

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

SPR-ZAA-CDO CEQA No.: ENV-2016-1028-MND September 8, 2016 Date:

Incidental Cases: N/A Time: After 8:30 A.M. Los Angeles City Hall Related Cases: N/A Place: Council No.: Board of Public Works Hearing Room

200 North Spring Street, Room 350 Plan Area: Reseda-West Van Nuys Los Angeles, CA 90012 CDO: Reseda Central Business

District **Public Hearing:** July 19, 2016 Certified NC: Reseda

Zone Change is appealable only by Appeal Status: General Plan: Community Commercial

the applicant to City Council if [Q]C2-1L-CDO and [Q]P-**Current Zone:** disapproved in whole or in part. 1L-CDO

Applicant:

Case No.:

CPC-2016-1027-VZC-

Reseda Citi, LLC c/o

Zoning Administrator's Adjustment, **Proposed Zone:** (T)(Q)RAS4-1L-CDO Director's Determination, and

are appealable to the City Council Parklane Investments King Woods, Woods Diaz

by any party. Representative:

Expiration Date: October 25, 2016 Group, LLC Multiple Approval: Yes

Community Design Overlay Review

PROJECT 18252, 18254, 18256, and 18260 West Sherman Way and 7120, 7124, and 7128 North

LOCATION: Etiwanda Avenue

PROPOSED The project involves the demolition of a two-story 13,070 square-foot commercial building PROJECT: and surface parking lot and the construction, use and maintenance a new four-story mixed-use development consisting of two buildings with a maximum height of 47 feet, totaling 121,969 square-foot development, consisting of 115 dwelling units and 10,485 square feet of commercial floor area providing 228 automobile parking spaces within one (1) at-grade and two (2) subterranean parking levels.

REQUESTED In accordance with Section 12.36 of the Los Angeles Municipal Code (Multiple Approval **ACTIONS:** Ordinance), the following are requested:

> 1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, adopt the Mitigated Negative Declaration (Case No. ENV-2016-1028-MND) for the above referenced project; and

> 2. Pursuant to Section 21081.6 of the California Public Resources Code and Section 15097 of the CEQA Guidelines, adopt the Mitigation Monitoring Program for ENV-2016-1028-MND.

- 3. Pursuant to Section 12.32-Q of the Los Angeles Municipal Code, a Vesting Zone Change from [Q]C2-1D-CDO and [Q]P-1L-CDO to (T)(Q)RAS4-1L-CDO;
- 4. Pursuant to Section 12.28 of the Los Angeles Municipal Code, a Zoning Administrator's Adjustment to permit a reduced rear yard setback for Building B of 0 feet;

- 5. Pursuant to Section 16.05-E of the Los Angeles Municipal Code, a Site Plan Review for a development which creates 50 or more dwelling units;
- 6. Pursuant to LAMC Section 13.08, a Community Design Overlay Plan Approval.

RECOMMENDED ACTIONS:

- 1. **Adopt** the Mitigated Negative Declaration (Case No. ENV-2016-1028-MND) for the above referenced project;
- 2. Adopt the Mitigation Monitoring Program for ENV-2016-1028-MND:
- 3. **Recommend** that the City Council **approve** a **Vesting Zone Change** from [Q]C2-1L-CDO and [Q]P-1L-CDO to (T)(Q)RAS4-1L-CDO;
- 4. **Approve** a **Zoning Administrator's Adjustment** to permit a minimum 0-foot reduced rear yard setback for Building B;
- 5. Approve Reseda Community Design Overlay Plan Approval for the construction, use, and maintenance of a four-story, 47-foot tall, 115-unit mixed-use development consisting of two buildings on an approximately 65,170 square-foot site, and
- 6. **Approve** a **Site Plan Review** for a development which creates 50 or more dwelling units:
- 7. Adopt the attached Findings;
- 8. Advise the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
- 9. Advise the applicant that pursuant to State Fish and Game Code Section 711.4, Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) Filing.

VINCENT P. BERTONI, AICP

Director of Planning

Charles J. Rausch, Jr.

Associate Zoning Administrator

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JoJo Pewsawang Hearing Officer

Treating Officer

City Planner

Jordann Turner

Telephone: (213) 978-1214

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

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PROJECT ANALYSIS

Project Summary

The project involves the demolition of a two-story, 13,070 square-foot structure and a surface parking lot, and the construction, use and maintenance of a new mixed-use development consisting of two four-story buildings. The site consists of two buildings; Building A and Building B. Building A fronts Sherman Way and has a maximum height of 47 feet with 33 units, 78 vehicle parking spaces, 46 bicycle parking spaces, and 7,767 square-foot of ground floor retail. Building B has a maximum height of 45 feet with 82 units, 150 vehicle parking spaces, 93 bicycle parking spaces, and 2,718 square feet of ground floor retail. Vehicular access to the proposed project is from the alleyway that bisects the site. The alleyway is accessible from Etiwanda Avenue and Lindley Avenue.

	Building A Building B	
Height	47 feet	45 feet
Unit Count	33	82
Automobile Parking	78	150
Bicycle Parking	46	93
Retail	7,767 SF	2,718 SF

The overall building materials and color scheme will consist of primarily off-white and light grey stucco with accenting dark gray stucco along articulated walls, orange stucco, painted aluminum mullions, darker metal balcony railings, and varying window types. An articulated façade, recessed entryways, and balconies help create variation in both the building depth and differentiation. Building A consists of ground floor commercial and residential on floors two through four. Building B consists of ground floor commercial and residential units, which helps create a transition between the commercial uses along Sherman Way and the residential use along Etiwanda Avenue.

The applicant has requested the following:

- 1) A Vesting Zone Change from [Q]C2-1L-CDO and [Q]P-1L-CDO to (T)(Q)RAS4-1L-CDO;
- 2) A Site Plan Review for a development which creates 50 or more dwelling units;
- 3) A Zoning Administrator's Adjustment to permit a rear yard setback for Building B of 0 feet;
- 4) A Determination of Compliance with the Reseda Central Business District Community Design Overlay.

Background

The subject property is a flat, rectangular-shaped site that is bisected by an alleyway. The project site is located at the southeast corner of the intersection of Sherman Way and Etiwanda Avenue. The north of alley portion of the site has a frontage of 151 feet on the south side of Sherman Way and a frontage of 135 feet on the east side of Etiwanda Avenue. The south of alley portion of the site has a frontage of 135 feet on the east side of Etiwanda Street and 210 feet on the south side of the alley. The property is currently developed with a two-story commercial bank building and surface parking lot.

The property is located within the Reseda-West Van Nuys Community Plan, the Reseda Central Business District Community Design Overlay, an Airport Hazard Area (150-foot Height Limit

Above Elevation 790), and is within 10 kilometers of the nearest known fault (Northridge Fault). The project site is within 500 feet of a school zone (Magnolia Science Academy). And is within the Reseda/Canoga Park Earthquake Disaster Assistant Project area.

General Plan Land Use Designation

The Reseda-West Van Nuys Community Plan designates the subject property for Community Commercial land uses with corresponding zones of CR, C2, C4, RAS3, RAS4, P, PB, and Height District Nos 1L. The subject property is zoned [Q]C2-1L-CDO and [Q]P-1L-CDO and the applicant has requested a Vesting Zone Change to (T)(Q)RAS4-1L-CDO for the entire property.

Surrounding Properties

The surrounding land uses consist of Community Commercial, Medium Residential, and Low Residential and the [Q]C2-1L-CDO, [Q]P-1L-CDO, (Q)R3-1 and R1-1 zones. Surrounding properties are improved with a mixture of commercial development fronting Sherman Way and multi-family and single-family dwellings fronting Etiwanda Avenue and Gault Street.



Street and Circulation

<u>Sherman Way</u>, abutting the property to the north, is a Boulevard II, dedicated to a width of 100 feet and improved with asphalt roadway, landscaped median, and concrete curb, gutter and sidewalk.

<u>Etiwanda Avenue</u>, abutting the property to the west, is a designated Collector Street, dedicated to a width of 60 feet and improved with asphalt roadway, concrete curb, gutter and sidewalk.

The <u>alley</u>, bisecting the project, is dedicated to a width of 20 feet and improved with asphalt roadway and concrete gutter.

Site Related Cases and Permits

Ordinance Nos. 176,557 and 176,558 – On May 2, 2005, an Ordinance amending Section 12.04 of the LAMC by amending the Zoning Map establishing the boundaries of the Reseda Central Business District Community Design Overlay and establishing permanent [Q] Conditions became effective.

Surrounding Related Cases

Ordinance No. 180,830 and Case No. CPC-2008-4985-ZC-ZV-ZAA-SPR — On September 20, 2009, zone change ordinance became effective. On June 15, 2009, the City Planning Commission disapproved the Zone Change request from [Q]C2-1D-CDO and [Q]P-1D-CDO to [Q]R4-1D-CDO; approved and recommended that the City Council adopt Zone and Height District Change from [Q]C2-1D-CDO and [Q]P-1D-CDO to (T)(Q)R4-1-CDO; approved a Zoning Administrator's Adjustment (ZAA) for a 10-foot front yard setback on Darby Avenue in lieu of the 15 feet required pursuant to the R4 Zone; approved an ZAA to permit more than 50% of the front yard to be used for vehicular driveways; approved Site Plan Review to permit a development project in excess of 50 units of residential use, at 7238-7248 Canby Avenue and 7245 and 7247 Darby Avenue.

<u>Case No. DIR-2007-2422-SPP-CDO</u> – On January 18, 2008, the Director of Planning issued a determination of Design Overlay Project Permit Compliance for the demolition of 1,417 square feet and the construction of a 3,853 square-foot second-story addition to an existing building for a total of 7.706 square feet of office and medical offices with a maximum height of 35 feet 8 inches, within the [Q]C2-1D-CDO Zone at 18318 West Sherman Way.

Public Hearing and Issues

Public Hearing

A public hearing was conducted by the Hearing Officer on July 19, 2016, at 11:00 a.m., at the Marvin Braude Constituent Service Center in Van Nuys. The hearing was attended by neighborhood residents, the applicant and the applicant's representatives. A home owner stated that he was in opposition to the request due to existing site conditions that include flooding and crime. He stated that the proposed project would increase density, traffic, and crime in the neighborhood. He later submitted a letter in opposition to the request.

Pedestrian Access along the Alley

The project is providing a 5-foot setback along the Building A and Building B alley frontage that bisects the site. That extra 10 feet was originally envisioned to provide a wider visual appearance to the alley.

Magnolia Science Academy is located within 100 feet easterly of the site with an entrance that fronts the alley. The school also has outdoor facilities within the P Zoned portion of their site that is located to the south of the alley.

Use and Scale

Concerns were also raised at the public hearing regarding the scale of the development. A neighborhood resident felt that the project was out of scale and overly dense. The resident did not want skyscrapers in their neighborhood and felt that the increased density would lead to more crime.

Traffic

Concerns were also raised at the public hearing regarding the potential increase in traffic as a result of the project. The project as originally proposed consisted of 122 residential units and 7,006 square feet of retail space. The original DOT Traffic analysis dated May 17, 2016 determined that a significant impact would occur at the intersection of Sherman Way and Reseda Boulevard and recommended that the applicant create a Transportation Demand Management Plan (TDM). In response to community concerns regarding height and density, a floor was removed and the unit count decreased from 122 to 115. The Department of Transportation subsequently reanalyzed the project, and in a letter dated August 30, 2016, determined that no significant impacts would result from the revised project that includes 115 residential units and 10,485 square feet of retail space. The mitigation measure was removed and the applicant will be required to comply with DOT requirements.

Professional Volunteer Program

The proposed project was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on August 2, 2016. The following issues, concerns, and recommendations were discussed:

- Consider adding a curb along the alley to separate vehicles and pedestrians
- Consider relocating the residential lobby to front onto Sherman Way
- Blank wall along the eastern property line. Consider lighting, paving, art.

Conclusion

Based on the Public Hearing and information submitted to the record, staff recommends that the City Planning Commission recommend approval of the Zone Change from [Q]C2-1L-CDO and [Q]P1-1L-CDO to (T)(Q)RAS4-1L-CDO for the entire site; approve a Zoning Administrator's Adjustment to allow a 0-foot rear yard setback for Building B; approve Site Plan Review and approve a Community Design Overlay review with the Reseda Business District Community Design Overlay. Staff also recommends that the City Planning Commission adopt the Mitigated Negative Declaration (Case No. ENV-2016-1028-MND) and the Mitigation Monitoring Program. The project will provide residential units and neighborhood-serving commercial uses that are compatible in scale to surrounding development.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

Responsibilities/Guarantees.

- 1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
- 2. <u>Bureau of Engineering.</u> Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

a. Dedication Required -

Sherman Way (Boulevard II) - None.

Etiwanda Avenue (Collector Street) – Dedicate a 1-foot wide strip of land along Lot 753, Arb 6, Arb 7, and Arb 8, all part of Tract TR 1000, and a 1-foot wide and 3-foot wide strips of land along Lot 1 of Tract 18159 to complete a 33-foot wide half right-of-way in accordance with Collector Street standards of Mobility Plan 2035, along with a 20-foot radius property line return at the intersection with Sherman Way.

Alley (s/o Sherman Way) – None.

b. Improvements Required -

Sherman Way – Repair and/or replace any broken, off-grade or bad order street pavement, concrete curb, gutter, bus pad, and sidewalk. Close all unused driveways with full height curb, gutter, and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing improvements.

Etiwanda Avenue — Construct a new 15-foot wide full-width concrete sidewalk in accordance with Collector Street standards of Mobility Plan 2035. Construct access ramps at the corner with Sherman Way to comply with ADA requirements. Adjust the sewer manhole at grade to City Standards. Repair and/or replace any broken, off-grade or bad order concrete curb, gutter, and sidewalk. Close all unused driveways with full height curb, gutter, and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing improvements.

Alley – Reconstruct the entire 20-foot wide alley along the property with asphalt pavement, including a new 2-foot wide longitude concrete gutter along the property frontage. Construct a new alley intersection with Etiwanda Avenue to Alley standards. Repair or replace other existing public improvements that may get damaged during construction of the proposed project.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-1549.

Department of Transportation may have additional requirements offsite for dedication and improvements.

- c. No major drainage problems are involved.
- d. Mainline sewers exist in Sherman Way, Etiwanda Avenue, and in the Alley. Extension of the 6 inch house connection laterals to the new property line may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- e. An investigation by the Bureau of Engineering Valley District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering (818) 374-5088.
- f. Obtain a revocable permit from the Valley District Office of the Bureau of Enginereing for any structures, wall, fence, and landscaping to remain in the dedicated right-of-way (818)374-5077
- g. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the right-of-way (213) 482-7048.
- h. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.
- 3. **Fire Department.** Prior to the recordation of the CPC action, submit plot plans for Fire Department review and approval.
- 4. **Bureau of Street Lighting.** Construct new street lights: three (3) on Etiwanda Avenue. If street widening per BOE improvement conditions, relocate and upgrade street lights; three (3) on Sherman Way.

5. Department of Transportation.

- a. Access to Sherman Way shall be prohibited. Access to the project site is proposed via the alley in between the proposed Site A and Site B.
- b. A driveway width of w=30 feet is required for any non-alley access.
- c. A minimum of 20-foot reservoir space is required between any security gate or parking stall and the property line for any non-alley access, to the satisfaction of the Department of Transportation.
- d. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
- e. That permitting fees be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to any building permit approval. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

6. Urban Forestry Division.

- a. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting. If street tree removal is required call 311 or (800) 996-2489 to initiate the permitting process.
- b. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type and general condition of all existing trees on the site and within the adjacent public right(s) of way.
- c. All significant (8-inches or greater trunk diameter, or cumulative trunk diameter, if multi-trunk as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box size tree. Net, new trees, located within the parkway of the adjacent public right(s) of way, may be counted toward replacement tree requirements.

(Q) QUALIFIED CLASSIFICATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification:

- 1. **Use.** The use and area regulations for the new development on-site shall be developed for the commercial and residential uses as permitted in the RAS4 Zone as defined in LAMC Section 12.11.5, except as modified by the conditions herein or subsequent action.
- 2. **Residential.** A maximum of 115 dwelling units shall be permitted.
- 3. **Commercial.** A maximum of 10,485 square feet of commercial floor area shall be permitted.
- 4. Parking. All residential and commercial automobile parking shall be provided in conformance with LAMC Section 12.21-A,4. A minimum of five percent of the total provided parking spaces shall be capable of supporting future electric vehicle supply equipment (EVSE). EVSE, infrastructure, and all devices related to EV charging shall be installed in accordance with California Electrical Code and to the satisfaction of the Department of Building and Safety.
- 5. **Height.** Building A (that fronts Sherman Way) shall not exceed a height of 47 feet. Building B (that fronts Etiwanda Avenue) shall not exceed a height of 45 feet.
- 6. **Open Space.** A minimum of 20,761 square feet of open space shall be provided.
- 7. **Solar-ready Buildings.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
- 8. **Reseda Central Business District Community Design Overlay.** The project shall comply with the Reseda Central Business District Community Design Overlay.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.28, 16.05, and 13.08 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

- 1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
- 2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", dated August 26, 2016, except as may be revised as a result of this action.
- 3. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
- 4. The applicant shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control, including the sidewalks bordering the site.
- 5. **Pedestrian Walkway.** Site A and Site B shall maintain 5-foot setbacks along the alley frontage for the use and maintenance of a scored concrete pedestrian walkway differentiated from the alley paving.

Site Plan Review

- 6. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
- 7. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from the ground level view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

Zoning Administrator Adjustment

- 8. The project is granted the following setback deviation:
 - a. A 0' rear yard setback for Building B.

Community Design Overlay

- 9. **Site Development.** The property shall be developed in substantial conformance with the submitted plans, labeled "Exhibit A," dated August 26, 2016, and attached to the subject case file, except as modified herein. No change to the plans will be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
- 10. **Building Height.** The building height of Building A shall be limited to a height of 47 feet and four stories. The building height of Building B be shall be limited to a height of 45 feet and four stories.
- 11. **Building Materials.** The front elevation of the building shall be composed of Urban Bronze (Dark Gray) color stucco, Carnival (orange) color stucco, and Pure White (white) color stucco,

- with painted steel railings, glass windows and doors, and shall be in substantial conformance with the material, texture, and paint schedules of Exhibit A.
- 12. **Building Screening.** Exterior building elements, such as downspouts, gutters, vents, and other mechanical equipment shall be painted to blend into the background surface whenever screening of the equipment is not possible.
- 13. **Ground Floor.** Pedestrian lighting shall be along the ground-floor frontage along Sherman Way, Etiwanda Avenue, and along the alleyway.
- 14. **Building Signage**. All building signage shall comply with the signage standards of the Municipal Code and the [Q] Conditions of Ordinance 176,558. In addition:
 - a. Sign Type. Only channel letter wall signs shall be used.
- 15. **Security Devices.** Security devices that have a negative impact on the building design, such as barbed wire, are prohibited.
- 16. **Lighting.** All lighting for the Project shall be low-illumination safety lighting of a color similar to incandescent light which is shielded and directed onto the property on which the Project is located.
- 17. Landscape Plan. Landscaping shall be provided in substantial compliance with the submitted Landscape Plan (as seen in Exhibit A). Landscaped areas shall be planted with a variety of plant materials which include shrubs, trees and ground cover, and all plants and trees shall be drought-resistant. Artificial plants are prohibited. All landscaped areas shall be equipped with an automatic sprinkler or drip irrigation system designed to conserve water. In addition:
 - a. As per the requirement from the Bureau of Engineering, a new sidewalk shall be constructed, and broken or off-grade concrete curbs and gutters shall be repaired.
 - b. As per the requirement from the Bureau of Engineering, tree wells with root barriers shall be constructed, and street trees approved by the Urban Forestry Division (213-847-3077) shall be planted.
 - c. If necessary, street lighting may be required by the Bureau of Street Lighting (213-847-1551).
 - d. The area from the front lot line to the building, and the rear lot line to the building shall be landscaped with live plant materials and/or ground cover, except for exit-ways, equipment pads, walkways and driveways.
 - e. Front and rear yards, and center courtyard shall be landscaped using similar materials so that the total development creates a consistent landscape theme.

Environmental Conditions

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

- 19. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
- 20. **Aesthetics (Glare)**. The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

21. Noise (Demolition, Grading, and Construction Activities).

- a. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.

22. Noise (Parking Structure Ramps).

- a. Concrete, not metal, shall be used for construction of parking ramps.
- b. The interior ramps shall be textured to prevent tire squeal at turning areas.

23. Noise (Retail Markets, Bars, Entertainment, etc.).

- a. A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential properties shall be constructed if no such wall currently exists.
- b. The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.
- 24. **Noise (Mixed-Use Development)** Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.
- 25. **Public Services (Fire).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- 26. Public Services (Police Demolition/Construction Sites). Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

27. Public Services (Police). The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

28. Public Services (Construction Activity Near Schools).

- a. The developer and contractors shall maintain ongoing contact with administrator of <u>Magnolia Science Academy</u>. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- b. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- c. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- d. Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

29. Public Services (Construction Activity Near Schools).

- a. LADBS shall assign specific haul route hours of operation based upon <u>Magnolia Science</u> Academy School(s) hours of operation.
- b. Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.
- 30. **Transportation (Impact Assessment).** The applicant shall submit final plans to LADOT to determine if the project conforms to LADOT Case No. SFV 15-103682 / DOT Case No. 43749, or if additional review and analysis is required.

31. Transportation (Hauling of Soil).

- a. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- b. The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

- c. There shall be no staging of hauling trucks on any public right of way, unless specifically approved as a condition of an approved haul route.
- d. No hauling shall be done before 9 a.m. or after 3 p.m.
- e. Trucks shall be spaced so as to discourage a convoy effect.
- f. A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- g. Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- h. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- i. Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- j. Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- k. A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- I. The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

32. Transportation/Traffic.

- a. Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- b. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- d. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Administrative Conditions of Approval

- 33. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 34. Code Compliance. Area, height and use regulations of the (T)(Q)RAS4-1L-CDO zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
- 35. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
- 36. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
- 37. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 38. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
- 39. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.

40. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including <u>but not limited to</u>, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.

- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

A. General Plan Findings

a. General Plan Land Use Designation. The subject property is located within the Reseda-West Van Nuys Community Plan area which was updated by the City Council on November 17, 1999 and designates the subject property for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, RAS4, and PB Zones. The site is zoned [Q]C2-1L-CDO and [Q]P-1L-CDO Zone. The new mixed-use buildings with 115 new residential units and 10,485 square feet of ground floor commercial uses is consistent with development permitted in the proposed (T)(Q)RAS4-1L-CDO Zone. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

b. Land Use Element.

The proposed project complies with applicable provisions of the Los Angeles Municipal Code and the Reseda-West Van Nuys Community Plan. There are twelve elements of the General Plan. Each of these elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Reseda-West Van Nuys Community Plan, which designates the site for Community Commercial corresponding to the CR, C2, C4, RAS3, RAS4, and PB Zones.

The proposed project, which includes new construction of a mixed use building is consistent with the following goals and policies of the Reseda-West Van Nuys Community Plan:

- Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.
 - Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.
 - Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.
 - Objective 1-3: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.
 - Policy 1-3.1: Promote greater individual choice in type, quality, price and location of housing.
 - Policy 1-3.2: Promote housing in mixed use projects in transit corridors, pedestrian oriented areas, and transit oriented districts.

- Policy 1-3.3: Ensure that new housing opportunities minimize displacement of residents.
- Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while pressing the historic commercial and cultural character of the community.
 - Objective 2-1: To conserve and strengthen viable commercial development. To enhance the appearance of commercial districts, to promote the economic health, revitalization, and public convenience by promoting orderly development and enhancement of the Commercial Business District.
 - Policy 2-1.2: New commercial uses shall be located in existing established commercial areas or existing shopping centers.
 - Policy 2-1.3: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses and development.
 - Objective 2-2: To enhance the identity of distractive commercial districts and to identify Pedestrian Oriented Districts (PODs)
 - Policy 2-2.2: New development needs to enhance and increase the existing pedestrian street activity.
 - Objective 2-4: To maintain and increase the commercial employment base for community residents whenever possible.
 - Policy 2-4.1: Protect commercial plan designations so that commercial development is encouraged.

The proposed project is a mixed-use development consisting of two buildings with 115 new residential units, and 10,485 square feet of ground floor commercial/retail uses. The project will not only provide much-needed housing with a variety of unit types, but will also provide opportunities for new neighborhood serving commercial uses. As a result, the development will strengthen the existing commercial development in the community by adding to the consumer base through the introduction of new residents. The project is also an infill development that will replace underutilized commercial and parking zoned land. The project will not result in the displacement of any residents, as there are no existing residential units on the site. The project will result in the net gain of 115 dwelling units for the Reseda-West Van Nuys community, in the heart of the Downtown Reseda district, with 10 studios, 67 one-bedroom, 31 two-bedroom, and 7 three-bedroom units.

The proposed project is well-designed with commercial and pedestrian uses oriented towards Sherman Way and Etiwanda Avenue and parking located towards the alley, encouraging pedestrian activity and minimizing curb cuts. The project's setbacks mirror existing development in the area. The building's perceived massing along Sherman Way and Etiwanda Avenue will be reduced by the use of differing materials along the façade.

c. The Framework Element for the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

- Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.
 - Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.
 - Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics).
 - Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.
 - Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.
 - 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.
 - 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.

The proposed project will contribute toward and facilitate the City's long-term fiscal and economic viability by redeveloping an underutilized site with a new mixed-use development including 115 dwelling and a total of 10,485 square feet of commercial uses. The project's proximity to transit connections and its mix of uses will encourage the reduction of vehicular trips to and from the project, vehicle miles traveled, and help reduce air pollution. The project's location within an existing, under-utilized commercially zoned area will enable the city to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts.

- Goal 3: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.
 - Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.
 - Policy 3.9.1: Accommodate the development of community-serving commercial uses and services and residential dwelling units in areas designated as "Community Center" in accordance with Tables 3-1 and 3-5. The ranges and densities/intensities of uses permitted in any area shall be identified in the community plans.

The proposed project will reinforce existing commercial development with the addition of 10,485 square feet of new commercial uses and adding 115 new dwelling units to further promote daytime and nighttime neighborhood activity. The new commercial spaces along Sherman Way and Etiwanda Avenue will compliment other existing neighborhood serving commercial uses including restaurants, markets, offices, and retail.

The proposed project is permitted up to 50 feet in height and is proposed in conjunction with a building design that observes a 5-foot residential setback in compliance with the RAS4 Zone, so the development maintains a more pedestrian-oriented scale along the street frontage. In addition, the building's façade is broken up by differing materials that helps to reduce the overall mass of the building.

- 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.
 - Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.
 - Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally,

develop these areas so that they are compatible with surrounding neighborhoods.

The proposed project is located in a multi-modal area in close proximity to transit lines, bicycle infrastructure, and readily accessible to ride sharing services. Given the existing transit, bicycle, and vehicle infrastructure in the area, it is appropriate to locate a project at the proposed density at the subject property. The project will redevelop an under-utilized commercial and parking zoned property that is within ¼-mile of the Metro Rapid 744, Metro Local 150/240 and 163/162, Dash Northridge (connections to Metrolink Ventura County Line), and is within 2 miles of the Metro Orange Line. The project, with 115 dwelling units and 10,485 square feet of commercial floor area will provide new housing and commercial opportunities within walking distance to surrounding residences and public transit.

d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements surrounding the project site. Sherman Way is a designated Boulevard II under Mobility Plan 2035, dedicated to a half right-of-way width of 45 feet and improved with asphalt roadway and concrete curb, gutters, and a sidewalk. The Bureau of Engineering is not requiring dedication along Sherman Way. Etiwanda Avenue is a designated Collector Street under Mobility Plan 2035, dedicated to a half right-of-way width of 30 feet. The Bureau of Engineering is requiring varying 1-foot to 3-foot dedication to complete a 33-foot wide half right-of-way. The alley that bisects the site is dedicated to a width of 20 feet and improved with asphalt roadway and concrete gutter. Dedications and improvements have been imposed under the (T) Tentative Classification conditions contained within this staff report.

The project as designed and conditioned will meet the following goals and objectives of Mobility Plan 2035:

- 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.
- Policy 2.6. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.
- Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.
- 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.
- Policy 3.8. Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The proposed project will provide a 22-foot sidewalk along Sherman Way while orienting new commercial uses toward the street and providing a high-quality, safe and comfortable walking environment. The project will improve the alley by adding pedestrian facilities, further improving safety and access around the site.

Vehicular ingress and egress to the site will be from the alley. Parking for the residential uses will be underground with ingress and egress from the alley. Curb cuts and driveways along Sherman Way and Etiwanda Avenue were specifically avoided in order to reduce any impact on circulation in the surrounding area, including the performance and reliability

of transit services and to avoid conflicts with pedestrians.

- e. The **Housing Element** of the General Plan seeks to meet the variety of housing needs of the City's growing population through the provision of affordable housing and amenityrich, sustainable neighborhoods for its residents. The proposed project is consistent with the following objectives and policies of the Housing Element:
 - Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.
 - Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.
 - Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.
 - Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.
 - Policy 1.3.5 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

The proposed project will result in the construction of 115 new market rate rental dwelling units. The project would be comprised of 10 studio, 67 one-bedroom units, 31 two-bedroom units, and seven three bedroom units split between two buildings. The proposed 115 net new dwelling units are located within a multi-modal area, consistent with the City's policies and objectives to encourage new development in areas where public transit is readily available and the range of different housing types will help meet the particular needs of the city's households.

Zone Change Findings

- 1. Pursuant to Section 12.32-C and G of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.
 - a. <u>Public Necessity</u>: Approval of the Zone Change to the (T)[Q]RAS4-1L-CDO Zone is necessary in order for the project to be considered under one zone rather than multiple zones. The mixed-use development is consistent with the type of development encouraged by the General Plan Framework Element and the Reseda-West Van Nuys Community Plan, with regard to Community Commercial development, as outlined above.
 - b. <u>Convenience</u>: The project will redevelop an under-utilized commercial and parking zoned property that is within ½-mile of the Metro Rapid 744, Metro Local 150/240 and 163/162, Dash Northridge (connections to Metrolink Ventura County Line), and is within 2 miles of the Metro Orange Line. The project, with 115 dwelling units and 10,485 square feet of commercial floor area will provide new housing and commercial opportunities within walking distance to surrounding residences and public transit.
 - c. <u>General Welfare</u>: Granting the Zone Change to the (T)[Q]RAS4-1L-CDO Zone allows for the development of a mixed-use project with 115 dwelling units and 10,485 square feet of

commercial floor area, which will support the Reseda community by providing additional housing, dining and retail opportunities, as well as enhancing the urban environment by encouraging daytime and nighttime activity on an under-utilized site within the Community Commercial land use designation. Given the project's proximity to existing transit services, the project will provide new housing opportunities and amenities at both the local and regional scale.

Good Zoning Practices: Approval of the Zone Change to the (T)[Q]RAS4-1L-CDO Zone with 115 dwelling units and 10,485 square feet of commercial floor area is consistent with the type of development encouraged by the General Plan Framework Element and the Reseda-West Van Nuys Community Plan. The project will create pedestrian-oriented retail spaces and a mixed-use center that will enhance the urban environment and encourage daytime and nighttime activity within the currently under-utilized site. The project is proposing an FAR of less than 3:1, which is consistent with the Community Commercial General Plan Land Use designation as defined by the Framework Element.

2. Pursuant to Section 12.32-G of the Municipal Code, Findings for "T" and "Q" Classifications.

Pursuant to LAMC Sections 12.32-G,1 and G,2(a), The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, improvements, and construction notices are executed to meet the public's needs, convenience and general welfare served by the required actions. The conditions that limit the scale and scope of the development along with site operations, are also necessary to: protect the best interests of and to assure a development more compatible with, the surrounding properties and the overall pattern of development in the community; to secure an appropriate development in harmony with the General Plan as discussed in the above sections, and to prevent or mitigate the potential adverse environmental effects of the recommended actions.

Site Plan Review Findings

3. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan.

General Plan - Framework Element

The Framework Element of the City's General Plan was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element sets forth a comprehensive long-range growth strategy for the City and defines citywide policies regarding such pertinent issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. As such, the Framework Element serves as an essential qualitative analysis tool in providing the general policy context within which to assess the merits of the proposed project relative to the project site and its surroundings, and against the established goals of the City.

The Framework Element defines Community Commercial as being those designated areas within the City which are "intended to serve as the focal points and activity centers for surrounding groups of residential neighborhoods, serving a population of 25,000 to 100,000." The proposed development is consistent with the following Community

Commercial goals, objectives and policies identified within the Framework Element (Chapter 3 – Land Use):

Goal 3: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

Policy 3.10.1: Accommodate the development of community-serving commercial uses and services and residential dwelling units in areas designated as "Community Center" in accordance with Tables 3-1 and 3-5. The ranges and densities/intensities of uses permitted in any area shall be identified in the community plans.

Relative to the site's Community Commercial designation under the Reseda-West Van Nuys Community Plan, the project site is currently underutilized as it is improved with a two-story approximately 13,030 square-foot commercial building used as a bank and a large surface parking lot. The applicant proposes a medium density mixed-use development consisting of two buildings with a total of 115 residential units and 10,485 square feet of ground floor commercial space. The project will help create a pedestrian-oriented, high activity, mixed-use center that will help revitalize Downtown Reseda. As such, the proposed project is in substantial conformance with the purposes, intent and provisions of the General Plan Framework Element.

Reseda-West Van Nuys Community Plan

The subject property is designated for Community Commercial uses under the Reseda-West Van Nuys Community Plan, with the corresponding zones of CR, C2, C4, RAS3, RAS4, P, and PB zones. The proposed mixed- use development is consistent with the Community Commercial designation and uses permitted under the (T)(Q)RAS4-1L-CDO Zone applicable to the project site. Furthermore, the surrounding properties are currently developed with commercial retail, office, and multi-family residential uses, and as such, the proposed project will be compatible with the existing uses in the surrounding area.

Objectives of the Community Plan include the following:

Objective 1-1: "To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area...."

The project site is currently underutilized as previously described. The proposed mixed-use development is consistent with the above Community Plan objective as it would result in a net increase of 115 residential units and 10,485 square feet of new commercial and retail services.

The land use policies for commercial uses under the Community Plan identifies the Commercial Business District (CBD), "located along Sherman Way between Lindley and

Wilbur Avenues and along Reseda boulevard between Saticoy and Kittridge Streets", as the "center" of the commercial area of the Community Plan.

Land Use – Commerce: Plan policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would, normally incorporate retail office, and/or parking on lower floors and residential units on upper floors. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips, congestion, and air pollution, to assure adequate sites for housing, and to stimulate pedestrian oriented areas to enhance the quality of life in the Plan area.

The project site is located within the Central Business District as described in the Community Plan. The mixed-use development will provide housing opportunities within close proximity to jobs and neighborhood serving commercial uses, thereby reducing vehicular trips, congestion, and air pollution. The ground floor retail will help activate the surrounding area with pedestrian oriented uses and will enhance the quality of life in the Plan area.

Other Applicable Regulations, Standards, Specific Plans, and Overlays

The subject property is zoned [Q]C2-1L-CDO and [Q]P-1L-CDO and is located within the Reseda Central Business District Community Design Overlay. The proposed zone change to (T)(Q)RAS4-1L-CDO would allow for the proposed mixed-use development. The subject property is located within the Reseda/Canoga Park Earthquake Disaster Assistance Project for Portions of Council District 3 Project Area of the Community Redevelopment Agency (CRA). Although the CRA was eliminated by state authority in 2012, its adopted redevelopment plans continue to exist. Redevelopment plans also typically include limited land use controls and design guidelines. Any determination of compliance with the Reseda/Canoga Park Earthquake Disaster Assistance Project for Portions of Council District 3 is not included as part of this grant and the applicant will be required to obtain the appropriate approvals required under the Redevelopment Plan as part of the building permitting process. As such, the proposed project is in substantial conformance with the purposes, intent and provisions of the General Plan, and the applicable community plan.

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

The surrounding properties consist primarily of low-rise commercial retail and office buildings (approximately 20-feet in height), and multi-family, and single-family dwellings. The northern adjoining properties are zoned [Q]OS-1XL-CDO and [Q]C2-1L-CDO and are developed with a landscaped median along Sherman Way and a retail center. The eastern adjoining property is zoned [Q]C2-1L-CDO and is developed with a single-story commercial building and surface parking lot. Further east, the property is zoned [Q]C2-1L-CDO and is developed with a school (Magnolia Science Academy). The southern adjoining property is zoned (Q)R3-1 and R1-1 and is developed with an apartment building. To the southeast is a single-family neighborhood. The western adjoining properties (across Etiwanda Avenue) are zoned [Q]C2-1D-CDO, [Q]P-1D-CDO, [Q]CR-1D-CDO and [Q]R3-1D-CDO and are developed with commercial buildings fronting Sherman Way, surface parking, and office and multi-family residential fronting Etiwanda Avenue. The site and surrounding area's current [Q]C2-1L-CDO zoning limits structures to a maximum height of 45 feet and an F.A.R. of 1.5 to 1, with the

exception of RAS Zones, which are permitted a maximum height of 50 feet and an F.A.R of 3 to 1.

The proposed project consists of a mixed-use development consisting of two buildings (Site A and Site B) totaling 121,951 square feet with 115 residential units and 10,485 square feet of ground floor commercial retail space with 2.5 levels of subterranean parking accommodating parking for a total of 228 vehicles and 139 bicycles. The site is currently improved with a two-story 13,070 square-foot bank building and an associated surface parking lot. The site is located within the Reseda-West Van Nuys Community Plan area and designated for Community Commercial land uses. The subject property is currently zoned [Q]C2-1L-CDO and [Q]P-1L-CDO and is subject to the Reseda Business District Community Design Overlay.

The proposed mixed-use development will have retail frontage along Sherman Way and Etiwanda Avenue. The pedestrian lobby for the residents will be accessible off of Etiwanda Avenue. Access to the parking garage for Site A and Site B will be from the alley. There are no curb cuts on Sherman Way or Etiwanda Avenue. The project has been conditioned to ensure that convenient and efficient public access for pedestrians, bicyclists, and vehicles will be provided.

Height/Bulk:

The proposed project maximum height of 47 feet is consistent with what is allowable under the (T)(Q)RAS4-1L-CDO Zone. The Reseda Central Business District Community Design Overlay's imposed [Q] Condition limits structures to a maximum height of 45 feet, with the exception of RAS Zones, which are permitted a maximum height of 50 feet and an F.A.R. of 3 to 1. The proposed project will result in a total floor area of approximately 121,951 square feet with an F.A.R. of 2.48 to 1. The Project has design elements that are compatible with existing and future developments on neighboring properties. Neighboring commercial properties range in height from one- to two-stories (approximately 20 feet in height). Neighboring residential properties are generally two-story over basement apartment buildings (approximately 30 feet in height). With the project's existing zoning, buildings could be developed to a height of 45 feet and an F.A.R of 1.5 to 1.

Setbacks:

The setbacks applicable to the project are established initially under Section 12.11.5 of the LAMC, wherein a 5-foot front yard setback is required, no side yard is required for the ground floor portion of buildings when used for commercial purposes, otherwise a 5' setback is required, and a rear yard of not less than 5 feet in depth, since the property is not located adjacent to the RD or more restrictive zone. The project site plan (Exhibit "A") indicates the following yard provisions:

Yards	Building A		Building B	
Front	North	5'	West	5'
	(Sherman		(Etiwanda	
	Way)		Avenue)	
Side		0' for		5' for
	East	commercial	North	commercial
		5' for		and 5' for
		residential		residential
Side		0' for		
	West	commercial	South	5'

		and 5' for residential		
Rear	South (alley)	5'	East	0' (through ZAA Action)

The project has requested a Zoning Administrator's Adjustment to allow a 0-foot rear yard setback for Building B in order to accommodate for enclosed parking facilities and a recreation room. Therefore, the proposed setbacks for the project are consistent with the requirements of the LAMC.

Off-street Parking, Bicycle Parking, and Driveways:

The project is required to provide 201 automobile parking spaces along with 134 bicycle parking spaces. The project will provide a total of 228 off-street automobile parking spaces and 139 bicycle parking spaces. The applicant is proposing to provide 123 long-term bicycle parking spaces and 16 short term bicycle parking spaces.

Ingress/egress to and from the project's subterranean garage will be provided by a two-way driveway accessed off of the alleyway. Per Exhibit "A", short term bicycle parking will be provided on the ground floor in a manner to allow convenient access for bicyclists entering and leaving the site.

<u>Lighting:</u>

Lighting will be provided per LAMC requirements.

On-Site Landscaping:

The project is in compliance with Section 12.21-G of the LAMC. Per Exhibit "A", the project will include new planters and street trees at the ground level, along the building frontage, as well as on the ground level pool deck, second-floor "courtyard" levels and rooftop decks. The plant pallet includes yucca plants, Brisbane box, bamboo, and pine trees. Additionally, all other open areas not used for buildings, driveways, parking areas, recreational facilities or walks are to be landscaped and maintained in accordance with a landscape plan to be approved by the Director of Planning or his/her designee.

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

The project is required to provide 18,550 square feet of open space throughout the site, including within both common and private open space areas. The proposed project includes 20,761 square feet of open space throughout the site, including within both common and private open space areas, exceeding code requirements. Common open space areas consist of court yards, roof decks, pool areas, and a gym and recreation room. Private open space consists of individual unit balconies. The project will also provide 10,485 square feet of ground floor commercial floor area, which may include restaurant and retail uses, which will provide an additional amenity to the project's residents. Therefore, the proposed project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

Zoning Administrator Adjustment Findings

10. While site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations.

The proposed project is the construction of a mixed-use development that includes two buildings (A and B). The RAS4 Zone requires a minimum 5-foot rear yard setback for properties adjacent to lots zoned RD or less restrictive. The project is proposing a 0-foot rear yard setback to accommodate an enclosed parking area and a recreation room. The project's residential component will observe a 5-foot setback from the rear property line.

The intent of the setback requirements in the Zoning Code is to ensure all properties enjoy adequate light, air and privacy. Properties to the east of the site are zoned [Q]P-1L-CDO and are developed with surface parking lots and an outdoor recreation area for the Magnolia Science Academy. The nearest permanent structure is a mini-mall that fronts onto Lindley Avenue and is located nearly 1,000 feet to the east of the site. As such, the proposed project, with its reduced rear yard setback, would not impact access to light, air and privacy for any residences. As proposed, the project would be more functional and would improve upon the existing development. Therefore, it can be found that strict adherence to the zoning regulations is impractical and that the project conforms to the general intent of the zoning regulations.

11. In light of the project as a whole including any mitigation measures imposed, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

The project's proposed RAS4 Zone requires a minimum 5-foot setback when adjacent to the P Zone. Building B is proposing a 0-foot rear yard setback to accommodate an enclosed parking area and recreation room. The residential portion of the building will observe a 5-foot rear yard setback. The reduced setback would not degrade the appearance of the project from the public right of way. The eastern adjoining property is zoned [Q]P-1L-CDO and is developed with a surface parking lot. The improvements will not impede access to light and ventilation for the residential units or impact adjoining neighbors. As conditioned, the request is not anticipated to result in any adverse impacts to the surrounding area or degrade adjacent properties.

12. The project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.

The Reseda-West Van Nuys Community Plan designates the property for Community Commercial land uses with corresponding zones of CR, C2, C4, RAS3, RAS4, P, and PB. The property's proposed zone change to RAS4 is consistent with the Community Plan land use designation and corresponding zone categories. The property is not located within a Specific Plan Area and is located within the Reseda Central Business District Community Design Overlay. The Community Plan identifies the following goals and objectives:

Objective 2-1 To conserve and strengthen viable commercial development. To enhance the appearance of commercial districts, to promote the economic health, revitalization and public convenience by promoting orderly development and enhancement of the Commercial Business District (CBD).

The project is consistent with the following Reseda Central Business District Community Design Overlay Standard:

Standard 2a: Screen automobiles within parking structures through the use of building parapets, landscape, and other architectural treatments.

The plan does not specifically address the issue of setbacks. The applicant has requested the following deviations a 0-foot rear yard setback in lieu of the required 5-foot rear yard setback.to accommodate fully enclosed vehicle and bicycle parking facilities for Building B. By having parking facilities that are fully enclosed, the project enhances the overall appearance of the commercial district, and will help buffer the commercial component from existing adjacent residential uses. The project will be consistent with the General Plan's land use designation and is in general conformance with the intent and purpose of the Community Plan, and the Reseda Central Business District Community Design Overlay.

Community Design Overlay Findings

13. As conditioned, the project substantially complies with the adopted CDO Design Guidelines and Standards, as follows:

The project complies with the provisions of *Guidelines 1-4: Parking*, of the <u>Design Guidelines</u>, in that the project's parking will be screened from the street as it is mostly subterranean. Parking on the ground level is accessed from the alley and will be completely enclosed.

The project complies with the provisions of *Guideline 5: Pedestrian Walkways* and *Guidelines 14 & 15: Lighting*, of the <u>Design Guidelines</u>, in that direct pedestrian access will be provided to the building from Sherman Way and Etiwanda Avenue. The project will also provide a pedestrian walkway along the project's alley frontage. And as conditioned, there will be pedestrian lighting at the ground-floor entrance. Furthermore, as conditioned, the lighting will be shielded directly onto the property.

The project complies with the provisions of *Guideline 7: Equipment Screening* because loading docks will not be visible from Sherman Way and the trash bins will be enclosed. The submitted landscape plan in Exhibit A complies with the provisions of *Guideline 8 - 9: Landscaping* of the <u>Design Guidelines</u>, and as conditioned will further detail a drought-tolerant planting and irrigation layout which will soften and enhance the overall building aesthetic.

The project complies with the provisions of *Guidelines 10 & 11: Building Materials*, *Guidelines 12 & 13: Building Colors*, *Guidelines 16 - 18: Façade Treatment*, *Guideline 19: Windows*, *Guideline 20: Roof Forms*, *Guidelines 23 & 24: Awnings and Canopies* of the <u>Design Guidelines</u>, in that the plans for the new mixed-use building employ the use of decorative building materials, architectural elements, visual breaks, and a variety of stucco colors, to provide relief to the flat portions of the exterior building walls. Furthermore, the glass, stucco, and aluminum finish and different raised planters and benches create a vibrant ground floor frontage along Sherman Way and Etiwanda Avenue.

The overall building materials and color scheme will consist of primarily off-white and light grey stucco with accenting dark gray stucco along articulated walls, orange painted aluminum mullion, darker metal balcony railings, and varying window types. An articulated façade, recessed entryways, and balconies help create variation in both the building depth and differentiation in what could otherwise be a flat façade.

The project complies with the provisions of *Guideline 21: Security Devices* by conditioning the project to comply with design standards for security devices including prohibiting barbed wire and requiring that security devices do not have a negative impact on building design.

The proposed project does not currently include a signage plan, and has instead been conditioned to comply with the standards identified in *Guidelines 31 - 35: Signage* of the <u>Design Guidelines</u>, which call for the uniform, orderly, and attractive identification of businesses within the Plan area. To ensure a consistent signage theme for the building, new wall signs shall be limited to the channel letter sign type. The use of channel letter signs, and appropriate sign lighting, will create orderly and attractive signage to complement the existing building design. The signage conditions otherwise reinforce all other applicable standards of the Guidelines, such as number of signs, sign type, prohibited signs. As conditioned, the proposed mixed-use building is harmonious with the guidelines and standards in the Reseda Central Business District CDO.

14. The structures, site plan, and landscaping are harmonious in scale and design with existing development and any cultural, scenic, or environmental resources adjacent to the site and in the vicinity.

The surrounding properties includes commercial development fronting Sherman Way to the east and west, and commercial and multi-family residential developments fronting Etiwanda Avenue to the south. The commercial developments are generally zoned [Q]C2-1L-CDO and consist of one- to two-story commercial buildings. The multi-family residential developments fronting Etiwanda Avenue are zoned [Q]R3-1D-CDO and are developed with apartments. A number of these surrounding buildings generally employ the use of stucco walls, and some variations in depth along the building façade, as well as flat or slightly angled roofs. The proposed project mirrors these elements, and also provides modern architectural features such as painted recessed features to create variation in the building depth and roofline, and multiple colors of stucco on the façade for visual interest. The plans, elevations, and renderings for the new mixed-use development illustrate that it will enhance the presently built environment. Additionally, the site is not adjacent to, or in the vicinity of, any other recognized and/or known cultural, scenic, or environmental resources.

Environmental Findings

- 15. Environmental Finding. A Mitigated Negative Declaration (ENV-2016-1028-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND there is no substantial evidence that the proposed project will have a significant effect on the environment. The lead agency further finds that the attached Mitigated Negative Declaration reflect the lead agency's independent judgment and analysis; and the mitigation measures have been made enforceable conditions on the project. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.
- 16. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.

PUBLIC HEARING AND COMMUNICATIONS

Hearing:

The public hearing was held on July 19, 2016 at the Marvin Braude Building, First Floor Conference Room. There were eight people in attendance including the applicant's representative, the project architect, the developer, and community members. Community members spoke in opposition to the request. Concerns were expressed regarding illicit activities occurring in the parking lot, increased traffic, alley speeding, noise, flooding, and increased density.

The applicant's representative, King Woods, described the project and requests. The project will provide upgraded commercial space in accordance with the Reseda Community Design Overlay. To address neighborhood concerns, the applicant altered the project by reducing the proposed height by removing one floor. The applicant also stated that no units would be set aside for affordable housing at the request of the surrounding community. Staff raised issues with the pedestrian accessibility along the alley, EV charging, and solar panels.

King Woods and David Reems, the applicant's representative and the project architect, responded to the questions and concerns raised from the testimony received during the hearing. In reviewing the facts of the case, he noted the following:

- All vehicle access will occur from the alley
- The project was not built up to the property line along the alley to afford for more visibility along the alley (30-foot alley). 5' alley setback
- The applicant would be amicable to creating pedestrian access route along the alley
- The project does not abut single-family dwellings
- All market rate units per community request
- Lower density and lower height than what's allowed

The Hearing Officer announced on the record that the City Planning Commission decision meeting will be held on September 8, 2016 at City Hall, Downtown Los Angeles. The recommendation report will have the precise location of the meeting and will be distributed prior to that date. He requested that if anyone wishes to receive this information, to provide their name and mailing address on the Sign-in sheet.

Written Communication:

Abundant Housing LA: In support of the project. The project is in a great location for housing, near frequent transit service and is not too far from Cal State University Northridge.

Staff received a letter dated July 20, 2016 from a community member stating that they were opposed to the project, until more information is provided and/or solutions to some of the problems are resolved. They suggested a two-story building with less density. The neighbor identified the following issues:

- No storm drains in the existing parking lot, which causes flooding
- Pollution and trash are issues in the neighborhood
- Noise pollution and invasion of privacy
- Fire Hazard form lack of brush clearance in the parking lot
- Marijuana distribution centers
- Feral cat population in parking lot and surrounding area

MAP A ZIMAS MAP



MAP B RADIUS MAP

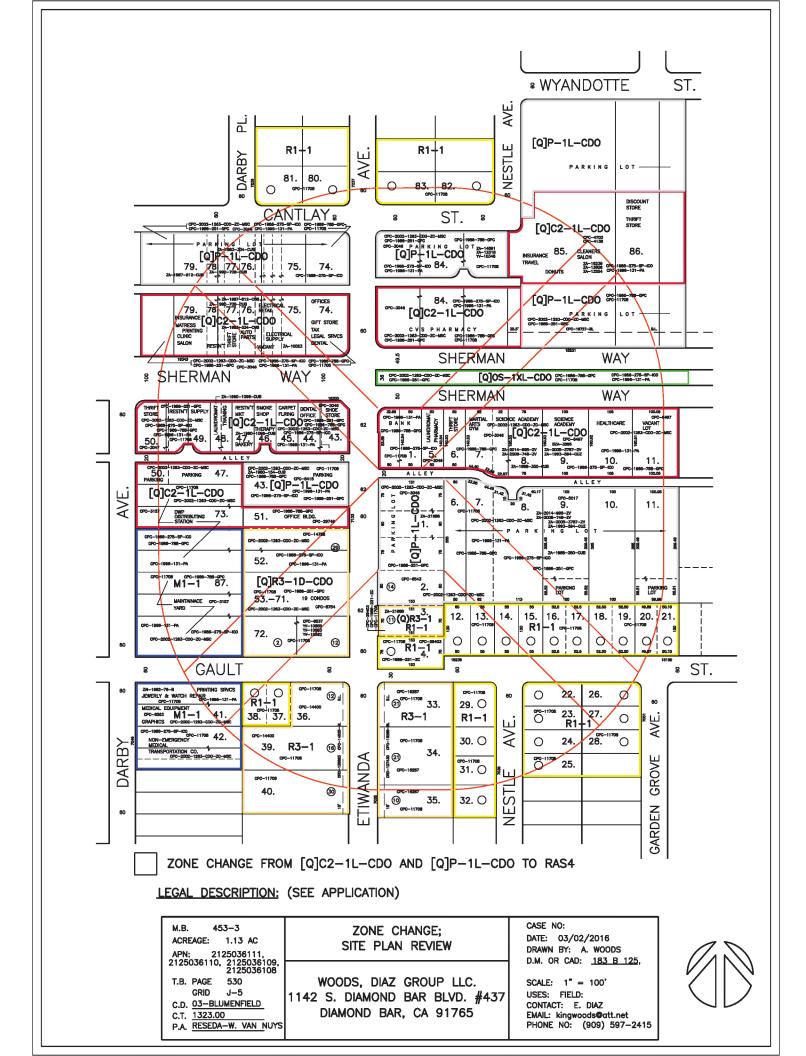


EXHIBIT A

Plans

RESEDA MIXED-USE

SHERMAN WAY, RESEDA, CALIFORNIA



BUILDING 'A' BICYCLE ANALYSIS

BICYCLE REQUIRED BUILDING 'A' - LONG TERM
33 APARTMENTS (LAUNT)

UNIT ANALYSIS	
ALLOWED UNITS BUILDING 'A'	
LOT AREA	= 15, 436 SF
UNIIS (PROP. AREA / 400)	= 38 UNIIS
ALLOWED UNITS BUILDING 'B'	
LOT AREA	= 33, 624 SF
UNIIS (PROP. AREA / 400)	= 84 UNIIS
BUILDING 'A'	
LOTAREA	= 15,436 SF
FAR (LOT AREA x 3)	= 46,308 SF
RETAIL AREA	= 7,767 SF
RESIDENTIAL AREA	= 29,157 SF
TOTAL	= 36,924 SF
UNIT MIX	
STUDIO	= 3 UNITS
1 BEDROOM	= 21 UNITS
2 BEDROOMS	= 9 UNITS
TOTAL	= 33
UNITS SIZES	
STUDIO	= 529 SF
1 BEDROOM	= 675 SF,686 SF,673 SF, 639 SF,
	654 SF, 640 SF, 644 SF, 611 SF, 629 S
2 BEDROOMS	= 924 SF, 872 SF, 869 SF
REQUIRED COMMON OPEN SPACE PROVIDED COMMON OPEN SPACE	= 3,525 SF
COURT YARD	= 2.024 SF
ROOF DECK	= 2,180 SF
TOTAL OPEN SPACE PROVIDED	= 4,204 SF
REQUIRED PRIVATE OPEN SPACE (#UNITS x 60)	= 1,650 SF
PROVIDED PRIVATE OPEN SPACE	= 2,265 SF
BULDING 'B'	
LOT AREA	= 33.624 SF
FAR (LOT AREA x 3)	= 100,872 SF
RETAIL AREA	= 2.718 SF = 82.309 SF
RESIDENTIAL AREA TOTAL	= 86.027 SF
IO IAL	- 00.027 SF
UNITMIX	
STUDIO	= 7 UNITS
1 BEDROOM	= 46 UNITS
2 BEDROOMS	= 22 UNIIS
S BEDROOMS TOTAL	= 7 UNITS = 82 UNITS
IOIAL	= 62014115
UNITS SIZES	
STUDIO	= 559 SF
1 BEDROOM	= 675 SF
2 BEDROOMS	= 977 SF, 893 SF,
3 BEDROOMS	= 1,144 SF, 1,060 SF
REQUIRED COMMON OPEN SPACE	= 9,275 SF
PROVIDED COMMON OPEN SPACE	
POOL AREA	= 4,565 SF
GYM / RECREATION AREA	= 1,338 SF
ROOF DECK	= 3,372 SF
TOTAL OPEN SPACE PROVIDED	= 9,275 SF
REQUIRED PRIVATE OPEN SPACE (#UNITS x 80)	= 4,100 SF
PROVIDED PRIVATE OPEN SPACE	= 5,017 SF

BUILDING A PARKING ANALISIS	
PARKING REQUIRED BUILDING 'A'	
3 STUDIO UNITS [1]	= 3 CARS
21 ONE BEDROOM UNIT (1.5)	= 31.5 CARS
9 TWO BEDROOM UNIT (2)	= 18 CARS
7,767 SF RETAIL [1/260 SF]	= 31 CARS
TOTAL RESIDENTIAL CARS REQUIRED	= 52 CARS
TOTAL RESIDENTIAL CARS REDUCTION	
BICYCLE REDUCTION [52 REQ. CARS X 0.10]	= <6> CARS REDUCTION
TOTAL RETAIL CARS REQUIRED TOTAL RETAIL CARS REDUCTION	= 31 CARS
BICYCLE REDUCTION (31 REQ. CARS x 0.20)	= <6> CARS REDUCTION
DICTOLE REDUCTION (DT TICHE CHICA NO.20)	= 402 CARD REDUCTION
TOTAL PARKING W/ BICYCLE REDUCTION BUILDING 'A'	= 72 CARS
PROPOSED PARKING BULDING 'A' 26 COMPACT (3296)	= 78 CARS
26 COMPACI (32%)	
DIRECTOR OF DATE OF THE PARTY O	
BUILDING 'B' PARKING ANALYSIS	
PARKING REQUIRED BUILDING 'B'	= 7 CARS
7 STUDIO UNITS [1] 46 ONE BEDROOM UNIT (1.5)	= 7 CARS = 69 CARS
22 TWO BEDROOM UNIT (2)	= 44 CARS
7 THREE BEDROOM UNIT [2]	= 14 CARS
2,718 SF RETAIL (1/250 SF)	= 10.8 CARS
a rid or reside (1) and or)	- 10.0 C/10
TOTAL RESIDENTIAL CARS REQUIRED	= 134 CARS
TOTAL RESIDENTIAL CARS REDUCTION	
BICYCLE REDUCTION [134 REQ. CARS X 0.10]	= < 13> CARS REDUCTION
,	
TOTAL RETAIL CARS REQUIRED	= 10 CARS
TOTAL RETAIL CARS REDUCTION	
BICYCLE REDUCTION (10 REQ. CARS x 0.20)	= < 2> CARS REDUCTION
TOTAL PARKING W/ BICYCLE REDUCTION BUILDING 'B'	- 100 CADE
ICIAL PARKING NY BIC ICLE REDUCTION BUILDING B	= 127 GARG
PROPOSED PARKING BUILDING 'B'	= 150 CARS
PROPOSED PARKING BUILDING 'B'	-150 CARS
	-150 CARS
49 COMPACT (32%)	-150 CARS
49 COMPACT (32%)	= 150 CARS
49 COMPACT (32%) BLDG 'A' RAS 4 REQUIRED SETBACKS	- 150 CAFS
49 COMPACT (3.2%) BLDG "A" RAS 4 REQUIRED SETBACKS FRONT YARD = DFT COMMERCIAL 6FT RESIDENTIAL	- 150 CARS
49 COMPACT (32%) BLDG 'A' RAS 4 REQUIRED SETBACKS FRONT YARD = DET COMMERCIAL, 6FT RESIDENTIAL SIDE YARD = OFT COMMERCIAL, 6FT RESIDENTIAL	-150 CARS
49 COMPACT (32%) BLDG 'A' RAS 4 REQUIRED SETBACKS FRONT YARD = DET COMMERCIAL, 6FT RESIDENTIAL SIDE YARD = OFT COMMERCIAL, 6FT RESIDENTIAL	- 150 CARS
49 COMPACT (82%) BLDG 'A' RAS 4 REQUIRED SETBACKS FRONT VARD = DFT COMMERCIAL 5FT RISIDENTIAL SDE VARD = DFT COMMERCIAL, 5FT RISIDENTIAL REAR VARD = DFT COMMERCIAL, 5FT RESIDENTIAL	- 150 CARS
49 COMPACT (82%) BLDG 1A' RAS 4 REQUIRED SETBACKS FRONT VARD = DIT COMMERCIAL, SET RESIDENTIAL SIDE VARD = DIT COMMERCIAL, SET RESIDENTIAL REPREVARD = DIT COMMERCIAL, SET RESIDENTIAL BLDG 18' RAS 4 REQUIRED SETBACKS	- 150 CARS
49 COMPACT (32%) BLDG "A" RAS 4 REQUIRED SETBACKS FRONT VARD = DFT COMMERCIAL, 5FT RESIDENTIAL BLDG VARD = DFT COMMERCIAL, 5FT RESIDENTIAL BLDG "BRAS 4 REQUIRED SETBACKS REGULATION OF SETBACKS BLDG "B" RAS 4 REQUIRED SETBACKS REGULATION VARD = COMMERCIAL, 5FT RESIDENTIAL BLDG "B" RAS 4 REQUIRED SETBACKS	- 150 CARS
49 COMPACT (B2%) BLDG 'A' FAS 4 REQUIRED SETBACKS FROM WED - DIT COMMERCIAL, SIT RESIDENTIAL BOD VINDO - DIT COMMERCIAL, SIT RESIDENTIAL BERGE WED - DIT COMMERCIAL SIT RESIDENTIAL BERGE WED - DIT COMMERCIAL SIT RESIDENTIAL BLDG 'B' FAS 4 REQUIRED SETBACK'S FROM VINDO - DIT COMMERCIAL SIT RESIDENTIAL BLDG 'B' FAS 4 REQUIRED SETBACK'S FROM VINDO - DIT COMMERCIAL SIT RESIDENTIAL BLDG VINDO - DIT COMMERCIAL SIT RESID	- 150 CARS
BLDG 'A' RAS 4 REQUIRED SETBACKS FRONT YARD = DFT COMMERCIAL, 5FT RISIDENTIAL SDE YARD = DFT COMMERCIAL, 5FT RISIDENTIAL REAR YARD = DFT COMMERCIAL, 5FT RISIDENTIAL BLDG 'B' RAS 4 REQUIRED SETBACKS RECHT YESTER YARD = DT COMMERCIAL, 5FT RISIDENTIAL SDE YARD = 10 COMMERCIAL, 5FT RISIDENTIAL	- 150 CARS
49 COMPACT (\$2%) BLDG 'A' I'RAS 4 REQUIRED SETRACKS FROM WED - DIT COMMERCIAL, SIT RESIDENTIAL BOX WED - DIT COMMERCIAL SIT RESIDENTIAL BRAW WED - DIT COMMERCIAL SIT RESIDENTIAL BRAW WED - DIT COMMERCIAL SIT RESIDENTIAL BROWN WED - DIT COMMERCIAL SIT RESIDENTIAL BROWN WED - TO COMMERCIAL SIT RESIDENTIAL BROWN WED - DIT COMMERCIAL SIT RESIDENTIAL	- 150 CARS
49 COMPACT (\$2%) BLDG "A" RAS 4 REQUIRED SETBACKS FRONT VARD = DFI COMMERCIAL, 5FT REIDENTIAL, SICE VARD = DFI COMMERCIAL, 5FT REIDENTIAL, SICE VARD = DFI COMMERCIAL, 5FT REIDENTIAL, BLDG "B" RAS 4 REQUIRED SETBACKS BLDG "B" RAS 4 REQUIRED SETBACKS SICE VARD = DCOMMERCIAL, 5FT REIDENTIAL, SICE VARD = D COMMERCIAL, 5FT REIDENTIAL BEAR VARD = D COMMERCIAL, 5FT REIDENTIAL	- 150 CARS
49 COMPACT (82%) BLDG 'A' RAS 4 REQUIRED SETBACKS FROM WAD – DIT COMMERCIAL, SIT REDORMIN BROWNED – BT COMMERCIAL, SIT REDORMIN BROWNED – BT COMMERCIAL SIT REDORMIN BROWNED – BT COMMERCIAL SIT REDORMIN BROWNED – BT COMMERCIAL SIT REDORMIN BROWNED – DIT COMMERCIAL SIT REDICTION BROWNED – DIT COMMERCIAL SIT RESIDENTIAL BROWNED – DIT COMERCIAL SIT RESIDENTIAL BROWNED – DIT COMERCIAL SIT RESIDENTIAL BROWNED – DIT COMERCIAL SIT RESIDENTIAL BROWNED – DIT COMERCIA	-150 CARS
49 COMPACT (82%) BLDG 'A' RAS 4 REQUIRED SETBACKS FRONT VARD – BIT COMMERCIAL, BIT RESIDENTIAL BOS VARD – BIT COMMERCIAL, BIT RESIDENTIAL BOS VARD – BIT COMMERCIAL SIT RESIDENTIAL BOS VARD – BIT COMMERCIAL SIT RESIDENTIAL BOST VARD – BOT COMMERCIAL SIT RESIDENTIAL BOST VARD – BOT COMMERCIAL SIT RESIDENTIAL BOST VARD – BOT COMMERCIAL SIT RESIDENTIAL BOT VARD – BOT VARD	-160 CARS
49 COMPACT (B2%) BLDG 'A' RAS 4 REQUIRED SETBACKS FROM NAD — DI COMMERCIA, 51 REDISHIMA BLDG 'B' RAS 4 REQUIRED SETBACKS BLDG 'B' RAS 4 REQUIRED SETBACKS BLDG 'B' RAS 4 REQUIRED SETBACKS BROTT NEWD = DECOMMERCIA, 51 RESIDENTIA, BLDG 'B' RAS 4 REQUIRED SETBACKS FROM NEWD = DECOMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 RESIDENTIA, BLDG 'A	- 150 CARS
	-160 CARS
49 COMPACT (\$2%) BLDG 'A' RAS 4 REQUIRED SETBACKS FRONT WAD – DIT COMMERCIAL, SIT RESIDENTIAL BROWNED – BT COMMERCIAL, SIT RESIDENTIAL BROWNED – BT COMMERCIAL SIT RESIDENTIAL BLDG 'B' RAS 4 REQUIRED SETBACKS FRONT WIND – B COMMERCIAL, SIT RESIDENTIAL BRASE WAD – B COMMERCIAL, SIT RESIDENTIAL BRASE WAD – B COMMERCIAL, SIT RESIDENTIAL BLDG 'A' RAS 4 PROPOSED SETBACKS FRONT WAD – BT COMMERCIAL, SIT RESIDENTIAL BLDG 'A' RAS 4 PROPOSED SETBACKS FRONT WAD – BT COMMERCIAL, SIT RESIDENTIAL BLDG 'A' RAS 4 PROPOSED SETBACKS FRONT WAD – SIT COMMERCIAL, SIT RESIDENTIAL BLDG 'A' RAS 4 PROPOSED SETBACKS FRONT WAD – SIT COMMERCIAL, SIT RESIDENTIAL BLDG 'A' RAS 4 PROPOSED SETBACKS FRONT WAD – SIT COMMERCIAL, SIT RESIDENTIAL BLDG 'A' RAS 4 PROPOSED SETBACKS FRONT WAD – SIT RESIDENTIAL BLDG 'A' RAS 4 PROPOSED SETBACKS FRONT WAD – SIT RESIDENTIAL BLDG 'A' RAS 4 PROPOSED SETBACKS FRONT WAD – SIT RESIDENTIAL BLDG 'A' RAS 4 RESIDENTIAL	-150 CARS
49 COMPACT (B2%) BLDG 'A' RAS 4 REQUIRED SETBACKS FROM NAD — DI COMMERCIA, 51 REDISHIMA BLDG 'B' RAS 4 REQUIRED SETBACKS BLDG 'B' RAS 4 REQUIRED SETBACKS BLDG 'B' RAS 4 REQUIRED SETBACKS BROTT NEWD = DECOMMERCIA, 51 RESIDENTIA, BLDG 'B' RAS 4 REQUIRED SETBACKS FROM NEWD = DECOMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 PROPOSED SETBACKS FROM NEWD = 58 TROMMERCIA, 51 RESIDENTIA, BLDG 'A' RAS 4 RESIDENTIA, BLDG 'A	-150 CARS

FRONTYARD = 5FT COMMERCIAL, 5FT RESIDENTIAL.
SDE YARD = 5FT COMMERCIAL, 5FT RESIDENTIAL.
REAR YARD = DFT COMMERCIAL, 5FT RESIDENTIAL, DFT RECREATIONAL ROOM, OFT PARKING.

BUILDING 'A' PARKING ANALYSIS

BICYCLE REQUIRED BUILDING 'A' - LONG TERM	
33 APARTMENTS (1,UNIT)	= 33 BICYCLES
7, 767 RETAIL [1/2,000]	= 3.8 BICYCLES
TOTAL LONG TERM BICYCLES REQUIRED BUILDING 'A'	= 36 BICYCLES
BICYCLE REQUIRED BUILDING 'A' - SHORT TERM 33 APARTMENTS (1/10 UNITS)	= 3.3 BICYCLES
7, 767 RETAIL [1/2 000]	= 3.8 BICYCLES
TOTAL SHORT TERM BICYCLES REQUIRED BUILDING 'A'	= 6 BICYCLES
TOTAL REQUIRED BICYCLES BUILDING 'A'	= 42 BICYCLES
PROPOSED BICYCLES BUILDING 'A' LONG TERM	= 40 BICYCLES
SHORT TERM	= 6 BICYCLES
	= 46 BICYCLES
BUILDING 'B' BICYCLE ANALYSIS BICYCLE REQUIRED BUILDING 'B' - LONG TERM	
82 APARTMENTS (1,UNIT)	= 82 BICYCLES
2 718 RETAIL (1/2,000)	= 1.3 BICYCLES
TOTAL LONG TERM BICYCLES REQUIRED BUILDING 'B'	= 83 BICYCLES
BICYCLE REQUIRED BUILDING 'B' - SHORTTERM 82 APARTMENTS (1/10 UNITS)	= 8.2 BCVCLIS
2.718 RETAIL (1/2,000)	= 0.2 BCYCLES = 1.3 BCYCLES
TOTAL SHORT TERM BICYCLES REQUIRED BUILDING 'B'	
TOTAL REQUIRED BICYCLES BUILDING 'B'	= 92 BICYCLES
PROPOSED BICYCLES BUILDING B'	= 83 BICYCLES
	= 83 BICYCLES = 10 BICYCLES
LONG TERM	

INDEX A0.0 \$-1	COVER SHEET SURVEY
IP-1 IP-2 IP-3 IP-4 IP-6	LANDSCAPE PLAN GROUND LEVEL BLDG 'A' LANDSCAPE PLAN 2ND R.OOR PLAN BLDG 'A' LANDSCAPE PLAN ROOF DECK BLDG 'B' LANDSCAPE PLAN POOL DECK BLDG 'B' LANDSCAPE PLAN ARD FLOOR PLAN BLDG 'B' LANDSCAPE PLAN ROOF DECK
A0.01 A0.02 A0.03 A0.04	BUILDING A&B SITE PLAN BUILDING A&B FLOOR PLANS BUILDING A&B ROOF PLAN UNITS AREAS DIAGRAM
AOL 1R AOL 2R AOL 3R	PERSPECTIVE RENDERINGS EXISTING SITE PHOTOS EXISTING SITE PHOTOS
A1.11 A1.12 A1.13 A1.14 A1.16 A1.16 A1.17 A1.18 A1.17 A1.18 A1.10 A1.10 A1.111	BLDE 'A' PARRING FLOOR PLAN 1 BLDE 'A' PARRING FLOOR PLAN 1 BLDE 'A' GROUND FOOR PLAN BLDE 'A' 20 FLOOR PLAN BLDE 'A' 310 FLOOR PLAN BLDE 'A' 310 FLOOR PLAN BLDE 'B' PARRING FLOOR PLAN 1 BLDE 'B' PARRING FLOOR PLAN 1 BLDE 'B' GROUND FLOOR PLAN 1 BLDE B' GROUND FLOOR PLAN 1
A2.11 A2.12 A2.13 A2.14	BLDG 'A' TYPICAL UNITS BLDG 'A' 4TH FLOOR UNITS BLDG 'B' TYPICAL UNITS BLDG 'B' 4TH FLOOR UNITS
A3.11 A4.11 A5.11 A5.12 A5.13 A5.13 A5.11 A7.11	ELEVATIONS SECTIONS WALL SECTIONS WALL SECTIONS WALL SECTIONS NOT LIBED DOOR & WINDOW SCHEDULE





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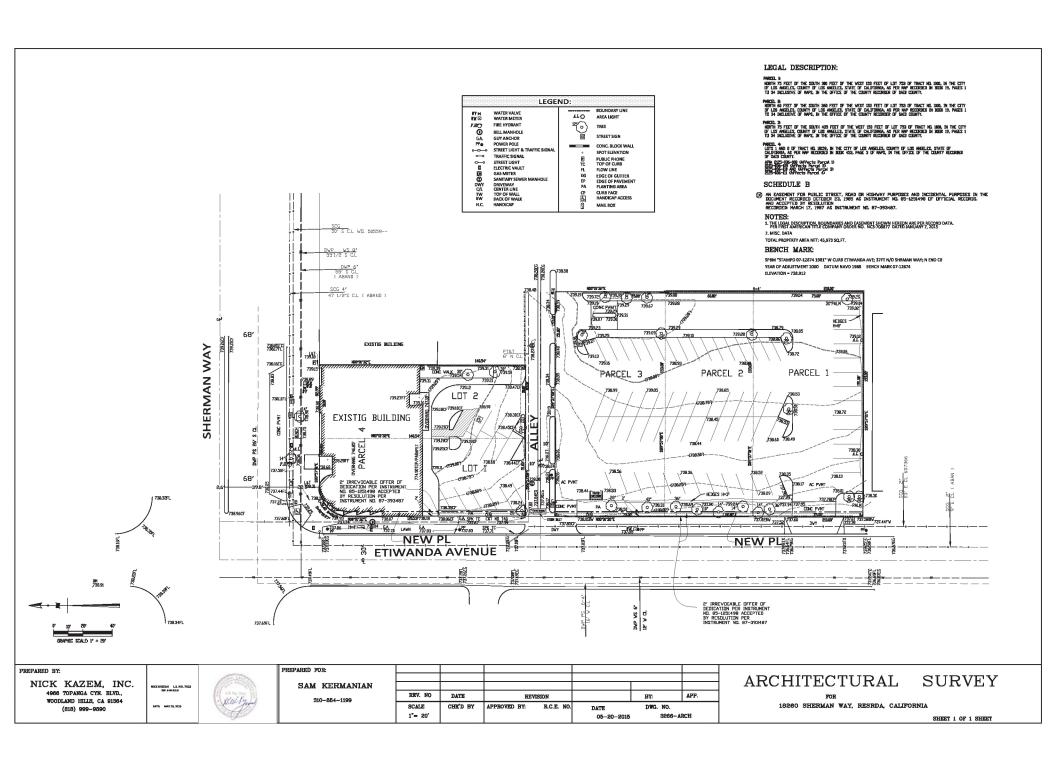
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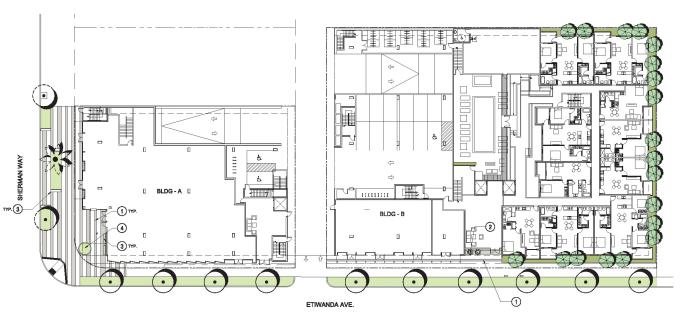
18260 SHERMAN WAY, 7124, 7182 B 718 ERWANDA AVE, RESEDA, GA 91885

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COVER SHEET & PROJECT INFORMATION

1898.00















KEYNOTES





2. PLANTER W/ YUCCA ROSTRATA QUICKCRETE Q-LINE GESTURE LOW PLANTER - TALL

3. BENCH

4.8' DIA. LARGE LOW BOWL W/ ACCENT PLANTING





PLANTING AREA PROVIDED

BLDG - A (TOTAL : 1,200 SF.) 2ND FL : 1.200 SF.

BLDG - B (TOTAL: 2,662 SF.) GROUND LEVEL: 1,162 SF. 2ND FL: 1.010 SF. 3RD FL: 430 SF.

TREE REQUIRED

BLDG - A : 38 UNIT (1 TREE / 4 UNIT) = 10 EA.
PROVIDED TREES :
COURTYARD @ 2ND FL. : 10 EA.

BLDG - B : 84 UNIT (1 TREE / 4 UNIT) = 21 EA. PROVIDED TREES : GROUND LEVEL : 19 EA. POOL DECK @ 2ND FL : 10 EA. 3RD FL : 7 EA.

TOTAL PROVIDED TREES: 38 EA.



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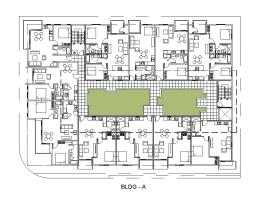
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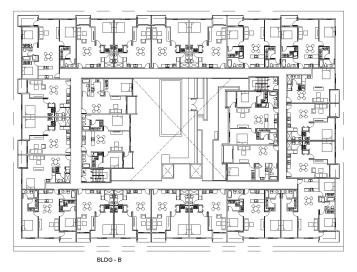
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18260 SHERMAN WAY, 7124, 7132 8 ETIWANDA AVE. RESEDA, GA 91335 Sheet Nome

LANDSCAPE PLAN - GROUND LEVEL

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PRELIMARY LANDSCAPE PLAN -2NDFL.











 $\underbrace{ \text{COURTYARD LANDSCAPE PLAN - 2ND FL} }_{\text{SCALEd }6^{\circ}=1^{\circ}.0^{\circ}}$

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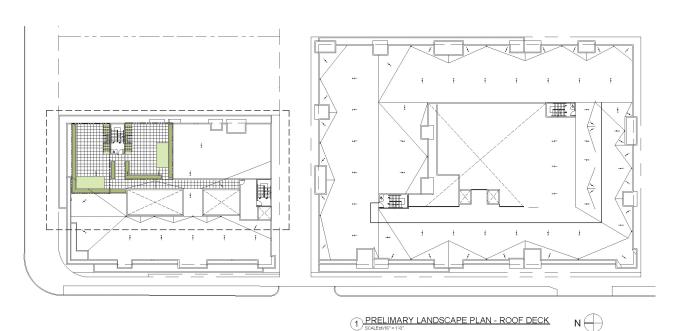
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18260 SHERMAN WAY, 7124, 7132 & 7138 ETIWANDA AVE. RESEDA, CA 91335 Sheet Name BLDG - A

LANDSCAPE PLAN - 2ND FL.

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KEYNOTES 1. OUTDOOR TV



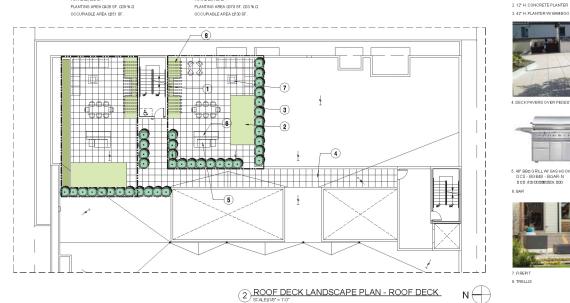
4. DECK PAVERS OVER PEDESTALS



5. 48" BBD GRILL W GAS HOOK UP DCS - BGB48 - BDAR-N 0.00 dos 00.0000000s, 000



7. FIREPIT 8 TRELLIS



ROOF DECK - B

TOTAL 01,100 SF.

ROOF DECK - A

TOTAL DI.080 SF.

PLANTING LEGEND

BAMBUSA MUTIPLE 0 'ALPHONSE KARR' ALPHONSE KARR BAMBOO

ALPHONSE KARR BAMBOO

SIDE DIDUAN.

TREES

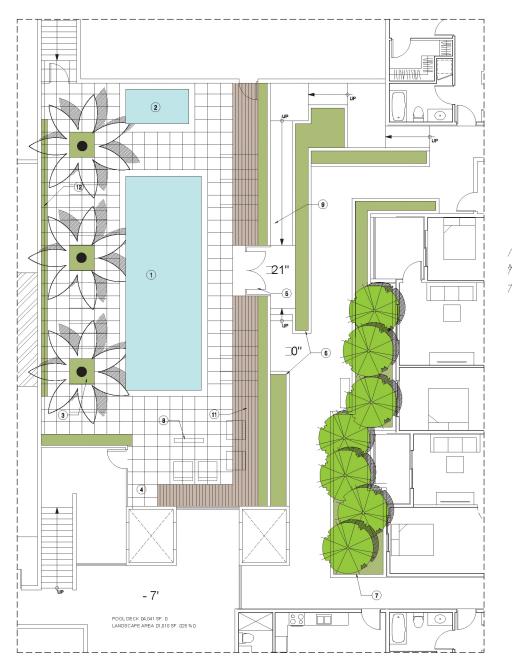
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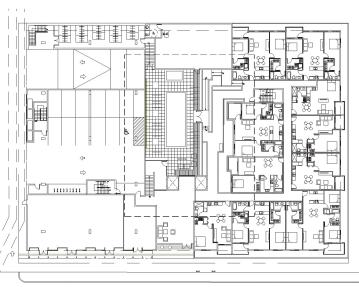
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18260 SHERMAN WAY, 7124, 7132 & 7138 ETIWANDA AVE. RESEDA, CA 91335 Sheet Name

BLDG - A LANDSCAPE PLAN - ROOF DECK

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1) PRELIMINARY LANDSCAPE PLAN - POOL DECK SCALED/16" # 11:0"



TREES

PLANTING LEGEND HOENIG DACTYLIFERA MED GOOL'

GINKO BILOBA MADENHAR TREE

SIDE DIDUAN. 15' TRUNK HT./3 EA.

24° B0 b/7 EA







11. WOOD DECK OVER PEDESTALS 12. GREEN WALL

KEYNOTES

3. 12" H. STEEL PLANTER 4. SHOWER

5. POOL ENCLOSURE GLASS FENCE W/ GATE 6.14" H. PLANTER 7. 30" H. PLANTER

1. POOL 2. SPA

8. FIREPIT 9. RAMP



MEDIDOL DATE PALM



MADENHAIR TREE



8 January 2016

Eardscape Architects
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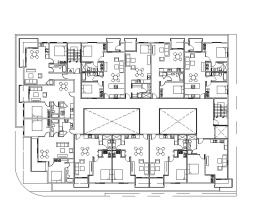
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BLDG - B LANDSCAPE PLAN - POOL DECK | 2| d FL. |

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LP-4

2 POOL DECK LANDSCAPE PLAN
SCALEDIA" = 1'-0"





1 PRELIMARY LANDSCAPE PLAN -3RD FL.

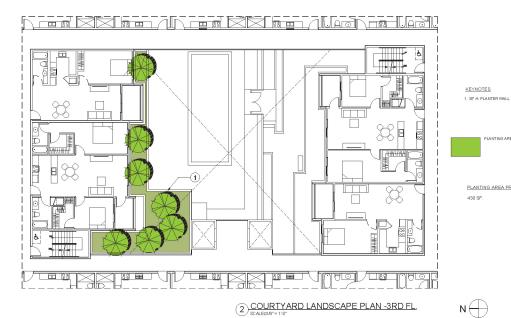


PLANTING AREA PROVIDED

430 SF.







2 COURTYARD LANDSCAPE PLAN -3RD FL.



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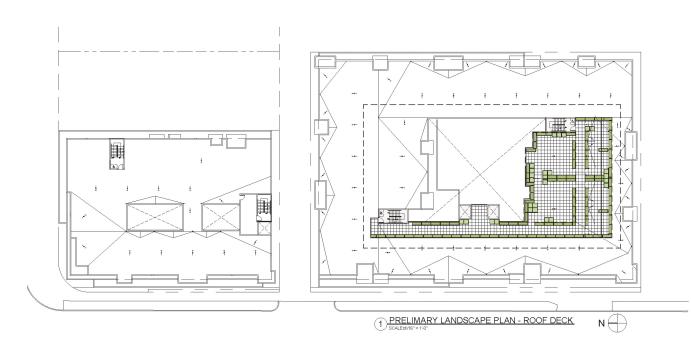
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16260 SHERMAN WAY, 7124, 7132 & 7138 ETIWANDA AVE. RESEDA, CA 91335 Sheet Name BLDG-B LANDSCAPE PLAN

- 3RD FL.

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-(5)

000

TOTAL \$60 SF. PDANTING AREA 0216 SF. 032 % 0

ROOFIDECK - D

TOTAL 0646 SF. PLANTING AREA 0196 SF, 030 % 0

OCCURABLE AREA DI44 SF.

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KEYNOTES

2. 24° W. RECTANGLE GFRC PLANTER 3. 36" SDUARE GFRC PLANTER





5. 48" BBD GRILL W GAS HOOK UP DCS - BGB48 - BDAR-N 0.00.dos00000000s.000

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16260 SHERMAN WAY, 7124, 7132 & 7138 ETIWANDA AVE. RESEDA, CA 91335 Sheet Name

BLDG - B LANDSCAPE PLAN - ROOF DECK

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2 ROOF DECK LANDSCAPE PLAN N

PLANTING LEGEND TREES

BAMBUSA MUTIPLED

VALPHONSE KARR'
ALPHONSE KARR BAMBOO

ALPHONSE KARR BAMBOO

SIDE DIDUAN.

TOTAL 0891 SF.

ROOF DECK - B TOTAL 0889 SF. PLANTING ÂREA (1223 SF. (125 % ()

OCCUPIA BLE AREA 1886 SF.

PLANTING AREA 0223 SF, 025 % 0 OCCUPIABLE AREA 0568 SF.

2)-

3)-

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OWNER / DEVELOPER

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BUILDING A&B SITE PLAN

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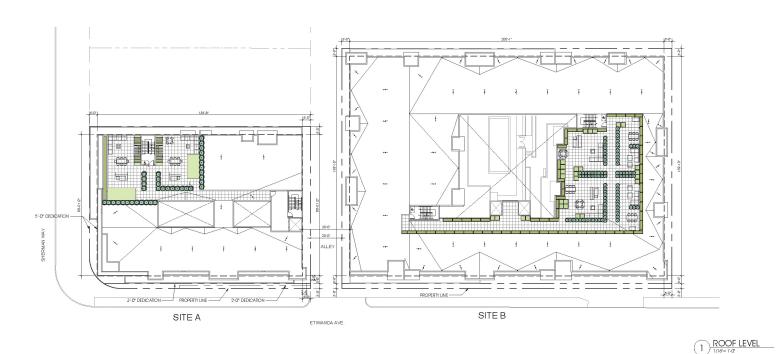
OWNER / DEVELOPER

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18260 SHERMAN WAY, 7124, 7182 & 7189 ETIMANDA AVE. RESEDA, CA 91885

BUILDING A&B FLOOR PLANS

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OWNER / DE VELOPER

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18260 SHERMAN WAY, 7124, 7182 8: 7188 ETIMANDA AYE, RESEDA, GA 91886 Sheel Norne

BUILDING A&B ROOF PLAN

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2ND TO 3RD LEVEL

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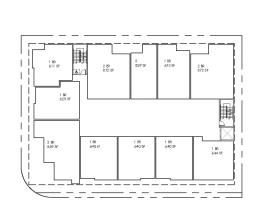
BUILDING A&B UNITS AREAS DIAGRAMS

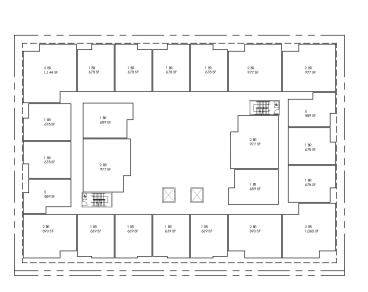
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2 4TH LEVEL











ORIGINAL BUILDING HEIGHT





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OWNER / DEVELOPER

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PERSPECTIVE RENDERINGS

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1) PERSPECTIVE AT SHERMANWAY AND ETIWANDA AVE. CORNER



3) PERSPECTIVE AT SHERMANWAY AND ETIWANDA AVE, CORNER





2 PERSPECTIVE AT SHERMANWAY







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PERSPECTIVE RENDERINGS

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2 SITE VIEW AT SHERMANWAY



3 SURROUNDING BUILDING AT SHERMANWAY



4 SURROUNDING BUILDING AT SHERMANWAY



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5 SITE VIEW AT SHERMANWAY





RESEDA MIXED USE

OWNER / DEVELOPER

18260 SHERMAN WAY, 7124, 7182 & 7189 ETIMANDA AVE. RESEDA, CA 91886 Sheel Norme

EXISTING SITE **PHOTOS**

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FOR PLANNING SUBMITTAL 1-26-2016

2 PANORAMIC VIEW OF SITE AT ETIWANDA AVE.

3 PANORAMIC VIEW OF OPPOSITE SIDE AT SHERMANWAY



PANORAMIC VIEW OF OPPOSITE SIDE AT ETIWANDA AVE.



OWNER / DEVELOPER

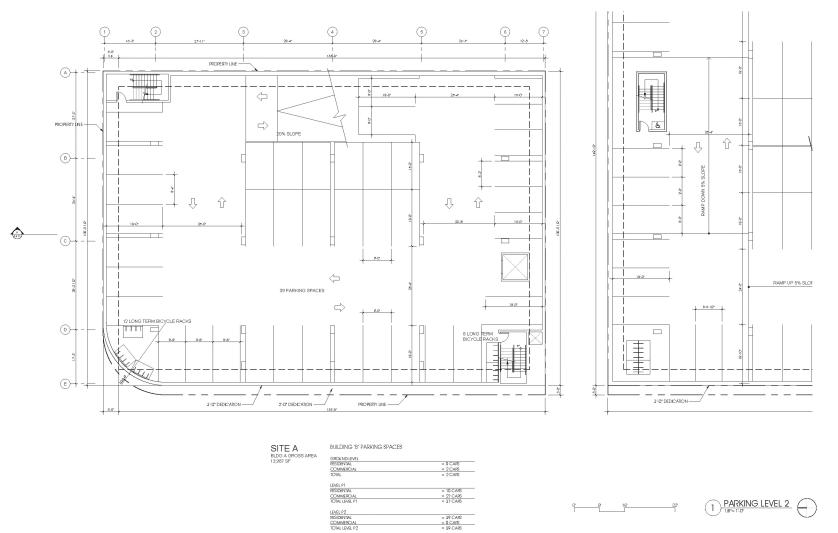
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EXISTING SITE **PHOTOS**

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TOTAL RESIDENTIAL PARKING SPACES TOTAL RETAIL PARKING SPACES TOTAL PARKING SPACES = 49 CARS = 29 CARS = 78 CARS

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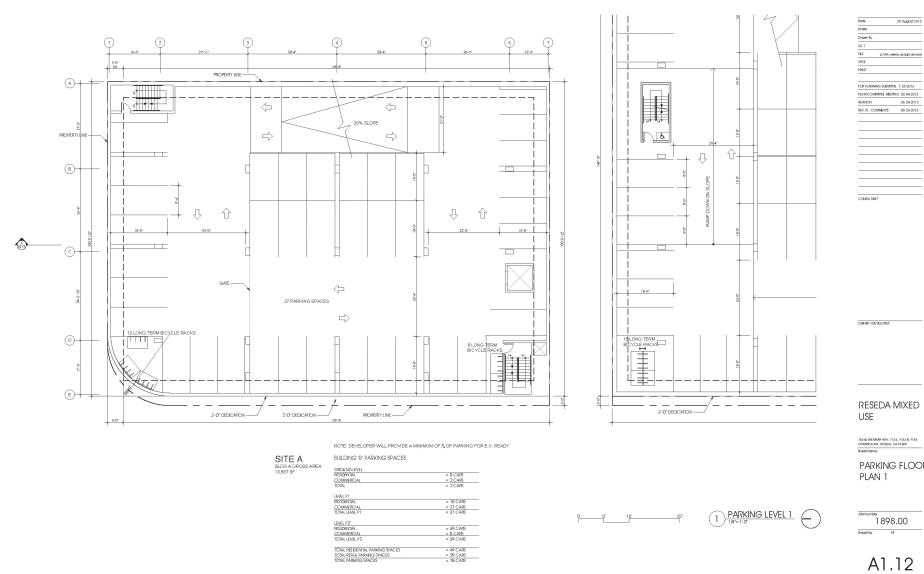
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PARKING FLOOR PLAN 2

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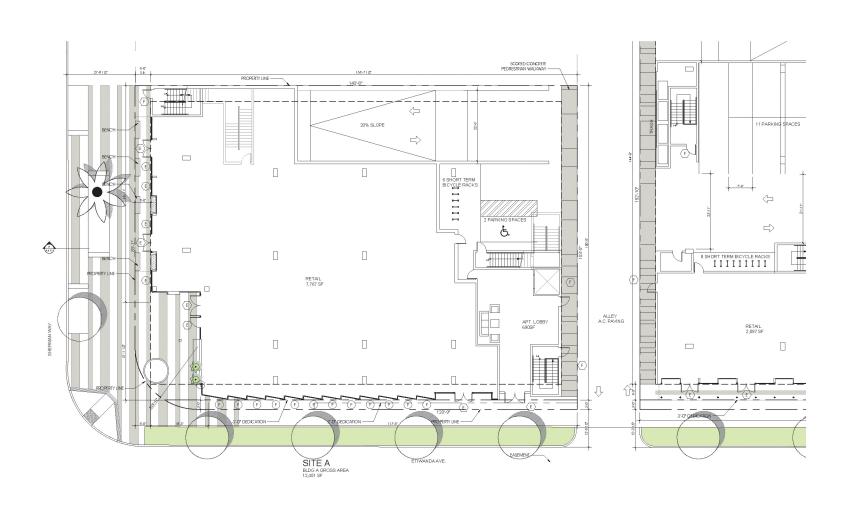


FOR PLANNING SUBMITTAL 1-26-2016 PLUMCOMMITTEE MEETING 02-04-2016 06-20-2016 REV. PL. CONWENTS 08-26-2016

RESEDA MIXED

PARKING FLOOR





OWNER / DE VELOPER

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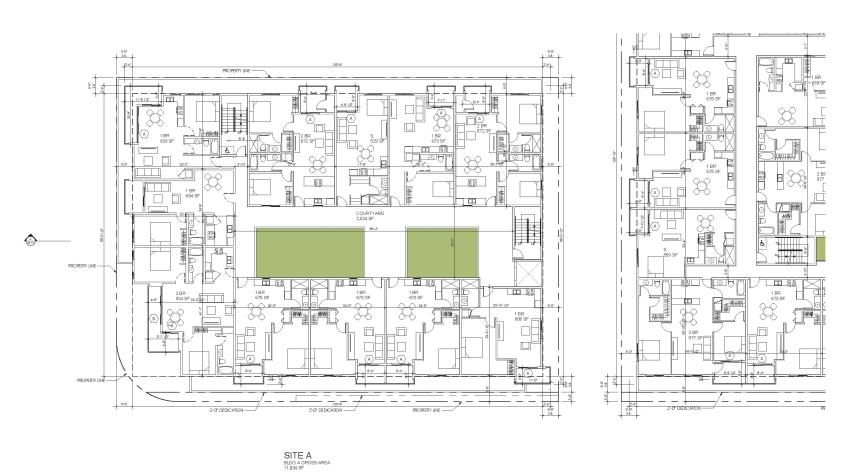
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BUILDING A GROUND FLOOR PLAN

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GROUND LEVEL





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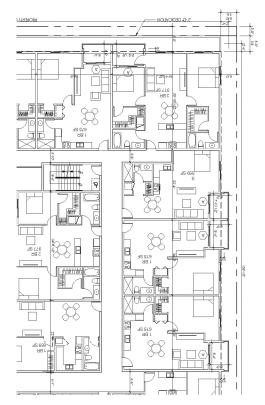
BUILDING A 2ND FLOOR PLAN

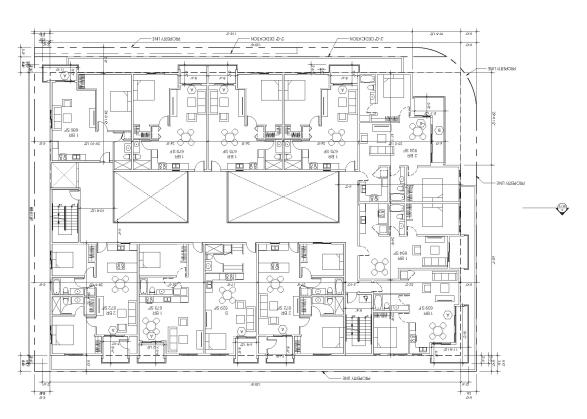
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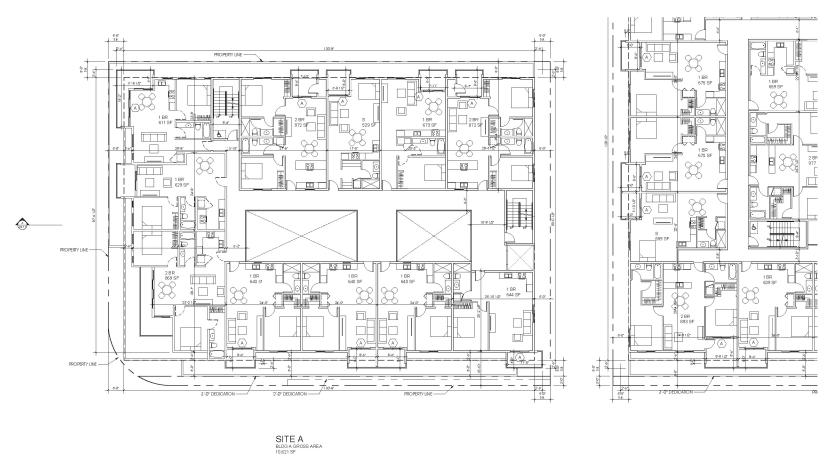
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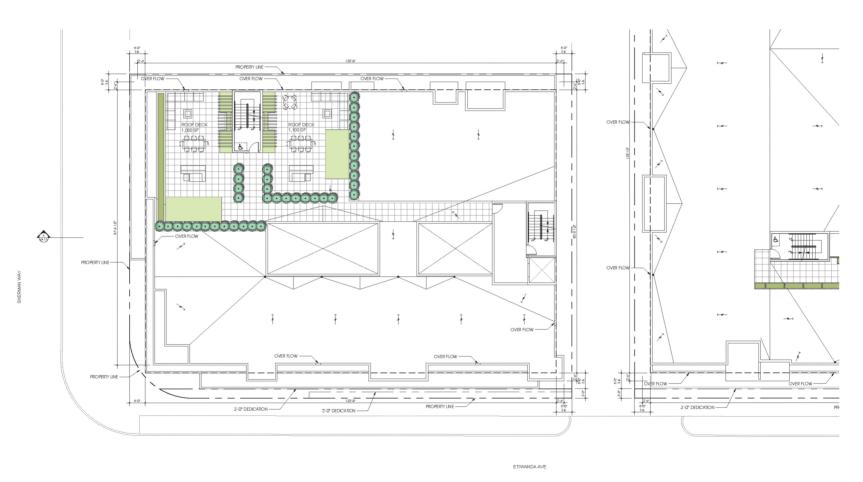
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BUILDING A 4TH FLOOR PLAN

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1 4TH LEVEL





OWNER / DEVELOPER

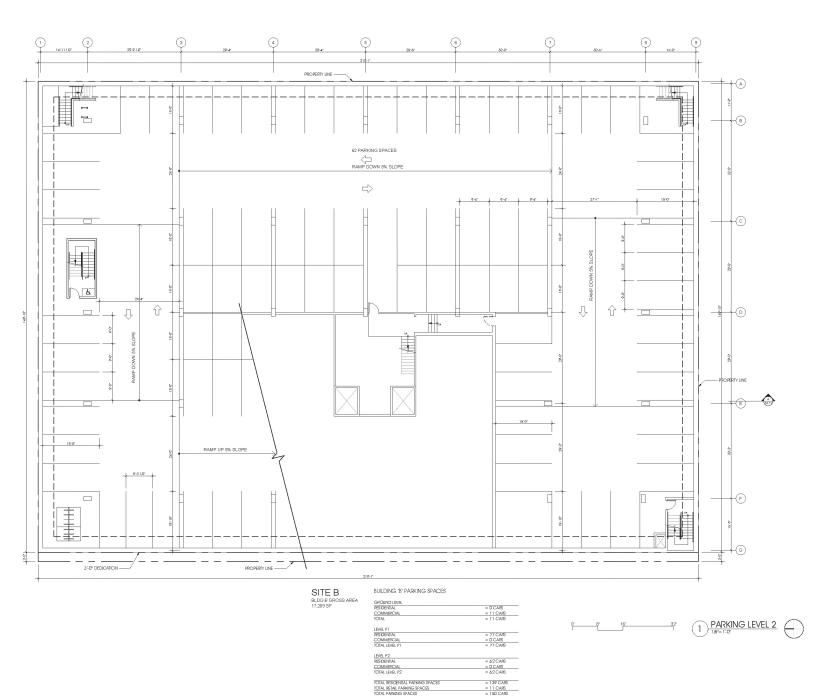
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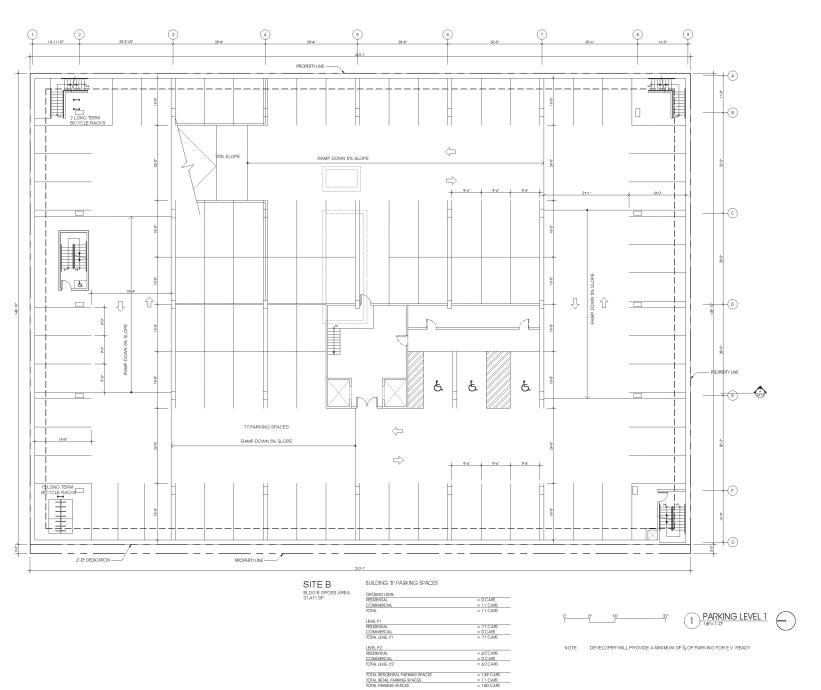
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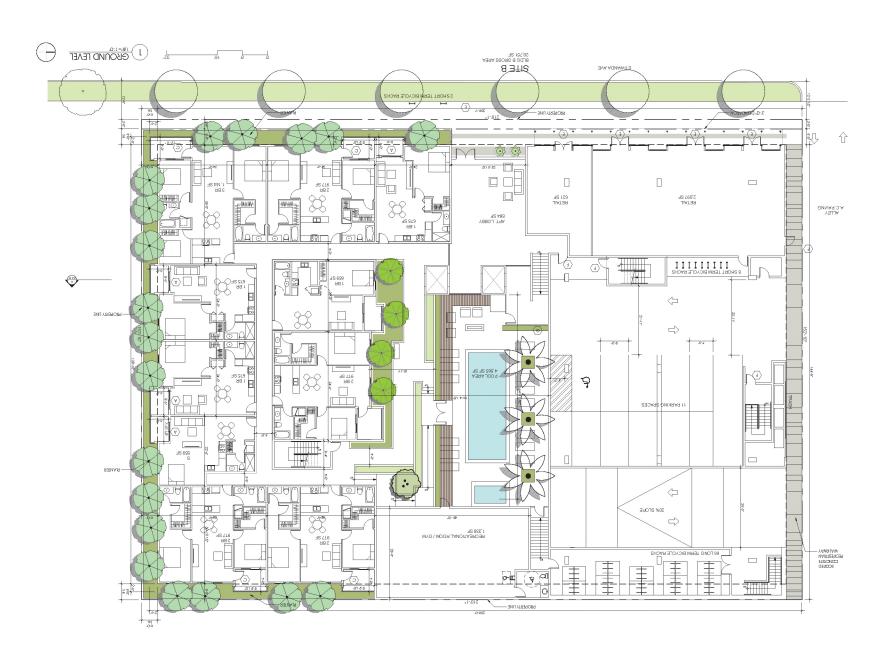
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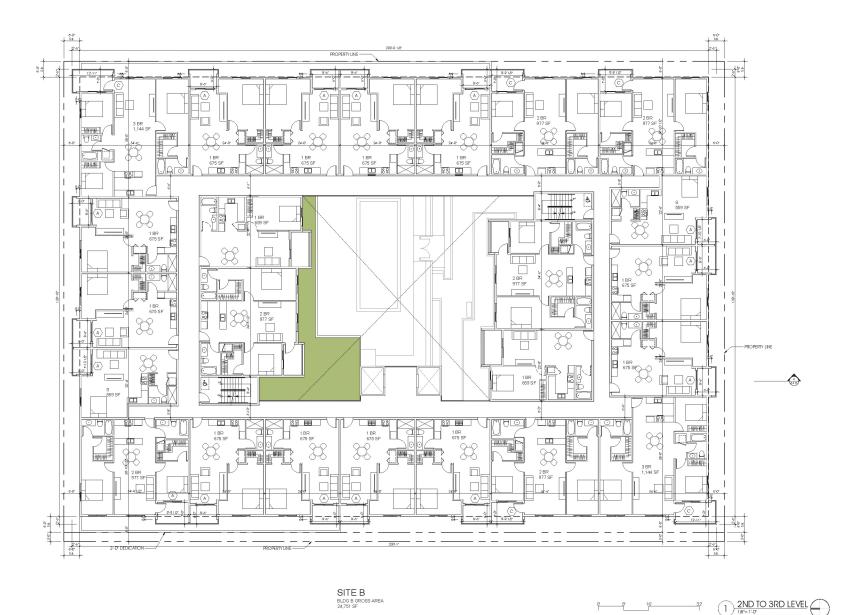
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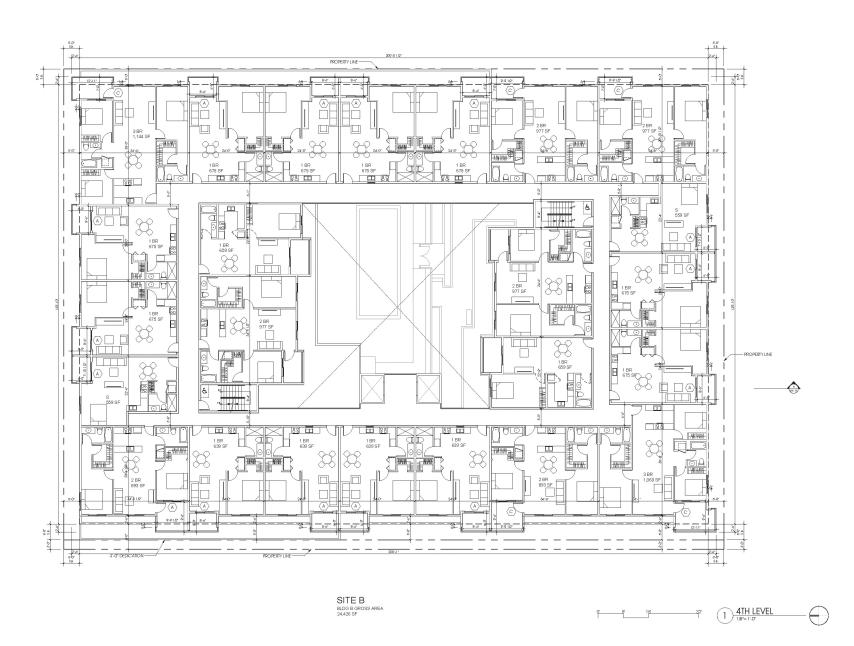
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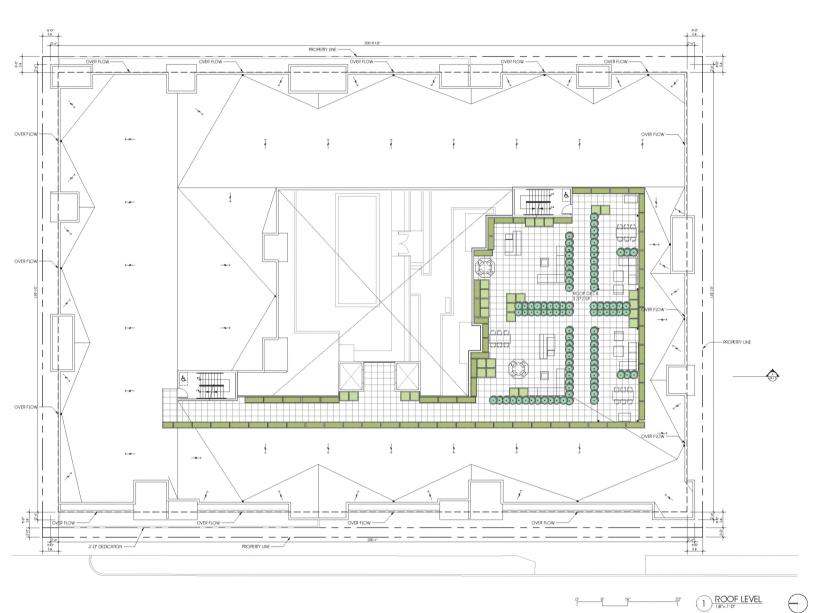
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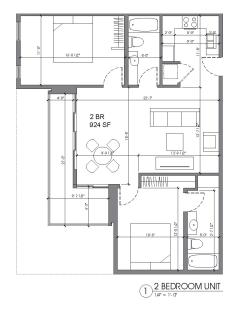
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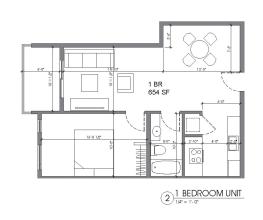
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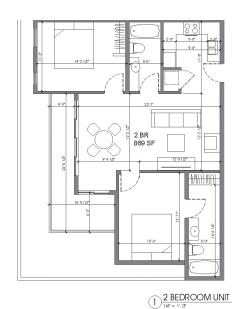
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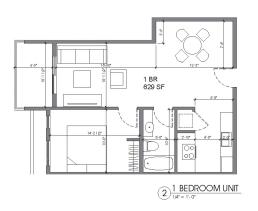
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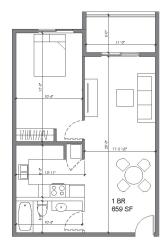
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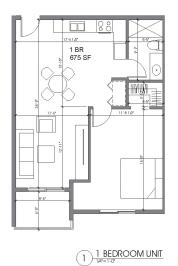




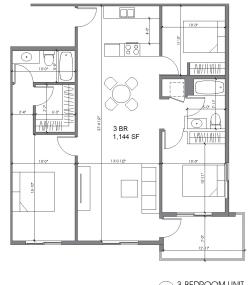
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3 BEDROOM UNIT

OWNER / DEVELOPER

RESEDA MIXED USE

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BUILDING B TYPICAL UNITS

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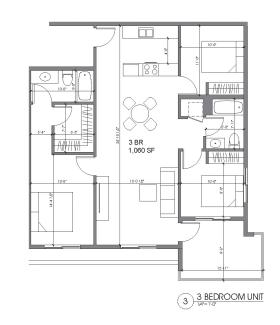




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1 BR 639 SF

1 BEDROOM UNIT



OWNER / DE VELOPER

RESEDA MIXED USE

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BUILDING B 4 TH FLOOR UNITS

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BLDG 'A' & 'B' WEST ELEVATION



2 BLDG 'A' & 'B' EAST ELEVATION



3 BLDG 'A' NORTH ELEVATION



4 BLDG 'B' SOUTH ELEVATION



5 BLDG 'A' SOUTH ELEVATION



6 BLDG 'B' NORTH ELEVATION



FOR PLANNING SUBMITIAL 1-26-2016
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REVISION 06-20-2016

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OWNER / DEVELOPER

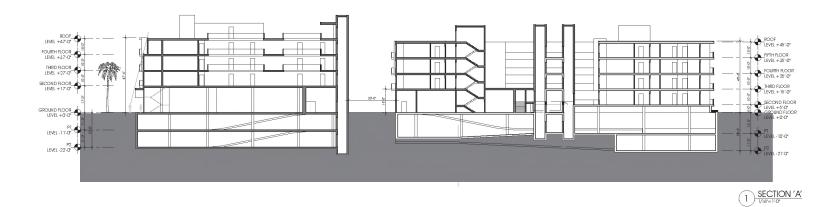
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RESEDA MIXED USE

18260 SHERMAN WAY, 7124, 7182 & 7186 ETIMANDA AYE, RESEDA, CA 91885 Sheel Norme

BUILDING A & B SECTIONS

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OWNER / DEVELOPER

RESEDA MIXED USE

18200 SHERMAN WAY, 7124, 7182 8 7188 ETIMANDA AYE, RESEDA, GA 91885 Sheet Norne

ENLARGED PLANS ELEVATION & WALL SECTIONS

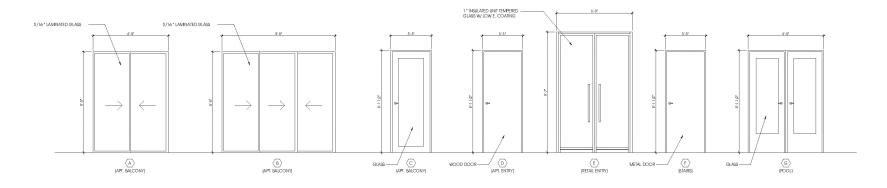
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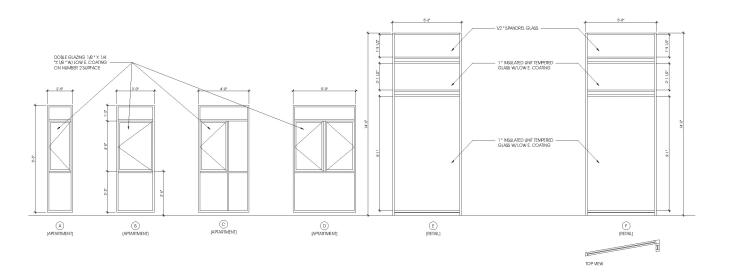
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OWNER / DEVELOPER

RESEDA MIXED USE

18200 SHERMAN WAY, 7124, 7132 & 7136 ETIMANDA AYE, RESEDA, CA 91385 Sheel Norne

> DOOR & WINDOW SCHEDULE

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EXHIBIT B

Environmental Clearance

CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles	CD 3 - BOB BLUMENFIELD
PROJECT TITLE	CASE NO.
ENV-2016-1028-MND	CPC-2016-1027-ZC-SPR-ZAA-CDO

PROJECT LOCATION 7124 N ETIWANDA AVE

PROJECT DESCRIPTION

The demolition of an existing 13,070 square-foot commercial building and the construction, use and maintenance of a proposed five-story, 47-foot in height mixed-use development consisting of two buildings, containing 115 residential units (Building A: 38 Units, Building B: 84 units), approximately 10,485 square feet of ground floor retail/restaurant space (7,767 square feet in Building A and 2,718 square feet in Building B), a total of 250 on-site parking spaces, with a total floor area of approximately 122,000 square feet. The project will provide approximately 13,480 square feet of common open space and is located on a 49,060 square-foot site in the proposed [Q]RAS4-1L-CDO Zone. The applicant is requesting a vesting zone change, site plan review, Zoning Administrator Adjustment's, and a determination of compliance with the Reseda Central Business District Community Design Overlay, and any additional actions, including but not limited to, demolition, grading, excavation, haul route, and building permits.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Reseda Citi, LLC

8500 Wilshire Boulevard, #829

Beverly Hills, CA 90211

FINDING:

The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING TH		TITLE		TELEPHONE NUMBER
JoJo Pewsawa	\mathcal{I}	City Planning Assistant	Sales Sales	(213) 978-1214
ADDRESS	SIGNATURE (Official)		DAT	E
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		2. Sura	Au	GUST 10, 2016

I-10. Aesthetics (Landscape Plan)

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation
 plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final
 landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during
 the building permit process.

I-120. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

I-130. Aesthetics (Glare)

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

•

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and
 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

XII-40. Increased Noise Levels (Parking Structure Ramps)

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XII-50. Increased Noise Levels (Retail Markets, Bars, Entertainment etc...)

- Environmental impacts to adjacent residential properties may result from project implementation due to noise from
 the proposed project's activities and parking on the site. However, the potential impacts will be mitigated to a less
 than significant level by the following measures:
- No window openings shall be permitted along the residential sides of the building.
- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential
 properties shall be constructed if no such wall currently exists.
- The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a
 licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

XII-60. Increased Noise Levels (Mixed-Use Development)

- Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site
 commercial uses may result from project implementation. However, the potential impact will be mitigated to a less
 than significant level by the following measure:
- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall
 have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and
 ASTM E413.

XIV-10. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having
 marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by
 the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIV-20. Public Services (Police – Demolition/Construction Sites)

 Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XIV-30. Public Services (Police)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIV-40. Public Services (Construction Activity Near Schools)

- Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:
- The developer and contractors shall maintain ongoing contact with administrator of ______school. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

XIV-50. Public Services (Schools affected by Haul Route)

- LADBS shall assign specific haul route hours of operation based upon _____ School(s) hours of operation.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the
 arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods
 when school is in session especially when students are arriving or departing from the campus.

XVI-30. Transportation (Haul Route)

- •
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.

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- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth
 material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

XVI-80. Transportation/Traffic

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks
 throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian
 protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from
 work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- Provide transit passes to all new tenants for their first year of residence. Provide an information kiosk in the lobby of both residential buildings and near the entrance of the bank about transit lines, bike routes, amenities, and attractions within walking distance (1/2 mile radius), and any other public transportation programs in the western San Fernando area. This TDM Plan shall be prepared by the applicant and submitted to DOT for review and approval prior to the issuance of any building permit for this project.

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY

and CHECKLIST

(CEQA Guidelines Section 15063)

	(
LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CD 3 - BOB BLUMENFIELD		DATE:			
RESPONSIBLE AGENCIES: Department of City Planning							
ENVIRONMENTAL CASE: RELATED CASES: ENV-2016-1028-MND CPC-2016-1027-ZC-SPR-ZAA-CDO							
PREVIOUS ACTIONS CASE NO.:		ve significant changes from p T have significant changes f					
PROJECT DESCRIPTION: ZONE CHANGE, SITE PLAN REVIEW, ZONING	ADMINISTRATO	R'S ADJUSTMENT, CDO					
ENV PROJECT DESCRIPTION: The demolition of an existing 13,070 square-foot commercial building and the construction, use and maintenance of a proposed five-story, 47-foot in height mixed-use development consisting of two buildings, containing 115 residential units (Building A: 38 Units, Building B: 84 units), approximately 10,485 square feet of ground floor retail/restaurant space (7,767 square feet in Building A and 2,718 square feet in Building B), a total of 250 on-site parking spaces, with a total floor area of approximately 122,000 square feet. The project will provide approximately 13,480 square feet of common open space and is located on a 49,060 square-foot site in the proposed [Q]RAS4-1L-CDO Zone. The applicant is requesting a vesting zone change, site plan review, Zoning Administrator Adjustment's, and a determination of compliance with the Reseda Central Business District Community Design Overlay, and any additional actions, including but not limited to, demolition, grading, excavation, haul route, and building permits.							
ENVIRONMENTAL SETTINGS:			0.				
The subject property is a rectangular-shaped, level frontage of 293 feet on the east side of Etiwanda 13,070 square-foot commercial building fronting S	Avenue. The site of the Sherman Way and of the O	s bisected by a 20-foot alleyv a surface parking lot with acc vithin the Reseda-West Van I	vay. The site cess from E Nuys Comm	e is developed with a tiwanda Avenue.			
located within the Reseda Central Business Distri (150' height limit above elevation 790) and horizo nearest known fault (Northridge Fault).							
The northern adjoining properties are zoned [Q]OS-1XL-CDO and [Q]C2-1L-CDO and are developed with a landscaped median along Sherman Way and a retail center. The eastern adjoining property is zoned [Q]C2-1L-CDO and is developed with a single-story commercial building and surface parking lot. Further east, the property is zoned [Q]C2-1L-CDO and is developed with a school (Magnolia Science Academy). The southern adjoining property is zoned (Q)R3-1 and R1-1 and is developed with an apartment building. The western adjoining properties (across Etiwanda Avenue) are zoned [Q]C2-1D-CDO, [Q]P-1D-CDO, [Q]Cr-1D-CDO and [Q]R3-1D-CDO and are developed with commercial buildings fronting Sherman Way, surface parking, and office and multi-family residential fronting Etiwanda Avenue.							
PROJECT LOCATION: 7124 N ETIWANDA AVE							
COMMUNITY PLAN AREA: RESEDA - WEST VAN NUYS STATUS:		PLANNING COMMISSION: VALLEY	CERTIFIEI COUNCIL: RESEDA	D NEIGHBORHOOD			
□ Does Conform to Plan □ Does NOT Conform to Plan							

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EXISTING ZONING: [Q]C2-1L-CDO and [Q]P-1L-CDO	MAX. DENSITY/INTENSITY ALLOWED BY ZONING:	
GENERAL PLAN LAND USE: COMMUNITY COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:	LA River Adjacent:
	PROPOSED PROJECT DENSITY:	

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On the basis of this initial evaluation: I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. **City Planning Assistant** (213) 978-1214 Title Signature Phone

Determination (To Be Completed By Lead Agency)

Evaluation Of Environmental Impacts:

- 1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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- 6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

PROPOSAL NAME (if Applicable):

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

The state of the s						
AESTHETICS AGRICULTURE AND FOREST RESOURCES AIR QUALITY BIOLOGICAL RESOURCES	☐ GREEN HOUSE GAS EMISSIONS ☐ HAZARDS AND HAZARDOUS MATERIALS ☐ HYDROLOGY AND WATER QUALITY ☐ LAND USE AND PLANNING	☐ POPULATION AND HOUSING ✓ PUBLIC SERVICES ☐ RECREATION ✓ TRANSPORTATION/TRAFFIC ☐ UTILITIES AND SERVICE SYSTEMS				
CULTURAL RESOURCES		■ MANDATORY FINDINGS OF				
GEOLOGY AND SOILS	MINERAL RESOURCES	SIGNIFICANCE				
	NOISE	The second secon				
INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency) Background						
PROPONENT NAME:	P	HONE NUMBER:				
Reseda Citi, LLC	(9	009) 597-2415				
APPLICANT ADDRESS:						
8500 Wilshire Boulevard, #829 Beverly Hills, CA 90211						
AGENCY REQUIRING CHECKLIST:	D.	ATE SUBMITTED:				
Department of City Planning	03	3/24/2016				

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	Less than significant			
Potentially significant	with mitigation	Less than significant		
impact	incorporated	impact	No impact	

. 1	AESTHETICS			
ι,	Have a substantial adverse effect on a scenic vista?			V
).	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			Y
G.	Substantially degrade the existing visual character or quality of the site and its surroundings?	~		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	V		
II.	AGRICULTURE AND FOREST RESOURCES			A Principle of the State of the
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			~
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			1
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			~
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			1
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			~
III.	AIR QUALITY			
a.	Conflict with or obstruct implementation of the applicable air quality plan?		V	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		~	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		~	
d.	Expose sensitive receptors to substantial pollutant concentrations?		V	
e.	Create objectionable odors affecting a substantial number of people?		V	
IV.	BIOLOGICAL RESOURCES			1
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			1
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			~
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			~
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			~
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			~
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			~

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		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		t in the state of		V
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			~	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			Y	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			V	
e.	Cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?			V	
VI.	GEOLOGY AND SOILS				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				~
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			V	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				V
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				V
e.	Result in substantial soil erosion or the loss of topsoil?	والمناف والمافية والماف والمافورة		Y	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				Y
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			~	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				~
_	GREEN HOUSE GAS EMISSIONS		<u>,</u>		
	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			V	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			~	
_	. HAZARDS AND HAZARDOUS MATERIALS				ور ما المار الم
	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			Y	
	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			*	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			~	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				V

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		Potentially significant impact	significant with mitigation incorporated	Less than significant impact	No impact
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				~
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				~
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				V
	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				Y
IX.	HYDROLOGY AND WATER QUALITY				
a.	Violate any water quality standards or waste discharge requirements?			V	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			Y	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			~	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			Y	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			Y	
f.	Otherwise substantially degrade water quality?				Y
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				~
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				Y
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				~
j.	Inundation by seiche, tsunami, or mudflow?				~
X.	LAND USE AND PLANNING	A second of the	<u> </u>		A
a.	Physically divide an established community?				Y
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			~	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				~
	MINERAL RESOURCES				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				Y
	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				V
XI	. NOISE	and the second s			
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		~		

Less than significant with

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		Potentially significant impact	significant with mitigation incorporated	Less than significant impact	No impact
b.	Exposure of persons to or generation of excessive groundborne vibration or			-/	
	groundborne noise levels?			Y	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	1		~	
	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			*	
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			V	
XI	I. POPULATION AND HOUSING				
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			~	
b.	construction of replacement housing elsewhere?				Y
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				V
Χľ	/. PUBLIC SERVICES				
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		•		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		~		
C.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?		~		
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			V	Charles and Charle
	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			V	
\vdash	RECREATION				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	A THE STATE OF THE		V	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			~	
XV	. TRANSPORTATION/TRAFFIC		3		

Less than significant

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		impact	incorporated	impact	No impact
	a de la companya de				
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	And the state state state and the state of t		Y	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			~	
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		Y		
e.	Result in inadequate emergency access?			V	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			-	A to the second
XΛ	II. UTILITIES AND SERVICE SYSTEMS				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			Y	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			~	
C.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			Y	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	gypak kapi kii sayang mengleng mengleng mengleng menang men		Y	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			V	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			~	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			~	
X١	III. MANDATORY FINDINGS OF SIGNIFICANCE				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			V	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			•	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			1	

Less than significant

with

mitigation

Less than significant

Potentially

significant

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

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DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2016-1028-MND and the associated case(s),

CPC-2016-1027-ZC-SPR-ZAA-CDO . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

<u>For City information, addresses and phone numbers:</u> visit the City's website at http://www.lacity.org; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/

Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA".

	TITLE:	TELEPHONE NO.:	DATE:
PREPARED BY:	City Planning Assistant	(213) 978-1214	06/30/2016

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		Mitigation
Impact?	Explanation	Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

1 4	I. AESTHETICS				
а.	NO IMPACT	The existing visual character of the surrounding locale is highly urban and the project site is not located within or along a designated scenic highway, corridor, or parkway. No designated scenic vistas in the local area would be impeded, and the project will not substantially block any scenic vistas. Therefore, no impact will result.			
b.	NO IMPACT	A significant impact would occur only if scenic resources would be damaged or removed by a project, such as a tree, rock outcropping, or historic building within a designated scenic highway. There are no identified scenic resources such as rock outcroppings or historic buildings located on-site. The building has not been identified as requiring Historic Preservation Review. The project is located within the Reseda Central Business District Design Overlay and will comply with the regulations. No impact will result.			
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project would include the construction of a new, five-story, mixeduse development and landscaping. The proposed project would not substantially degrade the existing visual character or quality of the project site and its surroundings. The project site and its surroundings. The project is required to obtain compliance with the Reseda Central Business District Community Design Overlay. With mitigation measures, the project will have less than significant impacts on the visual quality of the site.	I-10		

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	1	F. L	Mitigation
	Impact?	Explanation	Measures
	I		L
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The project (through new building materials and lighting) has the potential to create a new source of substantial light and glare for adjacent residential land uses. The referenced Mitigation Measures shall apply to reduce impacts to a less than significant level.	I-120, I-130
II. A	GRICULTURE AND FOREST RESOU	RCES	
а.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is developed with a commercial building and surface parking. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under a Williamson Act Contract. The project site is not zoned for agricultural use or under a Williamson Act Contract. The project site is currently zoned [Q]C2-1L-CDO and [Q]P-1L-CDO. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act Contract. Therefore, no impact would occur.	
C.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned [Q]C2-1L-CDO and [Q]P-1L-CDO. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	

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			Mitigation
	Impact?	Explanation	Measures
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned [Q]C2-1L-CDO and [Q]P-1L-CDO. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land	
		or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use or Forest Land to Non-Forest Use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
111. /	AIR QUALITY		
	LESS THAN SIGNIFICANT IMPACT	The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project with 115 residential units and 10,485 square feet of commercial space is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.	

b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions are estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results for similar types of projects, Overall Construction (Maximum Daily Emission) for the proposed project would not exceed the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO2), and Respirable Particulate Matter (PM10 and PM2.5). The project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 lbs/day for NOx,, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Additionally, the project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions. The project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx, 550 lbs/day for ROG, 55 lbs/day for NOx, 550 lbs/day for ROG, 55 lbs/day for SO2, 150 lbs/day for PM10, and 55 lbs/day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Therefore, the proposed project would result in a less-than-significant	
		impact related to regional operational emissions.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is a mixed-use project with 115 residential units and 10,485 square feet of commercial uses that does not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM10 and PM2.5 would be minimal. Similarly, existing land uses in the area include commercial land uses that do not produce substantial emissions of localized nonattainment pollutants. A	

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		less-than significant project impact does not make a cumulatively considerable contribution to a cumulative impact. Long-term operation of the project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant. Therefore, impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	The proposed project would not expose sensitive receptors to substantial pollutant concentrations, particularly localized criteria pollutant emissions, during construction. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The project site is not near either a freeway or a large gas station. Therefore, the proposed project would result in a less than significant impact.	
e.	LESS THAN SIGNIFICANT IMPACT	Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed mixed-use project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.	
IV. I	 BIOLOGICAL RESOURCES	impact related to objectionable odors.	

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a.	NO IMPACT	A significant impact would occur if the project resulted in the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The subject property is located within an urbanized area and is currently developed with minimal landscaping. No endangered and/or threatened species are located within the property, and no such species has been observed on the property. As such, the project would not adversely affect endangered and/or threatened species either directly or indirectly through habitat modification. No impact would occur.	
b.	NO IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The subject property does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. As such, the project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). No impact would occur.	
Э.	NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The subject property does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The property is located in an urbanized area. As such, the project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact would occur.	
d.	NO IMPACT	A significant impact would occur if the project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the urbanized nature of the subject property and surrounding area, the lack of a major water body, and the limited number of trees, the subject property does not support habitat for	

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		native resident or migratory species or contain native nurseries. Therefore, the project would not interfere with wildlife movement or impede the use of native wildlife nursery sites. No impact would occur.	
е.	NO IMPACT	A significant impact would occur if the project would be inconsistent with local regulations pertaining to biological resources. The project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The subject property does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore or California bay trees. The project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC protects migratory birds that may use trees on or adjacent to the property for nesting and may be disturbed during construction of the project. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands). No impact would occur.	
f.	NO IMPACT	A significant impact would occur if the project conflicted with any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. The subject property and its vicinity are not part of any such area. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan. No impact would occur.	
V. C	CULTURAL RESOURCES		
a.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project includes the demolition of one commercial building constructed during 1954. However, none of the structures has been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historical	

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		Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the site was not found to be a potential historic resource based on communication with the Planning Department's Office of Historic Resources, and data available on the City's HistoricPlacesLA website (the City's new online information and management system created to inventory Los Angeles' significant historic resources). Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known archeological resources; however, the applicant shall abide by current law if archaeological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known paleontological resources; however, the applicant shall abide by current law if paleontological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	No human remains are expected to be located on the project site; however, the applicant shall abide by current law if human remains are discovered during grading or construction. Therefore, impacts will be less than significant.	
e.		A significant impact would occur if the project would result in a substantial adverse change in the significance of a tribal cultural resource, including, but not limited to, sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe or an historical resource as defined in of Section 5024.1(c) Public Resources Code. The subject property has not been identified to contain any tribal cultural resource. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to and if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2.	

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	Impact?	Explanation	Mitigation Measures
		Therefore, project impacts would be less than significant.	
VI. C	SEOLOGY AND SOILS		
a.	NO IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT NO IMPACT	The site is located in a seismically active area approximately 10 kilometers from the nearest fault (Northridge Fault), but the project is not expected to cause or accelerate any geological hazards. The project is also subject to the seismic standards of the Department of Building and Safety's Uniform Building Code, thereby reducing possible seismic hazard impacts to a less than significant level. A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a	
		result of liquefaction. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Areas Susceptible to Liquefaction, Exhibit B, the subject property is not located within a Liquefiable Area or Potentially Liquefiable Area. Therefore, the project would not cause personal injury or death or resulted in property damage as a result of liquefaction, and no impact would occur.	
d.	NO IMPACT	According to ZIMAS, the site is not located within an area of historically earthquake-induced landslides, and landslides on the site are not anticipated based on the area's flat terrain.	

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	Impact?	Explanation	Mitigation Measures
е.	LESS THAN SIGNIFICANT IMPACT	Construction of proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.	
f.	NO IMPACT	According to ZIMAS, the project site at18260 West Sherman Way is not located within an unstable soil area, landslide, or liquefaction area, and is not expected to cause or accelerate any geological hazards. No impact will result.	
g.	LESS THAN SIGNIFICANT IMPACT	The project site is not located in an area known to have expansive soils. Impacts will be less than significant.	
h.	NO IMPACT	No septic tanks or alternative waste disposal systems are proposed. The project will be served by the City's sewer system. No impact will result.	
VII.	GREEN HOUSE GAS EMISSIONS		
a.	LESS THAN SIGNIFICANT IMPACT	Through required implementation of the LA Green Building Code, the proposed project would be consistent with local and statewide goals and polices aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT HAZARDS AND HAZARDOUS MATE	The project would provide infill residential and commercial development proximate to a major transportation corridor (Sherman Way) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions. Impacts are less than significant.	

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	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT IMPACT	Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials. The proposed project would provide for a mixed-use, infill development that consists of residential and retail uses. These types of uses would be expected to use and store very small amounts of hazardous materials, (ie. cleaners, solvents, etc). Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements to reduce impacts to less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. Therefore, project impacts would be less than significant.	
C.	LESS THAN SIGNIFICANT IMPACT	A project-related significant adverse effect may occur if the project is located within 0.25-mile (1,325 feet) of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The nearest school is: Magnolia Science Academy. However, the Project will have a less than significant impact during construction (with regulatory compliance measures for asbestos, lead-based paint, PCBs) and will not emit any hazardous substances during operation. The school would still be generally shielded from the Project Site by the distance and intervening commercial buildings between the school and the Site. Therefore, impacts of hazardous materials within one-quarter mile of a school will be less than significant.	

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	Impact?	Explanation	Mitigation Measures
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, no impact would occur.	
e.	NO IMPACT	The project site is not located within an airport land use plan, nor is it within two miles of a public or public use airport. Therefore, no impact will result.	
f.	NO IMPACT	The project site is not located within an airport land use plan, nor is it within two miles of a private air strip. Therefore, no impact will result.	
g.	NO IMPACT	The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.	
h.	NO IMPACT	The proposed project is not located within a Very High Fire Hazard Severity Zone, and is in a developed urbanized area that is not subject to wildland fires. No impact will result.	
IX. F	IYDROLOGY AND WATER QUALITY		
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project is a for a mixed-use development with 115 residential units and 10,485 square feet of commercial space. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the	

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			Mitigation
	Impact?	Explanation	Measures
		potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP). Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.	

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C.	LESS THAN SIGNIFICANT IMPACT	The site is within an urbanized area and no natural watercourses are located on-site nor in the vicinity. Runoff from the site and surrounding area is removed by way of street flows and storm drains and will comply with L.A.M.C. Section 64.70. Impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	No streams or rivers are contained on-site and as such the development will not alter the existing drainage patterns. Further, the project will comply with L.A.M.C. Section 64.70 to ensure that surface runoff will not result in flooding. Impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.	
f.	NO IMPACT	The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.	
g.	NO IMPACT	The proposed project is not located within a 100-year flood hazard area. Therefore no impact will result.	
h.	NO IMPACT	The proposed project is not located within a 100-year flood hazard area. Therefore no impact will result.	
i.	NO IMPACT	The project site is not located within a potential dam inundation zone. No impact will result.	

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	Impact?	Explanation	Measures
j.	NO IMPACT	The project site is not located in an inundation zone or area subject to seiches, tsumanis, or mudflow. No impact will result.	
X. L	AND USE AND PLANNING		
a.	NO IMPACT	A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project that involved a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community. The Project Site is comprised of a portion of one City block surrounded by existing boundaries (roads and alley). The Project is not of a scale or nature that could physically divide an established community. The Project is not affecting any right-of-ways. The Project would be built on an existing urban infill site currently improved with structures and paved parking. As such, no impact related to physical division of an established community will occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Reseda-West Van Nuys Community Plan Area. The site is zoned [Q]C2-1L-CDO and [Q]P-1L-CDO, with a General Plan land use designation of Community Commercial. The proposed project would be comprised of 115 multi-family residential units and ground floor commercial space. The project is also requesting a zone change from C2 and P to RAS4. Residential uses are permitted in RAS4 zoned lots with a development density of 400 square feet per dwelling unit. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code, and will be in compliance with the RAS4 Zone development standards of the Zoning Code, with the exception of minor yard deviations. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, impact would be less than significant.	

	Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
XI. I	MINERAL RESOURCES		
a.	NO IMPACT	MRZ-2 sites are identified in two community plan elements of the city's general plan, the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon community plans. Neither the project site nor the surrounding area is identified as an area containing mineral deposits of regional or statewide significance. Therefore, no impact to known mineral deposits would occur.	
b.	NO IMPACT	The project site is not delineated as a locally important mineral resource recovery site on any City plans. Furthermore, the project site is surrounded by dense urban uses and residential uses. Thus, the Project Site would not be an adequate candidate for mineral extraction. Therefore, no impacts to loss of availability of a locally important mineral resource will occur.	
XII.	NOISE		
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. During construction of the proposed project, the applicant will be required to comply with the City's Noise Ordinance No. 161,574, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible, and will also be required to comply with construction noise mitigation	XII-20

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			Mitigation
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		measures including limiting construction activities to specific times and days (i.e., 7:00AM to 6:00PM Monday through Friday, and 8:00AM to 6:00PM on Saturday, with no work on Sunday) and implementing specific construction equipment operations requirements, which will reduce impacts to a less than significant level. Therefore, with required mitigation measures, impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from construction equipment would be well below the significance thresholds. Therefore, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of any other occupied properties by more than 5 dBA. Therefore, project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	During the construction phase, the project may create a substantial temporary or periodic increase in ambient noise levels in the project vicinity. Noise from recurrent activities (e.g., conversation, amplified music, parking) or non-recurrent activities (e.g., parties) would elevate ambient noise levels to differing degrees. The	XII-40, XII-50, XII-60

		Mitigation
Impact?	Explanation	Measures
	City's noise ordinance would also provide a means to address nuisances related to restaurant or retail noise. The proposed Mitigation Measures will reduce the impacts to a less than significant level.	
LESS THAN SIGNIFICANT IMPACT	The project is not located within two miles of a public airport or public use airport. No impact will result.	
LESS THAN SIGNIFICANT IMPACT	The project is not located within two miles of a private airstrip. No impact will result.	
. POPULATION AND HOUSING		
LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 115 residential units, which would not be considered a substantial increase in population. The project will accommodate residential population growth in keeping with the Reseda-West Van Nuys Community Plan land use and density designations, and would not substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.	
NO IMPACT	A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing housing. The project will result in the net addition of 115 residential units. Therefore, no impact will occur.	
NO IMPACT PUBLIC SERVICES	A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The project site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing housing. Therefore, no impact will occur.	
	LESS THAN SIGNIFICANT IMPACT LESS THAN SIGNIFICANT IMPACT POPULATION AND HOUSING LESS THAN SIGNIFICANT IMPACT NO IMPACT	City's noise ordinance would also provide a means to address nuisances related to restaurant or retail noise. The proposed Mitigation Measures will reduce the impacts to a less than significant level. LESS THAN SIGNIFICANT IMPACT The project is not located within two miles of a public airport or public use airport. No impact will result. POPULATION AND HOUSING LESS THAN SIGNIFICANT IMPACT A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would induce substantial increase in population. The project will accommodate residential population growth in the development of 115 residential units, which would not be considered a substantial increase in population. The project will accommodate residential population growth in the project area, either directly or indirectly. The physical secondary or indirectly. The physical secondary or indirectly. The physical secondary or indirectly mitigated in other portions of this document. Therefore, the impact would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing housing. The project would result in the net addition of 115 residential units. Therefore, no impact will occur. NO IMPACT A significant impact may occur if a project would result in the displacement of substantial numbers of existing housing. The project site does not contain any housing. The Project does not represent a displacement of existing housing nuits, necessitating the construction of replacement housing elsewhere. The project site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing housing. The Project does not represent a displacement of substantial numbers of existing housing. The refore of

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	•		
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The proposed mixed-use development is served by Fire Station No. 73. The project will comply with all applicable City fire safety regulations. fire hydrant locations will be analyzed at the plan check phase. To ensure that fire protection services are adequate within the proposed buildings and around the project site, The referenced mitigation measure would reduce potential impacts on fire protection services to a less than significant level. This measure will allow the LAFD to ensure that the project will not increase demand on the fire department to the extent that a new or expanded facility is needed, the construction of which may cause a significant impact on the environment.	XIV-10
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAPD's Valley Bureau, West Valley Station (Reporting District 1025). The proposed project would result in a temporary construction area being located on-site, and a net increase of 115 residential units, potentially increasing demand for police services. However, mitigation measures requiring temporary construction fencing along the project site, and LAPD review and approval of the project plans prior to issuance of building permits to ensure that the design of the project follows the LAPD's Design Out Crime Program (an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD) would reduce project impacts to less-than-significant levels.	XIV-20, XIV-30
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would result in a net increase of 115 units, which could increase enrollment at	XIV-40, XIV-50

	Impact?	Explanation	Mitigation Measures
	impact:	Explanation	ineasures
		schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential units. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Environmental impacts may also result from project implementation proximate to schools located within 2,000 feet of the project site. However, with mitigation, including the requirement for coordination with school administrators regarding the timing of planned demolition, grading, and construction activities relative to school schedules, impacts would be less than significant. Therefore, the proposed project would result in a less-than-significant impact to public	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a increase of 115 units, which could result in increased demand for parks and recreation facilities. The proposed project would include common open space and private balcony space. These project features would reduce the demand for park space created by the proposed project to less than significant levels. Nevertheless, payment of required impact fees by the proposed residential development per LAMC Section 17.12 would further offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.	

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	Impact?	Explanation	Measures
e.	LESS THAN SIGNIFICANT IMPACT	The proposed project would result in a net increase of 115 residential units, which could result in increased demand for library services and resources of the LAPL System. While the increase in population as a result of the proposed project may create a demand for library services, the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in a less than significant impact on library services.	
XV.	RECREATION		
а.	LESS THAN SIGNIFICANT IMPACT	The provision of private recreation space and the payment of required impact fees by the proposed mixed-use development per LAMC Section 17.12 would further offset some of the increased demand for recreational facilities by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the project area. The project's increased demands upon recreational facilities would not in and of itself result in the construction of a new park, which might have an adverse physical effect on the environment. Therefore, project impacts would be less than significant.	
XVI.	TRANSPORTATION/TRAFFIC		
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	According to the DOT Case No. 42749 dated May 17, 2016, the proposed mixed-use development will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project will result in an increase of 1,066 daily trips (66 trips during the a.m. peak and 90 trips during the p.m. peak). The analysis traffic study concluded that one of the study	XVI-80

	Impact?	Explanation	Measures
		intersections would be significantly impacted by project related traffic (Sherman Way and Reseda Boulevard). The referenced mitigation measures shall apply to reduce transportation related impacts to a less than significant level.	
b.	LESS THAN SIGNIFICANT IMPACT	According to the DOT Case No. 42749 dated May 17, 2016, the proposed mixed-use development will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project will result in an increase of 1,066 daily trips (66 trips during the a.m. peak and 90 trips during the p.m. peak). The analysis traffic study concluded that one of the study intersections would be significantly impacted by project related traffic (Sherman Way and Reseda Boulevard). The referenced mitigation measures shall apply to reduce transportation related impacts to a less than significant level.	
C.	LESS THAN SIGNIFICANT IMPACT	The proposed mixed-use project is located approximately 2.4 miles from Van Nuys Airport. The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d.		A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The proposed project will include an expanded area of vehicular access from the alley, which, if not properly designed and constructed, could potentially conflict with pedestrian circulation in the project area. Furthermore, the project may have potentially significant impacts on pedestrians on the street during construction phases. With implementation of the referenced mitigation measure, the potential impacts related to hazards due to a design feature would be reduced to less-than-significant.	XVI-30, XVI-80
e.		A significant impact would occur if the proposed project would result in inadequate emergency access. The project does not propose any changes to emergency access, and will require approval of plans by the Fire Department. Further, the project must comply with all	

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	Impact?	Explanation	Measures
		applicable City fire safety regulations. No impact will occur.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on or offsite. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the proposed project would not interfere with any Class I or Class II bikeway systems. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, impacts would be less than significant.	
XVII	. UTILITIES AND SERVICE SYSTEM	3	
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). It is important to consider the existing and anticipated wastewater generation of the project (i.e., a net increase of 115 units) in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based	

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	Impact?	Explanation	Measures
	Impact?	on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The net increase of 115 residential units resulting from implementation of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater	Measures
C.	LESS THAN SIGNIFICANT IMPACT	infrastructure. The project may have new impacts on drainage by covering a significant portion of the site with structures and paved parking lots and driveways, etc. However, the project will be required to comply with L.A.M.C. Section 6470, which will reduce any impacts to a less than significant level.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California, which is obtained from the Colorado River	

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	Impact?	Explanation	Mitigation Measures
		Aqueduct. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. The Project shall comply with the City of Los Angeles Low Impact Development Ordinance (City Ordinance No. 181,899) and to implement Best Management Practices that have stormwater recharge or reuse benefits for the Project. Impacts will be less than significant.	
е.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. The Project's wastewater would be sufficiently accommodated as part of the remaining 88 mgd or 80 percent of treatment capacity currently available at the Hyperion Water Treatment Plant (HTP). Also, the HTP has sufficient capacity for the Project's flow. Therefore, impacts to wastewater treatment would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	During the demolition, construction, and operational phases, the project has the potential to have an impact on landfills. However, the project will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32) which requires the recycling and proper disposal of solid waste. Impacts will be less than significant.	
g.	LESS THAN SIGNIFICANT IMPACT	The project will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32) which requires the recycling and proper disposal of solid waste and will ensure that the project complies with federal, state, and local regulations as it relates to solid waste. Impacts will be less than significant.	
XVI	II. MANDATORY FINDINGS OF SIGNI	FICANCE	
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, or threaten to eliminate a plant animal community. The project is located in a developed, urbanized area and will	

	Impact?	Explanation	Mitigation Measures
		not disrupt or hinder any known habitats. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less than significant levels with implementation of the mitigation measure provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of the mitigation measure identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly	

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CITY OF LOS ANGELES INTER-DEPARTM ENTAL CORRESPONDENCE

18260 Sherman Way DOT Case No. 43749

Date: August 30, 2016

To: Jojo Pewsawang, Planning Assistant

Department of City Planng

From: Sergio D. Vafaez, Transportation Engineer

Department of Transportation

Subject: REVISED IMPACT ASSESSMENT FOR 18260 SHERMAN WAY - FOR PROPOSED MIXED

USE PROJECT

CPC-2016-1027-ZC-SPR-ZAA-CDO, ENV-2016-1028-MND

The Department of Transportation (DOT) has completed the review of a technical traffic letter submitted August 25, 2016 by Kunzman Associates, Inc. This technical analysis for the proposed Mixed Use Project, is expected to result in a net decrease to adjacent street traffic by 730 vehicles over the course of a weekday, a net decrease of 8 vehicles during the AM peak hour and a net decrease of 58 vehicles during the PM peak hour, constituting a less-than-significant impact to the transportation network in the area.

ACCESS AND CIRCULATION

This assessment does not constitute final DOT approval of project driveways, access or internal circulation scheme per LAMC Section 12.21, normally issued upon receipt of an acceptable parking area and driveway plan along with payment of all applicable application fees. This plan should conform to the criteria published in the DOT Manual of Policies and Procedures, Section 321, and should be submitted to DOT Developer Services at 6262 Van Nuys Blvd., Suite 320. The applicant is strongly encouraged to submit a draft plan before finalizing building layouts.

Based on the information available at the time of this writing with respect to project access and circulation, DOT has general comments applicable to this proposal:

- Access to Sherman Way shall continue to be prohibited.
- All loading and unloading shall be performed on site.

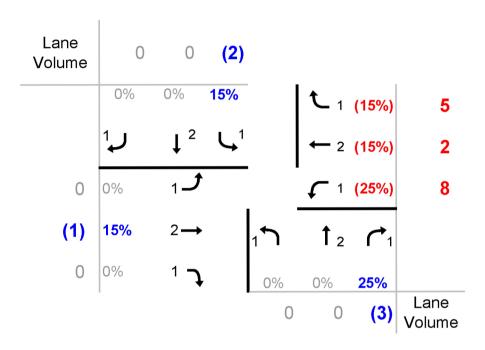
DOT CLEARANCE GUIDELINES

Pursuant to LAMC Section 19.15, application fees for all DOT-related condition clearances and permit issuance activities for private development projects must be received by DOT prior to the issuance of any approval, clearance or sign-off. A fee schedule is available upon request.

If you have any questions, you may contact me or Ken Aitchison of my staff at 818-374-4692.

Worst Case Analysis

Sherman Way & Reseda Bl



Inbound trips: -10

Outbound trips: 30

Highest Lane Volume: 8

Worst Case Impact: 8 / 1375 = **0.58**% < **1**%

= Less than Significant

August 25, 2016

Mr. Sean Marouf SEAN MAROUF & ASSOCIATES 8500 Wilshire Boulevard, Suite 829 Beverly Hills, CA 90211

Dear Mr. Marouf:

SUBJECT: 18260 Sherman Way & 7138 Etiwanda Avenue Project Traffic Impact Analysis

The firm of Kunzman Associates, Inc. has been asked by the applicant to provide a technical memorandum that documents the changes to the original site analyzed in the <u>18260 Sherman Way & 7138 Etiwanda Avenue Project Traffic Impact Analysis</u> prepared by Kunzman Associates, Inc. (November 13, 2015).

PROJECT DESCRIPTION

The originally proposed development consisted of 122 apartment dwelling units, 7,006 square feet of retail, and the reduction in size of an existing bank from 13,070 square feet to 3,672 square feet.

As shown on Figure 1, the revised proposed development consists of 115 apartment dwelling units and 10,485 square feet of retail. Additionally, the bank tenant that currently occupies the 13,500 square foot building on-site is no longer a part of the proposed development.

This results in a reduction of 7 apartment dwelling units, the addition of 3,479 square feet of retail, and the elimination of the existing 13,500 square foot bank.

ORIGINAL DEVELOPMENT TRIP GENERATION

The originally proposed development was projected to generate a total of approximately 1,066 daily vehicle trips, 66 of which would have occurred during the morning peak hour and 90 of which would have occurred during the evening peak hour.

REVISED DEVELOPMENT TRIP GENERATION

As shown in Table 1, the existing bank currently generates approximately 1,924 daily vehicle trips, 77 of which will occur during the morning peak hour and 155 of which will occur during the evening peak hour.

As shown in Table 1, the revised proposed development is projected to generate a total of approximately 1,191 daily vehicle trips, 67 of which will occur during the morning peak hour and 96 of which will occur during the evening peak hour.

Mr. Sean Marouf SEAN MAROUF & ASSOCIATES August 25, 2016

As compared to existing conditions, the revised proposed development is projected to generate a total of approximately 733 fewer daily vehicle trips, 10 fewer during the morning peak hour and 59 fewer during the evening peak hour.

RECOMMENDATIONS

Because of the reduction in project trips generated, the proposed project will no longer result in an impact at any study area intersection. It is recommended that the requirement for any previous mitigation be removed.

It has been a pleasure to serve your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.

Chris Pylant Associate

JN 6068

KUNZMAN ASSOCIATES, INC.

William Kunzman

William Kunzman, P.E.

Principal

Table 1

Revised Project Trip Generation

			Peak Hour							
				Morning	Evening					
Land Use	Quantity	Units ¹	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily	
Existing Trips Generated										
Walk-in Bank ²	13.500	TSF	57	24	81	72	92	164	2,025	
Transit Credit (-5%) ³			-3	-1	-4	-4	-5	-9	-101	
Subtotal			54	23	77	68	87	155	1,924	
Proposed Trips Generated										
Specialty Retail ⁴	10.485	TSF	6	6	12	13	16	29	465	
Apartments ⁴	115	DU	11	47	58	46	25	71	764	
Transit Credit (-5%) ³			-1	-2	-3	-2	-1	-4	-38	
Subtotal			16	51	67	57	40	96	1,191	
Difference			-38	28	-10	-11	-47	-59	-733	

¹ TSF = Thousand Square Feet; DU = Dwelling Units

² Source: Institute of Transportation Engineers, <u>Trip Generation Manual</u>, 9th Edition, 2012, Land Use Code 912. The trip generation rates for AM peak hour and Weekday were obtained from San Diego Association of Governments (SANDAG), <u>Traffic Generators</u>, April 2002.

³ LADOT guidelines allow up to 15% transit credit in areas seved by Metro lines and/or Rapid bus lines. 5% has been used in this case to provide a conservative estimate.

 $^{^{\}rm 4}$ Source: Los Angeles Department of Transportation staff.



CITY OF LOS ANGELES INTER-DEPARTMENTAL CORRESPONDENCE

18260 Sherman Way & 7138 Etiwanda Av DOT Case No. 43749

Date: May 17, 2016

To: Kevin Jones, Senior City Planner

Department of City Planning/

From: Sergio D. Valdez, Transportation Engineer

Department of Transportation

Subject: IMPACT ASSESSMENT FOR THE PROPOSED MIXED USE PROJECT AT

18260 SHERMAN WAY AND 7138 ETIWANDA AVENUE

The Department of Transportation (DOT) has completed an assessment of transportation impacts for the proposed Reseda Mixed Use Project located at the southeast corner or the intersection of Sherman Way and Etiwanda Avenue in the community of Reseda. This assessment is based on a professional Traffic Impact Analysis (TIA) of the proposed project, dated November 2015, as prepared by Kunzman Associates, Inc. In preparation of this assessment, DOT conducted a careful review of this TIA's pertinent assumptions, analyses and conclusions, and conducted independent field studies and research to validate the data contained therein. DOT has determined that the TIA adequately describes all projected transportation impacts associated with the proposed development that fall within the City of Los Angeles' jurisdiction to review.

PROJECT DESCRIPTION

The proposed project consists of the construction of 122 residential apartment units and 7,006 square feet of retail space. This site is presently utilized by a 13,070 square-foot bank, which will be reduced to 3,672 square feet in conjunction with this project. To be conservative, it was assumed that this size reduction will not affect the trips generated by the bank component, since the bank services should remain similar to existing conditions.

Access to the site will be provided via an alley that connects to Etiwanda Avenue. The parking layout includes separated parking areas, but circulation between these areas would not require the use of any public street.

DISCUSSION AND FINDINGS

Trip Generation

The proposed project will generate a net increase of up to 1,066 daily trips, a net increase of up to 66 a.m. peak hour trips and a net increase of up to 90 p.m. peak hour trips, as shown in Table 1 below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

Kevin Jones 2 May 17, 2016

Table 1: Project Trip Generation Estimates

			Daily	a.m. Peak Trips		p.m. Peak Trips			
Land Use Description	Size	Unit	Trips	In	Out	Total	In	Out	Total
Specialty Retail	7006	square feet	311	4	4	8	8	11	19
Apartments	122	dwelling units	811	12	50	62	49	27	7 6
Less 5% transit credit			(56)	(1)	(3)	(4)	(3)	(2)	(5)
Total			1066	15	51	66	54	36	90

Study Methodology

The TIA analyzed six intersections for impacts using the Critical Movement Analysis as published by the Transportation Research Board. The TIA included impact assessment of the project under two study scenarios:

- 1. Existing conditions
- 2. Future baseline projection (also referred to as cumulative base).

DOT conducted an independent analysis of the intersections contained in the TIA under the base assumptions contained in a scoping agreement between Kunzman Associates, Inc. and DOT dated October 22, 2015.

Transportation Impacts

DOT's policy on significant transportation impact thresholds, listed in Table 2 below, is also referenced in the study.

Table 2: Significant Transportation Impact Thresholds

Level of Service (LOS)	Projected Volume to Capacity Ratio (v/c), including Project	Project-Related Increase in V/c
С	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E and F	≥ 0.901	≥ 0.010

The result of DOT's analysis is consistent with the results listed in the TIA. DOT has concluded that the proposed project will produce a significant transportation impact at the intersection of Reseda Boulevard and Sherman Way in the existing and/or future study scenario. These findings are summarized in Table 3, which shows the existing and project-related volume-to-capacity (v/c) ratios and levels of service (LOS) in the study area for both study scenarios.

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval in order to mitigate the project's transportation impacts to less-than-significant levels:

PROJECT REQUIREMENTS

A. Mitigation Measures

In order to reduce impacts at the intersection of Reseda Boulevard and Sherman Way to less-than-significant levels, net new vehicle trips generated by the project must be reduced by 10%. This trip reduction shall be achieved through the implementation of a Transportation Demand Management (TDM) plan which shall include the following components:

- 1. Provide transit passes to all new tenants for their first year of residence.
- 2. Provide an information kiosk in the lobby of both residential buildings and near the entrance of the bank about transit lines, bike routes, amenities and attractions within walking distance (1/2 mile radius), and any other public transportation programs in the western San Fernando valley area.

This TDM Plan shall be prepared by the applicant and submitted to DOT for review and approval prior to the issuance of any building permit for this project.

B. Street Dedications and Improvements

The Department of Public Works, Bureau of Engineering (BOE) determines the exact applicable street standards along with any other required improvements specified by the Los Angeles Municipal Code. Improvements shall be guaranteed before any building permit is issued for this project, and completed to the satisfaction of DOT and BOE before any certificate of occupancy is issued.

C. Site Access and Internal Circulation

This assessment does not constitute an approval of project access, driveways or on-site vehicle circulation. The TIA included a preliminary site plan. In response, DOT comments are below. Final plans shall conform to the Driveway Design guidelines listed in DOT Manual of Policies and Procedures, Section 321.

- 1. Access to Sherman Way shall be prohibited.
- 2. If the final plan proposes any new driveway on Etiwanda Avenue, the plan should include adjacent roadway curbs and include all driveways, substructures, utility poles, electroliers, fire hydrants or off-site driveway within 25 feet of the proposed driveway. Said driveway shall be designed in accordance with BOE Standard Plan S-440-4, with the apron width excluding side slopes ("W") dimensioned and labeled.

D. Pedestrian Connectivity

The applicant shall consult the Department of City Planning for any additional requirements pertaining to pedestrian connectivity and walkability.

E. Construction Impacts

A work site traffic control plan should be approved by DOT's plan processing unit prior to the start of construction. The plan should show the location of any roadway or sidewalk closures, detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Construction traffic should be limited to off-peak hours.

DOT CLEARANCE GUIDELINES

Final DOT approval is normally required prior to the issuance of any associated building permits. Final approval is given after parking area and driveway plans are accepted, all conditions of approval are verified to be fulfilled, guaranteed or not applicable, and all required fees pursuant to LAMC Section 19.15 are received. To avoid delays and costs associated with major redesign, applicants are encouraged to finalize parking and driveway plans as soon as possible. The DOT Developer Services office reviewing this project is located at 6262 Van Nuys Blvd., room 320 in Van Nuys.

If you have any questions, you may contact me or Ken Aitchison of my staff at 818-374-4692.

c: Third Council District
Ken Firoozmand, DOT West Valley District
Quyen Phan, BOE Land Development Group
Ali Nahass, BOE Valley District
Kunzman Associates, Inc.
Reseda Citi, LLC

Table 3: Volume to Capacity Ratios (v/c) and Levels of Service (LOS)

Reseda Mixed Use, 18260 Sherman Way

Intersection	Peak Hour	I conditions		Existing + Project		Project Impact			Future + Project		Project Impact
	11041	v/c	LOS	v/c	LOS	∆ v/c	v/c	LOS	v/c	LOS	∆ v/c
Reseda Bl &	AM	0.739	С	0.749	С	0.010	0.792	С	0.803	D	0.011
Sherman Way	PM	0.802	D	0.822	D	0.020*	0.865	D	0.885	D	0.020*
Canby Av &	AM	0.473	Α	0.476	Α	0.003	0.501	Α	0.503	Α	0.002
Sherman Way	PM	0.521	Α	0.528	Α	0.007	0.552	Α	0.559	Α	0.007
Darby Av &	AM	0.453	Α	0.456	Α	0.003	0.480	Α	0.483	Α	0.003
Sherman Way	PM	0.556	Α	0.566	Α	0.010	0.585	Α	0.595	Α	0.010
Etiwanda Av &	AM	0.573	Α	0.611	В	0.038	0.609	В	0.647	В	0.038
Sherman Way	PM	0.588	Α	0.635	В	0.047	0.624	В	0.671	В	0.047
Lindley Av &	AM	0.868	В	0.873	В	0.005	0.913	Е	0.918	Е	0.005
Sherman Way	PM	0.720	В	0.724	В	0.004	0.759	С	0.763	С	0.004
White Oak Av &	AM	0.894	D	0.897	D	0.003	0.944	Е	0.947	Е	0.003
Sherman Way	PM	0.899	D	0.901	Е	0.002	0.948	Е	0.950	Е	0.002

^{*} Denotes significant impact

Impacted Intersection	Peak Hour	Exist condit	~	Existir Proje	-	Project Impact	Existir Projec Mitiga	ct +	Final Impact
		v/c	LOS	v/c	LOS	∆ v/c	v/c	LOS	∆ v /c
Reseda Bl &	AM	0.739	С	0.749	С	0.010	0.747	С	0.008
Sherman Way	PM	0.802	D	0.822	D	0.020	0.821	D	0.019

Impacted Intersection	Peak Hour Future conditions		Future + Project		Project Impact	Future + Project + Mitigation		Final Impact	
		v/c	LOS	v/c	LOS	∆ v /c	v/c	LOS	∆ v/c
Reseda Bl &	AM	0.792	С	0.803	D	0.011	0.801	D	0.009
Sherman Way	PM	0.865	D	0.885	D	0.020	0.884	D	0.019

EXHIBIT C

Department Letters

Bureau of Engineering Fire Department of Transportation Bureau of Street Lighting

CITY OF LOS ANGELES INTER-DEPARTMENTAL CORRESPONDENCE

Date: July 12, 2016

To: Mr. Vincent P. Bertoni, Director

Department of City Planning

Attn: Siam Pewsawang (Planning Assistant)

From:

Edmoul Jew Edmond Yew, Manager

Land Development and GIS Division

Bureau of Engineering

Subject: Case No. CPC 2016-1027 (ZC/SPR/ZAA/CDO) 18260 West

Sherman Way

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Zone Change, Site Plan Review, Zoning Administrator Adjustment, and Community Design Overlay District adjoining the area involved:

1. <u>Dedications Required:</u>

Sherman Way (Boulevard II) – None.

Etiwanda Avenue (Collector Street) – Dedicate a 1-foot wide strip of land along Lot 753, Arb 6, Arb 7, and Arb 8, all part of Tract TR 1000, and 1-foot wide and 3-foot wide strips of land along Lot 1 of Tract 18159 to complete a 33-foot wide half right-of-way in accordance with Collector Street standards of Mobility Plan 2035, along with a 20-foot radius property line return at the intersection with Sherman Way.

Alley (S/o Sherman Way) - None.

2. <u>Improvements Required:</u>

Sherman Way – Repair and/or replace any broken, off-grade or bad order street pavement, concrete curb, gutter, bus pad, and sidewalk. Close all unused driveways with full height curb, gutter, and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing improvements.

Etiwanda Avenue – Construct a new 15-foot wide full-width concrete sidewalk in accordance with Collector Street standards of Mobility Plan 2035. Construct access ramps at the corner with Sherman Way to comply with ADA requirements. Adjust the sewer manhole to grade to City standards. Repair and/or replace any broken, off-grade or bad order concrete curb, gutter and sidewalk. Close all unused driveways with full height curb, gutter and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing improvements.

Alley – Reconstruct the entire 20-foot wide alley along the property with asphalt concrete pavement, including a new 2-foot wide longitudinal concrete gutter along the property frontage. Construct a new alley intersection with Etiwanda Avenue to Alley standards. Repair or replace other existing public improvements that may get damaged during construction of the proposed project.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1549.

Department of Transportation may have additional requirements for dedication and improvements.

- 3. No major drainage problems are involved.
- 4. Mainline sewers exist in Sherman Way, Etiwanda Avenue, and in the Alley. Extension of the 6-inch house connection laterals to the new property line may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- 5. An investigation by the Bureau of Engineering Valley District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering (818) 374-5088.
- 6. Obtain a revocable permit from the Valley District Office of the Bureau of Engineering for any structures, wall, fence, and landscaping to remain in the dedicated right-of-way (818) 374-5077.

- 7. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (310) 575-8388.
- 8. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Sean Mizan of my staff at (213) 202-3486.

cc: King Woods
Valley District Office

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

May 02, 2016

TO: Michael J. LoGrande, Director of Planning

Department of Planning

Attention: Nicholas Hendricks

FROM: Fire Department

SUBJECT: CPC- 2016-1027-ZC-SPR-ZAA-CDO (18260 W. Sherman Way)

(EXPEDITED)

Submit plot plans for Fire Department approval and review prior to recordation of CPC Action.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater then 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

Submit plot plans indicating access road and turning area for Fire Department approval.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Policy Exception:

L.A.M.C. 57.09.03.B Exception:

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- This policy does not apply to single-family dwellings or to non-residential buildings.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

Site plans shall include all overhead utility lines adjacent to the site.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished <u>BY APPOINTMENT ONLY</u>, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS Fire Chief

John N. Vidovich, Fire Marshal Bureau of Fire Prevention and Public Safety

JNV:RED:vlj c:pc CPC-2016-1027-ZC-SPR-ZAA-CDO (Expedite) Map Number 184 126

CITY OF LOS ANGELES

INTER-DEPARTMENTAL MEMORANDUM

18260 W. Sherman Way DOT Case No. SFV 15-103682 DOT Project ID No. 43749

Date: April 15, 2016

To: Deputy Advisory Agency

Department of City Planning

From: Kevin D. Ecker, Associate Transportation Engineer III

Department of Transportation

Subject: CPC-2016-1027-ZC-SPR-ZAA-CDO

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

- 1. That the applicant completes the traffic study process and be subject to all the requirements contained in the subsequent DOT Traffic Assessment for the project.
- 2. Access to Sherman Way shall be prohibited. Access to the project site is proposed via the alley in between the proposed Site A and Site B.
- 3. A driveway width of w=30 feet is required for any non-alley access.
- 4. A minimum of 20-foot reservoir space is required between any security gate or parking stall and the property line for any non-alley access, to the satisfaction of the Department of Transportation.
- 5. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
- 6. That permitting fees be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to any building permit approval. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

If you have any questions, you may contact me at 818-374-4699.

CITY OF LOS ANGELES INTER-DEPARTMENTAL CORRESPONDENCE

Date: 4/27/2016

To: Charlie Rausch, Senior City Planner

Department of City Planning

200 N. Spring St., 6th Floor MS-395

From: Jay Worlg, Manager

Private Development Divisior Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2016-1027 ZC SPR EXP

18260 W. Sherman Way

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

SPECIFIC CONDITION: Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment

IMPROVEMENT CONDITION: Construct new street lights: three (3) on Etiwanda Ave. If street widening per BOE improvement conditions, relocate and upgrade street lights; three (3) on Sherman Way

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CC: Land Development Group MS 901
Engineering District Office: VAL