

COMMUNITY BENEFITS

How does the community benefit, and what is the trade off with effects on the quality of life in the community?

COMMUNITY INPUT PROJECT: The Applicant has embraced an alternative version of the project endorsed by the SONC Working Group and the community that includes the following key project features and changes (the “Community Input Project”):

Hazeltine Avenue Fronting Publicly Accessible Open Space

- A new publicly accessible (privately maintained) landscaped parkway will be provided along Hazeltine Avenue (“Hazeltine Parkway”).
- The Hazeltine Parkway will be programable, usable open space connecting Riverside Drive to a 27,000 square foot public pocket park on the Applicant’s property fronting the LA River.
- The Hazeltine Parkway spans 58 feet and 6 inches in width (as measured from the edge of the Hazeltine sidewalk). This includes 45 feet and 6 inches of privately maintained open space on the Sunkist site plus a variable 13-foot sidewalk along Hazeltine Avenue.
- A portion of the previously proposed Building A commercial square footage has been reconfigured to abut the Hazeltine Parkway to activate and enliven the public open space.

Relocation of the Sunkist Office Building Parking Structure

- The previously proposed 4 story parking structure on Hazeltine Avenue has been relocated to the western portion of the Site along Calhoun Avenue.
- A surface parking lot, with one subterranean level, is now proposed between the Sunkist building and the Hazeltine Parkway, directly south of Building A.
- Elimination of an above grade parking structure on Hazeltine Avenue substantially expands visibility of the Sunkist office building.

Building A/B Massing Reduction and Setback Enhancements

- The Community Input Project includes Building A and B visual openings facing Riverside Drive above the podium level, previously requested by the community.
- Buildings A and B maintain an expanded setback area provided along Riverside Drive.

TRADER JOE’S: The Community Input Project continues to provide a new, enlarged and updated specialty grocery store (e.g., Trader Joe’s) at the corner of Riverside Drive and Hazeltine Avenue.

Relocating Trader Joe's to the Sunkist site provides a solution to the parking, circulation, and traffic problems caused by the current substandard Trader Joe's store, along with an overall improved shopping experience. Adequate parking would be provided at the Sunkist site to address parking demand which ensures no spill-over parking in the neighborhood. Dedicated employee parking for Trader Joe's staff would be provided in the proposed Hazeltine Avenue parking structure.

SHOPPING & DINING: New retail shopping and dining options located within walking distance from residential neighborhoods and a regional mall.

QUALITY RESIDENTIAL HOUSING: Los Angeles is in an extreme housing shortage and the Sunkist development will provide an opportunity for people to live in a self-contained true mixed-use project allowing residents and employees to "Live, Work, Shop, & Play" on-site while minimizing off-site vehicular trips. The ability to walk to work, a grocery store and/or a regional mall without having to drive is a lifestyle benefit to future residents and the community at large.

PRESERVATION: The Sunkist building has become obsolete both functionally and in terms of attracting quality tenants. IMT will retrofit and improve this building, thereby restoring and updating this property to a Class A+ office space, while carefully preserving the building's historic significance. This benefits the community by guaranteeing the continued preservation and investment into an iconic building.

SUNKIST BUILDING

We would like a tour of the Sunkist building and want to see plans for it.

- A tour has been provided to the SONC Sunkist Working Group. We would be happy to provide a tour for other interested members of the Land Use Committee, subject to current filming commitments.

We would like a meeting room in the Sunkist building that the community can use in evenings, weekends and some days.

- Yes, we agree to provide space in the Sunkist tenant's conference area to SONC subject to any future tenant lease requirements and coordination with the future tenant(s) that occupy the building.

FLOW OF TRAFFIC

We would like to see the flow of traffic in, out and around the project that also includes commercial delivery simulations.

- We have significantly modified the project's circulation plan along Hazeltine Avenue at the community's request. Voluntary changes include:
 - Limiting the project's northerly Hazeltine Avenue driveway access to right turn in and right turn out only. Left turns into this driveway from Hazeltine Avenue are now prohibited.
 - Adding a vehicular pathway through the proposed surface parking lot fronting the Hazeltine Parkway to allow more active use of the Sunkist site's southerly driveway. This improves circulation on Hazeltine and relieves congestion at the Hazeltine/Riverside intersection by allowing another option for residents and Trader Joe's patrons to enter the site.
 - Restriping Hazeltine Avenue at Westfield's signalized intersection to create dual left hand lanes for southbound vehicular access into Westfield's parking structure (subject to Westfield's approval).

PROVISIONS FOR RETAIL DELIVERY

We would like to see the flow of traffic in, out, and around the project that also include commercial delivery simulations.

- Most of the dry/supply loading for the retail uses would be done street side with small commuter trucks. Trash would be located in the central loading dock. Larger retailers may have access to the loading dock for initial move in and large shipment. The market also has dedicated loading.

We would like to see what provisions have been made for parking for UPS and FedEx trucks.

- The unique design of this property allows UPS and FedEx vehicles to temporarily park curbside on streets that are internal to the property, thereby removing the need for them to park along any of the surrounding public streets.

TRAFFIC MITIGATION

What traffic mitigation is planned inside the project and elsewhere in the area?

- Draft EIR Mitigation Measures include:
 - The Project will dedicate and widen along the south side of Riverside Drive west of Hazeltine Avenue to provide an eastbound right turn only lane. Protected permissive left turn phasing is proposed at the intersection (if found to improve operational safety by LADOT).
 - Riverside Drive & Woodman Avenue – The Draft EIR calls for relocation of the bus stop from the south side of Riverside Drive west of Woodman to the south side of Riverside Drive east of Woodman Avenue to create a functional eastbound right turn lane. Left turn phasing for northbound Woodman at Riverside Drive would also be installed (if found to improve operational safety by LADOT). At the community’s request, the Applicant team is currently working with LADOT to explore alternate locations for the bus stop.
- Transportation Demand Management Plan (TDM):
 - Ride sharing program and coordination.
 - Various incentives for employees to live on-site. Offered to individuals who work at the property to become residents at the property.
 - Establish an on-site Transportation Management Office (TMO) to assist residents and employees to find alternative travel modes and strategies.
 - Provide a visible on-site display or software application that will provide options for ridesharing, bus routes, and bike routes in a prominent area(s) in view for residents, employees and patrons of the commercial components;
 - Encourage alternative work arrangements for employees and residents.
- Transit Amenities:
 - Improve the existing bus stop on east and west side of Hazeltine Avenue south of Riverside with a covered bench;
 - Provide access and transit pass reductions for residents and employees of the commercial venues;

- Provide carpool and vanpool matching and preferential parking for carpools/vanpools that register with the TMO;
- Provide secure bicycle facilities and bicycle sharing service for residents and/or commercial employees use;
- Considering Smart Bike programs for bicycle sharing such as “CycleHop;”
- Provide improved site design that will provide pedestrian oriented congregating areas and open passageways, provide on-site pick-up and drop-off areas, as well as access to the Los Angeles River Parkway;
- Provide transit and ridesharing incentives such as points or coupons for merchandise or transit passes;
- Provide guaranteed rides home for employees that use alternative modes of transportation or rideshare in the event of an emergency.

RESIDENT & VISITOR PUBLIC TRANSPORTATION

What interface and upgrades are planned with public transportation for people living in and visiting the project?

- IMT intends to implement a software program as a one-stop shop for people living and visiting the property to find out transit information for Sherman Oaks. People would be able to obtain information on Metro Stops and time, view real time traffic alerts, request car service, etc. We see this as a mobile app, as well as a touchscreen device located on the property.

What are the plans to make public transportation available, affordable, and used by the residents and businesses in the project?

- IMT would improve surrounding bus stops.
- Onsite Kiosk or software application providing with real-time transit information.
- Transit supplementation through various methods through on-site amenities, such as a potential Metro TAP vending machine on site for paying for fares or incentivizing tenants to use public transit.

We would like protected bus bench waiting areas at all four corners of Riverside and Hazeltine.

- Agreed. Bus stops with bench, cover, and trash receptacles (similar to those currently provided on the north side of Riverside Drive west of Hazeltine Avenue and on the south

side of Riverside Drive east of Hazeltine Avenue) are proposed on the east and west side of Hazeltine Avenue south of Riverside Drive as requested.

ARTICULATION OF BUILDINGS

We would like more setback and articulation of the buildings and more open space.

- The Community Input Project has been redesigned and now provides substantially more articulation, visual openings and porosity along Riverside Drive. The Building A and B courtyards have been flipped and now face Riverside Drive to provide significant massing relief and façade breaks as viewed from Riverside Drive.
- The Project’s landscaping and open space plan has been completely redesigned at the community’s request. As discussed above, the Community Input Project now provides publicly accessible open space along Hazeltine Avenue connecting Riverside Drive with the Project’s approximately 27,000 square foot river parkway proposed on the LA River.

VIEWS & EXPOSURE

We would like better views and exposure of the existing Sunkist building.

- The Community Input Project substantially expands view of the Sunkist building by relocating the above grade parking structure from Hazeltine Avenue to Calhoun Avenue (with ample setbacks from the local street). The redesign now ensures complete visibility of the Sunkist building along Hazeltine Avenue and from the 101 freeway.

GUARANTEES

We would like the two lots tied. If the division of the property into two lots being done in order to sell the Sunkist building and parking structure as a commercial property, we need guarantees that it will remain as now shown.

- The property is already currently two parcels. Subdivision of the property would only realign the lot lines to be consistent with the proposed project design. Approval of a subdivision map would not allow changes to be made from the proposed plans.

What guarantees do we have that the open space along the river will be maintained?

- The property owned by IMT designed and designated as open space will be approved as part of the entitlements and enforced through conditions of approval and recorded covenants and agreements with the City of Los Angeles.
- It should also be noted that the owner has a vested financial interest in maintaining these areas to ensure the highest value is achieved through attracting the best commercial, office, and residential tenants. Failing to properly maintain the property would therefore be completely contrary to both the owner’s and the community’s interest.

Where will the equipment and facilities that are currently in the area near the river be moved and when will this be done?

- The current equipment located by the River will be removed. A cooling tower enclosure will be constructed in the same general vicinity, but should have a smaller footprint. This cooling tower will serve the existing Sunkist office building.

TRANSFORMERS

We would like the transformers for the project to be in underground vaults separate from the underground parking.

- The service from the street poles/vaults will feed the project through underground conduit into underground vaults located on our property (usually right behind the sidewalk so they are accessible to DWP). Although the vaults are located underground, transformers and switch gears (which sit on top of the vaults) will be visible. Just like the community, we don't like looking at these transformers and switch gears. To mitigate the visual effect of the transformers, IMT will plant large, fast growing hedges around the vaults to hide and screen the equipment.

COMMUNITY

We would like a Community Protection Fund for the residential area between the IMT/Sunkist project and the Van Nuys/Sherman Oaks Park.

- As discussed, the project has been completely redesigned at the community's request. This redesign provides substantial community benefits in expanded open space and river fronting improvements. The redesign also results in a significant loss in residential density.
- Funding for permit parking if a Neighborhood Protection Fund is ultimately created should be for the benefit of the adjacent Calhoun Avenue residents - the project's most impacted neighbors.

PROBABLE TENANT

We have been told that Trader Joe's is a probable tenant. Has a lease been consummated? If it has, we would like to see the plans and circulation that will be used in the customer parking area. If not, we would like to see alternative plans for the market tenants loading area and customer parking areas.

- A lease with Trader Joe's has been signed based on the original project's prior designs. IMT will be presenting the new Community Input Project to Trader Joes for their approval. All retail and market space has dedicated parking. There is direct elevator/stair access to street level and direct multi-elevator access to the market.

CELLPHONE PLANS

We would like to see the plans for the new placement of the cell phone installation that is at the roof line of the Sunkist building.

- IMT is subject to cellular leases previously entered into by Sunkist. At this time the cellular companies are not willing to relocate the equipment. In the future, if the leases expire or terminate (or if the cellular companies are willing to relocate equipment) then IMT will identify new placement areas.

PARKING

We would like designated and free employee parking included in all Commercial leases.

- IMT has agreed in the lease agreement to provide Trader Joe's free employee parking. This provides dedicated employee parking separate from the customer retail parking to ensure visitors and customers have a safer and better shopping and parking experience.

We would like parking to be provided off site with shuttle service for construction workers.

- The Project will, for the most part, be able to provide on-site parking for construction workers. Construction workers will be prohibited from parking on adjacent streets and will be directed to on-site parking or, if unavailable, to off-site locations and transported to the job site.

SIGNAGE

We would like commercial signage and lights not visible outside the project.

- There is no offsite or animated or moving signage proposed as part of the project. Any illuminated signage will be mitigated to prevent spillover offsite lighting effects.

CURB LANES

We would like the curb lanes bordering the project to be designated by DOT as not available for loading, standing, or stopping.

- The Community Input Project continues to provide sufficient parking on-site (above Code requirements) so that the public street parking would not be required. We are willing to work with LADOT to address the requested curb lane restrictions.

LANDSCAPING

We would like the Preliminary Landscape Plan including the preliminary planting Plan, planting legend (Latin name and common name), size of material plant and spacing.

- The landscape plan is currently being refined for the Community Input Project. The plant palette will continue to meet state and local landscape and irrigation standards for water

use and the Rio LA design guidelines for native and indigenous materials appropriate to the LA River corridor.

OPEN SPACE FUNDS

We would like open space funds set aside specifically for the development of the riverfront.

- IMT will request, support, and cooperate with SONC and the community to direct required Quimby funds to the riverfront area adjacent to the Sunkist development

UPDATED NUMBERS OF UNITS & PLANS

We would like to see the updated number of units and plans for the project.

- The Project density was reduced from 298 units as disclosed in the Draft EIR to 278 units based on the “Alternative 5” project design discussed at length with the SONC Sunkist Working Group. The Community Input Project further reduces the density to 249 total units.
- This density reduction includes the complete elimination of Building C’s approximately 60,000 square feet of residential square footage, previously proposed along Calhoun Avenue.
- In addition to reducing the total unit count, the Community Input Project further eliminates bedrooms by increasing studio units and reducing the number of one and two bedroom units, as compared to the 278 unit Alternative 5 Project.

TRAFFIC ROUTE CONCERNS

We have concerns that the traffic figures used for analysis do not reflect the current situation on Riverside Drive, Van Nuys Blvd., Woodman, the 405, and 101.

- Intersection traffic volumes were counted for three hours during the morning peak hour and three hours during the evening peak hour. The highest single hour for each peak was used in the traffic study. Freeway volumes were provided by the State of California Department of Transportation (Caltrans).
- The Final EIR will include an updated traffic analysis that incorporates additional “ambient growth” to surrounding intersections to account for the time since the release of the original traffic study.
- The Applicant also voluntarily collected traffic counts on December 24th to evaluate an absolute worse-case holiday time traffic condition (for informational purposes only). The holiday traffic study results did not result in any new future project related impacts beyond those previously disclosed in the Draft EIR. These holiday traffic results will be disclosed for informational purposes in the Final EIR.

We have concerns about a potential bottleneck at the driveway about 100 feet south of the intersection. Also, cars exiting this driveway and wanting to travel north will be making U-turns on Hazeltine or elsewhere.

- We believe the voluntary Hazeltine circulation improvements discussed above substantially address this concern. We are happy to go over the detailed striping plans with you to demonstrate the anticipated benefits.

PARKING & TRAFFIC ALTERNATIVES

We would like to see alternative plans for the parking structure, visibility of the Sunkist building, and the traffic and loading areas on the east side of the project.

- At the community's request the above grade parking structure has been relocated from Hazeltine Avenue to Calhoun Avenue. The new structure includes two above grade and two below grade levels, as well as rooftop parking. As viewed from Calhoun Avenue, the structure has been reduced to 26 feet and 10 inches – roughly the same height as a (two story) single family home.
- A green screen and new landscaping will be provided to visually shield the structure from Calhoun Avenue residents.
- A majority of the structure is set back at least 19-feet 3 inches from the Calhoun Avenue property line to provide a generous buffer from the residences across the street.
- Calhoun residents will be shielded from parking structure noise and lighting impacts.