façade. The use of varied heights to create a tiered effect and the implementation of design elements similar to those seen on Buildings A and B would provide a transitional buffer for, and ensure compatibility with the single-family residential

uses along Calhoun Avenue. The shortest building on the Project Site would be the approximately 51-foot multi-level parking structure along Hazeltine Avenue. The proposed parking structure would be lower than the existing Sunkist Building and compatible with the height of the Westfield Fashion Square (up to 75 feet) located directly east.

As previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 incorporates expanded publicly accessible open space and building mass reductions along Riverside Drive as compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 77-15

<p>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p>Consistent. As discussed in the Initial Study, which is included in Appendix A of this Draft EIR, the residential component of the Project would introduce approximately 894 new residents to the Project area. The Project's estimated 894 new residents would represent approximately 1.1 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2014 and 2018. The Project would generate approximately 106 new jobs and would be within the employment growth forecasted by SCAG. Therefore, the Project's population and employment generation would be well within SCAG's projections for the Subregion, which serve as the basis for the General Plan Framework's projections. In addition, as discussed in Section IV.H, Public Services, and Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, as well as the Initial Study included in Appendix A of this Draft EIR, the agencies and infrastructure that provide services and utilities to the Project Site would have capacity to serve the Project. If this project was at all accomadateing [sic] projected population growth it would have a wide range of availabilities includeing [sic] lower cost units for lower income residents, larger units for families, and ownership possibilities. This project has only one segment of the anticipated population growth accomadated, [sic] that which will make the developers the most money.</p>
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Response to Comment No. 77-15

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 77-16

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	Consistent. The Project would introduce new residential and neighborhood-serving commercial uses to the Project Site, which is located along Riverside Drive. In addition, the Project would preserve and rehabilitate the existing Sunkist Building on-site. Riverside Drive is a designated an Avenue I in the Mobility Plan 2035. Riverside Drive is a primary transit corridor with several Metro bus lines and bus stops located in the vicinity of the Project Site. The Project Site is also located in a High Quality Transit Area as designated by the 2012–2035 RTP/SCS. Further, the proposed uses would be provided within the boundaries of the existing Project Site and would be compatible with the surrounding multi-family residential neighborhoods and commercial uses in the vicinity of the Project Site.
Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.	Consistent. See Objective 3.2 and Policy 3.2.4. This I [sic] already hurting the existing neighborhoods. The mere disclosure of this impending project and population growth is destabilizing the value and quality of the housing stock.
Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.	Consistent. See Objective 3.2, Policy 3.1.2, and Policy 3.2.4.

Response to Comment No. 77-16

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 77-17

<p>Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.</p>	<p>Partially Consistent. As described in Section II, Project Description, of this Draft EIR, the land use designation of the Project Site is for Community Commercial land uses. In addition, the Project Site is currently zoned C2-1L-RIO (Commercial, Height District 1L, River Improvement Overlay District), PB-1L-RIO (Parking Building, Height District 1L, River Improvement Overlay District), and P-1L- RIO (Automobile Parking-Surface and Underground, Height District 1L, River Improvement Overlay District). The Commercial zones permit a wide array of land uses such as retail stores, offices, hotels, residential dwelling units and theaters. The PB-1L zone permits a parking building, including those attached to or integrated with buildings. The PB zone also permits any use permitted in the P (Automobile Parking Zone), which includes surface parking. The Project Site's existing Community Commercial land use designation and C2 zoning currently permits a residential density of one unit per 400 square feet of lot area. Thus, development of the portions of the Project Site currently zoned C2-1L would permit approximately 300 residential units. Based on the Community Plan's Land Use Map, the Community Commercial land use designation corresponds to the CR, C2, C4, RAS3 and RAS4 zones. Therefore, to establish consistency between the Project Site's current land use designation and zoning throughout the entire site, the Project includes a request for a Zone Change from PB-1L- RIO to C2-1L-RIO and PB-1L-RIO and PB-1L-RIO to RAS3-1L-RIO. In accordance with the existing Community Commercial land use designation, the Project proposes to preserve the existing Sunkist Building and develop 298 new multi-family residential units around the perimeter of the Project Site. Therefore, the Project would be consistent with the densities established in the General Plan Framework. This project wants to bring the zoning into compliance with the Community Plan. There is nothing in the community plan that says a lower zoning should be brought up to the highest density and development allowable. These are not minor insignificant technical zone changes. They are extreme departures from the current allowable uses.</p>
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Response to Comment No. 77-17

The Project Site is designated "Community Commercial" by the Van Nuys North Sherman Oaks Community Plan. "Community Commercial" is one of the more intense Community Plan land use designations that allows high density residential and commercial development. In addition, the Project Site is currently zoned C2-1L-RIO (Commercial, Height District 1L, River Improvement Overlay District), PB-1L-RIO (Parking Building, Height District 1L, River Improvement Overlay District), and P-1L-RIO (Automobile Parking-Surface and Underground, Height District 1L, River Improvement Overlay District). As noted in this discussion from the Draft EIR, the Community Commercial land use

designation corresponds to the CR, C2, C4, RAS3 and RAS4 zones and does not correspond to the PB zone. Therefore, to establish consistency between the Project Site's current land use designation and zoning throughout the entire site, the Project includes a request for a Zone Change from PB to RAS3. This new zoning would be consistent with the Community Commercial land use designation within the Project Site.

Further, as previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR, which reflects a reduced development compared to the Project. Specifically, as part of the Reduced Alternative 5, the Project density has been reduced to 249 units compared to the 298 units proposed by the Project.

Comment No. 77-18

<p>Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.</p>	<p>Consistent. The Project would introduce a mixed-use development consisting of residential and neighborhood-serving commercial uses in an urbanized area that features a similar mix of land uses. In addition, the Project would provide a variety of open space and recreational amenities available to Project residents and guests, including lobbies, a lounge, fitness center, recreation room, pool and spa, and rooftop gardens and courtyards. The Project would also enhance the walkability of the area by providing a publicly accessible 28,000-square-foot River Greenway located along the southern portion of the Project Site. In addition, as discussed in Section IV.A, Aesthetics, of this Draft EIR, the Project's design would employ elements to ensure compatibility with surrounding land uses, including building fenestration, variations in surface materials and colors, and tiered building heights. Further, the Project would incorporate elements that would promote individual and community safety, including proper lighting of building entries and walkways to provide for pedestrian orientation to clearly identify a secure route between parking areas and points of entry into buildings, and sufficient lighting of parking structures, elevators, and lobbies to reduce areas of concealment, at Project build-out. The so called open areas are not open to the public. The project will not improve the neighborhood. The mix of unit sizes appeals to a largely Transient population. These types of tenants will do little to help the community. As renters they do not have a vested interest in maintaining a valuable [sic] community standard.</p>
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Response to Comment No. 77-18

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Refer to Response to Comment No. 77-9 regarding open space.

Comment No. 77-19

Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.	Consistent. The Project would install new street trees and perimeter landscaping along the Project Site's Riverside Drive and Hazeltine Avenue frontages that would enhance the streetscape environment and create and promote pedestrian activity along these street segments. Further, appropriate and contextual landscaping would be utilized along the edges of the Project Site to create green visual buffer zones from the neighboring building, thereby enhancing privacy. In order to bulid [sic] this project they will be destroying a beautiful stand of mature trees along 3 sides of the property. They will be building the structures much closer to the street than the current open landscaping. This project will be a significant downgrade from the current status and will be less appealing than other surrounding properties
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Response to Comment No. 77-19

Refer to Response to Comment No. 77-5 regarding tree replacement and Response to Comment No. 77-14 regarding the Project's compatibility with the surrounding area.

Comment No. 77-20

Objective 3.18: Provide for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.	Consistent. See Policy 3.1.2 and Policy 3.2.4. See response to See Policy 3.1.2 and Policy 3.2.4
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Response to Comment No. 77-20

Refer to Response to Comment Nos. 77-11 and 77-14.

Comment No. 77-21

Housing Chapter	
Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each subregion.	Consistent. The Project would support this objective through the development of 298 new multi-family residential units consisting of a variety of unit types. If this project was at all accomadateing [sic] projected population growth it would have a wide range of availabilities includeing [sic] lower cost units for lower income residents, larger units for families, and ownership possibilities. This project has only one segment of the anticipated population growth accomadated, [sic] that which will make the developers the most money.

Response to Comment No. 77-21

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 77-22

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-density developments and surrounding lower-density residential neighborhoods.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project Site is located in an area well-served by public transit provided by Metro and LADOT DASH. The Project Site is also located in a HQTa per the 2012–2035 RTP/SCS. In addition, the Project would provide a distribution of various uses throughout an existing superblock that would encourage residents to walk to the proposed on- site restaurants and community-serving retail. The publicly-accessible open space areas proposed by the Project would also promote walkability in the vicinity of the Project Site. Further, the Project would provide bicycle parking spaces for Project residents and visitors in accordance with LAMC requirements. The design of the Project would provide transitional zoning, stepped The existing transit is an unwalkable distance from the proposed project with transit corridors inaccessible. [sic]
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Response to Comment No. 77-22

A list of the bus lines providing service in the vicinity of the Project Site is included in Section IV.I, Transportation/Traffic, of the Draft EIR, beginning on page IV.I-12. As provided therein, public transportation available in the vicinity of the Project includes bus service provided by Metro and LADOT DASH.

Comment No. 77-23

	eights, and buffers between the Project buildings and the adjacent single-family residential uses along Calhoun Avenue. The Project would also complement the existing Westfield Fashion Center located directly to the east of the Project Site, across Hazeltine Avenue. The density and style is completely incompatible [sic] with the existing neighborhood. It is not a complement to the single family structures but rather a full on assault over taking the charm and quietness of the area.
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Response to Comment No. 77-23

Refer to Response to Comment Nos. 77-1 and 77-14.

Comment No. 77-24

Objective 4.3: Conserve scale and character of residential neighborhoods.	Consistent. See Policy 3.2.4.
Urban Form and Neighborhood Design Chapter	
Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.	Consistent. The Project would support this City goal by providing a new mixed-use development that would activate the existing site of the Sunkist Building while maintaining and rehabilitating the existing Sunkist Building. In addition, the proposed residential and neighborhood-serving commercial uses would be consistent and compatible with the mix of residential, retail, and office land uses surrounding the Project Site. The proposed residential and neighborhood-serving commercial uses would serve the surrounding community and future businesses while the Sunkist Building would provide employment opportunities for the community. This project will saddle the city with unmitagatable [sic] traffic problems. It will run other already existing businesses out of the area.

Response to Comment No. 77-24

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Further, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all

vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 77-25

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 incorporate elements that would promote individual and community safety. Specifically, as provided in Section IV.H.1, Public Services—Police Protection, of this Draft EIR, the Project would include private on-site security; a closed circuit camera system; keycard entry for the residential buildings and the residential parking areas; limited hours of operation for the publicly accessible ground floor areas; sufficient lighting of building entries and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings; and sufficient lighting of parking areas to maximize visibility and reduce areas of concealment. The proposed density of people will create a higher crime zone and require more community policing resources which do not and are not anticipated to exist in the future.
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Response to Comment No. 77-25

As discussed on page IV.H.1-12 of Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the service population of the Project could potentially generate approximately 52 new crimes per year, or an increase of approximately 0.84 percent based on the crime rate in the area. As further discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, based on information provided by the LAPD, the most common crime in the area was larceny. As provided in Project Design Feature H.1-2 through Project Design Feature H.1-4, the Project Applicant would implement numerous design features to enhance safety within and immediately surrounding the Project Site. Specifically, as set forth in Project Design Feature H.1-2, the Project would include private

on-site security, a closed circuit security camera system, keycard entry for residential buildings and parking areas, and limited hours of operation for the publicly accessible ground floor areas. Additionally, pursuant to Project Design Feature H.1-3 and Project Design Feature H.1-4, the Project would include sufficient lighting to provide for pedestrian orientation, identify a secure route between parking areas and points of entry into buildings, maximize visibility, and reduce areas of concealment. As further discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project would also generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate by the City. The project design features, as well as revenue to the Municipal Fund, would help offset the Project-related increase in demand for police services.

Comment No. 77-26

Open Space and Conservation Chapter	
Policy 6.3.3: Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.	Consistent. Currently the Project Site provides no publically accessible open space and is completely reserved as private property. As previously described, approximately 107,793 square feet of the total common open space area proposed as part of the Project would be publicly accessible. The new public open space areas would include landscaped entry plazas, planting areas with seatwalls, planted parkways, landscaped plazas, and an expansive lawn, which would be publicly accessible. In addition, a publicly accessible 28,000-square-foot River Greenway located along the southern portion of the Project Site would be provided. The Project would incorporate elements that would promote individual and community safety, including sufficient lighting of walkways, a closed circuit camera system, and limited hours of operation for the publicly accessible ground floor areas. The open space proposed are largely in accesble [sic] to the public. This project will destroy a huge swath of existing open space with is currently a great asset to the comminuty. [sic]

Response to Comment No. 77-26

Refer to Response to Comment Nos. 77-9 and 77-12.

Comment No. 77-27

Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.	Consistent. See Policy 6.3.3.
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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 diverse mix of complementary uses at the Project Site, including the development of 298 new residential units and approximately 39,241 square feet of neighborhood-serving commercial uses while preserving and rehabilitating the existing Sunkist Building. The proposed commercial uses would complement and enhance the employment base of the Community Plan area, meet the needs of local residents, and foster continued economic investment. In addition, the Sunkist Building would continue to provide office space within the Project Site and would be rehabilitated as Class A office space to attract businesses and provide desirable employment opportunities in the surrounding area.
Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.	Consistent. See Objective 3.4.
Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.	Consistent. Along with the proposed residential uses, the Project would include the development of new neighborhood-serving commercial uses within the Project Site that would serve residents, visitors, and businesses within the Project Site and in the surrounding area. The retail facilities being proposed are a duplicate of those in existence at the Fashion Square mall now and as planned in the near future.

Response to Comment No. 77-27

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 77-28

Objective 7.6: Maintain a viable retail base in the city to address changing resident and business shopping needs.	Consistent. See Policy 7.2.5. The retail facilities being proposed are a duplicate of those in existence at the Fashion Square mall now and as planned in the near future.
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Response to Comment No. 77-28

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 77-29

Policy 7.6.3: Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.	Consistent. See Policy 7.2.5.
Transportation Element Chapter	
Objective 2: Mitigate the impacts of traffic growth, reduce congestion and improve air quality by implementing a comprehensive program of multi-modal strategies that encourages physical and operational improvements as well as demand management.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, traffic impacts resulting from the Project would be mitigated to the extent feasible by a combination of physical improvements and implementation of a Transportation Demand Management Program, as required by Mitigation Measure I-2. The Transportation Demand Management Program would include strategies to promote non-auto travel, reduce the use of single-occupant vehicle trips, and encourage employees to also live on-site. There are no strategies to give the lower wage service employess [sic] of the new businesses to be able to afford these high price small units. The proposed mitigations will not solve the already existing traffic problems in the area. The Traffic study is flawed and therefore mitigations are insufficient.

Response to Comment No. 77-29

Contrary to the commenter's opinion, the Traffic Impact Analysis follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated May 5, 2013, which was reviewed and approved by LADOT. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. A copy of LADOT's Assessment Letter is included as Appendix G of the Draft EIR.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain

significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Mitigation is provided when a project impact is identified. Mitigation is not required for existing conditions without implementation of the Project.

Comment No. 77-30

Policy 2.11: Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate.	Consistent. As described in Section II, Project Description, of this Draft EIR, the Project would provide bicycle parking for residents and visitors in accordance with LAMC requirements and bicycle storage would be available within the parking level of each proposed building.
Policy 4.1: Seek to eliminate or minimize the intrusion of traffic generated by new regional or local development into residential neighborhoods while preserving an	Consistent. Access to the Project Site would continue to be provided via Riverside Drive and Hazeltine Avenue. Once onsite, access to parking would be provided via internal driveways. Access to the loading areas for deliveries would be provided by Hazeltine Avenue. As discussed in Section IV.I,

adequate collector street system.	Transportation/Traffic, of this Draft EIR, the Project would not exceed the significant impact criteria established by LADOT along any of the analyzed residential street segments and impacts regarding neighborhood intrusion would be less than significant. 894 new residents and approx. 50,000 sqft of commercial [sic] retail will undeniably affect traffic. Parking will overflow into neighborhoods and sacrifice the quality of life of existing residents.
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Response to Comment No. 77-30

Refer to Response to Comment No. 77-29. As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. The Project would provide a total of 1,345 parking spaces. Therefore, the Project would provide sufficient parking to comply with the minimum applicable parking requirements in the LAMC and would therefore have no impact related to automobile parking. As provided in Topical Response No. 1, above, the Reduced Alternative 5 would also provide parking in excess of LAMC requirements.

Comment No. 77-31

Mobility Plan 2035	
Policy 1.6: Design detour facilities to provide safe passage for all modes of travel during times of construction.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project would prepare and implement a Construction Management Plan, as required by Mitigation Measure I-1, which would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan would incorporate safety measures around the construction site to reduce the risk to pedestrian traffic near the work area; minimize the potential conflicts between construction activities, street traffic, transit stops, and pedestrians; and reduce the use of residential streets and congestion to public streets and highways.
Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	Consistent. The Project would provide a distribution of various uses throughout an existing superblock that would encourage residents and employees to walk to on-site restaurants and community-serving retail. The Project Site is also located in a High Quality Transit Area as designated by the 2012–2035 RTP/SCS. Further, as discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project Site would be located in an area well-served by public transit provided by Metro and LADOT DASH. In addition, the publicly-accessible open space areas proposed by the Project would promote walkability in the vicinity of the Project Site.

Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project would maintain the existing bicycle facilities located along Riverside Drive and Woodman Avenue and provide a direct and safe path of travel with minimal obstructions for pedestrian movement within and adjacent to the Project Site. The Project would also facilitate bicycle use by providing bicycle parking spaces and amenities within the Project Site.
Policy 2.17: Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project would include Mitigation Measures I-3 and I-4, which would require widening of Riverside Drive. As part of the Traffic Study prepared for the Project, the Project Applicant consulted with LADOT and LADOT reviewed and approved the Traffic Study, including the proposed mitigation measures, prior to circulation of this Draft EIR. A copy of LADOT's Assessment Letter is included as Appendix G of this Draft EIR. The street cannot be widened in any way. Any addition of lanes will be a compression of existing roads. This creates more density and traffic impacts on an already failing traffic pattern.

Response to Comment No. 77-31

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, Mitigation Measures I-3 and I-4, which would require widening and restriping of Riverside Drive, are included to reduce the Project's potential impacts to intersections. As part of the Traffic Impact Analysis prepared for the Project, LADOT reviewed and approved the Traffic Impact Analysis, including the proposed mitigation measures, prior to circulation of the Draft EIR (refer to Appendix G of the Draft EIR).

Comment No. 77-32

Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	Consistent. The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City.
Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	Consistent. The Project would promote this policy by providing a new mixed-use development consisting of multi-family residential and neighborhood-serving commercial uses within one site and in close proximity to jobs (including those that may be offered on-site), destinations, and other neighborhood services. The anticipated 125 jobs will not mitigate the proposed almost 900 new residents. The anticipated jobs will not accomodate [sic] the rents that are being proposed

Response to Comment No. 77-32

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 77-33

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	Consistent. The Project would be located in an area well-served by public transit provided by Metro and LADOT, including bus stops along Riverside Drive and Hazeltine Avenue. The area is not well served.
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Response to Comment No. 77-33

Refer to Response to Comment No. 77-22.

Comment No. 77-34

Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	Consistent. As described in Section II, Project Description, of this Draft EIR, the Project would provide bicycle parking for residents and visitors in accordance with LAMC requirements and bicycle storage would be available within the parking level of each proposed building.
Policy 3.9: Discourage the vacation of public rights-of-way	Consistent. The Project would not include the of public rights-of-ways and public rights-of-way surrounding the Project Site would be maintained as part of the Project.
Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	Consistent. The Project would not include the development of a cul-de-sac.
Policy 4.8: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single- occupancy vehicles.	Consistent. As discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, as part of Mitigation Measure I-2, the Project Applicant would provide for the development and implementation of a Transportation Demand Management, which would include strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips.
Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.	Consistent. The Project would provide a distribution of various uses throughout an existing superblock that would encourage residents and employees to walk to on- site restaurants and community-serving retail. The Project Site is also located in a High Quality Transit Area as designated by the 2012–2035 RTP/SCS. Further, as discussed in Section IV.I, Transportation/Traffic, of this Draft EIR, the Project Site would be located in an area well-served by public transit provided by Metro and LADOT DASH. In addition, the publicly-accessible open space areas proposed by the Project would

	promote walkability in the vicinity of the Project Site. The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project residents and visitors. This superblock does not allow for residents to work on site. The added jobs will not support the rents that are going to be charged.
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Response to Comment No. 77-34

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 77-35

Policy 5.5: Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways	Consistent. During operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the Low Impact Development Ordinance. Thus, with the implementation of the BMPs and site design approaches, the Project would reduce runoff from entering the wastewater system and would maximize opportunities to capture and infiltrate stormwater.
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. As evaluated in Section IV.E, Hydrology and Water Quality, of this Draft EIR, and in the Initial Study, included as Appendix A of this Draft EIR, during Project construction, the Project would implement a Stormwater Pollution Prevention Plan (SWPPP) as required under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (Order No. 99-08-DWQ). The Project would implement Best Management Practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in storm water runoff. In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the Low Impact Development Ordinance. Thus, with the implementation of the BMPs and site design approaches, the Project would reduce runoff from entering the wastewater system.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	Consistent. As evaluated in Section IV.E, Hydrology and Water Quality, of this Draft EIR, and in the Initial Study, included as Appendix A of this Draft EIR, the Project would manage post-construction stormwater runoff with the implementation of BMPs as required by the Low Impact Development Ordinance to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The implementation of the Project's BMPs and site design would result in an improvement in surface water

	quality runoff from the Project Site. In addition, the Project would not increase the percentage of impervious surface area on the Project Site.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	Consistent. Water service is provided to the Project Site via LADWP water lines. As evaluated in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, based on LADWP's demand projections provided in its 2010 Urban Water Management Plan, LADWP would be able to meet the water demand of the Project as well as the existing and planned future water demands of its service area. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.

Page IV.F-5 General Plan Use

This chart shows that nowhere in the immediate area is there another high density project other than the aready [sic] existing Fashion Square Mall which is effectively shielded from the neighborhoods. This is a conversion of the neighborhood to a different incompatible use.

Response to Comment No. 77-35

The commenter states that the density planned at the Project Site exists nowhere else in proximity to the Project Site other than the Westfield Mall. This reflects the long range planning documents that govern development in the area, particularly the Van Nuys North Sherman Oaks Community Plan (a component of the General Plan Land Use Element). The Project Site and the adjacent, high intensity Westfield Mall are the only two properties within the vicinity designed “Community Commercial” by the Community Plan. “Community Commercial” is one of the more intense Community Plan land use designations that allows for higher density residential and commercial development.

As discussed in Section IV.F, Land Use and Planning, of the Draft EIR, beginning on page IV.F-65, although the Project would increase the density, scale, and height of development on the Project Site, the surrounding area is an urbanized neighborhood that is characterized by a varied mix of land uses at various scales of development. The Project's proposed residential and neighborhood-serving commercial uses would be consistent with and compatible with the existing residential and commercial uses surrounding the Project Site. In addition, the Project would be designed to maintain the varying features that comprise the surrounding neighborhood including variations in building heights. Specifically, the proposed Building A along the eastern portion of the Project Site would be 75 feet tall, which is similar in height to the adjacent Westfield Fashion Square's Bloomingdale's building located east of the Project Site. The proposed parking structure,

which would be approximately 50 feet in height and constructed east of the Sunkist Building, would be lower than the existing Sunkist Building. Building B located at the corner of Riverside Drive and Calhoun Avenue would be approximately 60 feet in height and would provide a transition from the Westfield Fashion Square and the taller Building A located along Riverside Drive to the east. Building C, which would front the single-family homes along Calhoun Avenue, would be the Project's lowest scale building and would be stepped down facing the residences across Calhoun Avenue to provide a transitional buffer from the uses across Calhoun Avenue. The Project would also provide landscaping along the perimeters of the Project Site, which would protect the existing single-family residential neighborhood located directly to the west along Calhoun Avenue. Therefore, the design of the Project would provide transitional development, stepped heights, and buffers between the Project buildings and the adjacent single-family residential uses along Calhoun Avenue. Therefore, the Project would not promote development that is incompatible with the surrounding community.

As previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 77-36

I) Transportation/Traffic IV.I-1

b. Existing Conditions Intersection Levels of Service

Intersection turning movement counts for the 14 study intersections were collected in January 2015 during the typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:00 P.M. to 6:00 P.M.) commuter peak periods. The traffic counts were conducted during typical weekdays while there were no holidays, no rain, and schools were in session.

Part I Traffic/Transportation The [sic] very basis of this whole study proves that it is flawed. This project is located adjacent to the Regional Sherman Oaks Fashion Square Mall Bordered by Hazeltine on the East side of subject and sharing the thoroughfare Riverside Drive.

- Living adjacent to the mall it is easy for anyone to observe that during the year the mall has busy periods. Further proof of this is the need for the mall to employ traffic officers on Riverside Drive and Hazeltine to control the flow. By ignoring this fact the very methodology of this report is inaccurate and flawed.
- The busy periods are:

- Valentines [sic] Day, the before February 14
- Mothers Day, Second Sunday in May, a week before
- Memorial Day, Last weekend of May, The week surrounding the holiday for Numerous Sales
- Fathers [sic] day, 3rd Sunday of June, the week before
- 4th of July, The holiday Week, Numerous Sales
- Labor day, First Monday in September, The week surrounding for Numerous Sales
- Halloween, October 31, Mall hosts special performance events
- Thanksgiving, November 4th Thursday, From the first Week November
- Christmas, December 25, Entire Month of December

This amounts to somewhere between 3-4 months of heavy traffic. None of these time periods were included in the study. This extra traffic load is not an anomaly and covers at least 25% of the year. For accurate results current traffic should be measured during one of these times.

During the scoping phase many (which are included in the Appendix) neighbors requested that the traffic study include a time period which accurately represents the traffic situation. Clearly these requests were not heeded.

The traffic problems around the Fashion Square Mall and Particularly the Hazeltine and Riverside intersection of Trader Joes and the proposed project are well known. If IMT is allowed to build this project as proposed with the limited mitigation outlined the problems will get much worse. The city will be responsible forever with this dysfunctional and failing situation. A proper study should require more effective Study and mitigations as a condition of approval and construction.

****The DEIR needs to do an effective traffic study that encompasses some of these periods and on weekends. These are the times that will be most impacted by the project. The interesections [sic] and transit cooridors [sic] are failing much of the time. It is not a typical traffic pattern due to the existence of the Fashion Square Mall.**

Response to Comment No. 77-36

Project traffic counts were taken on a typical good weather day with local schools in session, as required by LADOT. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Moreover, when the Project traffic counts were taken, the Sunkist Building was near full occupancy (estimated to be approximately 85 percent occupied). However, in order to provide a conservative estimate of the existing and future traffic growth within the Project Site, the trip generation for 50 percent of the existing office building square footage was calculated using rates published in the Institute of Transportation Engineers' Trip Generation, 9th Edition Manual and added to the existing counts at the study intersections to increase the baseline traffic volumes. This conservative approach results in appropriately tailored mitigation measures with a direct nexus to the Project, rather than a holiday baseline that unfairly forces the Project to over-mitigate for the mall's unique, temporary and seasonal impacts.

Additionally, notwithstanding the above, in response to public comments, Overland Traffic Consultants collected holiday traffic counts for informational purposes only. Refer to Attachment E of the Supplemental Traffic Analysis included as Appendix FEIR-4 of this Final EIR. The holiday traffic counts are not a baseline for evaluating traffic impacts under CEQA and would not change the impact conclusions of the Draft EIR.

Comment No. 77-37

Allowances have been made for onsite parking. There is no discussion about unavoidable parking overflow into the closeby [sic] neighborhoods. The report mentions that there will be secured parking for the residents. This will reduce the number of publicly available space from the 1,345 total spaces. When asked if the "public" spaces will be charged the developer was elusive and unwilling to answer the question. As with every residential and retail building if parking is not easy and convenient then it will create extensive problems for neighbors finding parking for themselves. This omission is a grievous oversight. These neighborhoods are between the VNSO Park, which frequently takes all available street parking as well as the Trader Joes Shopping center. This will undoubtedly [sic] need future attention. It should be a condition of zoning changes that the facility provide FREE parking to the public in perpetuity.

****The DEIR should investigate the impact this project will have on nearby parking. This should include the necessary proposed traffic study during construction as well as once the project is complete that will be necessary to get a Preferred [sic] Parking District to protect the neighbors quality of life**

Response to Comment No. 77-37

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. The Project would provide 1,345 total parking spaces, or 400 total parking spaces in excess of LAMC requirements. Most of these surplus parking spaces would be located within the proposed office building parking structure on Hazeltine Avenue.

Comment No. 77-38

V. Alternatives V-1

A,B,C,D,F V-11 thru V-138

None of the alternatives are significantly less dense than the proposed project. The current status is 25% of the proposed density. A compromise somewhere between the currentThe [sic] usage and the massive proposed usage should be considered carefully.

Response to Comment No. 77-38

Contrary to the commenter's opinion, Section V, Alternatives, of the Draft EIR evaluated developments that would be less dense than the project. Specifically, the Residential Development in Accordance with Existing Zoning Alternative (Alternative 2) includes the development of 191 multi-family residential units and a small lot subdivision with 36 duplex units located in the P zone of the Project Site, fronting Calhoun Avenue. Additionally, under the Reduced Density and Square Footage Alternative (Alternative 5), the number of multi-family residential units would be reduced from 298 units to 278 units and the proposed neighborhood-serving commercial uses would be reduced from approximately 39,241 square feet to 27,414 square feet.

As previously noted, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 would fully mitigate the Project's significant and unavoidable transportation impact at the intersection of Hazeltine Avenue and Riverside Drive (Intersection 6) during the A.M. peak period. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis. Also refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 77-39

List of Appendices [sic]

Appendix A Initial Study/NOP/Nop [sic] Comment Letters

Reading thru many of these comments it is clear that the DEIR does not cover or investigate many of the comments made at that time. In particular the timing and methodology of the traffic study.

Response to Comment No. 77-39

Contrary to the commenter's opinion, the Traffic Impact Analysis follows the Los Angeles Department of Transportation (LADOT)'s *Traffic Study Policies and Procedures* (August 2014), which establishes the guidelines for determining the appropriate traffic analysis for a project, analysis methodologies, significance thresholds, etc. The scope of analysis for the Traffic Impact Analysis was developed in consultation with LADOT staff. The base assumptions and technical methodologies (e.g., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated May 5, 2013, which was reviewed and approved by LADOT. LADOT reviewed and approved the Traffic Impact Analysis on June 20, 2016, prior to circulation of the Draft EIR. A copy of LADOT's Assessment Letter is included as Appendix G of the Draft EIR.

Comment No. 77-40

Appendix C Historical resource Assesment [sic]

The Historical value of the Sunkist Building is undeniable. Orange Groves and those who ran and owned them largely built the area. The Sunkist Building is a monument to not only the notable architecture of the time but also the foresight and power of the Orange. The current proposal is a slap in the face to displaying the integrity of this building. The DEIR does not accurately cover this importance.

Response to Comment No. 77-40

As discussed on page IV.D-27 of Section IV.D Cultural Resources of the Draft EIR, the Project would not materially impair a historic resource. Rather, new construction within the Project Site and rehabilitation of the Sunkist Building would conform with the Secretary's Standards. Nonetheless, Mitigation Measures D-1 and D-2 would be implemented that require design review and monitoring of rehabilitation activities to ensure conformance with the Secretary's Standards, and the preparation of a Historic American

Buildings Survey. These mitigation measures would ensure that potential impacts associated with historical resources would be less than significant.

Also refer to responses to LA Conservancy Comment Letter No. 6, which describes a “Historic Preservation Plan” that would be adopted as a condition of approval. The Preservation Plan provides additional detail, information and assurance that the Sunkist Building would be rehabilitated and repurposed consistent with the Secretary of Interior Standards for Historic Rehabilitation.

Comment No. 77-41

C.2 Archaeological [sic] and Paleontological Service Letters

This area, along the LA River was frequented by Indigenous Indians. Artifacts have been found in the past. A careful survey of the area before it is further disturbed should be conducted.

Response to Comment No. 77-41

As discussed in Section IV.D, Cultural Resources, of the Draft EIR, results of the archaeological records search indicate there are no archaeological sites located within the Project Site or within a 0.5-mile radius of the Project Site. In addition, no isolates have been recorded within the Project Site or within a 0.5-mile radius of the Project Site. However, if an archaeological resource were to be discovered during construction of the Project, work in the area would cease, and deposits would be treated in accordance with federal and State regulatory requirements, including those set forth in California Public Resources Code Section 21083.2 with respect to any unique archaeological resource. If tribal cultural resources are encountered during construction of the Project, work in the area would be stopped and the resource would be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21084.3 with respect to unique tribal resources. Further, if human remains were discovered during construction of the Project, work in the immediate vicinity would be halted, the County Coroner, construction manager and other entities would be notified per California Health and Safety Code Section 7050.5, and disposition of the human remains and any associated grave goods would occur in accordance with Public Resources Code Section 5097.91 and 5097.98, as amended.

Additionally, the paleontological records search indicates that grading or very shallow excavations in the uppermost layers of soil and Quaternary deposits in the Project Site are unlikely to discover significant vertebrate fossils. However, the possibility exists that paleontological artifacts that were not recovered during prior construction or other human activity may be present. Thus, as set forth in Mitigation Measure D-3, a qualified

paleontologist would be retained to perform periodic inspections of excavation and grading activities of the Project Site. In the event paleontological materials are encountered, the paleontologist would be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage.

Comment No. 77-42

My Conclusion:

This project is oversized and incompatible with the current nature of the existing neighborhood. It is an extreme departure from the current usages. There are many negative issues that will be exacerbated and created thru these proposed zoning changes and approval of this project. The developer is not taking responsibility for most of them and the city will be left trying to mitigate impossible problems FOREVER. Los Angeles City should not approve this project until many questions are answered, corrected and mitigated to the highest level possible. This Draft Environmental Impact Report is biased in great favor of the developer. It took over 2 years for uninterested out of the area professionals to craft this report. The citizens have been given only 60 days to review it. In this short time many flaws have been discovered. I request that the report is corrected addressing the concerns that I and many other citizens express in our responses. And then the citizens should be given a reasonable fraction of the time they take to review the report.

Response to Comment No. 77-42

Refer to Response to Comment No. 77-35. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 78

Lane Townsend
lanetownsend@gmail.com

Comment No. 78-1

I am a resident of Sherman Oaks and since becoming a homeowner here in 2013 I have been active in leading my community toward multiple areas of improvement. I've headed up an effort to establish a new Neighborhood Watch program assisted by open communication with local law enforcement. I am a liaison and organizational head for the members of my community and simply put, I care about what happens here as I'm sure you do.

There has been increasing discussion and concern about the company IMT Residential and their proposal to develop a large rental complex in our area. I understand the proposed location will be near the Sunkist building at Riverside Drive and Hazeltine Avenue. This is, indeed, a very popular area with a few shopping centers, banks, grocery stores and a public park immediately nearby.

Response to Comment No. 78-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 78-2

These are all very busy venues and I truly believe the addition of, what I understand to be, a nearly 300 unit rental & retail complex would be a disastrous addition to our neighborhood. Currently parking at the grocery store and shopping centers are often packed to the hilt. Traffic on and off the 101 freeway at Van Nuys Boulevard and Woodman Avenues are typically backed up for great distances; and not only during morning and afternoon rush hours.

While I haven't experienced it for myself, I have been told that wait times in the emergency room at the nearby Sherman Oaks hospital have become longer and longer in recent years, too. I can say, though, that I have seen ambulances having difficulty even entering the hospital grounds due to the slow moving traffic on Van Nuys Boulevard. We've already lost the greatly renowned Grossman Burn Center in the past few years. It would be a shame to see other business & services become further weighed down than they already are.

Response to Comment No. 78-2

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 78-3

I would like to give you all my personal objection to approving the IMT Residential proposal for development. In whatever step in the approval process this development is, I urge you to not allow it to continue. It will be bad for business and residents alike in multiple ways. I believe we are at capacity in this area and the addition some 300+ new residents and their vehicles would place great, unneeded stress on our already bustling community.

Please feel free to contact me at your convenience to discuss the matter further. I will happily bring the concerns and opinions of myself and my neighbors to light.

Thank you for your time.

Response to Comment No. 78-3

This closing comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 79

Kevin & RoseMary Trantow
thetrantows@gmail.com

Comment No. 79-1

We object to the construction of this massive housing complex. It is going to make traffic, noise, quality of life worse. Not to mention the overcrowding of schools.

Response to Comment No. 79-1

This comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Further, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be

prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

As analyzed in Section IV.G, Noise, of the Draft EIR, operational noise impacts from on- and off-site sources would be less than significant. Temporary construction-related noise impacts would be significant and unavoidable.

As analyzed in Section IV.H.3 Public Service—Schools, of the Draft EIR, pursuant to Senate Bill 50, the Project Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the impact of additional student enrollment at schools serving the Project area.

Comment No. 79-2

We ask that our names be added to the objections and that you please at least scale back on the massive amount of units being planned.

Response to Comment No. 79-2

This closing comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 80

Alyse Wax
4801 Murietta Ave.
Sherman Oaks, CA 91423-1910

Comment No. 80-1

I am writing in reference to EIR Case No. ENV-2014-1362-EIR (SCH No. 2014071001), the proposed ICON development on the existing Sunkist building lot. I am a neighbor in this community and I am VERY against this project.

I live at 4801 Murietta Ave, on the corner of Murietta and Riverside, across the street from Bloomingdale's and across the street from the Sunkist building. My husband and I have lived here for 10 years. I think that the proposed building is going to significantly decrease the living conditions of our neighborhood. Among my major concerns:

Response to Comment No. 80-1

This introductory comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 80-2

1. The traffic. Traffic at the corner of Riverside and Hazeltine is already congested, especially around the holidays. Often times, the traffic on Riverside is backed up past Murietta, making it physically impossible to merge onto the street. On top of that, the intersection of Riverside and Hazeltine is prone to car accidents. I hear them all the time. As I write this, I can hear a near-miss with tires screeching and swerving. I can hear the car accidents from my living room. At least once a month there is a major accident right outside.

Response to Comment No. 80-2

The Traffic Impact Analysis conducted for the Project included an analysis of Riverside Drive and Hazeltine Avenue. A significant traffic impact has been identified and is proposed to be mitigated through dedication and widening along the south side of Riverside Drive west of Hazeltine Avenue to implement a dedicated eastbound right-turn lane. The improvement would include a dedicated eastbound bike lane along the north side of the right-turn lane for cyclists safety. In addition, it is proposed, if approved by

LADOT, to provide left turn phasing for all directions at the intersection where it is not currently provided to implement a safety improvement.

Further, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 80-3

2. Parking. The number of proposed parking spots, 886, was reached because of a reduction allowed when provided with bicycle parking. But let's face it: Los Angeles is not a bicycling community. It is an automobile community. As nice as it is to think that everyone will get rid of their cars because there is a place to park their bike, it just isn't feasible. Between the often-sweltering heat and the expansiveness of the city, it is just not practical. There is no mention of parking for apartment guests. In addition, with restaurants and shops in the same area, there will be a non-stop flow of cars into the parking area. As it stands, parking in the neighborhood is getting unruly. On three separate occasions, I have found cars parked in front of my driveway, making it impossible for me to get my car out. On two of those occasions, I called the city to have the cars towed, but they only arrived in time to tow one of those cars.

Response to Comment No. 80-3

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, based on the parking requirements for office, residential, grocery store, and high-turnover restaurant uses set forth in LAMC Section 12.21-A,4, the Project would be required to provide a total of 945 parking spaces. The Project would provide a total of 1,345 parking spaces.

Comment No. 80-4

3. Construction. I am concerned about the construction times that have been approved: 7am [sic] to 9pm. [sic] That is a huge time period. I frequently work nights, from home (I am a journalist) so to have to hear construction as I start my shift at 8pm, [sic] and then to be woken up to it at 7am [sic] (I often work until 4am [sic] and sleep through the morning) is not conducive to a healthy work or sleep environment.

Response to Comment No. 80-4

As discussed on page IV.G-8 of Section IV.G, Noise, of the Draft EIR, Section 41.40 of the LAMC prohibits construction noise that disturbs persons occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or national holiday, and at any time on Sunday. It is noted that while the Los Angeles Municipal Code permits construction noise between 7:00 A.M. and 9:00 P.M. Monday through Friday, the construction contractor would follow a typical eight hour work day and construction activities would not be occurring throughout the entire permitted hours of 7:00 A.M. and 9:00 P.M. Monday through Friday.

Comment No. 80-5

4. Aesthetics. The Sunkist building is iconic. Surrounding it with new buildings does nothing to preserve the aesthetics of the building. May as well cover it with a giant tarp. The other IMT buildings in the neighborhood are eyesores, with large, boxy construction and bland colors that look like they were purchased on the clearance rack because no one in their right mind would choose to paint their home that color.

Response to Comment No. 80-5

With regard to the Sunkist Building, proposed Buildings A and B would be positioned to preserve the view corridor of the Sunkist Building from Riverside Drive while the proposed parking structure would be designed at a height that would be lower than the Sunkist Building. As discussed on page IV.A-35 of Section IV.A, Aesthetics, of the Draft EIR, although Buildings A and B would narrow the view of the Sunkist Building from Riverside Drive to the north, the Project would position the buildings so as to preserve the

main entry driveway and provide a view corridor of the main entrance to the Sunkist Building. The size and scale of Buildings A and B would be designed to frame, rather than overshadow, the Sunkist Building. In addition, the Project would maintain key elements of the viewshed along Riverside Drive, including vehicular and pedestrian access that would be aligned with the center of the north elevation. Although the viewshed is narrowed, this viewshed would provide a new vista towards the building and would maintain the character-defining feature. Similarly, the height and spacing of Building C and the proposed parking structure would be designed to preserve view corridors of the Sunkist Building. The Project would construct two linear landscaped areas at the east and west elevations to provide pedestrian-level views of the Sunkist Building from Calhoun Avenue and Hazeltine Avenue. Views from the south or the US-101 Freeway of the Sunkist Building would not be obstructed and would be largely unaffected by the Project. Overall, as discussed on page IV.D-25 of Section IV.D, Cultural Resources, of the Draft EIR, the Project would not significantly impact the spatial relationship of the Sunkist Building to its surroundings as the building would continue to be set above the adjacent landscape, maintaining the inverted pyramidal massing.

Notwithstanding the above, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects a Reduced Alternative 5 is presented in this Final EIR. The buildings proposed as part of the Reduced Alternative 5 would be reduced in terms of bulk and mass, particularly as viewed from Riverside Drive. In addition, the Reduced Alternative 5 would expand the view corridor along Riverside Drive to the Sunkist Building.

Comment No. 80-6

Thank you for your consideration. I am hopeful that the Sunkist project WILL NOT move forward as planned.

Response to Comment No. 80-6

This closing comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 81

Brian Weisberg
brianweisberg@me.com

Comment No. 81-1

I am writing to voice my opposition to the IMT apartment building proposal at the corner of Hazeltine and Riverside Drive in Sherman Oaks. To say that it would have a negative impact on the neighborhood is an understatement. The increase of traffic and pollution alone is enough to oppose. Take into account the plain ugliness of the buildings this company builds, which look like housing projects and a charming neighborhood is negatively impacted.

Response to Comment No. 81-1

This introductory comment expressing opposition to the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Further, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue

and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

As discussed in Section IV.B, Air Quality, of the Draft EIR, localized impacts from on-site emission sources associated with the Project would be less than significant.

Comment No. 81-2

Thank you and please listen to the community, not only developers.

Response to Comment No. 81-2

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 82

Leslie L. White
14018 Hesby St.
Sherman Oaks, CA 91423-1220

Comment No. 82-1

All of a sudden Sherman Oaks seems to be a hotbed of activity... and not in a good way. I have lived in a quiet, sleepy enclave next to the Fashion Mall for 14 years. I love living here.

I Don't [sic] love the new behemoth nightmare SUNKIST development that is currently being contemplated to be built.

Response to Comment No. 82-1

As analyzed in Section IV.A, Aesthetics, of the Draft EIR, the Project would incorporate design elements that are compatible with the existing Sunkist Building and with the surrounding area. The Project would have a maximum building height of 74.5 feet and would provide setbacks that meet or exceed the setback requirements specified in the LAMC. In addition, the height of Building A (74.5 feet) would be consistent with the approximately 75-foot Westfield Fashion Square's Bloomingdale's building, located directly east of Hazeltine Avenue. At approximately 60.5 feet, Building B would not be noticeably taller than the Sunkist Building, which has a height of approximately 57 feet. Buildings A and B would have minimum setbacks of 10 feet from Riverside Drive and would frame the north elevation of the Sunkist Building. Although taller than the Sunkist Building, as well as the commercial and residential uses located directly north of Riverside Drive, Buildings A and B would employ design elements such as balconies, insets, and variations in surface colors and materials to create variations in the façade that would help to reduce the perceived height and massing of the proposed buildings. In order to reduce impacts to the residential uses west of the Project Site, Building B would have a minimum 15-foot setback from Calhoun Avenue.

Building C, which would front Calhoun Avenue, would have a minimum setback of 26 feet and would transition from approximately 59 feet to 23.5 feet and 33.5 feet along portions of its western façade. The use of varied heights to create a tiered effect and the implementation of design elements similar to those seen on Buildings A and B would provide a transitional buffer for, and ensure compatibility with the single-family residential uses along Calhoun Avenue. The shortest building on the Project Site would be the approximately 51-foot multi-level parking structure along Hazeltine Avenue. The proposed

parking structure would be lower than the existing Sunkist Building and compatible with the height of the Westfield Fashion Square (up to 75 feet) located directly east.

In response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also incorporates expanded publicly accessible open space and building mass reductions along Riverside Drive as compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 82-2

Seriously, if you have ever driven by Hazeltine and Riverside on a holiday weekend as people fight to get in and out of the mall and Trader Joe's parking lot, well, you already feel my pain.

Instead of making a left turn in one light, easily at Hazeltine and Riverside as I commute to work in the morning, the traffic patterns are very congested and now it can take three light cycles to tmake [sic] the same turn adding sometimes up to six minutes to my commute that I need to factor in. This, along with all of the ridiculously oversized McMansions in my very old-fashioned neighborhood is bringing much unhappiness to my neighborhood. It seems to be all anyone can talk about.

Response to Comment No. 82-2

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is

presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

Comment No. 82-3

The idea that you would overbuild on that corner of the Sunkist building at Hazeltine and Riverside is unbelievable and woefully shortsighted. I understand a little commerce, but to add 300 units of people going in and out daily at every moment of the day and night makes me cringe.

PLEASE RECONSIDER THE IMPACT THIS WILL HAVE WITH THE GIANT MALL RIGHT ACROSS THE STREET! Better yet, come drive here on a weekday morning, or on the weekend and see how congested and overloaded the area already is.

Response to Comment No. 82-3

The Project Site and the adjacent, high intensity Westfield Mall are the only two properties within the vicinity designed "Community Commercial" by the Van Nuys North Sherman Oaks Community Plan (a component of the City of Los Angeles General Plan Land Use Element). Community Commercial is one of the more intense Community Plan land use designations that allows for higher density residential and commercial development. The Community Plan Land Use Map indicates that only the CR, C2, C4, RAS3 and RAS4 zones correspond to the Project Site's existing "Community Commercial" designation. The proposed zone changes to C2-1L and RAS3-1L would result in zones that correspond to the "Community Commercial" land use designation on the Community Plan land use map.

Also refer to the Response to Comment No. 82-2, above. The Project's transportation analysis considers existing and future traffic conditions, including the Westfield shopping center.

Comment No. 82-4

Along with impacting the population and creating traffic gridlock there is also the consideration of losing beautiful trees, which impact the bird population, upsetting the delicate balance that seems to be thriving nicely currently.

Once those plans are approved, nothing can take it back. Please have the good judgement and foresight to think a bit into the future. Commercial only and downsize. No building variances! Please consider the community welfare and NOT the developer's.

Response to Comment No. 82-4

With regard to trees, as discussed in the Initial Study prepared for the Project, included in Appendix A of the Draft EIR, 163 trees were observed on the Project Site. The Project includes the removal of 97 ornamental trees and retaining 66 trees. Mitigation Measure BIO-2 included in the Initial Study provides for the replacement of the 97 trees proposed to be removed at a 1:1 ratio. Specifically, Mitigation Measure BIO-2 states that during Project construction, the Project shall plant a minimum of 97, 15-gallon and 24-inch box specimen trees as replacement for each tree proposed to be removed. As further clarified in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR, should the Project also necessitate the removal of any street trees, the Project would comply with the City's Urban Forestry Division requirements to replace any street trees removed at a 2:1 ratio. The removal of street trees would also require approval by the Board of Public Works. Regarding the potential for associated impacts to birds, as discussed in the Initial Study, the Project would comply with existing regulations, including the Migratory Bird Treaty Act, to ensure that impacts would be less than significant.

Also refer to Response to Comment No. 82-3, above, regarding the existing land use designation and zoning of the Project Site and to Response to Comment No. 82-1 regarding the Reduced Alternative 5.

Comment No. 82-5

We don't need to overdevelop the space the way the McMansions have in this charming neighborhood. As you drive down the streets of homes built primarily in the 1940s, the giant oversized Cape Cods stand out like a giant sore thumb, taking away the beautiful trees and sunlight and space. Let's NOT make this the next West LA with traffic gridlock. We live here to get away from the overdeveloped high-density population.

Drive around here, take a field trip. Go look at the UGLY IMT units all along Riverside near Coldwater that are not full and seem to be right on the sidewalk. Let's leave a small bit of space and not overpopulate with the proposed 300 units that would bring in 450+ people.

Please treat this as if you lived here. It matters to us and it should to you. Thanks for your time.

Response to Comment No. 82-5

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Also refer to Response to Comment Nos. 82-1 through 82-3, above.

Comment Letter No. 83

CaroleJean Willis
5811 Woodman Ave., Apt. 4
Valley Glen, CA 91401-4465

Comment No. 83-1

I truly hope you will deny the development of an additional 300 units plus retail at the Sunkist site, Hazeltine and Riverside Drive. The Sherman Oaks area has been so inundated by this developer who wants to build even more apts and some retail. The traffic alone is enough to say—enough. Then there is the air pollution, water usage and its ensuring pollution. And what about all those beautiful old trees.. [sic] Trees that constantly get cut down, depriving us the air cleanser they provide and the sanctuary for birds, insects and small animals.

Response to Comment No. 83-1

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Further, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce

the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

As discussed in Section IV.B, Air Quality, of the Draft EIR, localized impacts from on-site emission sources associated with the Project would be less than significant.

In accordance with City requirements, the Project would replace any trees removed within the Project Site at a 1:1 ratio and any street trees removed at a 2:1 ratio.

Comment No. 83-2

You folks have control of our lives in these matters. I just hope you will consider this when approval is requested. Stand up for the people and say no, enough.

Thank you for considering the ramifications an approval would bring.

Response to Comment No. 83-2

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 84

Gregory Wright
14161 Riverside Dr., Unit 3
Sherman Oaks, CA 91423-2363

Comment No. 84-1

Hello again.

I am a resident at 14161 Riverside Drive in Sherman Oaks, residing on the front south-facing side of our multi-family building directly across Riverside Drive from the referenced ICON Sherman Oaks project. I have previously submitted comments to you about this project in 2014 and 2015. I've also previously submitted my concerns and suggestions to Alice Roth, Senior Deputy of Councilmember David Ryu, and to Renee Weitzer, Chief of Land Use Planning-South for then Councilmember Tom LaBonge, as well as appropriate members of the Sherman Oaks Neighborhood Council.

I have not had an opportunity to review the Draft Environmental Impact Report, and am not sure which if any of my previously expressed concerns, ideas, and suggestions are reflected in the DEIR. So I write now to reiterate and partially restate my deep concerns about this project and its impact on my [sic] and my wife's lives here in Sherman Oaks, and on our community.

In my comments I have boldfaced my main ideas and points; I hope this makes my document easier to review. In the current document, I have separately listed these main ideas and points immediately below:

Response to Comment No. 84-1

This introductory comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 84-2

First and foremost, this massive project must be downsized by at least 20 percent, the size of the water-use reduction that the City has declared as a vital environmental requirement for the future of Los Angeles.

Response to Comment No. 84-2

As discussed in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, beginning on page IV.J-29, the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC) requires newly constructed low-rise residential buildings to reduce indoor water use by at least 20 percent by: (1) using water saving fixtures or flow restrictions; and/or (2) demonstrating a 20-percent reduction in baseline water use. Accordingly, the Project would incorporate sustainability features, including use of efficient plumbing fixtures, drought-tolerant landscaping, modern irrigation, and efficient appliances that would reduce the Project's net increase in water demand by at least 20 percent.

Additionally, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 represents a reduced development compared to the Project. Refer to Topical Response No. 1, above, for a detailed description of the Reduced Alternative 5.

Comment No. 84-3

A two story- to three story-high modular vegetated greenwall should be designed and installed to contain and absorb fossil fuel emissions, airborne dust and particulate matter, equipment and other noise, and nighttime light pollution.

Response to Comment No. 84-3

As discussed in Section IV.B, Air Quality, of the Draft EIR, maximum localized construction emissions for off-site sensitive receptors would not exceed any of the SCAQMD-recommended localized screening thresholds, including with compliance with SCAQMD Rule 403 requirements for fugitive dust suppression. Therefore, localized construction emissions associated with the Project would result in a less-than-significant air quality impact. Similarly, as concluded in Section IV.B, Air Quality, of the Draft EIR, operational air quality impacts would be less than significant. It is noted that an analysis of the Project's potential air quality impacts under "existing" conditions was also conducted. "Existing" conditions represented year 2014 conditions at that time, which has long passed. Nevertheless, as discussed in Section IV.B, Air Quality, of the Draft EIR, air quality impacts from Project operational emissions would be significant under the existing plus Project scenario. This conclusion assumes that the Project would be built in 2014, which is not based in reality as it would not exist in 2014 and the actual impact would not occur.

As discussed in Section IV.G, Noise, of the Draft EIR, implementation of mitigation measures would reduce Project and cumulative construction noise levels to the extent

feasible. In particular, implementation of Mitigation Measure G-1 (installation of temporary sound barriers) would reduce the noise generated by on-site construction activities by 15 dBA at the sensitive uses to the west and by 10 dBA at the sensitive uses to the north-south. However, the temporary noise barrier would only be effective in reducing construction noise at the ground level, and would not be effective at reducing noise levels at the balconies of the multi-level residential buildings on the north side of Riverside Drive. There is no feasible noise barrier that would provide effective noise reduction at upper levels of the adjacent residential buildings. The estimated construction-related noise reductions attributable to Mitigation Measures G-2 and G-4, although not easily quantifiable, would also ensure that noise impacts associated with on-site construction activities would be reduced to the extent feasible. Nevertheless, the temporary construction noise impacts at receptors R1 and R2 would remain significant and unavoidable. In addition, as concluded in Section IV.G, Noise, of the Draft EIR, the Project's operational noise impacts would be less than significant.

As evaluated in Section IV.A, Aesthetics, of the Draft EIR, construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season when daylight is no longer sufficient. Therefore, light resulting from construction activities would not significantly impact off-site sensitive uses, substantially alter the character of off-site areas surrounding the construction area, adversely impact day or nighttime views in the area, or substantially interfere with the performance of an off-site activity. Notwithstanding, to further reduce the Project's less-than-significant impacts regarding lighting during construction, the Project includes Mitigation Measure A-3, to ensure construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. Also, as determined in Section IV.A, Aesthetics, of the Draft EIR, the Project's operational aesthetics impacts would be less than significant.

Comment No. 84-4

The ICON project's developers should be required to fund local public transportation improvements in capacity, frequency, and quality, and to energetically help to promote these improvements among the ICON development's occupants and in the local community—for example by promoting the DASH service with one or a couple of large poster-size DASH route maps that would appear on nearby walls in the ICON retail area

The Metro Line 155 buses and the LADOT Van Nuys–Studio City DASH Connectors must be made more frequent and must run later than now—and these improvements heavily promoted by the City, Metro, and LADOT.

The City must mandate purchase by the ICON project developers of Metropolitan Transportation Authority TAP cards—transit passes—and their subsequent conveyance to all of the new residents of the ICON project. These should be complete year-round passes and they should be provided to all of the residents for at least several years; new residents who move into the development in all subsequent years should also receive this “move-in” allotment of several years worth of full-value TAP cards/transit passes (or of lower-cost Senior passes for residents who so qualify by age), and/or expand the application of the group rate discounted B-TAP cards for residents of affordable housing to the ICON-Sherman Oaks residents.

The ICON Project developers should be required to work with all of the retail occupants of the site to creatively limit the amount of automotive traffic into and out of these restaurants and stores—for example, working with retailers to offer well-publicized discounts and other perks to customers who arrive and depart on public transportation.

The Van Nuys–Studio City DASH route should be extended eastward from its current terminus at Ventura and Laurel Canyon Boulevards to the Universal City Red Line subway station.

The former Pedestrian Tunnel under the 101 Ventura Freeway at Tyrone Avenue that was closed around the turn of the century needs to be reopened.

Planning, LADOT, the City Council, and ICON to seriously consider and subsequently implement suitable traffic calming and other traffic safety interventions in the local area to reduce the high-speed and aggressive driving that is all too common in this area.

Response to Comment No. 84-4

As set forth in Mitigation Measure I-2 included in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project Applicant would develop and implement a Transportation Demand Management Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Transportation Demand Management Program would include design features, transportation services, education programs, and incentive programs intended to reduce the amount of single-occupant vehicles during commute hours. The Transportation Demand Management Program would implement measures able to achieve a 10-percent reduction in daily trips related to proposed uses. The Transportation Demand Management Program would include, but would not be limited to, the following: Establish an on-site Transportation Management Office as part of the management office to assist residents and employees find alternate travel modes and

strategies; Provide a visible on-site kiosk with options for ridesharing, bus routes, and information on bike routes in a prominent area(s) for residents, employees, and patrons of the commercial components; Transit Amenities, including improving the existing bus stop on the east and west side of Hazeltine Avenue south of Riverside with a covered bench, improving the existing bus stop on the east and west side of Hazeltine Avenue south of Riverside with an electronic sign displaying the estimated arrival time for the next bus, and providing access and transit pass reductions for residents and employees of the commercial venues; and provide transit and ridesharing incentives such as points or coupons for merchandise or transit passes.

Comment No. 84-5

The roofs of all structures in the ICON development should be certified urban heat island-mitigating white roofs and/or vegetated ‘green roofs.’

Response to Comment No. 84-5

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 84-6

Further, all of the wonderful coniferous trees (there are at least 25 of these) on the project site should be retained! These are large, beautiful, old, carbon-sequestering trees that cannot and will not soon be replaced by new plantings.

Response to Comment No. 84-6

In accordance with City requirements, the Project would replace any trees removed within the Project Site at a 1:1 ratio and any street trees removed at a 2:1 ratio.

Comment No. 84-7

Outdoor “canned music” and overly loud indoor music and audible media should be strictly prohibited and monitored by the City after the project is completed and in operation.

Response to Comment No. 84-7

As evaluated in Section IV.G, Noise, of the Draft EIR, a potential noise source associated with the Project’s outdoor uses (i.e., courtyards, outdoor decks, and outdoor dining areas) would be the use of an outdoor amplified sound system (i.e., music or other spoken sounds broadcast through a speaker system). The sound system would be

intended to be heard by people in the immediate vicinity of the outdoor areas. In accordance with Project Design Feature G-5, the amplified program sound system would be designed so as not to exceed a maximum noise level of 75 dBA (L_{eq}) at a distance of 50 feet from speaker location at the residential rooftop garden and courtyard, the outdoor dining area and the public plaza, thereby ensuring that the amplified program sound would not exceed the significance threshold (i.e., an increase of 5 dBA (L_{eq}) at any off-site noise-sensitive receptor.

Comment No. 84-8

The level of exterior lighting in the ICON Project including illumination and onsite commercial signage should be strictly defined, limited, and controlled.

Offsite (billboard) signage, both static and digital, should be strictly *and by regulation forever* prohibited here.

Response to Comment No. 84-8

No off-premises billboard advertising is proposed as part of the Project. As discussed in Section IV.A, Aesthetics, of the Draft EIR, Project signage would include monument signage, building and tenant signage, general ground level and wayfinding pedestrian signage, and identity signage. Low-level accent lighting to highlight the Project's signage would be incorporated. Exterior lighting to highlight the Project's signage would be shielded or directed toward the areas to be lit to avoid creating off-site glare.

Comment No. 84-9

The ICON project should be required as a condition of Planning approval to create a secure storage space for a supply of emergency water for the surrounding community (whose water needs following a disaster such as a great earthquake will be only strained by the additional residents of the ICON Project) in the form of hundreds of separately and easily carried containers ready for distribution to neighborhood residents if the need arises due to LADWP water distribution interruptions). (Especially relevant re the L.A. Times, Dec. 16, 2014: [Quake could cut off L.A.'s water supply](#).)

Response to Comment No. 84-9

As analyzed in Section IV.J, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR, the estimated water demand for the Project would not exceed the available supplies projected by LADWP. Thus, LADWP would be able to meet

the water demands of the Project, as well as the existing and planned future water demands of its service area.

Comment No. 84-10

The area along the south side of the Sunkist/ICON property, the developer states, will be preserved in its present planted state as a small public park. This back-of-ICON 'pocket park' could be expanded into a larger modest but full-fledged public park, a Los Angeles River Center, a public recreation area, and/or a covered playground, and even a covered performing arts space if the ICON project's proposed park is expanded southward to include the large and dramatic open-air covered area under the Ventura 101 Freeway that is now occupied by an Auto Club auto service and storage area, plus a bit of additional public park area with a platform and access walkway over the Los Angeles River between the area under the freeway and the small section of Stansbury Avenue south of there.

Response to Comment No. 84-10

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 84-11

I am a resident at 14161 Riverside Drive in Sherman Oaks, on the front south-facing side of our multi-family building directly across Riverside Drive from the referenced ICON project. I am extremely concerned about the negative impacts that I, my wife, our residence, quality of life and health, and the local environment will experience from the construction and operation of this enormous development.

There are several ways that the developers of the ICON Sherman Oaks project can mitigate the negative impacts on the surrounding residents and environment during the ICON project's long period of construction, and thereafter as a very large residential and retail environment just a few yards away from my front door, front windows, and front balcony.

Response to Comment No. 84-11

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the

administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 84-12

First and foremost, this massive project must be downsized by at least 20 percent, the size of the water-use reduction that the City has declared as a vital environmental requirement for the future of Los Angeles. This will still allow some approximately 238 dwelling units in the ICON project, some 31,000 square feet of new commercial and retail development, and the reduction of only some 270 of the planned massive 1,345 auto parking spaces in the portion of the project closest to my residence. The currently planned 298 new multi-family units and more than 39,000 square feet of new commercial and retail development, and the associated auto traffic and parking, are just too much development for this still largely suburban area of Los Angeles!

Whether or not the project is downsized or by how much, I offer the following ideas as creative and very fair ways that the developers of the ICON Sherman Oaks project can mitigate the negative impacts on the surrounding residents and environment during the ICON project's long period of construction, and thereafter as the new development is occupied and operated, and many new automobile impacts are generated.

Response to Comment No. 84-12

Refer to Response to Comment No. 84-2.

Comment No. 84-13

ICON Sherman Oaks Project Construction Period Impacts and Mitigation:

My wife and I, and neighbors I have spoken with, are concerned with the multiple impacts that will occur during what will clearly be an extended construction period, including fuel emissions, dirt and dust, noise pollution, and nighttime light intrusion. The ICON project developers should be required to construct an effective substantial barrier on the front (north) side of the development facing Riverside Drive and the multiple multi-family residential buildings along it, including ours; and the developers should construct a similar barrier on the project's western side, facing residences along Calhoun Avenue, as well. The City of Los Angeles and its Planning Department have an opportunity to implement what I suspect would be a new best-practices residential-area construction-project mitigation measure:

a two story- to three story-high modular vegetated greenwall should be designed and installed to contain and absorb fossil fuel emissions, airborne dust and particulate matter, equipment and other noise, and nighttime light pollution.

Modular vegetated panels are available from a number of providers (such as L.A.-based Greenscreen: www.greenscreen.com) and are very flexible and adaptable.

My wife suffers from serious asthma, and we are very concerned about the additional pollution impacts on our lives that the ICON project will introduce. The construction of a substantial green barrier such as I describe would be the best way to address this concern.

Following the completion of construction, these greenwall panels could be re-assembled on the ICON development's southern exposure to help shield the residences and commercial locations within the ICON area from the very considerable air pollution emissions and noise emanating from the immediately-adjacent Ventura 101 Freeway on the Site's south side.

Response to Comment No. 84-13

Refer to Response to Comment No. 84-3.

Comment No. 84-14

ICON Sherman Oaks Project Permanent Impacts—Traffic and Public Transportation:

The permanent great increase in auto traffic and traffic's impacts, and in noise pollution and light pollution from the project are of great concern to me.

The ICON project's developers should be required to fund local public transportation improvements in capacity, frequency, and quality and energetically help to promote these improvements among the ICON development's occupants and in the local community; and should be required to help mitigate the impacts of the increased local vehicle traffic the ICON development will cause. My wife and I are part of the growing car-less L.A. constituency who depend on *both* robust public transportation *and* on continued efforts to control excessive vehicle speeds, aggressive and reckless driving, and the sheer volume of the ever-growing rivers of cars and pickup trucks that ply the L.A. hardscape.

Whether or not IMT and the ICON project help fund local public transit, **the Metro Line 155 buses and the LADOT Van Nuys–Studio City DASH Connectors must be made more frequent and must run later than now—and these improvements heavily promoted by the City, Metro, and LADOT.**

An excellent way the ICON Project's developers can reduce the expected massive traffic impacts of pollution, noise, congestion, car danger to transit users and pedestrians such as myself and my wife, will be **the City-mandated purchase by the ICON project developers of Metropolitan Transportation Authority TAP cards—transit passes—and their subsequent conveyance to all of the new residents of the ICON project. These should be complete year-round passes and they should be provided to all of the residents for several years; new residents who move into the development in all subsequent years should also receive this “move-in” allotment of several years worth of full-value TAP cards/transit passes** (or of lower-cost Senior passes for residents who so qualify by age).

Relevant to this suggestion is the consideration by the Metro Board (in the Executive Management Committee Response to Request for Information Regarding Affordable Housing and Metro Involvement, Feb. 19, 2015) of expanding the application of the group rate discounted B-TAP cards to the residents of affordable housing, which I understand is included (although not sufficiently in my view) in the ICON project.

There are other precedents for this idea from beyond Los Angeles, and several similar regulations, in other jurisdictions, notably in Berkeley with its new parking spaces code that makes accommodations for transit, biking and car-share users in addition to private vehicle owners. Los Angeles should adopt these regulations or versions of them, and require these at the ICON Project. Some of most interesting regulations include (from www.smartgrowthamerica.org/2014/08/12/smarter-parking-codes-to-promote-smart-growth/):

Designated parking for car-share: At least *one* car-share parking space must be designated in new residential developments that offer 11-30 private car parking spaces. Those providing 31–60 regular spaces must designate *two* car-share spaces, and developments with more than 60 regular spaces must designate *three* car-share spaces plus one additional for each successive increment of 60 regular spaces. People are more likely to opt to use car-share if there is reliable parking in their building. Car-sharing programs are becoming increasingly popular in cities across the country because they provide an affordable and convenient alternative to private car ownership.

“Unbundling” purchase of housing units from purchase of car parking: Private vehicle parking spaces must be priced and sold separately from the rental or purchase of dwelling units. This lets the household decide if they would like to take on the expense of a parking space, as opposed to that parking cost automatically being bundled into the lease or sale price. This makes housing more affordable because households can opt to forgo the cost of a parking space if they don't need it. This policy works particularly well when the multi-family building is near transit or in a place where owning a car is not as critical to quality of life.

Transit benefits for workers and residents: Property owners of new developments over 20,000 square feet must provide every employee and residential unit with a free pass for unlimited local bus service or similar transit benefit of the same value. This policy promotes transit use among new residents in congested downtown neighborhoods and it reduces traffic and car parking demand.

Also:

This requirement of free passes to new residents should become an integral part of Planning Department and other City requirements for new developments going forward into our City's, State's, and planet's dangerously carbon- and climate-challenged future.

For the same set of reasons, **the ICON Project developers should be required to work with all of the retail occupants of the site to creatively limit the amount of automotive traffic into and out of these restaurants and stores—for example, working with retailers to offer well-publicized discounts and other perks to customers who arrive and depart on public transportation** (Metro buses and LADOT DASH Connector buses) using TAP cards they present when making purchases.

This is a multi-agency activity (Planning, LADOT, Metro, etc.) that the City should also engage existing retailers on!

The City should work with the ICON developers to **add more DASH Connector buses to the Van Nuys–Studio City DASH route that passes the ICON development on Hazeltine Avenue and to promote the DASH service with one or a couple of large poster-size DASH route maps that would appear on nearby walls in the ICON retail area**—perhaps working with other retail organizations along this DASH route, such as the Westfield Mall (which has expressed interest in doing this), Trader Joe's, and Ralph's Market among others, and the Los Angeles Department of Transportation, to design, produce, and display these large-scale route maps on their premises.

(Furthermore, **the Van Nuys–Studio City DASH route should be extended eastward from its current terminus at Ventura and Laurel Canyon Boulevards to the Universal City Red Line subway station.** This DASH route would be much more useful to the Sherman Oaks community and the future residents of and visitors to the ICON development with this extension. ICON, the Department of Planning, and LADOT should work together to make this happen.)

ICON, the City, and Metro should work together to **increase the frequency of the essential Line 155 bus that runs along Riverside Drive** between central Sherman Oaks on the west and the Universal City Red Line subway station and further points to the east.

In tandem with these efforts, the City should consider permitting a reduced number of car parking spaces in the ICON development.

The **former Pedestrian Tunnel under the 101 Ventura Freeway at Tyrone Avenue that was closed around the turn of the century needs to be reopened**—with added security lighting and closed-circuit cameras, as appropriate—in order to facilitate foot traffic between the ICON Project (and the north-of-101/east-of-Van-Nuys-Boulevard Sherman Oaks neighborhoods) and the central Sherman Oaks business and shopping district—especially to reduce and mitigate the coming enormous increase in auto traffic out of and into the ICON development.

Metro’s Active Transportation and Sustainability program staff should be brought into Planning’s consideration of these ideas.

Furthermore, I strongly request that Planning, LADOT, the City Council, and ICON to seriously consider and subsequently **implement suitable traffic calming and other traffic safety interventions in the local area to reduce the high-speed and aggressive driving that is all too common in this area**, including reinstating the primary speed enforcement by LAPD that was common along this stretch of Riverside Drive in the 1990s and early 2000s, now inexplicably absent, even while the speed limit on Riverside Drive was increased several years ago from 35 mph to 40 mph due to the so-called MUCTD “85th Percentile Rule.”

A general recommendation and request in this regard: The City’s commendable effort to make L.A.’s ‘big data’ more transparent, accessible, and useful should include the recorded speeds along certain arterial stretches—perhaps starting with arterial locations where residents/businesses request it. With increasing frequency, cars pass my home on Riverside Drive literally at freeway speed and near-freeway speed! Frankly, speed cameras recording high-speed offenders for the purpose of a law enforcement response (at least for those drivers of vehicles with actual California license plates, but that’s another story) need to be implemented—again, perhaps starting with arterial locations where residents/businesses request it. . [sic]

Response to Comment No. 84-14

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Refer to Response to Comment Nos. 84-3 and 84-4.

Comment No. 84-15**ICON Sherman Oaks Project Permanent Impacts—Urban Heat Island Effects:**

The roofs of all structures in the ICON development should be certified urban heat island-mitigating white roofs and/or vegetated ‘green roofs.’

Response to Comment No. 84-15

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 84-16

Further, **all of the wonderful coniferous trees (there are at least 25 of these) on the project site should be retained!** These are large, beautiful, old, carbon-sequestering trees that cannot and will not soon be replaced by new plantings. If the project is downsized as I and my neighbors hope, the downsizing should occur in a way that saves from development the space occupied by these trees, and therefore these trees.

Response to Comment No. 84-16

Refer to Response to Comment No. 84-6.

Comment No. 84-17**ICON Sherman Oaks Project Permanent Impacts—Noise Intrusion from the ICON Development:**

Outdoor “canned music” and overly loud indoor music and audible media should be strictly prohibited and monitored by the City after the project is completed and in operation; this requirement should be clearly included in the Planning permissions the ICON development ultimately receives. The same should be required in regard to all other noise sources within the project, including vehicle-associated noise pollution.

Response to Comment No. 84-17

Refer to Response to Comment No. 84-7. In addition, as discussed in Section IV.G, Noise, beginning on page IV.G-33, of the Draft EIR, the Project’s operational noise impacts related to off-site traffic (mobile noise sources) would be less than significant.

Comment No. 84-18

ICON Sherman Oaks Project Permanent Impacts—Light Intrusion from the ICON Development:

The level of exterior lighting in the ICON Project including illumination and onsite commercial signage should be strictly defined, limited, and controlled. A sincere attempt should be made to radically minimize the amount of new light introduced into our environment from the ICON development—both above and laterally from the sides of the project site.

Also, offsite (billboard) signage, both static and digital, should be strictly *and by regulation forever* prohibited here.

I note that the State, City, and our country are, at long last, engaged in a serious effort to reduce energy use and the carbon emissions associated with it. A sincere, sustained, and creative effort to minimize such environmental effects as light and noise pollution is precisely in accord with this overarching societal and political effort that will only grow with the passage of time for the rest of our lives.

Response to Comment No. 84-18

Refer to Response to Comment No. 84-8.

Comment No. 84-19

ICON Sherman Oaks Project: How ICON Can Assist Sherman Oaks Post-Disaster Community Resilience:

The ICON project should be required as a condition of Planning approval to create a secure storage space for a supply of emergency water for the surrounding community (whose water needs following a disaster such as a great earthquake will be only strained by the additional residents of the ICON Project) in the form of hundreds of separately and easily carried containers ready for distribution to neighborhood residents if the need arises due to LADWP water distribution interruptions.

(Especially relevant vis-a-vis this December 16, 2014 article in the L.A. Times, [Quake could cut off L.A.'s water supply.](#))

Response to Comment No. 84-19

Refer to Response to Comment No. 84-9.

Comment No. 84-20**ICON Sherman Oaks Project: Adjacent Public Pocket Park or River Center:**

The area along the south side of the Sunkist/ICON property, the developer states, will be preserved in its present planted state as a small public park. **This back-of-ICON ‘pocket park’ could be expanded into a larger modest but full-fledged public park, a Los Angeles River Center, a public recreation area, and/or a covered playground, and even a covered performing arts space if the ICON project’s proposed park is expanded southward to include the large and dramatic open-air covered area under the Ventura 101 Freeway** that is now occupied by an Auto Club auto service and storage area, plus a bit of additional public park area with a platform and access walkway over the Los Angeles River between the area under the freeway and the small section of Stansbury Avenue south of there, at the jog intersection of Hortense and Valleyheart streets. (An additional potential use of the covered space beneath the freeway could be as a homeless persons’ “residential village,” complete with safe places to sleep, shower and toilet facilities, mail delivery, and perhaps a kind of communal kitchen. Although this idea would be a very hard sell, I note that a small homeless encampment at present occupies a portion of the back side of the Sunkist property.)

Response to Comment No. 84-20

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 84-21

Thank you for your and the Planning Department’s attention to these concerns and ideas, which I have shared with my Councilmanic [sic] representatives and the local Sherman Oaks Neighborhood Council, and the Neighborhood Council’s Green and Beautification Committee, of which I am a member, and the Neighborhood Council’s Land Use Committee.

Response to Comment No. 84-21

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 84-22

Thank you for your July 21st acknowledgement of receipt of the comments concerning the ICON Sherman Oaks project I submitted to the City Department of Planning. I am today submitting an expanded version of my comments. I have shared most of the ideas in my original submission as well as the ideas I have added to the copy below, at the Public Scoping Meeting on July 15th, with the architect and landscape architect (Greg Verabian of Johnson Fain and Duane Border of Duane Border Design), IMT's Vice President of Real Estate Development Jeremy Byk, and Consultant Ira Handelman, and will subsequently share my revised submission below with them, as well as my City Council representative Tom LaBonge and his Planning Deputy Jonathan Brand.

Please place a copy in the Planning file and forward it to the environmental consultant.

I do hope that your department will seriously consider and address my concerns, and bring the ideas I have described into the process of properly planning, scaling, and shaping the massive ICON project.

Response to Comment No. 84-22

This closing comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 85

Wendy M. Brogin, AICP
5043 Matilija Ave.
Sherman Oaks, CA 91423-1237

Comment No. 85-1

While I realize that the period for the Public Comments has expired for the DEIR for the above project, I would very much appreciate you including this email in the project file, in a manner that respects the conclusion of the Comment Period. We had intended to include the larger photo, below, in our comments, however, I understand that it cannot be a part of our Comments.

Thank you in advance for your assistance with this matter.

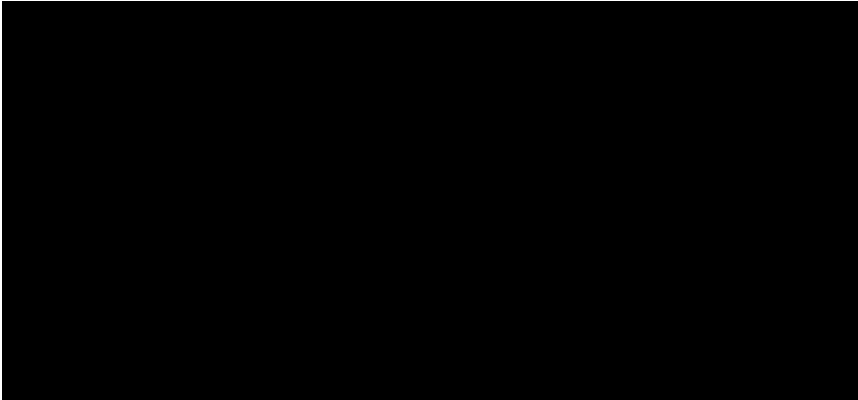
Response to Comment No. 85-1

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 85-2

Taken from Los Angeles Daily News 7-29-14

[Los Angeles Planning Department to review development plans for Sunkist building in Sherman Oaks](#)



Los Angeles Planning Department to review development plans for Sunkist bui...

A plan to have a massive development around the Sunkist building in Sherman Oaks to add residential, commercial ...



Response to Comment No. 85-2

This comment does not raise an issue specific to the Draft EIR and the environmental impact analysis addressed therein. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

As discussed in in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. Refer to Topical Response No. 1 for a detailed description of the design modifications included with the Reduced Alternative 5.

Comment Letter No. 86

Marcy McCusker Sporman
13823 Riverside Dr., #3
Sherman Oaks, CA 91423-2426

Comment No. 86-1

IT IS IMPERATIVE that you do everything possible on behalf of the homeowners/residents of Sherman Oaks to mitigate the significant negative impacts of SUNKIST ICON by REDUCING the size of the proposed development.

Response to Comment No. 86-1

As summarized in Table I-1, beginning on page I-20 of Section I, Executive Summary, of the Draft EIR, the Project would have significant and unavoidable impacts related to on-site construction noise and vibration, and intersections.

As discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Refer to Topical Response No. 1 for a detailed description of the Reduced Alternative 5.

Comment No. 86-2

Additionally, a 30-day extension is requested for the DEIR public comment window in order to allow sufficient time for public review.

Response to Comment No. 86-2

In accordance with CEQA, the Draft EIR was initially circulated for a 45-day public comment period beginning July 28, 2016, and ending September 12, 2016. In response to comments on the Draft EIR, the comment period was extended an additional 15 days through September 27, 2016, for a total of 60 days, to provide more time for responsible and trustee agencies, as well as the public, to comment on the Draft EIR. As set forth in CEQA Guidelines Section 15105(a), the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days.

Comment No. 86-3

Specifically, adding 300 MORE apartment units (and an estimated 900 people and 600 more cars!) to our area is OVER-development! Especially since IMT has recently built 6 massively-huge apartment complexes, three or more stories tall, and some being a city block long—ALL WITHIN A 3 MILE RADIUS HERE IN SHERMAN OAKS!! I understand that these recently-built IMT developments are NOT at full occupancy, making the addition of 300 MORE in the same area OVERDEVELOPMENT, unneeded, and undesirable. Huge, multiple negative impacts to our community will result, namely: WORSENING OF TRAFFIC WORSENING OF AIR POLLUTION AND NOISE LESSENING OF AIR QUALITY (and the destruction of many mature trees!) DEEPER STRAINS TO PUBLIC SERVICES (police, fire, hospital, etc.), WHICH ARE ALREADY INADEQUATE! This development MUST be significantly downsized to being either JUST COMMERCIAL or COMMERCIAL PLUS NO MORE THAN 50 APARTMENT UNITS. 300 MORE APARTMENTS IS ABSOLUTELY UNWARRANTED, and if built, would be done so at the sole benefit of IMT (and city) profits—and NOT in the service of the well-being of our community and its residents. Thank you for your immediate and full cooperation on behalf of your constituents in Sherman Oaks!

Response to Comment No. 86-3

Refer to Response to Comment No. 86-2.

As discussed in Section IV.I, Transportation/Traffic, of the Draft EIR, the Project would result in significant impacts at two of the 14 analyzed intersections: Intersection 6: Hazeltine Avenue and Riverside Drive and at Intersection 10: Riverside Drive and Woodman Avenue during the A.M. and P.M. peak periods. With the implementation of mitigation measures, impacts at Intersection 6 during the P.M. peak period and at Intersection 10 during both the A.M. and P.M. peak periods would be reduced to a less than significant level. Impacts at Intersection 6 during the A.M. peak period would remain significant and unavoidable. In addition, while implementation of Mitigation Measure I-4 would mitigate the impact at Intersection 10 to a level of less than significance, as it was uncertain if Metro and/or LADOT would approve the proposed bus stop relocation, the impact was conservatively considered significant and unavoidable.

Further, as discussed in Topical Response No. 1, above, in response to comments on the Draft EIR and to further lessen potential environmental effects, a Reduced Alternative 5 is presented in this Final EIR. The Reduced Alternative 5 reflects a reduced development compared to the Project. Specifically, the Reduced Alternative 5 would reduce the number of residential units from 298 units to 249 units and the neighborhood-serving commercial uses from approximately 39,241 square feet to 27,470 square feet. The Reduced Alternative 5 also provides circulation improvements. Specifically, the

proposed surface parking lot along Hazeltine Avenue includes a pass-through lane for all vehicles that would allow access to Building A from the Project Site's southerly Hazeltine Avenue driveway, as opposed to traveling northbound and turning left at Hazeltine Avenue and Riverside Drive. Additionally, Hazeltine Avenue is proposed to be restriped to provide a dual southbound left-turn entry into Westfield's signalized driveway. This would reduce the potential for queuing into the Westfield parking garage. The Project Site's northerly Hazeltine Avenue driveway would be restricted to only right-turn in and right-turn out access. Project residents and patrons traveling northbound on Hazeltine Avenue would be prohibited from turning left into the northerly Hazeltine Avenue driveway. As a result of the reduction in residential density, commercial square footage, and addition of circulation improvements, the Reduced Alternative 5 would fully mitigate the significant and unavoidable impact at Intersection 6, the Hazeltine Avenue and Riverside Drive intersection, during the A.M. peak period previously identified in the Draft EIR for the Project. However, the Project's impact at Intersection 10, Riverside Drive and Woodman Avenue, would remain under the Reduced Alternative 5. Refer to Topical Response No. 2 regarding the Supplemental Traffic Analysis.

As discussed in Section IV.B, Air Quality, of the Draft EIR, operation of the Project would not introduce any major new sources of air pollution within the Project Site and localized impacts from on-site emission sources would be less than significant. In addition, as discussed in Section IV.G, Noise, of the Draft EIR, operational noise impacts associated with the Project would be less than significant.

As discussed in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project would generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate by the City. The project design features, as well as revenue to the Municipal Fund, would help offset the Project-related increase in demand for police services. Overall, as concluded in Section IV.H.1, Public Services—Police Protection, of the Draft EIR, the Project's impacts to police protection services would be less than significant with mitigation.

Additionally, as discussed in Section IV.H.2, Public Services—Fire Protection, of the Draft EIR, the Project would implement applicable building construction and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, and provision of fire lanes, etc. 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 the issuance of a building permit as well as through the submittal of other building plans to be reviewed by the LAFD during the standard building permit process. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities

and equipment. As determined in the Draft EIR, the Project's impacts on fire protection services would be less than significant.

Furthermore, Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and police services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.²²

As discussed in Section IV.A, Aesthetics, of the Draft EIR, trees to be removed within and adjacent to the Project Site would be replaced in accordance with City requirements. Specifically, on-site trees to be removed would be replaced on a 1:1 basis and street trees to be removed would be replaced on a 2:1 basis.

²² *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847