DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 22, 2018
Time: After 8:30 a.m.*
Place: Van Nuys City Hall
14410 Sylvan Street, Room 201
Van Nuys CA 91401

Staff Public Hearing: October 13, 2017
Appeal Status: Zone Change is appealable if denied, Density Bonus by abutting owner, Site Plan Review to City Council
Expiration Date: March 22, 2018
Multiple Approval: Yes

Case No.: CPC-2016-2612-VZC-DB-SPR
CEQA No.: ENV-2016-2613-ND
ENV-2018-536-CE
Incidental Cases: none
Related Cases: none
Council No.: 2 - Krekorian
Plan Area: Van Nuys – North Sherman Oaks
Specific Plan: none
Certified NC: Greater Valley Glen
GPLU: Neighborhood Commercial
Zone: [Q]C1.5-1VL, P-1VL

Applicant: Reign Investments LLC; Lior Mandelbaum
Representative: Jerome Buckmelter Associates; Jerome Buckmelter

PROJECT LOCATION: **13724-13732 West Victory Boulevard**, legally described as Fraction of Lot 31 (Arb 11) of Tract 1000

PROPOSED PROJECT: The project is the demolition of an existing vacant car dealership and pole sign that consists of five (5) existing buildings onsite, and the construction of a mixed-use project with 67 residential units and 2,100 square feet of commercial space. The project is proposed at five (5) stories, 60 feet in height, and with four (4) automobile parking spaces for the commercial use and 80 automobile parking spaces for the residential units, and 78 bicycle parking spaces. The project requires 9,000 cubic yards of grading for cut and export to accommodate one (1) level of subterranean parking.

The project is requesting a Vesting Zone Change, a Density Bonus incentive for increased height, and Site Plan Review for a project of over 50 units.

REQUESTED ACTION:

1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2016-2613-ND ("Negative Declaration"), and all comments received, that there is no substantial evidence that the project will have a significant effect on the environment.

2. Pursuant to CEQA Guidelines, Section 15332, an Exemption from CEQA for infill development, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

3. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.32, a Vesting Zone Change from the [Q]C1.5-1VL and P-1VL Zones to the (T)[Q]RAS4-1VL Zone;

4. Pursuant to LAMC Section 12.22 A.25, a Density Bonus to permit 63 units by-right in the requested RAS4 Zone and four (4) additional units by density bonus, for a total of 67 units

with four (4) units set aside for Very Low Income. The applicant has requested one (1) on-menu incentive for an increase in height above the 50-foot height limitation; and

5. Pursuant to LAMC Section 16.05, a Site Plan Review for a development project consisting of 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2016-2613-ND ("Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; **Find** the Negative Declaration reflects the independent judgment and analysis of the City; and **Adopt** the Negative Declaration.

2. **Determine** that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, an Exemption from CEQA for infill development, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

3. **Approve and Recommend that the City Council Adopt a Vesting Zone Change** pursuant to LAMC Section 12.32, from the [Q]C1.5-1VL and P-1VL Zones to the (T)[Q]RAS4-1VL Zone;

4. **Approve Density Bonus Incentives** pursuant to LAMC Section 12.22 A.25, to permit a total of 67 units with four (4) units set aside for Very Low Income, with one (1) on-menu incentive for an increase in height to 60 feet above the 50-foot height limitation;

5. **Approve Site Plan Review** pursuant to LAMC Section 16.05for a development project consisting of 67 dwelling units; and;

6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Blake E. Lamb, Principal City Planner

Michelle Levy, Senior City Planner

Courtney Schoenwald, City Planner
Telephone: (818) 374-9904
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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the City Planning Commission Secretariat, 200 North Spring Street, Room 532, 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 this 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.

with four (4) units set aside for Very Low Income. The applicant has requested one (1) on-menu incentive for an increase in height above the 50-foot height limitation; and

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RECOMMENDED ACTIONS:

1. **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2016-2613-ND ("Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; **Find** the Negative Declaration reflects the independent judgment and analysis of the City; and **Adopt** the Negative Declaration.

2. **Determine** that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, an Exemption from CEQA for infill development, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

3. **Approve and Recommend that the City Council Adopt a Vesting Zone Change** pursuant to LAMC Section 12.32, from the [Q]C1.5-1VL and P-1VL Zones to the (T)[Q]RAS4-1VL Zone;

4. **Approve Density Bonus Incentives** pursuant to LAMC Section 12.22 A.25, to permit a total of 67 units with four (4) units set aside for Very Low Income, with one (1) on-menu incentive for an increase in height to 60 feet above the 50-foot height limitation;

5. **Approve Site Plan Review** pursuant to LAMC Section 16.05for a development project consisting of 67 dwelling units; and;

6. **Adopt** the attached Findings.

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TABLE OF CONTENTS

Project Analysis A-1

Project Summary
Background
Hearing Officer Comments
Conclusion

(T) Conditions T-1

[Q] Conditions Q-1

Conditions of Approval C-1

Findings F-1

General Plan/Charter Findings
Entitlement Findings
CEQA Findings

Public Hearing and Communications P-1

Exhibits:

A – Project Plans

Proposed Project Data Sheet
Survey
Proposed Site/Ground Floor Plan
Floor Plans
Building Elevations
Building Sections
Project Renderings
Landscape Plan

B – Maps and Photos

B1 – Vicinity and ZIMAS Maps
B2 – Radius Map
B3 – Site Photos

C – Environmental Clearance

Proposed Categorical Exemption ENV-2018-536-CE and Negative Declaration No. ENV-2016-2613-ND

D– Communications

PROJECT ANALYSIS

Project Summary

The project proposes to construct a mixed-use building consisting of 67 residential units and approximately 2,100 square feet of retail commercial space, in a five (5)-story building. The proposed project site (see Exhibits "B1-B3") is a 25,199 square-foot lot. The height of the building is 60 feet, the building's total square footage is 61,245 square feet (per the Zoning Code), and the Floor Area Ratio (FAR) is 3.0:1.

Residential units are located on the upper levels of the building (see Exhibit "A"). Sixty-seven residential units are proposed, with four (4) units set aside for Very Low Income, as well as one (1) manager's unit. All 2,100 square feet of commercial office space are located on the ground floor along the project's street frontage. Although the type of commercial tenants to occupy this space is subject to market conditions, the applicant's intent and expectation is that the commercial space may be occupied by retail, not office uses (see Public Hearing- Section P1).

The proposed project's ground floor is designed as a partial podium – the ground floor's commercial space has parking spaces located behind at grade, and there is one (1) basement level of parking garage as well. The project requires 94 automobile parking spaces for residential uses and four (4) auto spaces for the commercial office use; the project utilizes the bicycle parking reduction by replacing 15 percent of the auto parking spaces with bicycle parking in order to provide 80 auto parking spaces for the residential units. For residential uses the project also requires 67 long-term bicycle parking spaces and seven (7) short-term bicycle parking spaces; for the commercial use the project requires two (2) long-term and two (2) short-term bicycle parking spaces. The project provides a total of 69 long-term bicycle parking spaces on site and nine (9) short-term bicycle parking spaces as required.

Background

Subject property

The project site consists of one flat lot, rectangular in shape that fronts the south side of Victory Boulevard with 90 feet of frontage. The lot is approximately 280 feet deep. The property is located in the Airport Hazard Zone of a 450 foot height limit above elevation 790, is not mapped as farmland, and is approximately seven (7) kilometers from the Verdugo fault line. The property is also subject to liquefaction.

The site is in the Van Nuys-North Sherman Oaks Community Plan, and currently has split zoning with [Q]C1.5-1VL on the north end of the site to a depth of approximately 150 feet; the south portion of the lot is zoned P-1VL. The property is subject to General Plan Footnote No. 2 for commercial zones, which limits the height district to three (3) stories. The property is currently subject to the Q conditions of Ordinance 174,075 commonly known as the "Valley Glen Q Conditions," which prohibits certain uses, places additional signage restrictions, and additional regulations for fences and walls, security grills, and exterior colors for multiple properties in the area. The project would be permitted 33 units given the current zoning onsite, as the construction would be limited to the commercially zoned portion of the lot.

The project proposes a zone change for a uniform zone across the entire site of RAS4-1VL. The General Plan Land Use Designation is Neighborhood Commercial. The property is not in any specific plan, overlay area, or within 500 feet of a park but is within 500 feet of several private schools.

The property is currently improved with five (5) structures constructed between 1940 and 1949. None of these structures have been identified as historic, as confirmed by Survey LA and the Office of Historic Resources. The single-family home to the rear of the lot is vacant, and the four (4) other structures were until recently used for the used car dealership, although they are officially designated as residential structures. Five (5) trees onsite will be removed for the project; all are over eight (8) inches in diameter and none are protected species.

Surrounding Properties *(see Exhibit "B2")*

The surrounding area is characterized by level topography and improved streets. The adjacent properties along Victory Boulevard on the south and north sides of the street to the direct east and west, and along Woodman Avenue to the north and south are zoned [Q]C1.5-1VL and improved with commercial uses, with many auto uses such as auto service, car wash, and gas stations. Four (4) private schools are east of the site to the north and south along Woodman Avenue. Directly south of the site the properties are zoned [Q]RD1.5-1 and are improved with multifamily structures. Further south and west the properties are zoned R1-1 and improved with single-family homes. North of Victory Boulevard the properties are zoned [Q]R3-1 and [Q]RD2-1 and are developed multi-family. Further to the west along the north and south of Victory Boulevard the properties are zoned [Q]RD1.5-1 and R3-1 respectively, and improved with multi-family developments.

In the commercially zoned areas along Victory Boulevard and Woodman Avenue, construction is in progress at the adjacent property to the east at 13716 Victory Boulevard and 6333-6347 Woodman Avenue, where a 49-unit apartment building is under construction, and across the street at 13703 Victory Boulevard where a new foodmart is in the process of being built. The property at 13643-13655 Victory Boulevard recently demolished (2017) a commercial shopping center to construct a walled parking lot. All commercial buildings in the vicinity range from one- to three (3)- stories with the exception of the residential development directly to the east, which is proposed for four (4) stories.

Streets and Circulation

Victory Boulevard – The Mobility Element designates Victory Boulevard a Boulevard II. City standards require a 110-foot right of way for Boulevard II (55-foot half right of way), and an 80–foot roadway. The Bureau of Engineering has recommended a five (5)-foot wide strip of land be dedicated along Victory Boulevard adjoining the subject property to complete a 55-foot wide half right-of-way dedication in accordance with Boulevard II Standard based on Mobility Plan Designation adjacent to the subject property. Victory Boulevard is improved with a curb, gutter, sidewalk, and a paved roadway that currently meets the 80-foot roadway standard, but not the 55-foot half roadway standard. As such, the dedication will bring the street up to the street standard because the additional dedication is not recommended for street widening, but to instead meet the half right-of-way dedication by improving and widening the existing sidewalk to 18 feet.

Woodman Avenue – Designated an Avenue I, Woodman Avenue is dedicated to 100 feet, and improved to a 70-foot roadway is approximately 225 feet to the east of the project site.

Related Cases:

ON-SITE:

ZA-2007-5423-ZV-SPR: On April 16, 2010 the Zoning Administrator approved a Zone Variance granting the construction, use and maintenance of a three-story 35-unit apartment building partially in the P-1VL Zone. This case was never effectuated and has expired.

CPC-2000-3235-ZC: On June 28, 2001, the City Council approved Ordinance No. 174,075 establishing [Q] Conditions (the Valley Glen Q Conditions) on a number of commercial properties within the Valley Glen Community, including the subject property's commercial zone, which limited uses, signage, fences and walls, and security device installation.

CPC-1993-0116-GPC: On September 22, 1994, the City Council approved Ordinance No. 170,031 establishing zoning designations and height district limitations on a number of properties within the Valley Glen Community to bring the zoning into consistency with the community plan, including the subject property, which was designated as P-1VL for the southern portion of the lot.

CPC-1986-0784-GPC: On May 15, 1992, the City Council approved Ordinance No. 167,939 establishing zoning designations and height district limitations on a number of properties within the Valley Glen Community to bring the zoning into consistency with the community plan, including the subject property, which was designated as C1.5-1VL for the northern portion of the lot.

CPC-29514: On April 30, 1983, the City Council approved Ordinance No. 157,520, establishing zone changes on a number of properties along Victory Boulevard, including the subject property, which changed the height district to 1VL on the northern portion of the lot only.

OFF-SITE:

CPC-2008-4954-CU: On April 28, 2010, the City Planning Commission approved a conditional use permit for the demolition of a parking area and the repaving and restriping of the parking area with a new CMU wall, gates and walkway, and 12 foot chain-link fence, all on one lot that is a part of a multi-lot private school campus at 6456 Woodman Avenue.

APCSV-2006-3208-ZC: On March 5, 2008, the City Council approved Ordinance No. 179,722 changing the zone from RE-9 to (T)(Q)R1-1 zone, incident to a three (3)-lot subdivision.

Entitlement Requests

Zone Change and Measure JJJ

This case was filed as a vesting application in July 2016, deemed complete on December 8, 2016, and is therefore vested in regulations existing prior to the effective date of Measure JJJ, as per the memo for the Clarification of Development Projects Subject to Measure JJJ dated December 13, 2016. The zone change proposed, from [Q]C1.5-1VL and P-1VL for a uniform zone across the entire site to the (T)[Q]RAS4-1VL Zone is in conformance with the General Plan Land Use Designation of Neighborhood Commercial.

On-Menu Density Bonus Affordable Housing Incentives

Any Density Bonus Project may also apply for incentives, either choosing from a menu of incentives listed in the Municipal Code, or making a request to the City Planning Commission for any incentive that is not within the predetermined list. To achieve a maximum density bonus of 35 percent and quality for one incentive, a project would have to set aside a minimum of five (5) percent of its pre-density bonus units for Low Income households or 10 percent Very Low Income.

In exchange for providing five (5) percent, or four (4) units, of the 63 base units as affordable for Very Low Income households, the project requests an increase in height to 60 feet above the 50-foot height limitation.

Density Bonus regulations also offer several options to reduce a project's parking requirements. The project proposes to utilize Parking Option 1, to reduce parking requirements on-site to a minimum of 94 auto parking spaces for the residential uses. The project is required to provide one (1) long-term bicycle parking space per dwelling unit, and one (1) short-term bicycle parking space for every 10 dwelling units, for a total requirement of 67 long-term bicycle parking spaces required and seven (7) short term bicycle parking spaces for the residential uses.

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of 6.3 percent. This allows for 67 total dwelling units in lieu of the otherwise maximum density limit of 63 dwelling units on the property. A density bonus is automatically granted in exchange for the applicant setting aside a portion of dwelling units, in this case four (4) for habitation by Very Low Income households for a period of 55 years. Consistent with the Density Bonus Ordinance, the Applicant is also automatically granted a reduction in required parking based on two Parking Options, and a reduction based on the Bicycle Parking Ordinance. The Applicant selected Parking Option 1, which requires a total of 94 parking spaces for the residential use. The Applicant selected an automobile reduction based on the Bicycle Parking Ordinance. Based on the 15 percent automobile reduction with the replacement of bicycle parking spaces, the proposed project will provide a minimum of 80 automobile spaces for the residential uses and a minimum of 74 bicycle parking spaces for the residential uses. The project is also required to provide four (4) auto parking spaces for the commercial office use proposed, which will be provided onsite. The commercial use onsite also requires four (4) bicycle parking spaces, a minimum of two (2) long-term bicycle parking spaces, and two (2) short-term bicycle parking spaces, which are also provided onsite.

Housing Replacement
With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five (5)-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated December 6, 2016, the proposed project was originally required to provide five (5) replacement, affordable units. However, as per the update letter dated March 1, 2018 from HCID, the number of replacement units has been updated to four (4). The four (4) units required by the HCIDLA determination are satisfied by the four (4) units set aside for Very Low Income Households proposed through this Density Bonus request. This is reflected in the Conditions of Approval. Refer to the Density Bonus Legislation Background section of this determination for additional information.

Site Plan Review

Projects which propose over 50 units require Site Plan Review. The project, with 67 units, has demonstrated compliance with Site Plan Review, as detailed below.

Reports Received

Reports were received from the Bureau of Engineering (Department of Public Works), the Department of Transportation, Urban Forestry, and the Fire Department. A Traffic Evaluation of Assessment from the Department of Transportation was received December 30, 2016. DOT concluded that the project will not significantly impact the surrounding area (Exhibit "C").

Hearing Officer Comments

The proposed project represents a significant departure from the low-scale, locally-serving commercial uses typical of Victory Boulevard, which includes a heavy concentration of automobile-related uses. It is significantly larger than any other development on its block in the Valley Glen community, and has an opportunity to invigorate Victory Boulevard with new commercial and residential uses. Community support has been received by the Neighborhood Council in a letter dated January 26, 2017 (Exhibit "D").

The proposed project will replace outdated buildings and surface parking lots, on a block that is largely under-developed with a new, mixed-use, commercial and residential building providing a new, for-rent dwelling option that is currently unavailable in the immediate community. In addition to expanding available housing opportunities, the proposed project expands commercial opportunity with a commercial use oriented along the project site's ground-floor Victory Boulevard façade, encouraging an active street frontage and pedestrian activity.

Professional Volunteer Program (PVP) and Urban Design

Projects that are required to go before the City Planning Commission as the initial decision-maker are presented by Project Planners to the Professional Volunteer Program (PVP). The PVP is a group of architects who assist Project Planners on urban design issues and complex urban typologies and provide project specific urban design advice for Planning Staff consideration. The proposed Project was presented to the architects in attendance at the PVP meeting, held on November 1, 2016. Their concerns centered around the topics as detailed in their comments below:

Commercial Space:

- The commercial space looks as though it was put there simply to get incentives for the zoning; it looks like it is not viable commercial space that will likely remain vacant.
- How tall are the interior ceilings of the commercial space? Office spaces usually require 12 to 15 feet in height and retail usually requires 15 to 20 feet in height.
- Unless there's a café going into the commercial space, why is it pushed back from the front façade?

Parking and circulation:

- If retail is planned for the commercial space, it should have a differentiation for the parking. At the very least there should be signage to indicate different space uses in the building for circulation.
- The separation between commercial and residential parking looks like it would be very difficult to manage.
- Are the parking counts for the commercial space up to code?
- The circulation ramps are unclear as to how they work.
- The loading zone seems to need a different location than blocking the only egress for cars, where it is currently is located

Exterior issues:

- The roof deck areas can be separated by planters; the area does not need to seem like pens
- The street could be improved with new trees and a new sidewalk
- What will the side gate look like?
- It is odd that there is a blank wall facing the property on the sideline and also odd that the plans show a section and not an elevation
- Is the landscaping meeting minimum requirements? Can any trees grow here?

- Will there be landscaping along the side yards?

Interior issues:

- It seems odd to have the main access to the rear yard from the community room; the community room might work better on top of the commercial space
- The lobby for the residents is very tight
- The trash room could have trash chutes to transport trash there; please note that ADA requirements make it very difficult to handle the trash in bins in the garage
- Does the elevator have room for a gurney? It seems smaller than normal

While the applicant's representative responded to each of these comments in writing (Exhibit "D"), it should be noted that the plans consistently show the commercial space area as intended for an office use. The parking layout for the commercial space is not well separated from the residential uses (Exhibit "A"- Ground Floor Plan), and has a low parking count based on the parking use for office space. At the hearing, the representative indicated that the expected use is likely to be retail (see Public Hearing- Section P1), but this configuration may be problematic for members of the public to use in the current layout for another use such as retail or restaurant (which is shown on the rendering in Exhibit "A"). The hearing officer still maintains concern about the viability of the commercial space, that the current size of the space and layout will cause it to remain vacant on a major thoroughfare such as Victory Boulevard. At a minimum, encouraging a better separation of the commercial parking spaces from the residential parking spaces would likely allow for a more flexible use of the commercial space. That said, the project is still an improvement over what is onsite currently.

Conclusion

The granting of the requested entitlements for this mixed-use project, including the Vesting Zone Change, On-Menu Density Bonus request, and Site Plan Review, will enable a project that could change the character on an under-developed stretch of Victory Boulevard. The project is consistent with all applicable policies of the General Plan, including the Community Plan and the Housing Element, and the Mobility Element, as shown in the Findings. For these reasons, staff recommends approval of the requested entitlements, as conditioned.

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.

1. Construct or suitably guarantee the following, to the satisfaction of the City Engineer:

a. **Victory Boulevard Street Dedication.** Dedicate a 5-foot wide strip of land along the property frontage to complete a 55-foot half right-of-way in accordance with Boulevard II of Mobility Plan 2035.

b. **Victory Boulevard Street Improvements**. Construct a new concrete sidewalk to provide an 18-foot wide concrete sidewalk. Repair all broken, off-grade or bad order concrete curb and gutter. Close any unused driveways with concrete curb height, gutter and sidewalk. Upgrade all driveways and access ramp to comply with ADA requirements.

Note: No major drainage problems are involved.

2. **Street Trees**. 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 trees shall be two (2) California Sycamores as shown on the landscape plan or other shade tree as approved by the Urban Forestry Division. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

3. **Street Lighting**. While no street lighting improvements are generally required if there is no street widening per BOE improvement conditions, street lighting may be required satisfactory to the Bureau of Street Lighting. Bureau of Street Lighting can be reached at (213) 847-1551.

4. Sewer lines exist in Victory Boulevard. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5. An investigation from the Bureau of Engineering sewer counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Public Counter of the Valley District Office of the Bureau of Engineering (818) 374-5090.

6. Submit shoring plans and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating in the public right-of-way (if required).

7. **Parking and Driveway Plan**. 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.

8. **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 by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation,

a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

Notice: Prior to issuance of a clearance letter by the Bureau of Engineering, all engineering fees pertaining to Ordinance No. 176,077 adopted by the City Council, must be paid in full at the Development Services Division office.

Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

[Q] QUALIFIED CONDITIONS OF APPROVAL

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.

Zone Change Entitlement Conditions

1. **Use and Density.** Permit the development of a mixed-use project consisting of a maximum of 67 residential apartment units and a minimum of 2,100 square feet of commercial space, in accordance with LAMC Section 12.11.5.

2. **Floor Area.** A maximum Floor Area Ratio (FAR) of 3.0:1 shall be permitted.

3. **Plans.** The use and development of the subject property shall be in substantial conformance with the submitted plans, including the Site/Level Plans, Floor Plans, Building Elevations, Building Sections, and Landscape Plans (Exhibit "A) attached to the subject case file. Prior to the issuance of building permits, detailed development plans that show compliance with all Conditions of Approval, including complete landscape and irrigation plans, shall be submitted to the Department of City Planning Department Development Services Center for review. Minor deviations may be allowed only in order to comply with provisions of the LAMC, the subject conditions, and the intent of the subject permit authorization.

4. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A", and shall incorporate any modifications required as a result of this grant.

5. **Parking.** As shown on the submitted plans, the project proposes a minimum of 84 automobile parking spaces, and a total of 78 bicycle parking stalls. At a minimum, automobile parking and bicycle parking shall be provided in accordance with LAMC Sections 12.22 A.25 (d), 12.21 A.4, and 12.21 A.16, respectively, and any amendments thereto.

6. **Comply with Ordinance No. 174,075**.

CONDITIONS OF APPROVAL

The applicant shall be required to adhere to the following conditions:

Affordable Housing Incentive Conditions with Site Plan Review Conditions

1. **Residential Density**. The project shall be limited to a maximum density of 67 residential apartment units including Density Bonus Units.

2. **Affordable Units.** A minimum of four (4) units, that is five (5) percent of the base dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (C)(2). The applicant must provide four (4) of these units as affordable to Very Low Income Households to comply with the Determination made by the HCIDLA for replacement units. Affordable units required as replacement units, per Assembly Bill 2556, shall be an equivalent type as those units being replaced.

3. **Changes in Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (a-d).

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make four (4) units available to Very Low Income Households for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

5. **Automobile Parking**. Based upon the number and type of dwelling units proposed, 94 automobile parking spaces for residential uses are required for the project. Automobile parking shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 1, which permits one (1) on-site parking space for each residential unit with one (1) or fewer bedrooms; two (2) on-site parking spaces for each residential unit with two (2) to three (3) bedrooms; and two-and-one-half parking spaces for each residential unit with four (4) or more bedrooms. The Bicycle Parking Ordinance, LAMC Section 12.21.A.4, allows affordable residential projects to reduce required automobile parking by 15 percent. Based upon the number and type of dwelling units proposed and the 15 percent reduction per the Bicycle Ordinance, 80 automobile parking spaces for residential uses shall be provided. For the commercial office use, the project shall provide a minimum of four (4) automobile parking spaces, at a ratio of one space for every 500 square feet of commercial office square footage or pursuant to LAMC Section 12.21 A.4 for any other commercial use.

6. **Adjustment of Parking**. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

7. **Separation of Parking**. Commercial parking shall be separated from residential parking. Wayfinding signs shall be posted to direct and distinguish the commercial parking from the residential parking. A parking plan shall be provided prior to final sign-off.

8. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one (1) per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one (1) per 10 dwelling units or guest rooms, with a minimum of two (2) short-term bicycle parking spaces. Short-term and long-term bicycle parking for office space requires one (1) bicycle parking space per 10,000 square feet for long-term bicycle parking and one (1) bicycle parking space per 5,000 square feet for short-term bicycle parking, with a minimum of four (4) bicycle parking spaces (two [2] as long-term and two [2] as short-term bicycle parking). Based upon the number of dwelling units and the permitted replacement of 15 percent of the required automobile parking with bicycle parking for residential buildings per LAMC 12.21 A.4, 67 long-term and seven (7) short-term bicycle parking spaces shall be provided onsite for residential uses. At least two (2) long-term bicycle parking and two (2) short-term bicycle parking spaces shall be provided onsite for the commercial office use, or pursuant to LAMC Section 12.21 A.16 for any other commercial use.

9. **Open Space.** The project shall provide 8,690 square feet of open space areas as follows:

    a. **Rear Yards.** The rear yards shall include a total of 964 square feet of landscaped and paved open space areas that are accessible to residents, with amenities such as seating areas, trash cans, and lighting.
    b. **Roof Patio.** The roof patios shall include a total of 3,870 square feet of open space areas.
    c. **Recreation Room.** The project shall provide a recreation room that is a minimum of 906 square feet.
    d. **Private Balconies.** The project shall provide 59 balconies that each measure 50 square feet, for a minimum total of 2,950 square feet.

10. **Revised Elevation Plans**. Prior to final sign-off, revised elevation plans shall be received to show the precise materials and colors in substantial conformance with the renderings of Exhibit “A”. These building colors and materials shall be used in a manner that maintains a sense of articulation, and shall be submitted for approval to the Department of City Planning, Development Services Center.

11. **Ground Floor Façade.** The final elevation plans shall show the ground floor (commercial use) as differentiated from the upper residential floors. The windows on the ground floor commercial area shall be clear and unobstructed facing the sidewalk.

12. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. Any other equipment, such as a transformer, shall also be screened from view.

13. **Electric Vehicle Parking**. The project will include at least 20 percent (20%) of the total code-required parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans will indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design will be based upon Level 2 or greater EVSE at its maximum operating ampacity. Five percent (5%) of the total code required parking spaces will be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or 5 percent results in a fractional space, round up to the next whole number. A label stating “EV CAPABLE” will be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

14. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.

15. **Adaptive Reuse for Parking Structures.** Parking structures shall have flat parking levels not including the driveway ramps. The height of the parking level shall have sufficient clearance to be adaptable to non-parking uses. If converted, the building shall permit a minimum floor to ceiling height of 9 feet for commercial uses and 8 feet for residential uses.

16. **Electric or Solar Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

17. **Solar Power.** A minimum 2,393 square feet of solar panels shall be installed on the building rooftop as shown on the roof plan provided as a part of an operational photovoltaic system to be maintained for the life of the project. 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.

18. **Lighting.** All outdoor lighting shall be shielded and down-casted within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes). Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.

19. **Utility Connections**. New utility connections shall be undergrounded to the best extent possible.

20. **Revised Landscape Plans**. Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project as required by LAMC 12.40 and Landscape Ordinance Guidelines “O”. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit “A,” and shall incorporate any modifications required as a result of this grant.

    i. Tree Wells. The minimum depth of tree wells on the rooftop shall be as follows:
        1. Minimum depth for trees shall be 42 inches.
        2. Minimum depth for shrubs shall be 30 inches.
        3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches
    ii. Minimum depth for an extensive green roof shall be three (3) inches. The minimum amount of soil volume for tree wells on the rooftop shall be based on the size of the tree at maturity:
        1. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
        2. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
        3. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity)
    iii. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three (3)-foot planter.
    iv. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.

Administrative Conditions

21. **Inadvertent Discovery**: In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[1], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

    a. Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (818) 374-5050.
    b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 30 days, to conduct a site visit and make recommendations to the Project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
    c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
    d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
    e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
    f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
    g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
    h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

22. **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 Planning Department for placement in the subject file.

23. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

[1] Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity

24. **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 Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

25. **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.

26. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

27. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

28. **Project Plan Modifications.** Any corrections and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

29. **Indemnification.** 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 but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
    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 $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (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 in paragraph (b).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

General Plan/Charter Findings (Charter Sec. 556, 558)

The proposed zone change is in substantial conformance with the purposes, intent, and provisions of the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice. The City of Los Angeles' General Plan consists of the Framework Element, seven required Elements that are mandated by State law, including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Service Systems, and Plan for a Healthy Los Angeles. Thirty-five individual community plans comprise the Land Use Element for the City of Los Angeles. This section provides relevant goals, objectives, policies, and programs that are established in the General Plan that form the basis for staff's recommended actions for the proposed project.

1. **General Plan Land Use Designation**. The subject property is located on Victory Boulevard in the Van Nuys - North Sherman Oaks Community Plan, which was adopted by the City Council on September 9, 1998. The Plan designates the subject property for Neighborhood Commercial land uses with the following corresponding zones: C1, C1 .5, C2, C4, RAS3, and RAS4, and Height District 1VL. The property is subject to the General Plan Footnote No. 2 for commercial zones, which limits the height district to three stories. The subject site is currently zoned [Q]C1.5-1VL and P-1VL. The applicant is seeking to change the zone of the subject property to (T)[Q]RAS4-1VL, which is consistent with the corresponding zones. The RAS4 Zone is not a commercial zone, and therefore General Plan Footnote No. 2 will no longer apply. The applicant is seeking density bonus incentives on the subject property to permit a maximum building height of 60 feet in lieu of the height limit of 50 feet in order to permit the development of a mixed-use project consisting of 67 apartment units, including four (4) affordable units, and approximately 2,001 square feet of commercial floor area, which is consistent with the State Law, and the proposed zone. The proposed zone, height, and requested density is consistent with the project site's General Plan Land Use Designation.

2. **General Plan Text**. The Van Nuys - North Sherman Oaks Community Plan sets forth planning purposes, objectives, and policies for land uses within its boundaries. The Community Plan's stated purposes are to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community.

   The proposed mixed-use project would be in conformance with the following objectives, and policies of the Van Nuys - North Sherman Oaks 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.

   Program: The Plan Map identifies specific areas where multi-family residential development is permitted.

Policy 1-1.4 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter which is supplemented by Design Guidelines and Standards for residential development.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and make it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate the development.

Program: The plan concentrates most of the higher residential densities near transit corridors.

Policy 1-2.2: Encourage multiple residential development in commercial zones.

The project is the demolition of an existing and vacant used car dealership that consists of five (5) existing buildings and a pole sign onsite, and the construction of a mixed-use project with 67 residential units, including four (4) units set aside for Very Low Income, and 2,100 square feet of commercial space. The project is proposed for five (5) stories, 60 feet in height, and to provide four (4) parking spaces for the commercial use and 80 parking spaces for the residential units, and 78 bicycle parking spaces. The project requires 9,000 cubic yards of grading for cut and export to accommodate subterranean one (1) level of subterranean parking.

The surrounding area is characterized by level topography and improved streets. The adjacent properties along Victory Boulevard on the south and north sides of the street to the direct east and west, and along Woodman Avenue to the north and south are zoned [Q]C1.5-1VL improved with commercial uses, with many auto uses such as auto service, car wash, and gas stations. Four (4) schools are east of the site to the north and south along Woodman Avenue. Directly south of the site the properties are zoned [Q]RD1.5-1 and are improved with multifamily structures, and further south and west the properties are zoned R1-1 and improved with single family homes. North of Victory Boulevard the properties are zoned [Q]R3-1 and [Q]RD2-1 and are developed multi-family. Further to the west along the north and south of Victory Boulevard the properties are zoned [Q]RD1.5-1 and R3-1 respectively, and improved with multi-family developments.

The proposed project's location is proximate to various public transit routes, including the following bus lines:

- Metro Local Line 158: Chatsworth to Sherman Oaks via Devonshire Boulevard and Woodman Avenue.
- Metro Local Line 164: West Hills to Burbank via Victory Boulevard.

As per the traffic study and DOT assessment letter (Exhibit "C"), significant traffic impacts are not expected from the project, and the site is in close proximity to bus lines operating along Victory Boulevard and Woodman Avenue. Therefore, the project is not expected to cause any adverse impacts on livability, services and public facilities, or traffic levels.

The proposed project will meet the above objectives and policies by providing additional housing at an appropriate density, with a variety of pricing options, and at a location along a transit corridor to meet the Plan area's population needs and infrastructure capacities. The project furthermore preserves the assigned Community Plan Land Use designation.

The Community Plan also sets standards for Urban Design in Chapter V for Multi-Family Residential Projects. The project complies with the Multi-Family Site Planning design policies in that the multiple-family residential project of five (5) or more units provides a pedestrian entrance at the front of the project, as well as usable open space for outdoor activities, such as the roof deck, private balconies, and also provides the interior open space of a recreation room.

The project also complies with the Multi-Family Residential Design section of design policies in that the project both avoids excessive variety and monotonous repetition on the street facing façade. The building's frontage has a varied roofline, and articulations. The balconies project forward from the façade. Material and relief changes help to modulate the façade surface, and the façade is further articulated with the stairwell tower, in the center of the front façade plane. The roofline is articulated across the façade; it is not one flat line. However, the ground floor (commercial use) treatment is not well distinguished from the upper residential floors and has been conditioned to do so. As proposed and conditioned, the building colors will help maintain an additional sense of articulation. Trash will be interior to the ground floor and therefore not visible from the street. As conditioned, mechanical and other roof-top equipment will be screened from the street view.

The project complies with the Multi-Family Residential Parking design policies in that the parking structure is integrated with the building, through the basement and ground floor parking that is located behind the commercial space, which faces the street. The commercial space maximizes the frontage on Victory Boulevard.

Additionally, the General Plan Framework also sets standards for Urban Design with the recently adopted Residential Citywide Design Guidelines, which include mixed-use projects. The project complies with these Guidelines in that the project provides direct paths of travel for pedestrians, and orients the building to Victory Boulevard. Additionally the project activates the street level frontage with a commercial use that incorporates clear and unobstructed windows facing the sidewalk. As noted earlier, the project also uses articulations and material changes, and has been conditioned to provide color and material changes on the front. The project will widen the sidewalks, plant a street tree, and reduce the number of driveways onto the site from two (2) driveways down to one (1). Lastly, the project will provide new landscaping along the ground level.

The Community Plan text also includes the following objectives and policies:

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1 Promote greater individual choice in type, quality, price, and location of housing.

Program: The Plan promotes greater individual choice through its establishment of residential design standards and its allocation of lands for a variety of residential densities.

Policy 1-5.2 Promote housing in mixed use projects in transit corridors.

***Program*:** The municipal code provides a bonus in floor area and height for mixed use projects in the areas identified in this program.

Policy 1-5.3 Ensure that new housing opportunities minimize displacement of the residents.

***Program*:** The decision maker should adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

The proposed 67-unit mixed-use project will provide one (1)-, two (2)-, and three (3)-bedroom unit types, which allows for a choices of housing units. The project will also be providing four (4) units set aside for Very Low Income that will help provide housing for a variety of incomes and backgrounds. The site is located along Victory Boulevard, a Boulevard II (formerly a Major Highway) and transit corridor, and can support the proposed increased land use intensification. The proposed mixed-use residential/ground floor commercial building would be compatible with the existing neighborhood land use and character. Additionally, the project will not displace any existing residents as the current uses onsite are entirely commercial, despite their designation as residential structures.

GOAL 2- *A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the community.*

Objective 2-1 To conserve and strengthen viable commercial development.

Policy 2-1.1 New commercial uses shall be located in existing established commercial areas or existing shopping centers.

***Program*:** The Plan Map identifies specific areas where commercial development is permitted.

Policy 2-1.3 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

***Program*:** Chapter V - Urban Design, proposes policies for commercial development which address this policy; the Plan also insures more compatibility by downsizing and/or establishing more restrictive height limits.

Objective 2-2 To enhance the identity of distinctive commercial districts.

Policy 2-4.1 Protect commercial plan designations so that commercial development is encouraged.

Program: The Plan and Plan Map maintain the current amounts of commercial land use designations to implement this policy.

Policy 2-2.1 New development needs to add to and enhance the existing pedestrian street activity.

Program: Development within these areas is subject to the design standards establish.

Policy 2-2.2 Ensure that commercial in-fill projects achieve harmony in design with the best of existing development.

Program: Implementation of the Design Guidelines in Chapter V.

Policy 2-2.4 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts incorporate retail and service oriented commercial uses.

Program: Design Guidelines address this policy.

Policy 2-2.5 Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

Program: This policy establishes areas as preferred locations for mixed use projects. By designating Mixed Use Boulevards on the Plan, the Mixed Use Ordinance allows for a floor area bonus and a height bonus for mixed use projects within commercially planned areas. The Plan designates the commercial areas on the east and west sides of Van Nuys Boulevard between Magnolia Boulevard and the Ventura Freeway as a Mixed Use Boulevard.

Program: The Plan recommends amendments and zone changes from industrial to commercial for areas adjacent to funded transit stations to encourage compatibility of uses such as mixed-use, childcare, retail, etc.

As noted above, the project is located on Victory Boulevard, a transit corridor. The project is proposed in an existing commercial area, and as noted above complies with the Urban Design guidelines in the Van Nuys-North Sherman Oaks Community Plan. Additionally, despite the proposed zone change from C1.5 and P1 to RAS4, the project maintains a commercial use for the ground floor on the property, encouraging an active street frontage and pedestrian activity.

The Community Plan also sets standards for Urban Design in Chapter V for Commercial Projects. The project complies with the Commercial Site Planning design policies in that the structure is oriented towards Victory Boulevard. The project helps to avoid pedestrian and vehicular conflicts by reducing the number of driveways from two (2) to one (1) driveway. The project maximizes the street-level frontage with a commercial use, and provides pedestrian entrances for both the commercial uses as well as the residential uses along the building façade. Additionally, as conditioned, the project will underground any new utility service as possible.

The project has been designed to be articulated to provide variation and visual interest, and the ground floor materials (stucco and wood paneling) will help avoid opportunities for graffiti. The project has not been designed to have a large sterile expanse of building walls along the street frontage, and creates a stable environment with a pleasant and desirable character.

The project complies with the Commercial Height and Building design policies in that the project uses vertical articulations for the stairwells, and articulation and material changes on the front facade. As conditioned, the mechanical and electrical, and rooftop equipment will be screened from view. The project also proposes to keep enclosed trash areas within the building footprint.

The project complies with the Commercial Parking design policies in that the parking structure is integrated with the building, through the basement and ground floor parking that is located behind the commercial space which faces the street. The commercial space maximizes the frontage on Victory Boulevard. The project has been conditioned to install on-site lighting along all pedestrian walkways and vehicular access ways, and shield and direct on-site lighting onto driveways and walkways, directed away from adjacent uses.

Therefore, as conditioned, the recommended development meets the objectives of the Community Plan, is permitted in the (T)[Q]RAS4-1VL Zone, and is consistent with the general plan land use designation.

The Housing Element for 2013-2021 was adopted by City Council on December 3, 2013, and is an element of the City's General Plan. The project is consistent with the following goals, objectives, and policies:

GOAL 1: *A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.*

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.

Policy 1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

As noted above, the proposed project a 67-unit mixed-use building that will provide one (1)-, two (2)-, and three (3)-bedroom unit types, which allows for a choice of housing units. The project will also be providing four (4) affordable set-aside units that will help provide housing for a variety of incomes and backgrounds. Additionally, the project is located on Victory Boulevard, which is a transit corridor. As such, the project is consistent with the above goals, objectives, and policies of the Housing Element.

Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.

Policy 1.2.2 Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.

Policy 1.2.7 Strengthen the capacity of the development community to preserve and manage affordable housing.

As noted above, the project provides a variety of rental options, and provides new affordable units, as replacement for existing housing units (which have been used in a commercial capacity for years). The four (4) units set aside for Very Low Income will be

preserved through a covenant for 55 years, or until 2073. As such, the project is consistent with the above goals, objectives, and policies of the Housing Element.

3. **Charter Findings**. The proposed zone change complies with Charter Section 556 and 558 in that the change promotes land use regulations with regards to use, height, density, etc., that is consistent with the General Plan, as noted above in Finding Nos. 1 and 2, with public necessity, convenience, general welfare, and good zoning practice, and as noted in the discussion at Finding No. 4, which are referenced as if fully incorporated herein.

Entitlement Findings

4. **Zone Change, 12.32 C.2:**

The adoption of the proposed land use ordinance will be in conformity with public necessity, convenience, general welfare and good zoning practice.

The project site consists of one flat lot, rectangular in shape that fronts the south side of Victory Boulevard with 90 feet of frontage. The lot is approximately 280 feet deep. The property is located in the Airport Hazard Zone of a 450 foot height limit above elevation 790, is not mapped as farmland, and is approximately 7 kilometers from the Verdugo fault line. The property is also subject to liquefaction.

The site is in the Van Nuys-North Sherman Oaks Community Plan, and currently has split zoning with [Q]C1.2-1VL on the north end of the site to a depth of approximately 150 feet; the south portion of the lot is zoned P-1VL. The property is subject to the General Plan Footnote No. 2 for commercial zones, which limits the height district to three stories. The property is currently subject to the [Q] Conditions of Ordinance 174,075 also known as the "Valley Glen Q Conditions," which prohibits certain uses, places additional signage restrictions, and additional regulations for fences and walls, security grills, and exterior colors for multiple properties in the area.

The property is currently improved with five (5) structures constructed between 1940 and 1949. None of these structures have been identified as historic. The single-family home to the rear of the lot is vacant, and the four (4) other structures were until recently used for the used car dealership. Five trees onsite will be removed for the project; all are over eight (8) inches in diameter and none are protected species. The property is within 500 feet of several private schools, but not within 500 feet of a park.

The project proposes a Vesting Zone Change for a uniform zone across the entire site from the [Q]C1.5-1VL and P-1VL Zones to the (T)[Q]RAS4-1VL Zone, consistent with the General Plan Land Use designation of Neighborhood Commercial for the entire site. The proposed RAS4 Zone is not a commercial zone, and therefore General Plan Footnote No. 2 will no longer apply. The property is not in any specific plan or other overlay area.

Public Necessity - The proposed mixed–use building provides necessary housing to the City of Los Angeles, with both a variety of unit types and economic segments by providing 67 new units, four (4) of which will be set aside as affordable for a period of 55 years. This provided housing aligns with the Los Angeles Mayor's Executive Directive No. 13[2], which notes an affordable housing crisis in the City and encourages the development of new housing units.

[2] Los Angeles Mayor's Executive Directive No. 13, dated October 23, 2015 as cited from: https://www.lamayor.org/sites/g/files/wph446/f/page/file/ED_13_-_Support_for_Affordable_Housing_Development.pdf?1445984955

Convenience - The proposed project will be conveniently located along the Victory Boulevard commercial corridor, in close proximity to existing commercial and retail uses, multi-family and single-family residential neighborhoods, and is served by two bus lines 300 feet of the site. The subject site is also 1.3 miles from LA Valley College, two (2) miles west of the 170 (Hollywood) freeway entrance, and two (2) miles north of the US 101 freeway.

The project will provide a clear entry point from the street and easily accessible short-term bike racks within the grade level surface parking lot area. These features make the use more accessible and convenient for those utilizing alternative modes of transportation.

General Welfare – In addition to providing needed housing as noted above, the proposed project will also be beneficial with respect to the general welfare because it will increase the economic viability of the community in which it is located by providing commercial space in addition to the residential units.

Good Zoning Practice - With respect to good zoning practice, the proposed project's use and design is substantially consistent with the purposes of the General Plan, and Community Plan. Including the Density Bonus incentive for additional height through providing affordable units, the project has been designed in substantial conformance with applicable zoning and development limitations. Additionally, the proposed project is consistent with the land use designation of the Subject Property and sound zoning practices, as it will provide a desirable and beneficial commercial use on commercially zoned property that does not encroach upon or impact residentially zoned properties or neighborhoods.

The proposed Vesting Zone Change will eliminate the outdated P Zone on the subject property and permit the construction of a mixed-use project with 67 residential units, including four (4) affordable, set-aside units, and 2,100 square feet of commercial space in the RAS4 Zone. This is good zoning practice in consideration of the location of the subject property along a commercial corridor where adjoining commercial properties are within the same land use designation. Moreover, the proposed project will replace an underutilized surface parking lot that is a visual blight to the neighborhood, with a much more beneficial and attractively designed community oriented use which houses all required parking within the development.

Furthermore, the proposed project is consistent with the Purpose Statement of the RAS4 Zone, as contained in LAMC Section 12.11.5:

"The purpose of this zone is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The RAS4 Zone is intended to provide a tool to accommodate projected population growth in mixed use and residential projects that is compatible with existing residential neighborhoods."

The proposed project replaces outdated buildings and surface parking lots, related to a former car dealership, with desirable, market-rate, residential units in a mixed-use building, providing a new, high-quality, for-rent dwelling option. In addition to expanding available housing opportunities, the proposed project expands commercial opportunity with a commercial use oriented along the project site's ground-floor Victory Boulevard façade, encouraging an active street frontage and pedestrian activity.

5. **"T" and "Q" Classification Findings, LAMC 12.21 G and Q:**

The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. Such limitations are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the required actions.

The "T" Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" conditions that limits the scale and scope of future development on the site are also necessary to protect the best interests of, and to assure a development more compatible with, surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

6. **Vesting Zone Change, L.A.M.C. Sec. 12.32 Q.3:**

The conditions adopted for the vesting zone change are necessary to protect the best interest of and assure a development more compatible with the surrounding property or neighborhood; to secure an appropriate development in harmony with the objectives of the General Plan; to prevent or mitigate potential adverse environmental effects of the zone change; or that public necessity, convenience or general welfare require that provisions be made for the orderly arrangement of the property concerned into lots and/or that provisions be made for adequate streets, drainage facilities, grading, sewers, utilities and other public dedications and improvement.

The discussion at Finding Nos. 1 and 2 is referenced as if fully incorporated herein and detail how the project complies with the General Plan Land Use Designation. Furthermore, the project allows the site to secure an appropriate development in harmony with the objectives of the General Plan, by retaining the General Plan Land Use Designation, keeping a commercial use along the ground floor of a commercial and transit corridor, and by providing a variety of housing options for diverse economic needs in the population.

The project is consistent with public necessity, convenience, general welfare, and good zoning practice, as noted in the discussion at Finding No. 4, which is referenced as if fully incorporated herein.

The discussion at Finding No. 5 is referenced as if fully incorporated herein and detail how the recommended T and Q conditions support these findings for preventing adverse effects of the zone change, and public dedications and improvements.

As such, the project complies with LAMC Section 12.32 Q for Vesting Zone Changes.

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES PROGRAM DETERMINATION (ON-MENU INCENTIVE)

Pursuant to Sections 12.22 A.25(c) and 12.36 C of the LAMC and Government Code 65915(d), the Commission shall approve a density bonus and requested incentive unless the Commission finds that:

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

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053

addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Commission will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The requested incentive, an increase in height, is expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the building envelope so the additional four (4) restricted affordable units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside four (4) units for Very Low Income dwelling units for 55 years.

Height Increase (incentive). The project is a five (5)-story mixed-use multi-family residential building with 67 dwelling units, including four (4) affordable units, with ground floor commercial space. Without any density bonus incentive, the project would otherwise be limited to a maximum height of 50 feet. The on-menu incentive only allows for an 11-foot increase in height or one additional story, whichever is lower. The requested incentive would allow for an increase in the height limitation to a total of 61 feet to accommodate a balance of commercial space, affordable housing, and market rate units. The project proposes a height of 60 feet.

The additional height requested is necessary to construct the number of units proposed. In addition, the height increase will allow the project to be configured in a manner more efficient than otherwise possible in order to make the project financially feasible for a rental apartment development that includes eight (8) percent affordable units.

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

There is no evidence in the record that the proposed density bonus incentive(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)).

As permitted by LAMC Section 12.22 A.25 the applicant is requesting an incentive that will facilitate the provision of affordable housing at the site: one (1) incentive for an increase in height. Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

a. The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.

As noted in Finding No. 2, the project does not have a flat surface facing Victory Boulevard, and is also articulated with a change in materials.

b. All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.

As shown in Exhibit "A", the project provides entrances, windows, and balconies facing Victory Boulevard.

c. The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

d. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.

The project is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

The finding that there is no evidence in the record that the proposed incentive(s) will have a specific adverse impact is further supported by the recommended CEQA finding. The findings to deny an incentive under Density Bonus Law are not equivalent to the findings for determining the existence of a significant unavoidable impact under CEQA. However, under a number of CEQA impact thresholds, the City is required to analyze whether any environmental changes caused by the project have the possibility to result in health and safety impacts. For example, CEQA Guidelines Section 15065(a)(4), provides that the City is required to find a project will have a significant impact on the environment and require an EIR if the environmental effects of a project will cause a substantial adverse effect on human beings. The proposed project and potential impacts were analyzed in accordance with the City's Environmental Quality Act (CEQA) Guidelines. An initial study was prepared and concluded that a Negative Declaration could be adopted, and additionally that the project could be found to be categorically exempt including, on the basis that none of the potential environmental effects of the proposed project would cause substantial adverse effects on human beings. Based on all of the above, there is no basis to deny the requested incentive.

SITE PLAN REVIEW, L.A.M.C. Sec. 16.05:

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

As per Findings No. 1, 2, and 4 the project is consistent with the General Plan, by retaining the General Plan Land Use Designation, keeping a commercial use along the ground floor of a commercial and transit corridor, and by providing a variety of housing options for diverse economic needs in the population.

10. **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 adjacent properties and neighboring properties.

Height
The proposed project is the tallest structure on the block. All of the immediately surrounding properties to north, south, east, and west are no taller than a three (3)-story building. The property to the east is being developed as a four (4)-story residential building, but is three (3) stories over ground-level parking. However, many of the surrounding properties have surface parking, and are not developed to the full utilization of the land. As the permanent [Q] conditions allow for a height of 60 feet in the RAS4 zone, the project's height is compatible with the potential future development on the adjacent properties.

Bulk/Massing
The proposed project would utilize the full width of the lot, which has a frontage of approximately 90 feet on Victory Boulevard. This lot width is similar to the lots immediately adjacent to the subject site but not as wide as the lots further west of the subject property. The massing of the structure along the street façade has been broken up by different planes and material treatments that make the structure appear less imposing from the street.

Building Materials
The proposed materials of stucco and wood are compatible with existing developments but will also have the potential to set a precedent that will inspire future developments on the block.

Entrances
The project provides clear a entrance from the street, Victory Boulevard, for both the commercial and residential uses. This is consistent with other nearby commercial properties that also orient the entrances toward the street.

Setbacks
The nearby properties have variable front yard setbacks, and the project's proposed front yard setback of nine (9)-feet is therefore consistent with nearby properties to the east, west, and north. The project also observes zero (0)-foot side and rear yard setbacks on the ground level, similar to other properties to the nearby.

Parking
Unlike many nearby properties, the project locates all parking underneath the building footprint, and behind the ground-floor commercial. This is compatible with future development as the nearby properties have surface parking on the under-developed lots.

Lighting
No lighting fixtures were shown on the elevations or other plans, but the project has been conditioned to install security lighting that would be shielded and down-casted within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping
The project proposes landscaping as a part of the project. There is minimal landscaping in the nearby properties, and the existing project site has minimal landscape also. The project has been conditioned to provide landscape where possible, and is providing 13 new trees onsite as well as one new street tree. As such, this project will be introducing more landscaping than what currently exists.

Trash Collection
Trash and recycling is located on the interior of the building, on the ground floor. This location will reduce the impact of unpleasant odors to any neighboring properties, and will also screen from view the trash from the street.

11. **The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project provides several recreational and service amenities for the residents of the project. The building provides roof-top decks as well as a recreation room on the second floor, which are recreational spaces. Additionally, the units have private balconies. The condition requiring EV-ready parking spaces (installed with chargers) onsite will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. These conditions allow the project to improve the health, wellness, air and mobility of the neighborhood, but within the context of the project's proposed density, uses, and features. As such, the project provides recreational and service amenities to improve habitability for the residents and to minimize impacts on neighboring properties.

CEQA Findings

12. The City Planning Commission determines, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332 for infill development (ENV-2018-536-CE), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The City also prepared Negative Declaration, No. ENV-2016-2613-ND, as circulated on September 20, 2017. On September 14, 2017 a comment letter was received from South Coast Air Quality Management District (SCAQMD). This comment letter notes that the lead agency did not quantify any construction or operational emissions, and states that the environmental document lacks a fair argument that the project would not have any adverse effects on air quality, and recommends using CalEEMod software to run an analysis.

Response to Letter from SCAQMD, dated September 14, 2017.
The City of Los Angeles appreciates SCAQMD's review and guidance provided in its comment letter. We have reviewed the comment letter submitted on this Negative Declaration (ND) and provide the following response. The submitted letter does not provide substantial evidence supporting a fair argument that the project will result in a significant impact to the environment related to air quality.

City records demonstrate that a Project of this size, type, and location (i.e., requiring standard site preparation, construction equipment and techniques, and where there are no special site

conditions, such as soil contamination, that would present air quality hazards), would not result in significant impacts to air quality. Specifically, City records of approved Negative Declarations, Mitigated Negative Declarations, and Environmental Impact Reports, for which an air quality study was prepared using the CalEEMod model, in the last 2-3 years, demonstrates that projects of this size and type would not be reasonably expected to have any operational or construction impacts under the SCAQMD's air quality CEQA significance thresholds.

The City relied on the following screening criteria to conclude the project would have a less than significant impact related to SCAQMD thresholds for air quality:

If the proposed project has less than 80 residential units OR less than 75,000 square feet of non-residential use, AND involves less than 20,000 cubic yards of soil export, it will not foreseeably exceed the SCAQMD construction or operational thresholds, and therefore will not require an Assessment.

This screening criteria was developed by the Department of City Planning in 2015 and 2016 based upon the following: a survey of published air quality studies prepared for Negative Declarations, Mitigated Negative Declarations, and Environmental Impact Reports approved by the City; City staff run scenario models using CalEEMod; and consultations with AQMD. The City's has reviewed the updates to the CalEEMod model and determines there is no basis to find the City's screening criteria relied on for the Project impact analysis needs to be changed or updated.

Based on the above, the City finds there is no basis to change the impact analysis or conclusion in the Negative Declaration related to air quality.

As such, the City Planning Commission finds, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2016-2613-ND, as circulated on September 20, 2017, ("Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; finds the Negative Declaration reflects the independent judgment and analysis of the City; and adopts the Negative Declaration.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

An initial public hearing was held at the Marvin Braude San Fernando Valley Constituent Service Center on October 13, 2017. The public hearing was attended by the applicant's representative, architect, and owner.

Communications Received

A letter of support for the project was provided by the Valley Glen Neighborhood Council on January 26, 2017 (Exhibit "D"). Staff received one letter of opposition for the project, expressing concern for the height, traffic, lack of greenspace, and amount of concrete (Exhibit "D").

Summary of Initial Public Hearing Testimony and Communications

The applicant's representative spoke of the housing shortage in Los Angeles, and how this project will not solve the problem but will contribute to the remedy. The representative noted how the project is consistent with the General Plan, and is located close to bus service and major highways. The applicant's representative noted that many buildings along Victory Boulevard are 70-80 years old, but a new four (4) story building of 49 units is going in next door. The representative stated that the applicant is applying for a zone change because he cannot build on a parking zone. The representative also noted that while density bonus allows for an 11-foot increase in height, the project only requests 10 feet. With regards to the rooftop decks, the representative noted that the smaller spaces will reduce the potential for rooftop parties and noise conflicts issue. According to the applicant's representative, the loading zone is located where it is in the driveway upon a suggestion from case management. Lastly, the representative confirmed that once the environmental is adopted the demolition on site could occur; there has been concern regarding transients on the site.

No members of the community attended or spoke.



MIXED USE BUILDING
13724 VICTORY BLVD.

VAN NUYS, CALIFORNIA 91401

KAMRAN TABRIZI ARCHITECT & ASSOCIATES

KAMRAN
TABRIZI,
ARCHITECT &
ASSOCIATES

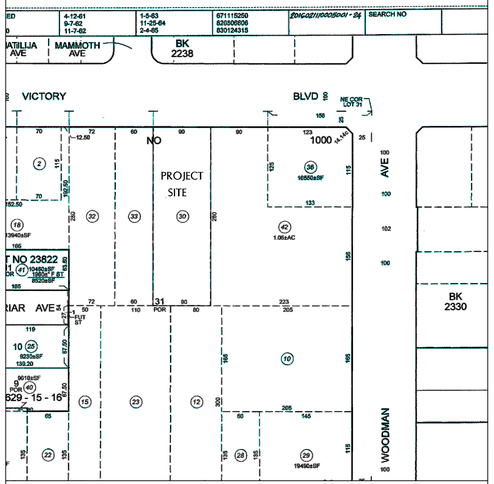
21731 AMBAR DR.
WOODLAND HILLS CA. 91364
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PROJECT:
MIXED USE BLD'G.
13724 VICTORY BLVD.
VAN NUYS, CA. 91401

OWNER:
REIGN INVESTMENTS, LLC

NOT FOR CONSTRUCTION

VICINITY MAP



DEFERRED APPROVALS

1. FIRE SPRINKLER SYSTEM. NFPA 13
2. ELEVATOR.
3. MECH., ELECT., PLUMB.

NOTE:

1. THE DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT FOR REVIEW AND APPROVAL. THE DEFERRED SUBMITTAL ITEMS SHALL NOT BE INSTALLED UNTIL THEIR DESIGN AND SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE BUILDING OFFICIAL.
2. PLANS FOR THE DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED IN A TIMELY MANNER THAT ALLOWS INITIAL PLAN REVIEW AND REPLY TO PLAN REVIEW COMMENTS BY BUILDING DEPARTMENT. ALL COMMENTS RELATED TO THE DEFERRED SUBMITTAL MUST BE ADDRESSED TO THE SATISFACTION OF THE PLAN CHECK DIVISION PRIOR TO APPROVAL OF THE SUBMITTED ITEMS.

APPROVALS & REQUIREMENTS

PLAN CHECK FILE NO.:

APPLICABLE BUILDING CODES:
2014 CITY OF LOS ANGELES BUILDING CODE

NOTE: THIS PROJECT SHALL COMPLY W/ ALL APPLICABLE BLDG. CODES.

PROJECT SUMMARY

PROJECT LOCATION: 13724 VICTORY BLVD, VAN NUYS, CA 91401

LEGAL DESCRIPTION: THE WEST 90 FEET OF THE EAST 338 FEET OF LOT 31 OF TRACT 1000, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 19 PAGES 1 TO 34 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ZONE: [Q] C1.5-1VL , P-1VL

LOT DIMENSIONS: 90' X 280'

LOT AREA: 25,199.30 SQ. FT. (PER ZIMAS)

DENSITY CALCULATIONS: 25,199.30 SF DIVIDED BY 400 (PER ZONING) = 62.99 UNITS, 60 UNITS
60 X 20% (DENSITY BONUS) =12 UNITS
GRAND TOTAL= 72 UNITS ALLOWED INCLUDING 3 VERY LOW INCOME UNITS (5% PERCENT).
PROPOSED 67 UNITS INCLUDING 4 VERY LOW INCOME UNITS

ON MENU INCENTIVES: 20% (10'-0") HEIGHT INCREASE FROM 50'-0" TO 60'-0"

FAR CALCULATION: (280-30) X (90-10) =20,000
61,245 DIVIDED BY 20,000=3.0

UNIT MIX:
40 - 1 BEDROOM + 1 BATH
16 - 2 BEDROOM + 2 BATH
11 - 3 BEDROOM + 2 BATH

OCCUPANCY: R-2 / S-2

TYPE OF CONST.: III-A OVER TWO LEVELS OF I-A GARAGE

NO. OF STORY: PER ZONING CODE: 5

FIRE SPRINKLER: NFPA 13 PER CFC

FIRE ALARM: YES PER CFC

BUILDING HEIGHT PER ZONING CODE: 60'-0"

MAX. ALLOWABLE AREA:
Aa=[At-[At x If] + [At x Is]
Aa=[24000-[24000 x 0] + [24000 x 0]
Aa=24,000 = 24,000 MAX. ALLOWABLE PER STORY
MAX. ALLOWABLE PER BUILDING SEGMENT= 48,000 SF

PARKING SUMMARY

COMMERCIAL REQUIRED PARKING:
1 PER 500 SF OF OFFICE COMMERCIAL
2,100 SF OF RETAIL COMMERCIAL-:- 500 = 4 REQUIRED AND PROVIDED

STANDARD PARKING	COMPACT PARKING	VAN ACC. PARKING	ACC. PARK'G.	GUEST PARK'G.
2	1	1	0	0

COMMERCIAL BICYCLE REQUIRED PARKING:
TOTAL LONG TERM REQUIRED AND PROVIDED: (1 PER 5,000 SF) : 2
TOTAL SHORT TERM REQUIRED AND PROVIDED: (1 PER 2,000 SF) : 2

RESIDENCE REQUIRED PARKING:
DENSITY BONUS OPTION #1
40- 1 BEDROOM - 40 UNITS X 1 = 40 PARKING
16- 2 BEDROOM - 16 UNITS X 2 = 32 PARKING
11- 3 BEDROOM - 11 UNITS X 2 = 22 PARKING

TOTAL REQUIRED PARKING = 94
15% REDUCTION FOR BICYCLE = 14
TOTAL REQUIRED AFTER REDUCTION= 80
TOTAL PARKING PROVIDED = 80

RESIDENTIAL BICYCLE REQUIRED PARKING:
TOTAL LONG TERM PROVIDED: (1 PER UNIT) : 67
TOTAL SHORT TERM REQUIRED AND PROVIDED: 10% OF UNITS= 7

STANDARD RES. PARKING	COMPACT RES. PARKING	VAN ACC. PARKING	ACC. PARK'G.	GUEST PARK'G.
65	13	2	0	0

OPEN SPACE TABULATION

REQUIRED OPEN SPACE :	
11 UNITS WITH MORE THAN 3 HABITABLE ROOM	11 X 175 = 1,925 S.F.
16 UNITS WITH 3 HABITABLE ROOM	16 X 125 = 2,000 S.F.
40 UNITS WITH LESS THAN 3 HABITABLE ROOM	40 X 100 = 4,000 S.F.
TOTAL	7,925 S.F.

PROVIDED OPEN SPACE :	
ROOF PATIO OPEN TO SKY	3,870 S.F.
REAR YARD OPEN TO SKY	964 S.F.
REC. ROOM = 906 SF	906 S.F.
PRIVATE BALC. 59 UNITS 59 X 50	2,950 S.F.
TOTAL	8,690 S.F.

SQUARE FOOTAGE

UNIT A, A.1 & A.2

SPACE	SQ. FOOTAGE
LIVING AREA	671 S.F.
PATIO/BALC.	70 S.F.
TOTAL	741 S.F.

UNIT A.3

SPACE	SQ. FOOTAGE
LIVING AREA	671 S.F.
PATIO/BALC.	52 S.F.
TOTAL	723 S.F.

UNIT B

SPACE	SQ. FOOTAGE
LIVING AREA	1,041 S.F.
PATIO/BALC.	56 S.F.
TOTAL	1,098 S.F.

UNIT C

SPACE	SQ. FOOTAGE
LIVING AREA	1,041 S.F.
PATIO/BALC.	66 S.F.
TOTAL	1,107 S.F.

UNIT C.1

SPACE	SQ. FOOTAGE
LIVING AREA	1,078 S.F.
PATIO/BALC.	83 S.F.
TOTAL	1,161 S.F.

UNIT C.2

SPACE	SQ. FOOTAGE
LIVING AREA	1,078 S.F.
PATIO/BALC.	113 S.F.
TOTAL	1,191 S.F.

UNIT C.3

SPACE	SQ. FOOTAGE
LIVING AREA	1,214 S.F.
PATIO/BALC.	-
TOTAL	1,214 S.F.

UNIT C.4

SPACE	SQ. FOOTAGE
LIVING AREA	1,078 S.F.
PATIO/BALC.	93 S.F.
TOTAL	1,171 S.F.

UNIT C.5

SPACE	SQ. FOOTAGE
LIVING AREA	1,100 S.F.
PATIO/BALC.	66 S.F.
TOTAL	1,076 S.F.

UNIT D.1

SPACE	SQ. FOOTAGE
LIVING AREA	1,094 S.F.
PATIO/BALC.	90 S.F.
TOTAL	1,124 S.F.

UNIT D.1

SPACE	SQ. FOOTAGE
LIVING AREA	1,094 S.F.
PATIO/BALC.	91 S.F.
TOTAL	1,125 S.F.

UNIT D.1

SPACE	SQ. FOOTAGE
AREA	906 S.F.
TOTAL	906 S.F.

FLOOR AREA PER BUILDING CODE

RESIDENTIAL LIVING AREA:		
COMMERCIAL- FIRST FLOOR	B OCCUPANCY	2,100 S.F.
SECOND FLOOR	R-2 OCCUPANCY	15,925 S.F.
THIRD FLOOR	R-2 OCCUPANCY	15,907 S.F.
FOURTH FLOOR	R-2 OCCUPANCY	15,907 S.F.
FIFTH FLOOR	R-2 OCCUPANCY	15,907 S.F.
TOTAL		65,746 S.F.
LOWER GARAGE AREA:	S-2 OCCUPANCY	23,837 S.F.
UPPER GARAGE AREA:	S-2 OCCUPANCY	22,780 S.F.

ZONING FLOOR AREA PER LAMC 12.03

	GROSS AREA OUT TO OUT BUILDING DIMENSION	AREA OF EXTERIOR WALLS	AREA OF OPENINGS TO BELOW	AREA OF STAIRWAYS , ELEVATOR & MECH. ROOMS	ZONING CODE FLOOR AREA
FIRST FLOOR COMMERCIAL	2,152 S.F.	52 S.F.	0 S.F.	0 S.F.	2,100 S.F.
SECOND FLOOR	15,925 S.F.	370 S.F.	0 S.F.	750 S.F.	14,805 S.F.
THIRD FLOOR	15,907 S.F.	377 S.F.	0 S.F.	750 S.F.	14,780 S.F.
FOURTH FLOOR	15,907 S.F.	377 S.F.	0 S.F.	750 S.F.	14,780 S.F.
FIFTH FLOOR	15,907 S.F.	377 S.F.	0 S.F.	750 S.F.	14,780 S.F.
TOTAL	65,746 S.F.				61,245 S.F.

SHEET INDEX

ARCHITECTURAL

T5.1 COVER SHEET

A5.1 SURVEY PLAN
A5.2 ARCHITECTURAL SITE PLAN

O5.1 OPEN SPACE PLAN
OP1.1 UNPROTECTED OPENINGS

LA.1 CITY OF LOS ANGELES CONST. NOTES/REQ.
LA.2 CITY OF LOS ANGELES CONST. NOTES/REQ.
BC.1 CITY OF LOS ANGELES BICYCLE STORAGE REQUIREMENTS

GN.1 GEN. NOTES, SYMBOLS & ABBREV.S
GN.2 DISABLED ACCESS REQUIREMENTS
GN.3 DISABLED ACCESS REQUIREMENTS
GN.4 GEN. NOTES, SYMBOLS & ABBREV.S
GN.5 DISABLED ACCESS REQUIREMENTS
GN.6 DISABLED ACCESS REQUIREMENTS
GN.7 PENETRATION FIRE STOP SYSTEM
GN.8 GREEN BUILDING REQUIREMENT

SC.1 DOOR/WINDOW SCHEDULE

A0.1 UNIT PLANS
A0.2 UNIT PLANS
A0.3 UNIT PLANS
A0.4 UNIT PLANS
A0.5 UNIT PLANS

A1.0 LOWER GARAGE PLAN
A1.1 1ST FLOOR/ GARAGE PLAN
A1.2 2ND FLOOR BUILDING PLAN
A1.3 3RD FLOOR BUILDING PLAN
A1.4 4TH FLOOR BUILDING PLAN
A1.5 5TH FLOOR BUILDING PLAN

A2.1 ROOF PLAN

A3.1 EXTERIOR ELEVATIONS
A3.2 EXTERIOR ELEVATIONS
A3.3 EXTERIOR ELEVATIONS

A4.1 BUILDING SECTIONS

A5.1 PARTIAL PLANS
A5.2 PARTIAL PLANS
A5.3 PARTIAL PLANS

D.1 ROOF DETAILS
D.2 ROOF & PARKING DETAILS
D.3 DOOR & WINDOW DETAILS
D.4 INTERIOR DETAILS
D.5 EXTERIOR DETAILS
D.6 FIRE RESISTIVE DETAILS
D.7 FIRE RESISTIVE &MISC. DETAILS
D.8 DISABLED ACCESS DETAILS
D.9 DISABLED ACCESS DETAILS
D.10 DISABLED ACCESS DETAILS
D.11 GREEN SPECS

PROJECT DIRECTORY

ARCHITECT

KAMRAN TABRIZI ARCHITECT & ASSOCIATES
21731 AMBAR DRIVE
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SHEET TITLE

TITLE SHEET

SHEET NUMBER

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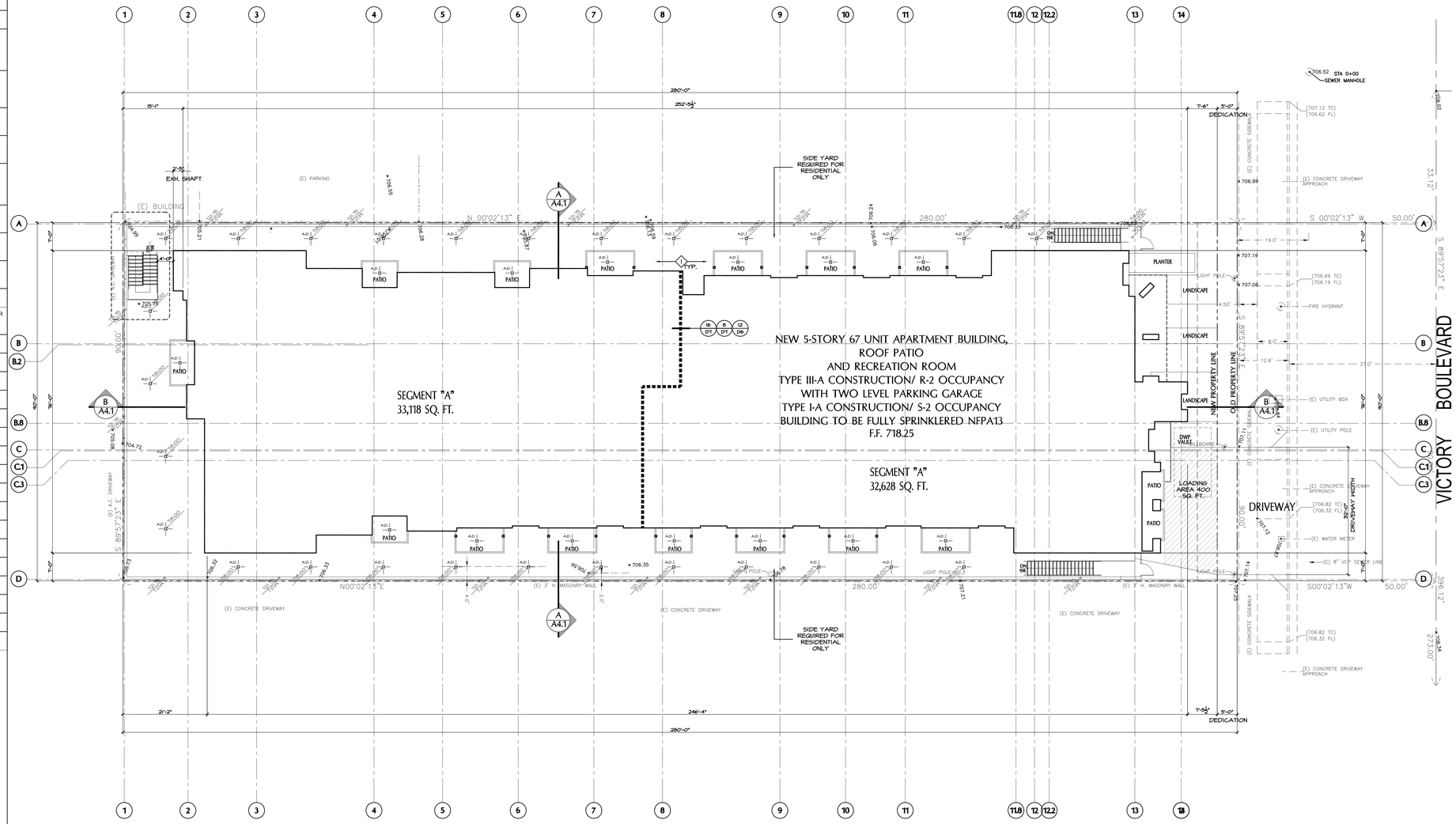
ARCHITECTURAL SITE PLAN SHEET NOTES

1.	ARCHITECTURAL SITE PLAN IS FOR BUILDING DEPARTMENT REFERENCE ONLY. REFER TO SURVEY, CIVIL AND LANDSCAPE PLANS FOR ALL INFORMATION.
2.	REFER TO TO CIVIL, MECHANICAL, PLUMBING, ELECTRICAL, UTILITY AND LANDSCAPE PLANS FOR HORIZONTAL AND VERT. CONTROLS CONTROLS, SITE DRAINAGE, SITE ACCESSIBILITY, SITE UTILITIES AND ADDITIONAL INFORMATION.
3.	REFER TO LANDSCAPE PLANS FOR PLANTER AND PLANTER DRAIN LOCATIONS.
4.	NOT USED
5.	A REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED FOR ALL ON SITE SHORING WORK INCLUDING SLOT CUTS.
6.	SHORING REQUIRES CONTINUOUS INSPECTION BY THE SOILS ENGINEER/GEOLOGIST.
7.	RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFIELD NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.
8.	LOCATE THE PERIMETER WALLS/RETAINING WALLS MINIMUM 4" AWAY FROM THE PROPERTY LINE TO ACCOMMODATE THE PLACEMENT OF THE SUB-DRAIN DEVICE. (CONTRACTOR TO VERIFY PRIOR TO CONSTRUCTION)
9.	PROVIDE AN APPROVED OUTLET STRUCTURE FOR ALL DOWN DRAINS. STRUCTURES TO HAVE VELOCITY REDUCERS, DIVERSION WALLS, RIP-WRAP., AND CONCRETE APRONS.
10.	CONCENTRATED DRAINAGE TO BE DISCHARGED INTO AN APPROVED LOCATION. (DRAINAGE REQUIRED INTO STREET, NATURAL WATERCOURSE IS NOT ALLOWED.
11.	ENTIRE FACILITY SHALL COMPLY WITH THE CALIFORNIA BUILDING CODE FOR ACCESSIBILITY. WHEN CONFLICTS EXIST BETWEEN THE ADA AND THE CALIFORNIA BUILDING CODE THE STANDARD THAT PROVIDES THE GREATEST DEGREE OF ACCESSIBILITY SHALL COMPLY.
12.	INSTALL WITHIN PROJECT AN AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
13.	MAIL BOX EQUIPMENT SHALL BE PROVIDED BY GENERAL CONTRACTOR AT A LOCATION APPROVED BY US POSTAL SERVICE. MAIL BOXES SHALL MEET ACCESSIBILITY STANDARDS.
14.	PROJECT SITE DIRECTORY SHALL BE PROVIDED BY GENERAL CONTRACTOR AS REQUIRED BY LOCAL FIRE DEPARTMENT REQ. AND APPROVED BY OWNER.

ARCHITECTURAL SITE PLAN KEY NOTES

1	100% OF HARDSCAPE USED IS TO REDUCE HEAT ISLAND EFFECT AND SHALL HAVE A SOLAR REFLECTANCE VALUE OF AT LEAST 0.30 AS DETERMINED PER ASTM E918 OR ASTM C1549. DEX-O-TEX OR EQUAL, R.R. #02360
2	INDICATES LINE OF BALC./BLDG. ABOVE.
3	3'-6" HIGH MAX. CMU FENCE WALL AT FRONT YARD SET BACK. REFER TO ELEVATIONS INDICATED ON THE PLANS.
4	8" THICK COLORED SLUMP BLOCK OR DECORATIVE COLORED CONC. BLOCK WALL.
5	INDICATES APPROX. DECK DRAIN LOCATION. REFER TO CIVIL & LANDSCAPE PLANS FOR ACTUAL NUMBER, LOCATION AND ELEV. OF AREA DRAINS.
6	PLANTER WALL. (SEE LANDSCAPE PLANS FOR PLANTER DRAIN LOCATIONS AND ADDITIONAL COURTYARD PLANTERS).
7	INDICATES LOCATION OF ELEC. TRANSFORMER.
8	INDICATES DOOR LANDING AREA SLOPED 1/8"/FT. AWAY FROM DOOR. FOR ADDITIONAL INFORMATION REFER TO SHEETS GN.1 & GN.2
9	INDICATES WATER CURTAIN SPRINKLER SYSTEM IS INSTALLED OVER EA. OPENG. FOR ADDITIONAL INFORMATION REFER TO IST FLR. BLDG PLAN
10	DRIVEWAY. REFER TO GARAGE PLAN FOR ADDITIONAL INFORMATION.
11	NOT USED.
12	3' WIDE 6' HIGH GALV. METAL SECURITY GATE WITH 10" KICK PLATE.
13	INDICATES GUARDRAIL. T.O. GUARDRAIL AT 3'-6" ABOVE ADJACENT FINISH FLOOR.
14	FIRE DEPARTMENT CONNECTION.
15	6'-0" HIGH CONC. BLK. WALL
16	ADDITIONAL SERVICE CAPACITY, SPACE FOR FUTURE METER, AND CONDUIT FOR FUTURE INSTALLATION OF ELECTRICAL OUTLETS.
17	GAS SHUTVALVE,(C.C.R., TITLE 19)
18	SHORT TERM BICYCLE PARKING

NOTE:
1- OPENING PROTECTIVE ARE NOT REQUIRED WHERE THE BUILDING IS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1 AND THE EXTERIOR OPENINGS ARE PROTECTED BY A WATER CURTAIN USING AUTOMATIC SPRINKLERS APPROVED FOR THAT USE.



SITE PLAN

ACCESSIBLE. BUILDING

SCALE: 3/32" = 1'-0"

NORTH

0' 4' 8' 16' 32'

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PROJECT:
MIXED USE BLD'G.
13724 VICTORY BLVD.
VAN NUYS, CA. 91401

OWNER:
REIGN INVESTMENTS, LLC

NOT FOR CONSTRUCTION

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DATE
JOB NUMBER

SHEET TITLE

SITE PLAN

SHEET NUMBER AS.2

ALTA SURVEY PLAN

CITY OF LOS ANGELES

13724 VICTORY BOULEVARD

LOS ANGELES, CA 91401

A.P.N. 2239-006-030

LEGEND

FL	FLOWLINE
TVG	TOP OF V-GUTTER
FF	FINISH FLOOR
PE	PAD ELEVATION
P.A.	PLANTING AREA
FS	FINISH SURFACE
FG	FINISH GRADE
MIN.	MINIMUM
H.	HIGH
TW	TOP OF WALL
TF	TOP OF FOOTING
INV	INVERT
TG	TOP OF GRADE
— — —	EXISTING STRUCTURE
———	PROPOSED STRUCTURE
x 105.50	EXISTING ELEVATION
105.50	PROPOSED ELEVATION
——℄——	CENTERLINE
——℗——	PROPERTY LINE
—(98)—	EXISTING CONTOUR ELEVATION

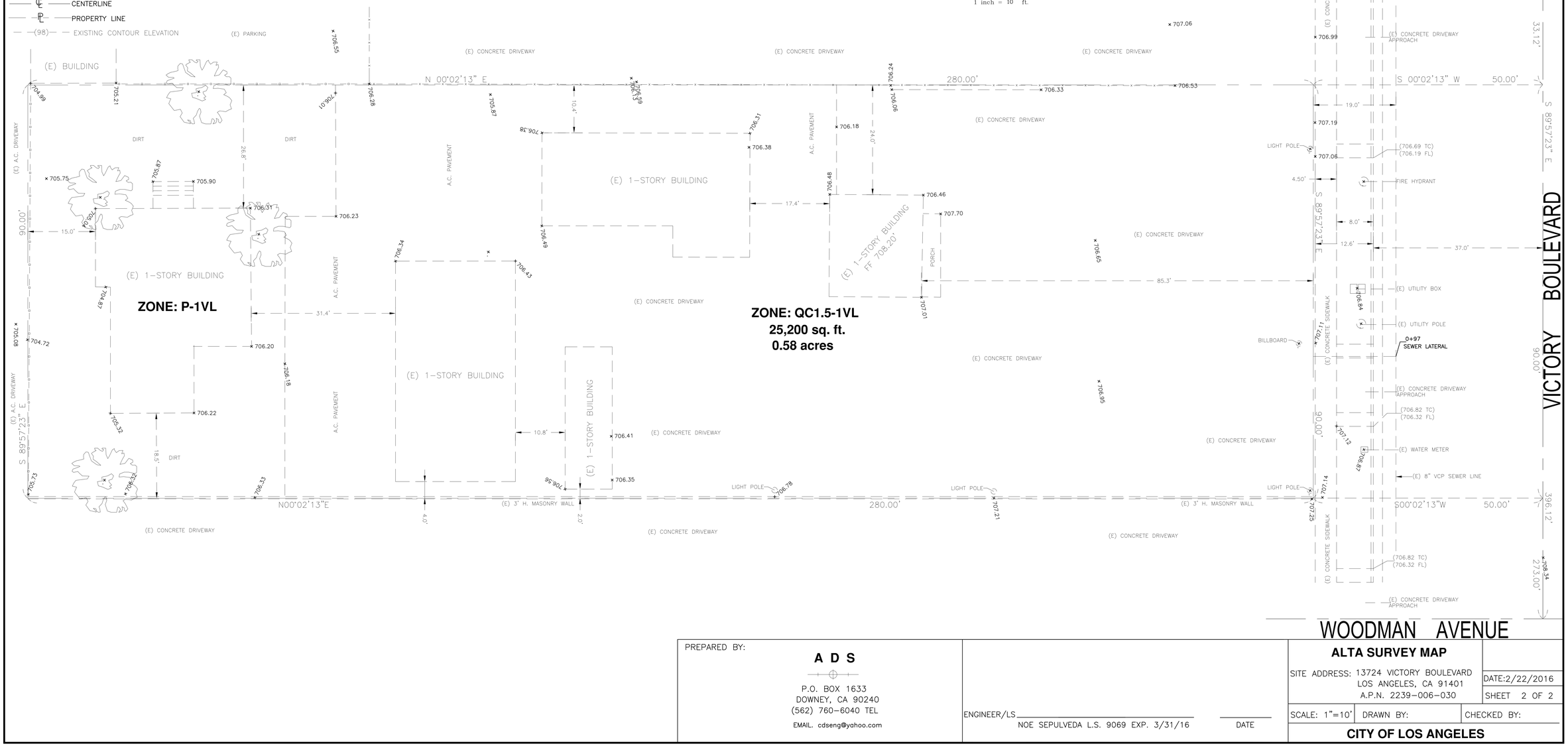
EASEMENT

(A) **AN EASEMENT FOR PUBLIC UTILITIES, RECORDED IN BOOK 6183 AND PAGE 51, OF DEEDS AFFECTS THE NOTHERLY 10 FEET**

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.



PREPARED BY:

A D S

P.O. BOX 1633
DOWNEY, CA 90240
(562) 760-6040 TEL
EMAIL. cdseng@yahoo.com

ENGINEER/LS _____ _____
NOE SEPULVEDA L.S. 9069 EXP. 3/31/16 DATE

ALTA SURVEY MAP

SITE ADDRESS: 13724 VICTORY BOULEVARD
LOS ANGELES, CA 91401
A.P.N. 2239-006-030

DATE:2/22/2016
SHEET 2 OF 2

SCALE: 1"=10' | DRAWN BY: | CHECKED BY:

CITY OF LOS ANGELES

SHEET LEGEND

	CMU WALL
	CAST IN PLACE CONC. WALL/CLG.
	INDICATES FURRED CLG.
7'-0"	NOTES CEILING HT.
	EXIT SIGN PER C.B.C. SEC. SEC. 1011.
	INDICATES MIN. 8'-2" HEAD CLEARANCE.

PARKING SUMMARY

COMMERCIAL REQUIRED PARKING:
1 PER 500 SF OF OFFICE COMMERCIAL
2,100 SF OF RETAIL COMMERCIAL÷ 500 = 5 REQUIRED AND PROVIDED

STANDARD PARKING	COMPACT PARKING	VAN ACC. PARKING	ACC. PARK'G.	GUEST PARK'G.
2	1	1	0	0

RESIDENCE REQUIRED PARKING:
DENSITY BONUS OPTION #1
40- 1 BEDROOM - 40 UNITS X 1 = 40 PARKING
16- 2 BEDROOM - 16 UNITS X 2 = 32 PARKING
11- 3 BEDROOM - 11 UNITS X 2 = 22 PARKING

TOTAL REQUIRED PARKING = 94
15% REDUCTION FOR BICYCLE = 14
TOTAL REQUIRED AFTER REDUCTION= 80
TOTAL PARKING PROVIDED = 80

BICYCLE REQUIRED PARKING:
TOTAL LONG TERM PROVIDED: 68
TOTAL SHORT TERM REQUIRED AND PROVIDED: 10% OF UNITS= 8

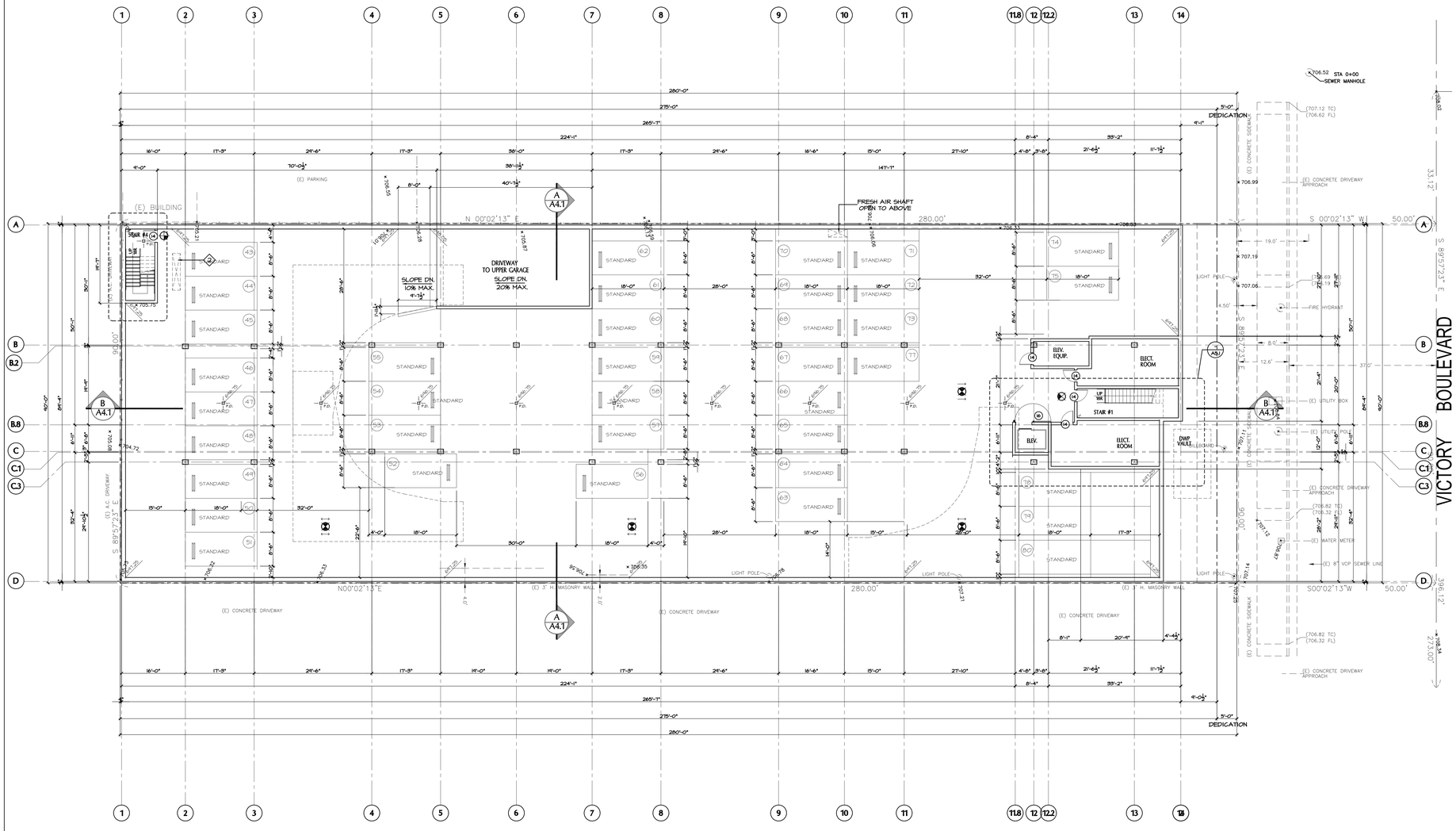
STANDARD RES. PARKING	COMPACT RES. PARKING	VAN ACC. PARKING	ACC. PARK'G.	GUEST PARK'G.
65	13	2	0	0

GARAGE PLAN SHEET NOTES

1.	REFER TO BUILDING PLANS SHEET A1.1 FOR ADDITIONAL NOTES.
2.	PROVIDE APPROVED MECHANICAL VENTILATION SYSTEM FOR GARAGE. THE SYSTEM SHALL BE DESIGNED TO GIVE UNIFORM MOVEMENT OF AIR SUFFICIENT TO PROVIDE ONE COMPLETE CHANGE OF AIR EVERY 15 MINUTES. WHERE A MECHANICAL EXHAUST SYSTEM IS USED THE EXHAUST VENTILATION TAKEN AT THE POINT WITHIN 18" OF THE FLOOR LEVEL. VENTILATION DUCT OPENING SHALL BE SPACED NOT FARTHER THAN 50' APART AROUND THE PERIMETER OF THE GARAGE.
3.	IF THE GUEST PARKING SPACE IS GATED, A VOICE RESPONSE SYSTEM SHALL BE INSTALLED AT THE GATE. DIRECTION TO GUEST PARKING SPACES SHALL BE CLEARLY POSTED. TANDEM PARKING SPACES SHALL NOT BE USED FOR GUEST PARKING.
4.	IF PARKING SPACES ARE ASSIGNED TO EACH RESIDENTIAL UNIT, THEN PROVISIONS SHALL BE MADE FOR ALLOCATING DISABLED PARKING SPACE TO UNIT OCCUPIED BY DISABLED RESIDENCE REGARDLESS OF UNIT LOCATION. THE OPTION OF REALLOCATING ACCESSIBLE PARKING SPACE TO A UNIT OCCUPIED BY DISABLED RESIDENCE SHALL REMAIN FOR THE LIFE OF THE PROJECT.
5.	ALL PLUMBING PIPES AND MECHANICAL EXHAUST DUCTS, MEP EQUIPMENT SUBJECT TO IMPACT BY CAR SHALL HAVE ADEQUATE PROTECTION.
6.	FOR TYPICAL PARKING STALL STRIPES REFER TO: (16 / G2.2)
7.	FOR HANDICAP PARKING STALL REQUIREMENTS REFER TO: (16 / G2.2)
8.	THIS BUILDING AND GARAGE SHALL BE FULLY SPRINKLERED COMPLYING WITH (NFPA-13) SYSTEM. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION .
9.	THROUGH PENETRATION SHALL BE PROTECTED BY AN APPROVED THROUGH-PENETRATION FIRESTOP SYSTEM INSTALLED AND TESTED IN ACCORDANCE WITH ASTM E814 OR UL 1479, WITH A MINIMUM POSITIVE PRESSURE DIFFERENTIAL OF 0.01 INCH OF WATER(2.49pa). THE SYSTEM SHALL HAVE AN F-RATING AND T-RATING OF NOT LESS THAN 1 HOUR BUT NOT LESS THAN THE REQUIRED RATING OF THE FLOOR PENETRATED.
10.	NOTE ON PLAN: "REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON GRADING AND FOUNDATION EARTHWORK WHERE (SITE EXCEEDS 60,000 SF.) (CUT OR FILL SLOPES EXCEED 2:1) (CUTS EXCEED 40 FT. IN HEIGHT AND WITHIN 20 FT. OF A PROPERTY LINE) (FOUNDATION EXCAVATION BELOW A 1:1 PLANE FROM PROPERTY LINE)(PROJECTS INVOLVE UNUSUAL HAZARDS) (SHORING WORK INCLUDING SLOT-CUTS)". (1704).
11.	CONTINUOUS INSPECTION BY THE SOILS ENGINEER/GEOLOGIST IS REQUIRED FOR ALL SHORING/GRADING OPERATIONS.
12.	ADD THE FOLLOWING GENERAL GRADING NOTES TO THE FINAL PLANS. • NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION. • MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. DRY DENSITY WITHIN 40 FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FEET BELOW FINISH GRADE. UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX. DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER
13.	NOTE ON PLANS: RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFILLED NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.

GARAGE PLAN SHEET KEYNOTES

1	INDICATES FLR./TRENCH DRAIN. CONNECT TO SUMP PUMP SYSTEM PER PLMG. PLANS. VERIFY LOCATION & NO. OF DRAINS PRIOR TO CONST.
2	INDICATES LINE OF PARKING EXHAUST SHAFT ABOVE. VERIFY SIZE WITH MECH. PLANS PRIOR TO CONSTRUCTION.
3	INDICATES LINE OF TURNING CLEARANCE REQUIREMENTS.
4	INDICATES LINE OF PROPOSED ELECTRIC TRANSFORMER LOCATION ABOVE. PROVIDE MIN. OF 3'-0" CLEARANCE ALL AROUND THE PAD.
5	LINE OF SLAB/BLDG. ABOVE.
6	INDICATES FIRE SPRINKLER HEAD ABOVE. INSTALL MIN. ONE AT TRASH ENCLOSURE AND ONE AT RECYCLING AREA.
7	GALV. METAL GATE WITH MIN. 8'-2" HEAD CLEARANCE AND VOICE RESPONSE SYSTEM WITH MIN. 40' STACKING DISTANCE FROM THE PROPERTY LINE.
8	SLOPE GARAGE SLAB TO DRAIN. MAINTAIN MAX. 2% SLOPE AT ACCESSIBLE PARKING/ACCESSIBLE ROUTE/ACCESSIBLE ROUTE TO ELEVATOR, ETC. MAX. 5% IN OTHER AREAS.
9	INDICATES LINE OF 5/8" GYPSUM BOARD FINISH INSTALLED OVER METAL STUDS/FURRING CHANNEL TYPICAL WALLS AND CEILING.
10	CROSSED HATCH AREA INDICATES MINIMUM 8'-2" HEAD CLEARANCE.
11	INDICATES 3'-0" WIDE BAND OF TRUNCATED DOMES, ADA DETECTABLE WARNING SYSTEM.
12	INDICATES MAIL BOX LOCATION. CONTRACTOR TO VERIFY W/USPS PRIOR TO CONST.
13	PLANTER AREA. FOR WATERPROOFING AND PLANTER DRAINS REFER TO LANDSCAPE PLANS.
14	SLIP RESISTANCE TILE FLOORING SURFACE.
15	TRASH/ RECYCLING CHUTE OPENING.
16	VENT SHAFT, SEE MECH.PLANS, PROVIDE FIRE DAMPER PER MECH.
17	PRECAST CONC. CAR WHEEL STOP.
18	3'-0" HIGH , 3" DIAM, STELL PIPE BOLLARDS.
19	WHERE MULTIPLE CHARGING SPACES ARE REQUIRED, EVSE TO BE WALLMOUNT BY 'EVSE LLC' AND RACEWAY PER ELECTRICAL PLANS. EV SPACES WITHIN THE COMMON PARKING AREA SERVING R-OCCUPANCIES, SHALL HAVE LABELS POSTED STATING 'EV CAPABLE' AT BOTH THE EV CHARGING SPACE AND AT A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED. (4.106.4.2)
20	MAINTAIN 8'-2" MIN. VERTICAL CLEARANCE TO AND FROM ACCESSIBLE PARKING STALLS AND LOADING AISLES AND DRIVE AISLES THROUGHOUT PARKING GARAGE.



LOWER LEVEL GARAGE PLAN

ACCESSIBLE. BUILDING

SCALE: 3/32" = 1'-0"

NORTH

0' 4' 8' 16' 32'

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SHEET TITLE

LOWER GARAGE PLAN

SHEET NUMBER A1.0

SHEET LEGEND

	CMU WALL
	CAST IN PLACE CONC. WALL/CLG.
	INDICATES FURRED CLG.
7'-0"	NOTES CEILING HT.
	EXIT SIGN PER C.B.C. SEC. SEC. 1011.
	INDICATES MIN. 8'-2" HEAD CLEARANCE.

PARKING SUMMARY

COMMERCIAL REQUIRED PARKING:
1 PER 500 SF OF OFFICE COMMERCIAL
2,100 SF OF RETAIL COMMERCIAL-500 = 5 REQUIRED AND PROVIDED

STANDARD PARKING	COMPACT PARKING	VAN ACC. PARKING	ACC. PARK'G.	GUEST PARK'G.
2	1	1	0	0

RESIDENCE REQUIRED PARKING:
DENSITY BONUS OPTION #1
40- 1 BEDROOM - 40 UNITS X 1 = 40 PARKING
16- 2 BEDROOM - 16 UNITS X 2 = 32 PARKING
11- 3 BEDROOM - 11 UNITS X 2 = 22 PARKING

TOTAL REQUIRED PARKING = 94
15% REDUCTION FOR BICYCLE = 14
TOTAL REQUIRED AFTER REDUCTION= 80
TOTAL PARKING PROVIDED = 80

BICYCLE REQUIRED PARKING:
TOTAL LONG TERM PROVIDED: 68
TOTAL SHORT TERM REQUIRED AND PROVIDED: 10% OF UNITS= 8

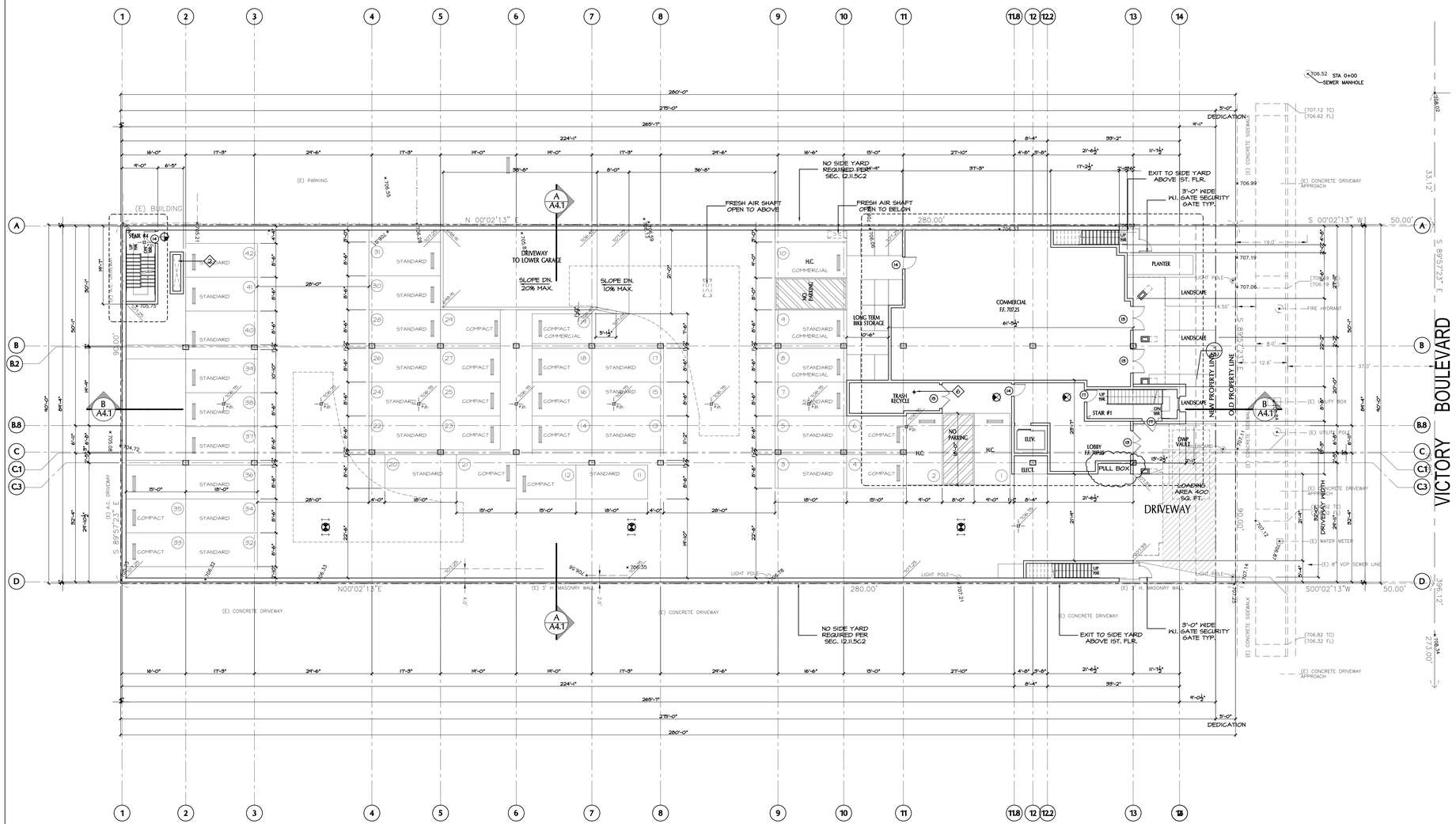
STANDARD RES. PARKING	COMPACT RES. PARKING	VAN ACC. PARKING	ACC. PARK'G.	GUEST PARK'G.
65	13	2	0	0

GARAGE PLAN SHEET NOTES

1.	REFER TO BUILDING PLANS SHEET A1.1 FOR ADDITIONAL NOTES.
2.	PROVIDE APPROVED MECHANICAL VENTILATION SYSTEM FOR GARAGE. THE SYSTEM SHALL BE DESIGNED TO GIVE UNIFORM MOVEMENT OF AIR SUFFICIENT TO PROVIDE ONE COMPLETE CHANGE OF AIR EVERY 15 MINUTES, WHERE A MECHANICAL EXHAUST SYSTEM IS USED THE EXHAUST VENTILATION TAKEN AT THE POINT WITHIN 18" OF THE FLOOR LEVEL. VENTILATION DUCT OPENING SHALL BE SPACED NOT FARTHER THAN 50' APART AROUND THE PERIMETER OF THE GARAGE.
3.	IF THE GUEST PARKING SPACE IS GATED, A VOICE RESPONSE SYSTEM SHALL BE INSTALLED AT THE GATE. DIRECTION TO GUEST PARKING SPACES SHALL BE CLEARLY POSTED. TANDEM PARKING SPACES SHALL NOT BE USED FOR GUEST PARKING.
4.	IF PARKING SPACES ARE ASSIGNED TO EACH RESIDENTIAL UNIT, THEN PROVISIONS SHALL BE MADE FOR ALLOCATING DISABLED PARKING SPACE TO UNIT OCCUPIED BY DISABLED RESIDENCE REGARDLESS OF UNIT LOCATION. THE OPTION OF REALLOCATING ACCESSIBLE PARKING SPACE TO A UNIT OCCUPIED BY DISABLED RESIDENCE SHALL REMAIN FOR THE LIFE OF THE PROJECT.
5.	ALL PLUMBING PIPES AND MECHANICAL EXHAUST DUCTS, MEP EQUIPMENT SUBJECT TO IMPACT BY CAR SHALL HAVE ADEQUATE PROTECTION.
6.	FOR TYPICAL PARKING STALL STRIPES REFER TO: (A2.1)
7.	FOR HANDICAP PARKING STALL REQUIREMENTS REFER TO; (A2.1)
8.	THIS BUILDING AND GARAGE SHALL BE FULLY SPRINKLERED COMPLYING WITH (NFPA-13) SYSTEM. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION .
9.	THROUGH PENETRATION SHALL BE PROTECTED BY AN APPROVED THROUGH-PENETRATION FIRESTOP SYSTEM INSTALLED AND TESTED IN ACCORDANCE WITH ASTM E814 OR UL 1479, WITH A MINIMUM POSITIVE PRESSURE DIFFERENTIAL OF 0.01 INCH OF WATER(2.49pa), THE SYSTEM SHALL HAVE AN F-RATING AND T-RATING OF NOT LESS THAN 1 HOUR BUT NOT LESS THAN THE REQUIRED RATING OF THE FLOOR PENETRATED.
10.	NOTE ON PLAN: "REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON GRADING AND FOUNDATION EARTHWORK WHERE (SITE EXCEEDS 60,000 SF.) (CUT OR FILL SLOPES EXCEED 2:1) (CUTS EXCEED 40 FT, IN HEIGHT AND WITHIN 20 FT. OF A PROPERTY LINE) (FOUNDATION EXCAVATION BELOW A 1:1 PLANE FROM PROPERTY LINE)(PROJECTS INVOLVE UNUSUAL HAZARDS) (SHORING WORK INCLUDING SLOT-CUTS)', (1704).
11.	CONTINUOUS INSPECTION BY THE SOILS ENGINEER/GEOLOGIST IS REQUIRED FOR ALL SHORING/GRADING OPERATIONS.
12.	ADD THE FOLLOWING GENERAL GRADING NOTES TO THE FINAL PLANS. • NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION. • MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. DRY DENSITY WITHIN 40 FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FEET BELOW FINISH GRADE. UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX. DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER
13.	NOTE ON PLANS: RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFILLED NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.

GARAGE PLAN SHEET KEYNOTES

1	INDICATES FLR./TRENCH DRAIN. CONNECT TO SUMP PUMP SYSTEM PER PLMG. PLANS. VERIFY LOCATION & NO. OF DRAINS PRIOR TO CONST.
2	INDICATES LINE OF PARKING EXHAUST SHAFT ABOVE. VERIFY SIZE WITH MECH. PLANS PRIOR TO CONSTRUCTION.
3	INDICATES LINE OF TURNING CLEARANCE REQUIREMENTS.
4	INDICATES LINE OF PROPOSED ELECTRIC TRANSFORMER LOCATION ABOVE, PROVIDE MIN. OF 3'-0" CLEARANCE ALL AROUND THE PAD.
5	LINE OF SLAB/BLDG. ABOVE.
6	INDICATES FIRE SPRINKLER HEAD ABOVE. INSTALL MIN. ONE AT TRASH ENCLOSURE AND ONE AT RECYCLING AREA.
7	GALV. METAL GATE WITH MIN. 8'-2" HEAD CLEARANCE AND VOICE RESPONSE SYSTEM WITH MIN. 40' STACKING DISTANCE FROM THE PROPERTY LINE.
8	SLOPE GARAGE SLAB TO DRAIN. MAINTAIN MAX. 2% SLOPE AT ACCESSIBLE PARKING/ACCESSIBLE ROUTE/ACCESSIBLE ROUTE TO ELEVATOR, ETC. MAX. 5% IN OTHER AREAS.
9	INDICATES LINE OF 5/8" GYPSUM BOARD FINISH INSTALLED OVER METAL STUDS/FURRING CHANNEL TYPICAL WALLS AND CEILING.
10	CROSSED HATCH AREA INDICATES MINIMUM 8'-2" HEAD CLEARANCE.
11	INDICATES 3'-0" WIDE BAND OF TRUNCATED DOMES, ADA DETECTABLE WARNING SYSTEM.
12	INDICATES MAIL BOX LOCATION. CONTRACTOR TO VERIFY W/USPS PRIOR TO CONST.
13	PLANTER AREA. FOR WATERPROOFING AND PLANTER DRAINS REFER TO LANDSCAPE PLANS.
14	SLIP RESISTANCE TILE FLOORING SURFACE.
15	TRASH/ RECYCLING CHUTE OPENING.
16	VENT SHAFT, SEE MECH.PLANS, PROVIDE FIRE DAMPER PER MECH.
17	PRECAST CONC. CAR WHEEL STOP.
18	3'-0" HIGH , 3" DIAM. STELL PIPE BOLLARDS.
19	WHERE MULTIPLE CHARGING SPACES ARE REQUIRED, EVSE TO BE WALLMOUNT BY 'EVSE LLC' AND RACEWAY PER ELECTRICAL PLANS. EV SPACES WITHIN THE COMMON PARKING AREA SERVING R-OCCUPANCIES, SHALL HAVE LABELS POSTED STATING "EV CAPABLE" AT BOTH THE EV CHARGING SPACE AND AT A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED. (4.106.4.2)
20	MAINTAIN 8'-2" MIN. VERTICAL CLEARANCE TO AND FROM ACCESSIBLE PARKING STALLS AND LOADING AISLES AND DRIVE AISLES THROUGHOUT PARKING GARAGE.



UPPER LEVEL GARAGE / FIRST FLOOR PLAN

ACCESSIBLE BUILDING

SCALE: 3/32" = 1'-0"

NORTH

0' 4' 8' 16' 32'

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CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY
DRAWN BY
DATE
JOB NUMBER

SHEET TITLE

UPPER GARAGE PLAN

SHEET NUMBER A1.1

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: III-A GAR.: I-A	4-STORIES OF 1 STORY ON GRADE & 1 STORY SUB. GARAGE	NFPA-13 NFPA-13	67

SHEET LEGEND

- 4" NOM. STUD WALL 1 HR ASSEMBLY (W1 / D7)
- 6" NOM. STUD PLUMBING WALL
- 2 HOUR EXTERIOR WALL ASSEMBLY (W2 / D7)
- 2-HR WALL (AND 2X6 STAGG STUDS ADJACENT TO UNITS) (W1 / D7, W2 / D7, W3 / D7)
- 2x6 STAGG. STUD WALL 1HR. WALL, STC. 50 (W3 / D7)
- 3HR. FIRE WALL SEPARATION WALL (W5 / D7, S / D7, W5 / D8)
- INDICATES FURRED CLG.
- 7'-9" NOTES CEILING HT.
- EXIT SIGN PER C.B.C. SEC. SEC. 1007.10

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLER SYSTEM IS INSTALLED OVER EACH OPENING ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY 5-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AN AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR , MECHANICAL AND TRASH CHUTE SHAFTS SHALL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR-CEILINGS, & ROOF-CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (DN7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (S / D7)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ. FT. OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
   C. INSTALL SEMI-RECESSED FIRE EXTINGUISHER IN STUD WALLS PER REFERENCED DETAIL.
6. MEANS OF EGRESS IDENTIFICATION:
   A. PROVIDE INTERNALLY ILLUMINATED EXIT SIGNS, PER C.B.C. SEC. 1003.2.8.
   B. PROVIDE FLR. LEVEL EXIT SIGNS & APPROVED PATH MARKING. PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2.8.5.
   D. ADDITIONAL EXIT SIGNS MAY BE REQUIRED AND LOCATIONS ARE SUBJECT TO CHANGE DURING FINAL INSPECTION.
7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO. FIRE ALARM SYSTEM PER C.B.C. SEC. 310.10 & U.F.C. ART. 14.
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE- RESISTIVE CONSTRUCTION. (1 / D7)	INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1 / D7)
FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2 / D7)	HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC SECTION 704.2.6 (12 / D7)
FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (1 / D7)	NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
EXT. WALLS INCLUDING COURTYARD WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (3 / D7)	DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (5 / D7)
INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STRL. FOR INTERIOR BEARING WALL LOCATIONS. (4 / D8)	FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL. (4 / D7)
DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (15 / D7)	FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (15 / D8)
FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL: (16 / D8)	TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (7 / D7)
FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2 / D7), (11 / D7)	FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (9 / D7)
EXT. DECK ASSEMBLIES HALL BE 1-HR. RATED F.R. CONST. PER: (4 / D8), (4 / D7)	ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLG./FLR., PER: (8 / D7)
3HR FIRE WALL/ SEPARATION WALL (W5 / D7), (W5 / D8), (W5 / D7)	ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (1 / D7)
FOR INTERSECTING WALLS AT TWO HOUR AREA WALLS REFER TO DETAIL: (16 / D8)	
STAIR, ELEV., MECH. AND TRASH CHUTE SHAFTS WALLS (2HR.FIRE BARRIER) SHALL BE 2-HR FIRE RATED PER: (2 / D7)	
RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL. SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (1 / D7), (4 / D7)	

NOTE: ALL CAVITIES SHALL BE FILLED-UP WITH INSULATION.

EVSE NOTES

NOTE: A 1" MIN LISTED RACEWAY IS REQUIRED AT EVCS TO ACCOMMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL AND TERMINATE IN CLOSE PROXIMITY TO THE EVCS INTO A LISTED CABINET OR BOX.

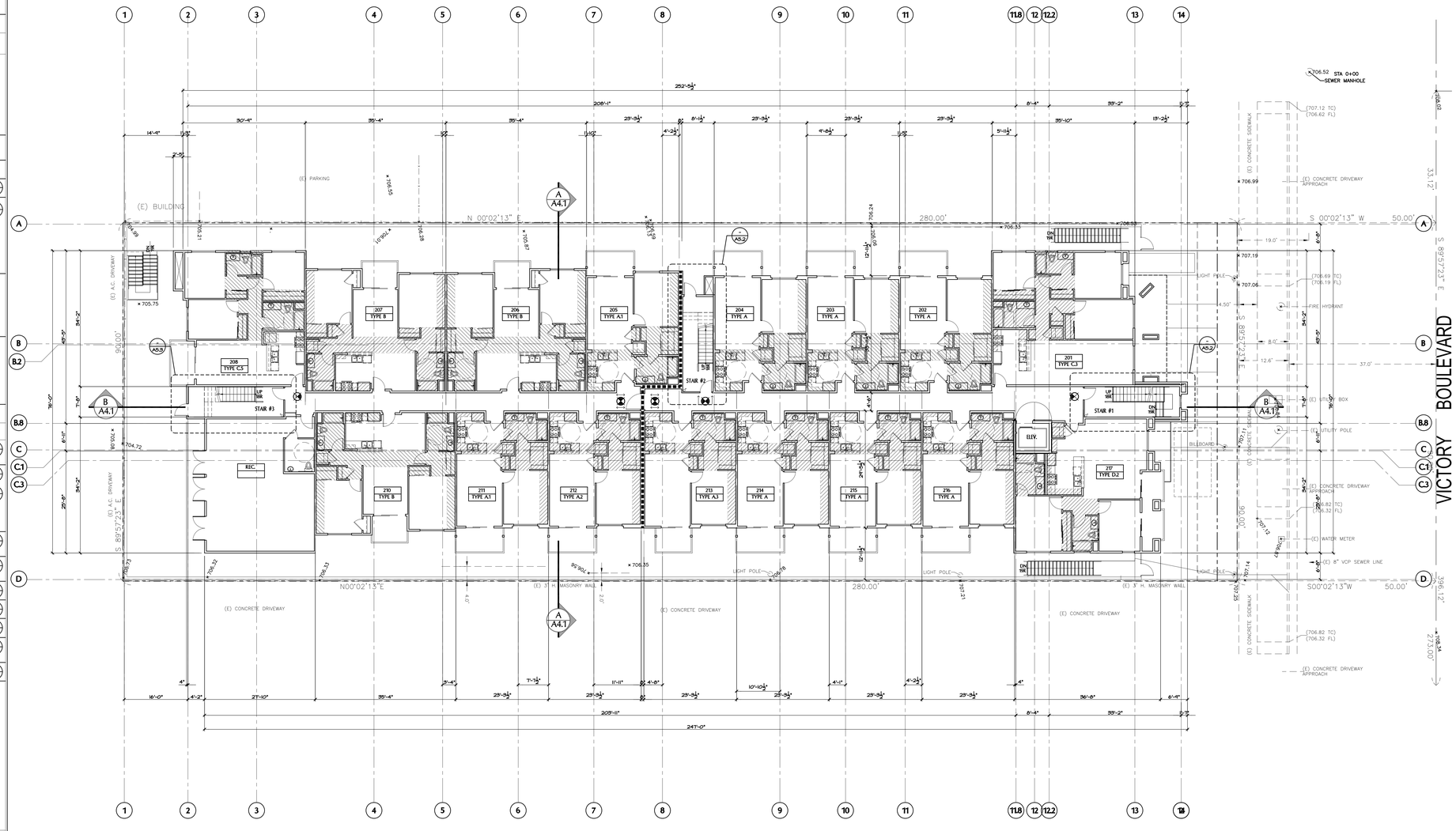
THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40 AMPERE MIN BRANCH CIRCUIT. A SEPERATE ELECTRICAL PERMIT IS REQUIRED.

THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

BUILDING PLAN SHEET KEYNOTES

1	2-HR RATED GARAGE VENTILATION SHAFT. VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (W2 / D7), (W2 / D7), (W2 / D7)
2	LINE OF FLAT ARCH / CEILING ABOVE.
3	LINE OF BUILDING OR BALCONY ABOVE.
4	INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1
5	INDICATES SCUPPER PER: (12 / D7)
6	INDICATES LOCATION OF DECK/FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7	INDICATES STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8	PLANTER AREA. FOR WATERPROOFING AND PLANTER DRAINS REFER TO LANDSCAPE PLANS.
9	PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10	INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13); THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION." (903.2.8)



SECOND FLOOR PLAN

ACCESSIBLE BUILDING

SCALE: 3/32" = 1'-0"

NORTH

0' 4' 8' 16' 32'

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CONSTRUCTION / PRE-CONSTRUCTION

REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY | DATE

DRAWN BY | JOB NUMBER

SHEET TITLE

SECOND FLOOR PLAN

SHEET NUMBER A1.2

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: III-A GAR.: I-A	4-STORIES O/ 1 STORY ON GRADE & 1 STORY SUB. GARAGE	NFPA-13 NFPA-13	67

SHEET LEGEND

- 4" NOM. STUD WALL 1 HR ASSEMBLY (1/A0.7)
- 6" NOM. STUD PLUMBING WALL
- 2 HOUR EXTERIOR WALL ASSEMBLY (4/A0.7)
- 2-HR WALL (AND 2X6 STAGG STUDS ADJACENT TO UNITS) (4/A0.7, 10/A0.7, 5/A0.7)
- 2x6 STAGG. STUD WALL 1HR. WALL, STC. 50 (1/A0.6)
- 3HR. FIRE WALL SEPARATION WALL (10/A0.7, 1/A0.7, 12/A0.7)
- INDICATES FURRED CLG.
- 7'-9" NOTES CEILING HT.
- EXIT SIGN PER C.B.C. SEC. SEC. 1007.10

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLER SYSTEM IS INSTALLED OVER EACH OPENING ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY 5-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AN AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR , MECHANICAL AND TRASH CHUTE SHAFTS SHALL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR-CEILINGS, & ROOF-CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (1/A0.7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (5/A0.7)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ. FT., OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
   C. INSTALL SEMI-RECESSED FIRE EXTINGUISHER IN STUD WALLS PER REFERENCED DETAIL.
6. MEANS OF EGRESS IDENTIFICATION:
   A. PROVIDE INTERNALLY ILLUMINATED EXIT SIGNS, PER C.B.C. SEC. 1003.2.8.
   B. PROVIDE FLR. LEVEL EXIT SIGNS & APPROVED PATH MARKING. PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2.8.5.
   D. ADDITIONAL EXIT SIGNS MAY BE REQUIRED AND LOCATIONS ARE SUBJECT TO CHANGE DURING FINAL INSPECTION.
7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO, FIRE ALARM SYSTEM PER C.B.C. SEC. 310.10 & U.F.C. ART. 14.
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

- ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE- RESISTIVE CONSTRUCTION. (1/A0.4)
- FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2/A0.4)
- FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (3/A0.4)
- EXT. WALLS INCLUDING COURTYARD WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (8/A0.4)
- INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STRL. FOR INTERIOR BEARING WALL LOCATIONS. (6/A0.4)
- DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (16/A0.4)
- FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL. (15/A0.4)
- FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2/A0.7, 11/A0.7)
- EXT. DECK ASSEMBLIES HALL BE 1-HR. RATED F.R. CONST. PER: (4/A0.6, 5/A0.7)
- 3HR FIRE WALL/ SEPARATION WALLS (10/A0.7, 1/A0.7, 12/A0.7)
- FOR INTERSECTING WALLS AT TWO HOUR AREA WALLS REFER TO DETAIL: (19/A0.4)
- STAIR, ELEV. , MECH. AND TRASH CHUTE SHAFTS WALLS (2HR.FIRE BARRIER) SHALL BE 2-HR FIRE RATED PER: (1/A0.4)
- RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL. SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (7/A0.7, 8/A0.7)

NOTE: ALL CAVITIES SHALL BE FILLED-UP WITH INSULATION.

- INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1/A0.7)
- HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN (10/A0.7)
- HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC SECTION 704.2.6 (13/A0.7)
- NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
- DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (8/A0.7)
- FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL. (6/A0.7)
- FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (20/A0.4)
- TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (7/A0.5)
- FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (9/A0.7)
- ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLG./FLR., PER: (3/A0.7)
- ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (3/A0.7)

EVSE NOTES

NOTE: A 1" MIN LISTED RACEWAY IS REQUIRED AT EVCS TO ACCOMMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL AND TERMINATE IN CLOSE PROXIMITY TO THE EVCS INTO A LISTED CABINET OR BOX.

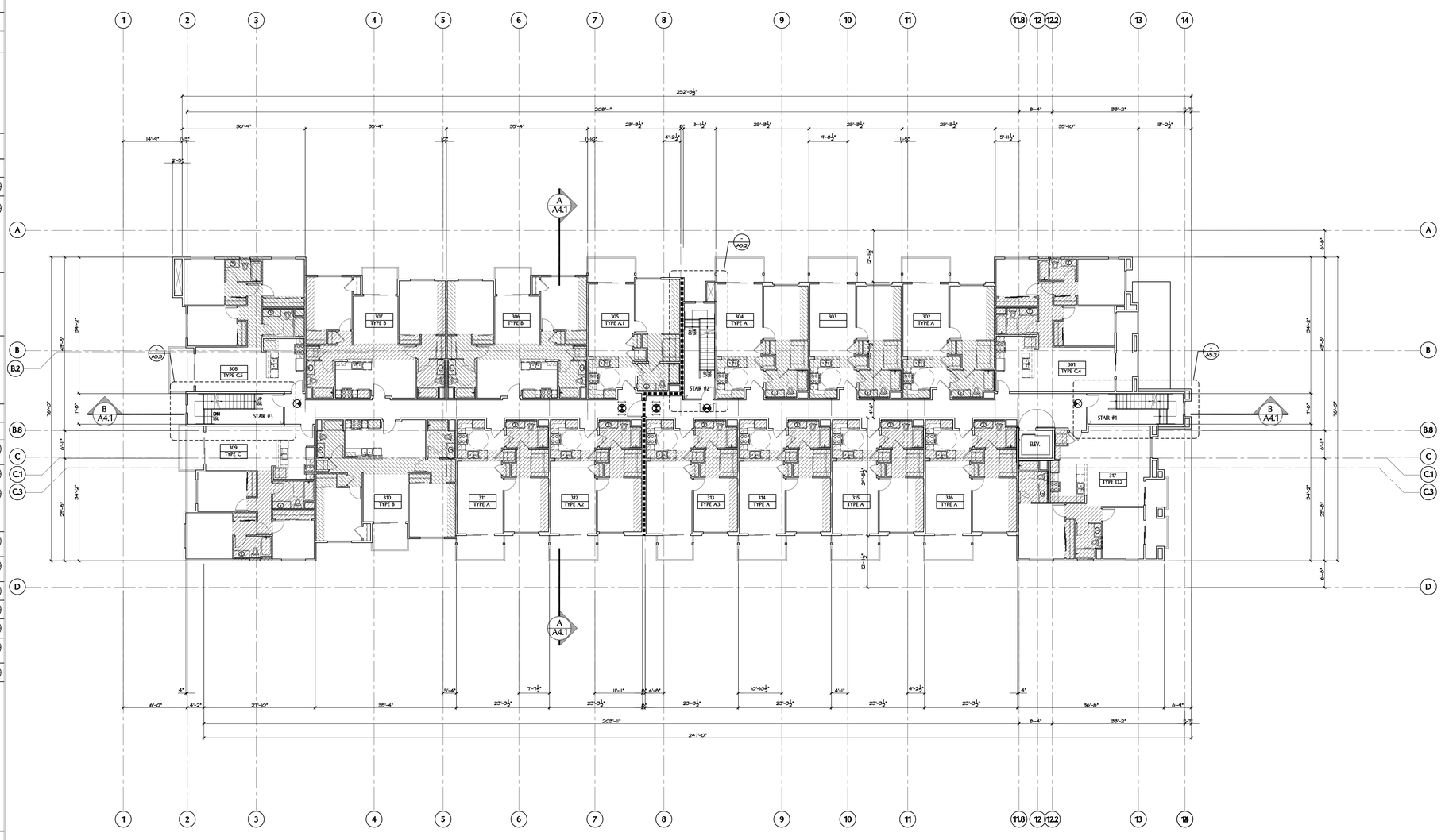
THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40 AMPERE MIN BRANCH CIRCUIT. A SEPERATE ELECTRICAL PERMIT IS REQUIRED.

THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

BUILDING PLAN SHEET KEYNOTES

1. 2-HR RATED GARAGE VENTILATION SHAFT. VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (1/A0.4, 2/A0.4, 3/A0.4)
2. LINE OF FLAT ARCH / CEILING ABOVE.
3. LINE OF BUILDING OR BALCONY ABOVE.
4. INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1
5. INDICATES SCUPPER PER: (13/A0.4)
6. INDICATES LOCATION OF DECK/FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7. INDICATES STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8. PLANTER AREA. FOR WATERPROOFING AND PLANTER DRAINS REFER TO LANDSCAPE PLANS.
9. PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10. INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13); THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION." (903.2.8)



THIRD FLOOR PLAN

ACCESSIBLE. BUILDING

SCALE: 3/32" = 1'-0"

NORTH

0' 4' 8' 16' 32'

KAMRAN TABRIZI, ARCHITECT & ASSOCIATES

21731 AMBAR DR.
WOODLAND HILLS CA. 91364
TEL. (818) 888-6365
FAX: (818) 888-6725

PROJECT:
MIXED USE BLD'G.
13724 VICTORY BLVD.
VAN NUYS, CA. 91401

OWNER:
REIGN INVESTMENTS, LLC

NOT FOR CONSTRUCTION

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CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY
DRAWN BY
DATE
JOB NUMBER

SHEET TITLE

THIRD FLOOR PLAN

SHEET NUMBER A1.3

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: III-A GAR.: I-A	4 STORIES OF 1 STORY ON GRADE & 1 STORY SUB. GARAGE	NFPA-13 NFPA-13	67

SHEET LEGEND

- 4" NOM. STUD WALL, 1 HR ASSEMBLY (A/G.7)
- 6" NOM. STUD PLUMBING WALL
- 2 HOUR EXTERIOR WALL ASSEMBLY (A/G.7)
- 2-HR WALL (AND 2X6 STAGG STUDS ADJACENT TO UNITS) (A/G.7, 2/G.6, 3/G.6)
- 2x6 STAGG. STUD WALL 1HR. WALL, STC. 50 (A/G.7)
- 3HR. FIRE WALL SEPARATION WALL (A/G.7, 1/G.7, 12/G.6)
- INDICATES FURRED CLG.
- 7'-9" NOTES CEILING HT.
- EXIT SIGN PER C.B.C. SEC. SEC. 1007.10

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLER SYSTEM IS INSTALLED OVER EACH OPENING ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY S-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AN AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR , MECHANICAL AND TRASH CHUTE SHAFTS SHALL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR-CEILINGS, & ROOF-CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (3/A.7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (A/G.7)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ. FT. OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
   C. INSTALL SEMI-RECESSED FIRE EXTINGUISHER IN STUD WALLS PER REFERENCED DETAIL.
6. MEANS OF EGRESS IDENTIFICATION:
   A. PROVIDE INTERNALLY ILLUMINATED EXIT SIGNS, PER C.B.C. SEC. 1003.2.8.
   B. PROVIDE FLR. LEVEL EXIT SIGNS & APPROVED PATH MARKING, PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2.8.5.
   D. ADDITIONAL EXIT SIGNS MAY BE REQUIRED AND LOCATIONS ARE SUBJECT TO CHANGE DURING FINAL INSPECTION.
7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO. FIRE ALARM SYSTEM PER C.B.C. SEC. 310.10 & U.F.C. ART. 14.
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

- ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE- RESISTIVE CONSTRUCTION. (1/G.6)
- FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2/G.6)
- FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (3/G.6)
- EXT. WALLS INCLUDING COURTYARD WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (5/G.6)
- INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STRL. FOR INTERIOR BEARING WALL LOCATIONS. (6/G.6)
- DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST., (16/G.6)
- FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL. (16/G.6)
- FOR INTERSECTING WALLS AT TWO HOUR AREA WALLS REFER TO DETAIL: (16/G.6)
- STAIR, ELEV. , MECH. AND TRASH CHUTE SHAFTS WALLS (2HR.FIRE BARRIER) SHALL BE 2-HR FIRE RATED PER: (1/G.7)
- RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL. SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (7/G.7, 8/G.7)

NOTE: ALL CAVITIES SHALL BE FILLED-UP WITH INSULATION.

- INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1/G.7)
- HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC SECTION 704.2.6 (10/G.7, 13/G.7)
- NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
- DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (4/G.7)
- FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL. (4/G.7)
- FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (10/G.6)
- TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (7/G.6)
- FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (9/G.7)
- ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLG./FLR., PER: (9/G.7)
- ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (1/G.7)
- FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2/G.7, 11/G.7)
- EXT. DECK ASSEMBLIES HALL BE 1-HR. RATED F.R. CONST. PER: (4/G.6, 5/G.6)
- 3HR FIRE WALL/ SEPARATION WALL (12/G.6, 1/G.7, 2/G.7)

EVSE NOTES

NOTE: A 1" MIN LISTED RACEWAY IS REQUIRED AT EVCS TO ACCOMMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL AND TERMINATE IN CLOSE PROXIMITY TO THE EVCS INTO A LISTED CABINET OR BOX.

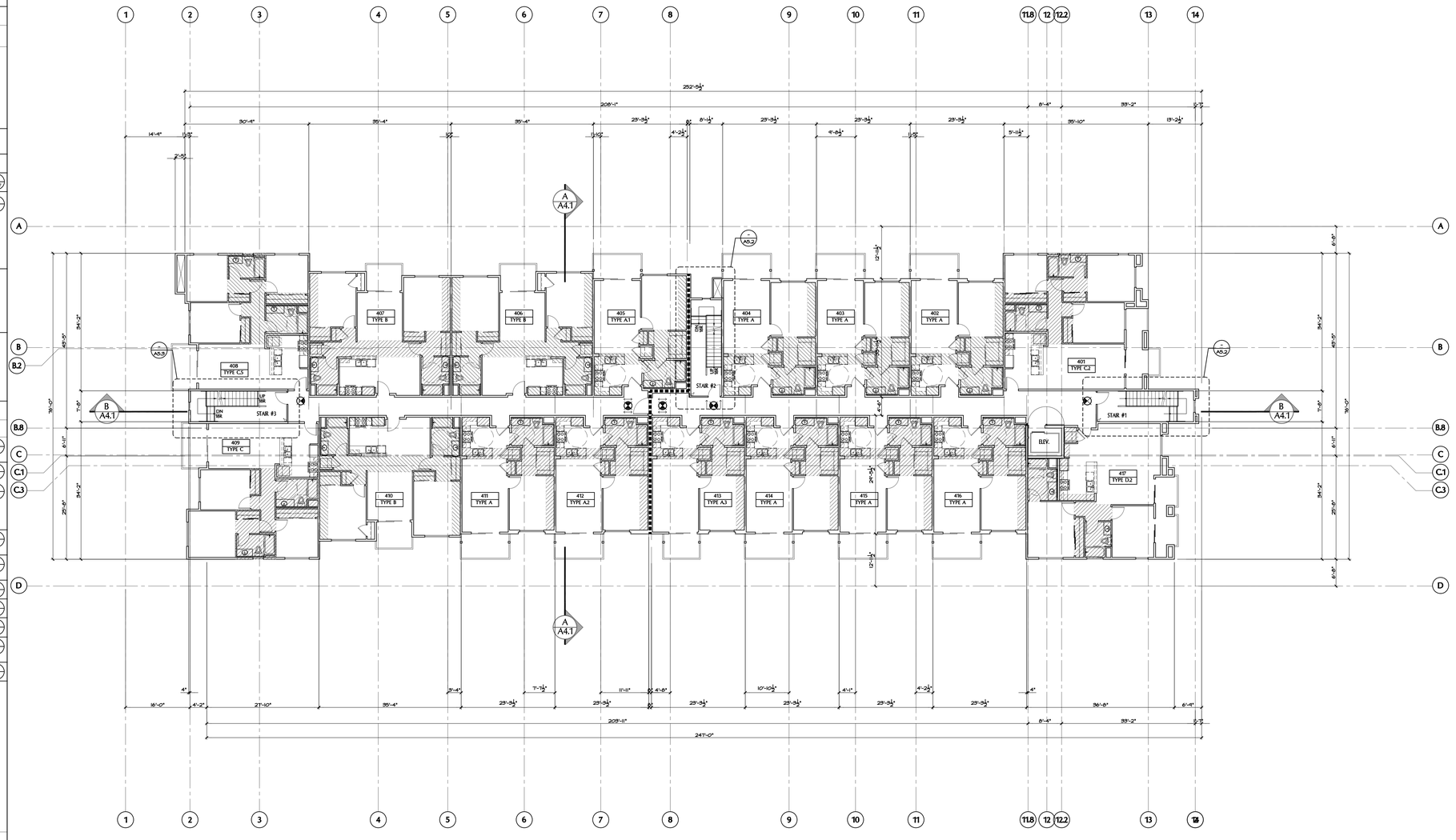
THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40 AMPERE MIN BRANCH CIRCUIT. A SEPERATE ELECTRICAL PERMIT IS REQUIRED.

THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

BUILDING PLAN SHEET KEYNOTES

1. 2-HR RATED GARAGE VENTILATION SHAFT. VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (1/G.6, 2/G.6, 3/G.6)
2. LINE OF FLAT ARCH / CEILING ABOVE.
3. LINE OF BUILDING OR BALCONY ABOVE.
4. INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1
5. INDICATES SCUPPER PER: (13/G.6)
6. INDICATES LOCATION OF DECK/FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7. INDICATES STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8. PLANTER AREA. FOR WATERPROOFING AND PLANTER DRAINS REFER TO LANDSCAPE PLANS.
9. PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10. INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13); THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION." (903.2.8)



FOURTH FLOOR PLAN

ACCESSIBLE. BUILDING

SCALE: 3/32" = 1'-0"

NORTH

0' 4' 8' 16' 32'

KAMRAN TABRIZI, ARCHITECT & ASSOCIATES

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CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY | DATE
DRAWN BY | JOB NUMBER

SHEET TITLE

FOURTH FLOOR PLAN

SHEET NUMBER A1.4

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: III-A GAR.: I-A	4 STORIES OF 1 STORY ON GRADE & 1 STORY SUB. GARAGE	NFPA-13 NFPA-13	67

SHEET LEGEND

- 4" NOM. STUD WALL 1 HR ASSEMBLY (1/G.7)
- 6" NOM. STUD PLUMBING WALL
- 2 HOUR EXTERIOR WALL ASSEMBLY (1/G.6)
- 2-HR WALL (AND 2X6 STAGG STUDS ADJACENT TO UNITS) (4/G.7) (10/G.6) (9/G.6)
- 2x6 STAGG. STUD WALL 1HR. WALL, STC: 50 (11/G.7)
- 3HR. FIRE WALL SEPARATION WALL (1/G.7) (1/G.7) (12/G.6)
- INDICATES FURRED CLG.
- 7'-9" NOTES CEILING HT.
- EXIT SIGN PER C.B.C. SEC. SEC. 1007.10

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLER SYSTEM IS INSTALLED OVER EACH OPENING ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY S-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AN AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR , MECHANICAL AND TRASH CHUTE SHAFTS SHALL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR-CEILINGS, & ROOF-CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (3/A.7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (4/G.7)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ. FT. OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
   C. INSTALL SEMI-RECESSED FIRE EXTINGUISHER IN STUD WALLS PER REFERENCED DETAIL.
6. MEANS OF EGRESS IDENTIFICATION:
   A. PROVIDE INTERNALLY ILLUMINATED EXIT SIGNS, PER C.B.C. SEC. 1003.2.8.
   B. PROVIDE FLR. LEVEL EXIT SIGNS & APPROVED PATH MARKING, PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2.8.5.
   D. ADDITIONAL EXIT SIGNS MAY BE REQUIRED AND LOCATIONS ARE SUBJECT TO CHANGE DURING FINAL INSPECTION.
7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO. FIRE ALARM SYSTEM PER C.B.C. SEC. 310.10 & U.F.C. ART. 14.
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

- ROOF/CLG. ASSEMBLIES SHALL BE ONE+HOUR RATED FIRE- RESISTIVE CONSTRUCTION. (1/G.7)
- FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2/G.6)
- FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (3/G.6)
- EXT. WALLS INCLUDING COURTYARD WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (5/G.6)
- INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STR'L. FOR INTERIOR BEARING WALL LOCATIONS. (6/G.6)
- DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (16/G.6)
- FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL. (18/G.6)
- FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2/G.7) (11/G.7)
- EXT. DECK ASSEMBLIES HALL BE 1-HR. RATED F.R. CONST. PER: (2/G.6) (2/G.6)
- 3HR FIRE WALL/ SEPARATION WALL (1/G.7) (1/G.7) (1/G.7)
- FOR INTERSECTING WALLS AT TWO HOUR AREA WALLS REFER TO DETAIL: (19/G.6)
- STAIR, ELEV., MECH. AND TRASH CHUTE SHAFTS WALLS (2HR.FIRE BARRIER) SHALL BE 2-HR FIRE RATED PER: (4/G.7)
- RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL. SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (7/G.7) (8/G.7)

NOTE: ALL CAVITIES SHALL BE FILLED-UP WITH INSULATION.

- INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1/G.7)
- HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC: SECTION 704.2.6 (12/G.7) (13/G.7)
- NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
- DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (8/G.7)
- FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL. (8/G.7)
- FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (16/G.6)
- TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (1/G.5)
- FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (1/G.7)
- ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLG./FLR., PER: (3/G.5)
- ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (1/G.7)

EVSE NOTES

NOTE: A 1" MIN LISTED RACEWAY IS REQUIRED AT EVCS TO ACCOMMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL AND TERMINATE IN CLOSE PROXIMITY TO THE EVCS INTO A LISTED CABINET OR BOX.

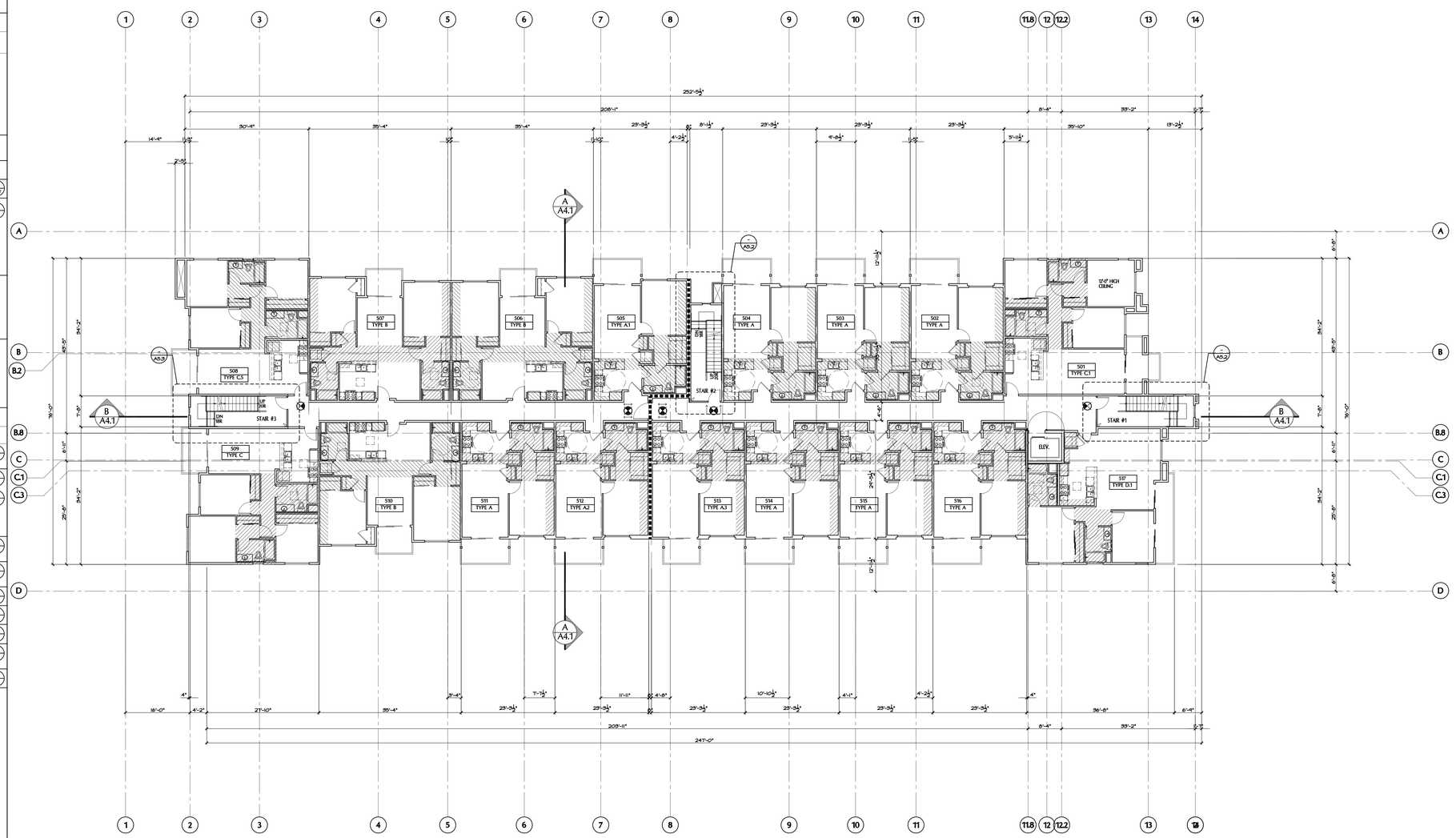
THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40 AMPERE MIN BRANCH CIRCUIT, A SEPERATE ELECTRICAL PERMIT IS REQUIRED.

THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.

BUILDING PLAN SHEET KEYNOTES

1. 2-HR RATED GARAGE VENTILATION SHAFT. VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (1/G.7) (1/G.7) (1/G.7)
2. LINE OF FLAT ARCH / CEILING ABOVE.
3. LINE OF BUILDING OR BALCONY ABOVE.
4. INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1
5. INDICATES SCUPPER PER: (13/G.6)
6. INDICATES LOCATION OF DECK/FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7. INDICATES STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8. PLANTER AREA. FOR WATERPROOFING AND PLANTER DRAINS REFER TO LANDSCAPE PLANS.
9. PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10. INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13); THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION.' (903.2.8)



FIFTH FLOOR PLAN

ACCESSIBLE. BUILDING

SCALE: 3/32" = 1'-0"

NORTH

0' 4' 8' 16' 32'

KAMRAN TABRIZI, ARCHITECT & ASSOCIATES

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CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY | DATE
DRAWN BY | JOB NUMBER

SHEET TITLE

FIFTH FLOOR PLAN

SHEET NUMBER A1.5

ROOF PLAN SHEET LEGEND

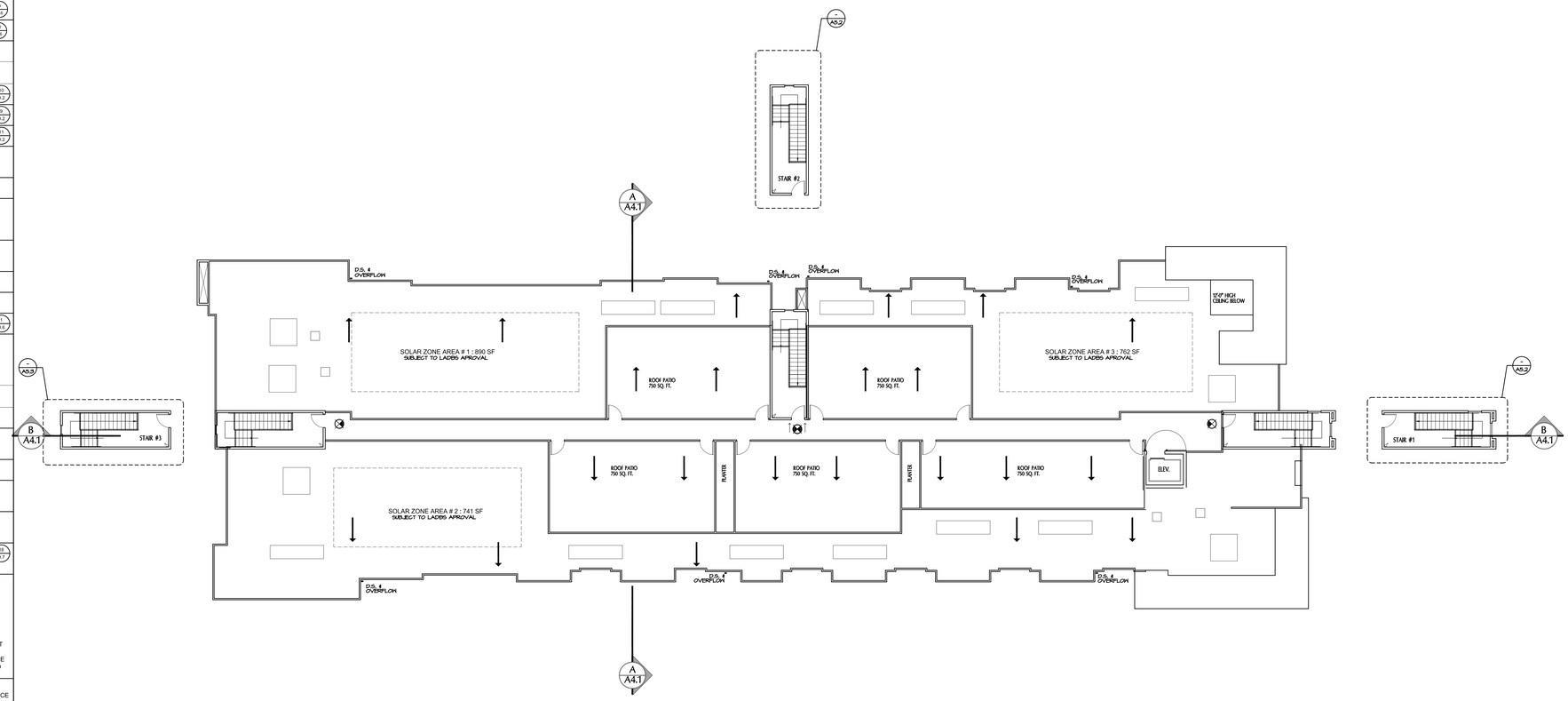
D.S.	INDICATES GALV. MTL. DOWNSPOUT, FILTERED AND DISCHARGED PER CIVIL PLANS. PRIME AND PAINT DOWNSPOUT, TO MATCH ADJ. FINISH.
→	INDICATES DIRECTION OF SLOPED BUILT-UP ROOF 3/8"/FT.
▲	INDICATES DIRECTION OF PITCHED ROOF TYP. 5:12
	INDICATES LOCATION OF CONCEALED METAL ROOF VENTILATORS COLOR & PROFILE TO MATCH ROOF TILE. (5 / D.1)
	4" NOM. STUD WALL 1 HR ASSEMBLY (1 / D.7)
	2x6 STAGG. STUD WALL 1HR. WALL, STC. 50 (17 / D.9)
	2 HOUR EXTERIOR WALL ASSEMBLY 2X6 FIRE TREATED LUMBER (15 / D.7) (3 / D.7) (9 / D.8)
	2-HR WALL (AND 2X6 STAGG STUDS ADJACENT TO UNITS) (4 / D.7) (20 / D.8) (9 / D.7)
	3HR. FIRE WALL SEPARATION WALL (16 / D.7) (1 / D.7) (10 / D.7)
	INDICATES 1-HR. FIRE RESISTIVE ROOF ASSEMBLY WITH NO PENETRATIONS ALLOWED.

ROOF PLAN SHEET NOTES

1.	FOR TYP. PIPE PENETRATION AT BUILT-UP ROOF REFER TO DETAIL: (10 / D.7)
2.	FOR TYP. VENT FLASHING AT ROOF REFER TO DETAILS: (6 / D.1) (9 / D.2)
3.	FOR TYP. PIPE SUPPORT AT BUILT-UP ROOF REFER TO DETAIL: (11 / D.2)
4.	CONTRACTOR PRIOR TO CONSTRUCTION SHALL COORDINATE ROOF MOUNTED MECHANICAL EQUIPMENT LOCATION AND WEIGHT WITH MECHANICAL CONSUALTANT & STRUCTURAL ENGINEER.
5.	REFER TO PLANS PREPARED BY OTHERS FOR SIZE, ROUTE, FILTER AND DISCHARGE POINT OF ALL ROOF RUN-OFF WATER.
6.	AS A MINIMUM STANDARDS ALL BUILT-UP ROOF SHEATHING EDGES SHALL BE BLOCKED, EDGE NAILED AND GAPPED PER ROOFING MANUFACTURER RECOMMENDATIONS. REFER TO STRL. PLANS FOR MORE RESTRICTED REQUIREMENTS.
7.	PROTECT ALL TRAFFIC AND MECH. EQUIP REPAIR AREA BY "DYNATREAD PLUS ROOF WALKWAY" BY "JOHNS MANVILLE" ROOFING PRODUCT OR EQUAL.
8.	ROOF DRAINAGE MUST BE CONDUCTED UNDER SIDEWALK.
9.	ALL ROOF VENTS SHALL BE LOCATED A MINIMUM OF 2'-0" FROM ANY ROOF FLASHING CONDITION.
10.	ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE- RESISTIVE CONSTRUCTION. (1 / D.6)
11.	ROOFS WITH SLOPES < 2:12 SHALL HAVE AN SRI VALUE OF AT LEAST 75 OR BOTH A 3-YEAR SOLAR REFLECTANCE OF AT LEAST 0.63 AND A THERMAL EMITTANCE OF AT LEAST 0.75, ROOFS WITH SLOPES > 2:12 SHALL HAVE AN SRI VALUE OF AT LEAST 16 OR BOTH A 3-YEAR SOLAR REFLECTANCE OF AT LEAST 0.20 AND A THERMAL EMITTANCE OF AT LEAST 0.75.

ROOF PLAN SHEET KEYNOTES

1	NOT USED	9	INDICATES LOCKABLE 22"X30" ATTIC ACCESS.
2	CLASS 'A' BUILT-UP ROOFING 'AWASTAR' BY 'TAMKO' IN BRIGHT WHITE OR EQUAL. ICC ESR 1013. SEE D.11 FOR SPECS.	10	INDICATES LINE OF GUTTER PRIME & PAINTED TO MATCH ADJ. FINISH.
3	ROOF MOUNTED MECHANICAL EQUIPMENT PLATFORM PER: (15 / D.2)	11	INDICATES RES. TRELLIS PER PLANS.
4	INDICATES 22"X22" SELF FLASHING ALUM. SKYLIGHT BY "BRISTOLITE" MODEL NO. "2222-AL-SF-2-P" OR APPROVED EQUAL. (EVALUATION REPORT NO. "ER-2469"). (8 / D.2)	12	INDICATES LINE OF CLOSED OR OPEN WATER COLLECTOR PER PLUMBING PLANS
5	INDICATES LINE OF BLDG. BELOW.	13	INDICATES LOCATION OF COMBINED ROOF DRAIN AND OVERFLOW SCUPPER.
6	INDICATES LINE OF DRAFT STOP. INSTALL PER C.B.C SEC 708.3.	14	INDICATES 2-HR PARAPET 30" ABOVE ROOF SHEATHING. (18 / D.7)
7	INDICATES ROOF CRICKET, SLOPED 1/2"/F.T. VALLEYS SLOPED 1/4"/FT. REFER TO DETAIL: (3 / D.2)	15	SOLAR ZONE TO BE FREE OF OBSTRUCTIONS AND BE SETBACK AT LEAST TWO TIMES THE HEIGHT OF ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO, VENTS, CHIMNEYS, AND EQUIPMENT. REFER TO ELECTRICAL PLANS FOR INVERTERS AND METERING EQUIPMENT AND A PATHWAY FOR ROUTING FROM THE SOLAR ZONE TO THE MAIN SERVICE PANEL. ALL EQUIPMENT TO BE ROUTED TO ELECTRICAL ROOM.
8	LINE OF ROOF OVERHANG W/ RESAWN EXP. WD. TAILS (7 / D.2)	16	WATERPROOF DECK TOPPING OVER CONCRETE WITH A SOLAR REFLECTANCE OF AT LEAST .30. DEX-O-TEX OR EQUAL R.R. # 02360. ROOF GARDEN TO BE DESIGNED BY WATERPROOFING AND LANDSCAPE CONSULTANTS.



TOTAL ROOF AREA: 15,752 SF
15% OF ROOF AREA FOR SOLAR ZONE: 2,363 SF
2,393 SF SOLAR ZONE AREA PROVIDED

ROOF PATIO PLAN

ACCESSIBLE. BUILDING

SCALE: 3/32" = 1'-0"

NORTH

0" 4" 8" 16" 32"

KAMRAN TABRIZI, ARCHITECT & ASSOCIATES

21731 AMBAR DR.
WOODLAND HILLS CA. 91364
TEL: (818) 888-6365
FAX: (818) 888-6725

PROJECT:
MIXED USE BLD'G.
13724 VICTORY BLVD.
VAN NUYS, CA. 91401

OWNER:
REIGN INVESTMENTS, LLC

NOT FOR CONSTRUCTION

THESE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF THE ARCHITECT AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY AGREEMENT WITH THE ARCHITECT. WRITTEN DIMENSIONS TAKE PREFERENCE OVER SCALED DIMENSIONS AND THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SHALL BE BROUGHT TO THE NOTICE OF THE ARCHITECT PRIOR TO COMMENCEMENT OF ANY WORK.

CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY | DATE
DRAWN BY | JOB NUMBER

SHEET TITLE

ROOF PATIO PLAN

SHEET NUMBER A2.1



NORTH ELEVATION

SCALE: 1/4" = 1'-0"

0' 2' 4' 8'

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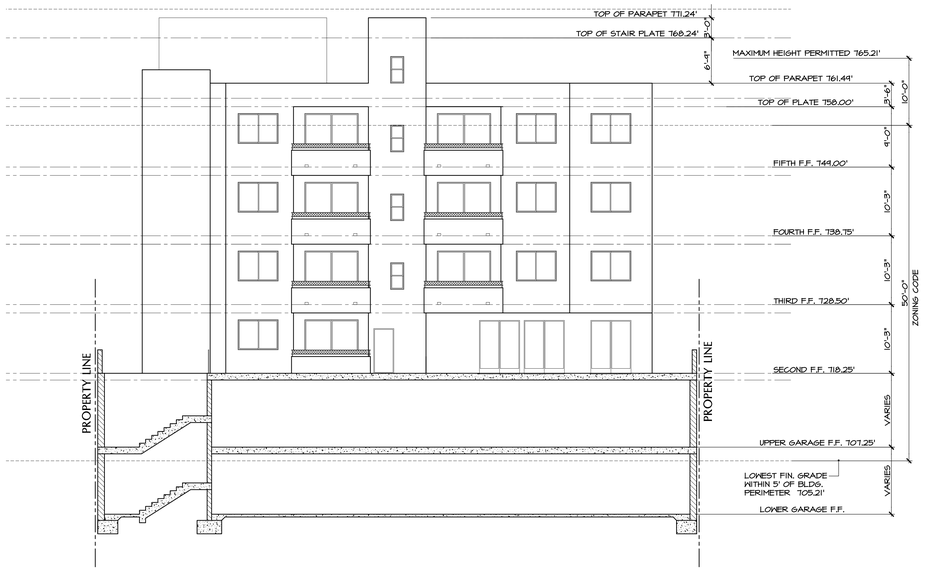
CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY
DRAWN BY
DATE
JOB NUMBER

SHEET TITLE

FRONT ELEVATION

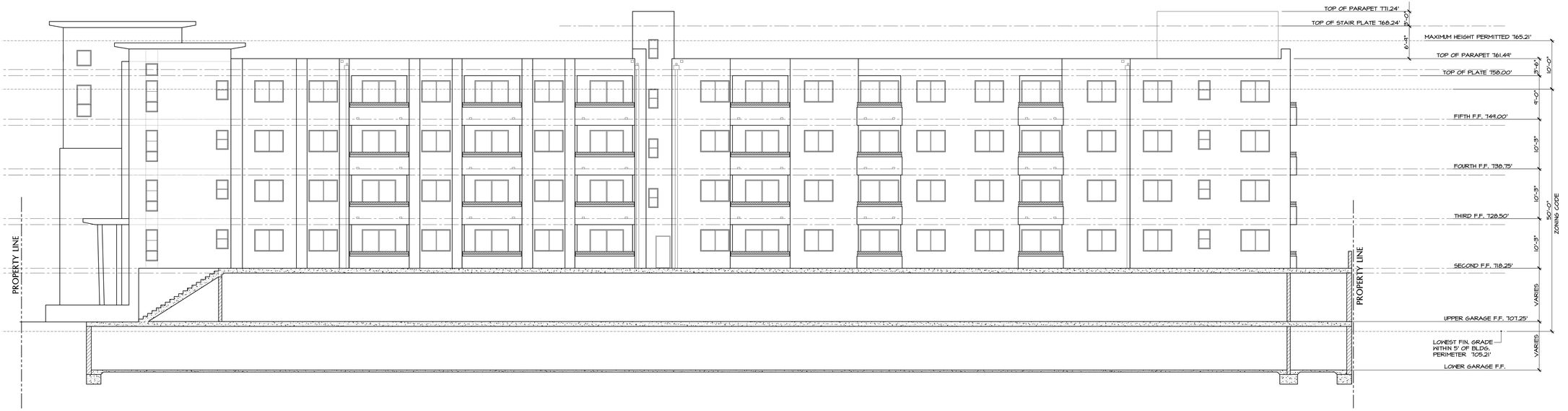
SHEET NUMBER A3.1



SOUTH ELEVATION

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

0' 4' 8' 16' 32'



WEST ELEVATION

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

0' 4' 8' 16' 32'

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WOODLAND HILLS CA. 91364
TEL. (818) 888-6365
FAX: (818) 888-6725

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CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY | DATE
DRAWN BY | JOB NUMBER

SHEET TITLE

ELEVATIONS

SHEET NUMBER A3.2



EAST ELEVATION

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

0' 4' 8' 16' 32'

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WOODLAND HILLS CA. 91364
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FAX: (818) 888-6725

PROJECT:
MIXED USE BLD'G.
13724 VICTORY BLVD.
VAN NUYS, CA. 91401

OWNER:
REIGN INVESTMENTS, LLC

NOT FOR CONSTRUCTION

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CONSTRUCTION			PRE-CONSTRUCTION	
REV.	BULLETIN	DATE	ISSUED FOR	DATE

CHECKED BY | DATE
DRAWN BY | JOB NUMBER

SHEET TITLE

ELEVATIONS

SHEET NUMBER A3.3

13724

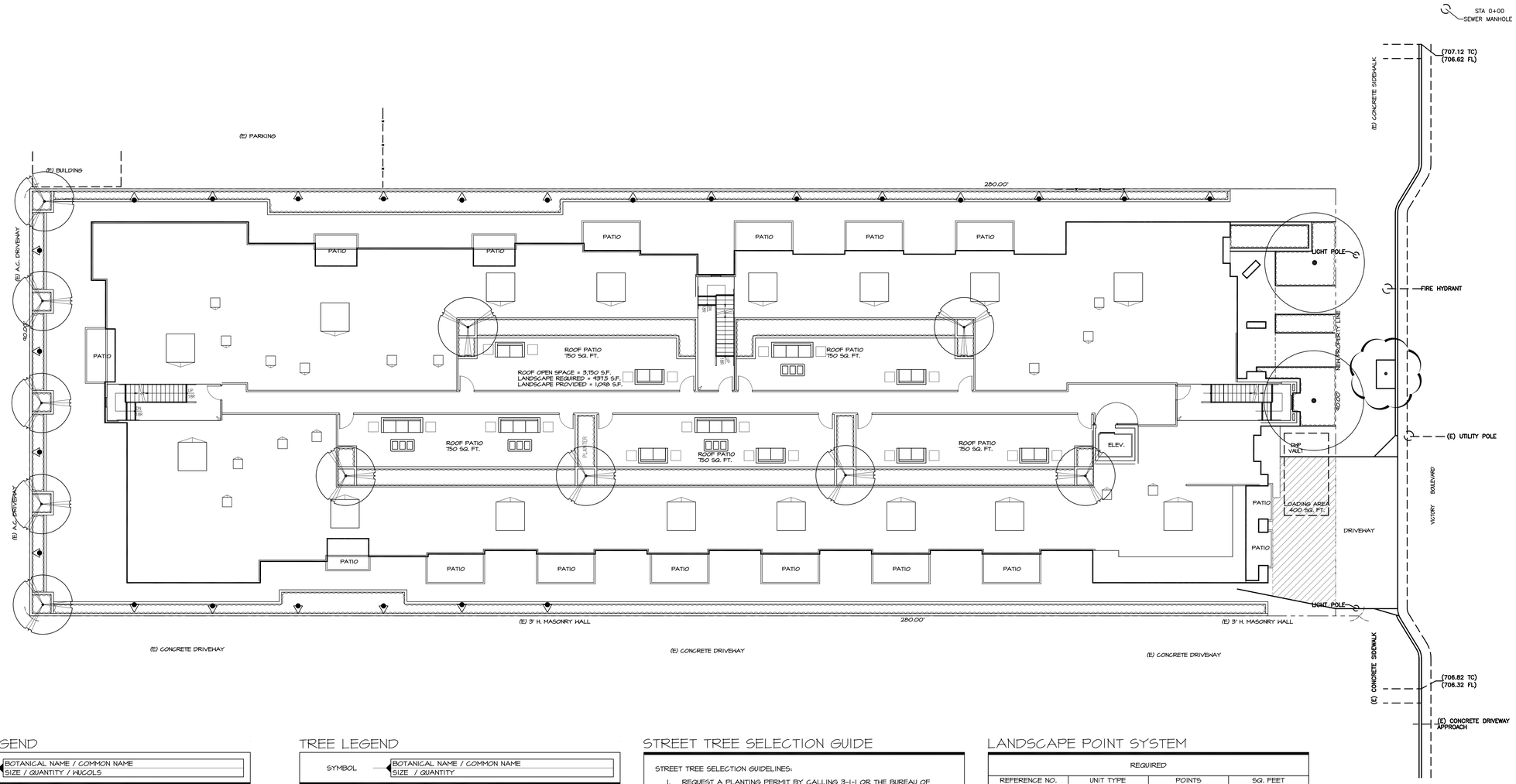
verizon

COFFEE SHOP

www.daviddmartin.com







SHRUB LEGEND

SYMBOL	BOTANICAL NAME / COMMON NAME SIZE / QUANTITY / WUCOLS
C	AGAVE 'BLUE FLAME' / BLUE FLAME AGAVE 5G / 25 / LOW
C	BOUGAINVILLEA 'SINGAOIRE WHITE' / MS. ALICE BOUGAINVILLEA 5G / 25 / TRAIN & TIE ON WALL / LOW
C	CORDYLINE X 'JURRED' / FESTIVAL BURGUNDY CORDYLINE 5G / 25 / LOW
C	CUPRESSUS 'TINY TOWER' / TINY TOWER CYPRESS 15G / 30 / LOW
C	LANTANA 'NEW GOLD' / NEW GOLD LANTANA 1G / 75 / LOW
C	MISCANTHUS S. 'GRAZIELLA' / GRAZIELLA MAIDEN GRASS 1G / 25 / LOW
C	OLEA E. 'LITTLE OLLIE' / LITTLE OLLIE OLIVE 5G / 100 / LOW
C	PENNISETUM O. 'KARLEY ROSE' / KARLEY ROSE FOUNTAIN GRASS 1G / 100 / LOW
C	PENNISETUM S. 'SKY ROCKET' / SKY ROCKET FOUNTAIN GRASS 1G / 100 / LOW
C	PHORMIUM 'BLACK ADDER' / BLACK ADDER NEW ZEALAND FLAX 5G / 50 / LOW
C	SALVIA L. 'SANTA BARBARA' / SANTA BARBARA SAGE 5G / 50 / LOW

GROUNDCOVER LEGEND

SYMBOL	BOTANICAL NAME / COMMON NAME SIZE / QUANTITY
	3" MULCH & SHRUB AREA

TREE LEGEND

SYMBOL	BOTANICAL NAME / COMMON NAME SIZE / QUANTITY
C A	OLEA E. 'SWAN HILL' / SWAN HILL OLIVE 24 INCH BOX / 11 / LOW
C	PLATANUS RACEMOSA / CALIFORNIA SYCAMORE 24 INCH BOX / 7 / MOD
C	STREET TREES / PER URBAN FORESTY 24 INCH BOX / 1

OPEN SPACE TABULATION

REQUIRED			
UNIT TYPE	QUANTITY	SQ. FEET	TOTAL SQ. FEET
2 HABITABLE ROOMS	40	100	4,000
3 HABITABLE ROOMS	16	125	2,000
MORE THAN 3 HABITABLE ROOMS	11	175	1,925
		TOTAL REQUIRED:	7,925
PROVIDED			
UNIT TYPE	QUANTITY	SQ. FEET	TOTAL SQ. FEET
PRIVATE OPEN SPACE	67	67 X 50 SQ.FT.	3,350
ROOF PATIO	1	3,810	3,810
RECREATION ROOM	N/A	450	450
		TOTAL PPOVIDED:	8,180

STREET TREE SELECTION GUIDE

STREET TREE SELECTION GUIDELINES:

1. REQUEST A PLANTING PERMIT BY CALLING 3-1-1 OR THE BUREAU OF STREET SERVICES REQUEST CENTER AT (800) 996-2489.
2. THE URBAN FORESTRY DIVISION (UFD) WILL CONTACT YOU AND SET AN INSPECTION DATE. INSPECTION WILL DETERMINE:
   - TREE SPECIES
   - TREE PLANTING LOCATION(S) WHICH WILL BE MARKED ON CURB.
   - NUMBER OF TREES
   - PLEASE NOTE THAT REPLANTING MAY NOT BE PERMISSIBLE DUE TO THE EXISTENCE OF POWER POLES, METERS, DRIVEWAYS, ETC. (IN WHICH CASE A PERMIT HOULD NOT BE ISSUED).
3. UFD ARBORIST WILL ISSUE A TREE PLANTING PERMIT WITH ALL PERTINENT INFORMATION (INCLUDING TREE PLANTING SPECIFICATIONS). YOU MAY NOW SELECT THE NURSERY FROM WHICH YOU WILL OBTAIN THE NECESSARY TREE SPECIES AND STOCK SIZE).
4. UPON SELECTION, CONTACT UFD AT (213) 485-8470 SO AN INSPECTOR MAY REVIEW THE TREE AT THE NURSERY AND TAG IT IF APPROVED.
5. SET UP TREE DELIVERY
6. TREE MAY BE PLANTED BY RESIDENTS OR CONTRACTOR.
7. YOU SHALL FIRST CONTACT DIGALERT AT (800) 227-2600 PRIOR TO EXCAVATION.
8. PLEASE CONTACT THE INSPECTOR WHO ISSUED THE PERMIT NOT MORE THAN FIVE DAYS AFTER PLANTING. THE INSPECTOR WILL RE-INSPECT AND SIGN-OFF THE FINAL APPROVAL. THE GOAL OF UFD IS TO PROCESS TREE PLANTING PERMITS WITHIN THREE WORKING DAYS OF THE REQUEST.
   - FOR FURTHER INFORMATION PLEASE CONTACT THE URBAN FORESTRY DIVISION (UFD) AT (213) 847-3077.

NOTE:
ALL NEWLY PLANTED TREES MUST HAVE A ROOT CONTROL BARRIER, STREET TREE DETAIL S-456-1 AND TREES OF 15 GAL OR 24" BOX SIZE MUST ALSO HAVE A 10' METAL TREE STAKE, STREET TREE DETAIL 2-603-0. WHERE STREET TREES ARE PLANTED IN TREE WELLS REFER TO TREE DETAIL S-450-2.

LANDSCAPE POINT SYSTEM

REQUIRED			
REFERENCE NO.	UNIT TYPE	POINTS	SQ. FEET
N/A	ENTIRE SITE	20	25,200
	TOTAL REQUIRED:	20	
PROVIDED			
A	11 TREE TAXON THAT DO NOT EXIST IN 1000 FT. RADIUS 5 PTS PER TREE UP TO 50% OF POINTS	10	N/A
B	STREET TREE'S 1 PT PER 24" BOX	1	N/A
D	500 LIN. FT. OF VINES ON WALLS. 2 PTS PER 50 LIN. FT.	20	N/A
	TOTAL PROVIDED:	31	

WATER MANAGEMENT POINT SYSTEM

REQUIRED			
REFERENCE NO.	UNIT TYPE	POINTS	SQ. FEET
N/A	ENTIRE SITE	300	25,200
	TOTAL REQUIRED:	300	
PROVIDED			
N/A	AUTOMATIC CONTROLLERS	5	N/A
C	PLANTS ONCE ESTABLISHED THAT WILL REMAIN IN GOOD HEALTH WITH SUMMER WATER 616 X 2 PTS.	1,232	N/A
	TOTAL PROVIDED:	173	

LANDSCAPE AREA

POTENTIAL LANDSCAPE AREA = (SITE) 25,200 S.F. - (BUILDING) 16,235 S.F. = 8,965 S.F.
LANDSCAPE PROVIDED = 3,078 S.F.

PRELIMINARY LANDSCAPE

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

THE OFFICE OF
SUSAN E. McEOWEN
LANDSCAPE ARCHITECT 2180
A CALIFORNIA CORPORATION
19197 Golden Valley Rd. #924
Santa Clarita CA 91387
Office Telephone: (661) 294 3753
Email Address: semceowen@yahoo.com

OWNER:
SUNRIISE SKYVIEW., LLC
P.O. BOX 56695
SHERMAN OAKS, CA. 91413
323.371.0061

PROJECT:
MIXED USE BUILDING
13724 VICTORY BLVD.
VAN NUYS, CA.
91401

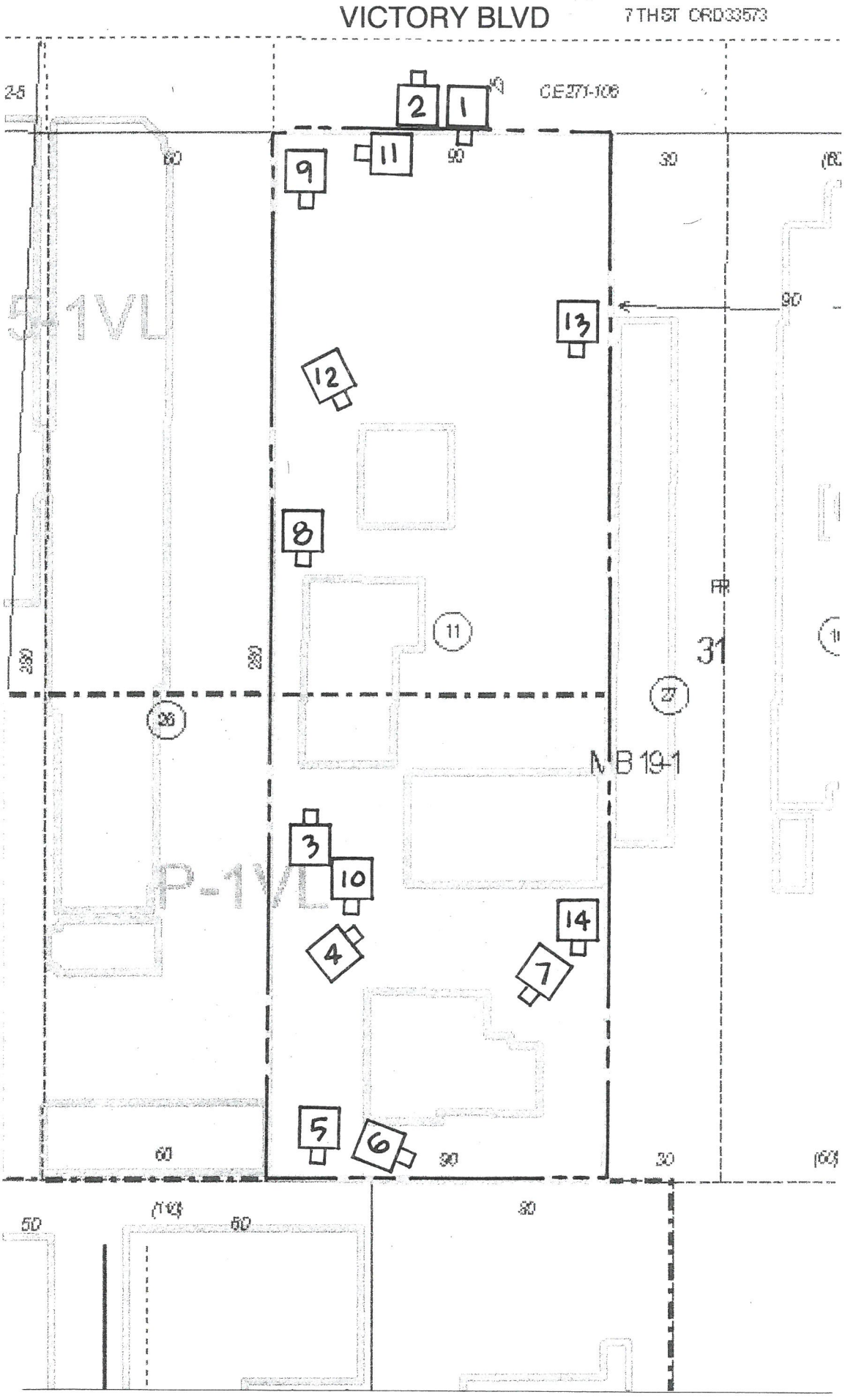
These drawings are not final and shall not be used for construction purposes until signed by Susan E. McEowen, Landscape Architect #2180. These plans and all contained thereon are an original, unpublished work and may not be duplicated, published or used in whole or part without prior written consent by Susan E. McEowen

SHEET TITLE:
PRELIMINARY
LANDSCAPE
- -

START DATE:	JULY 6 2016
REVISION DATE 01:	REV_01
REVISION DATE 02:	REV_02
REVISION DATE 03:	REV_03
DRAWN BY:	SEM
CHECKED BY:	SEM
FILE NUMBER:	2016-7-2

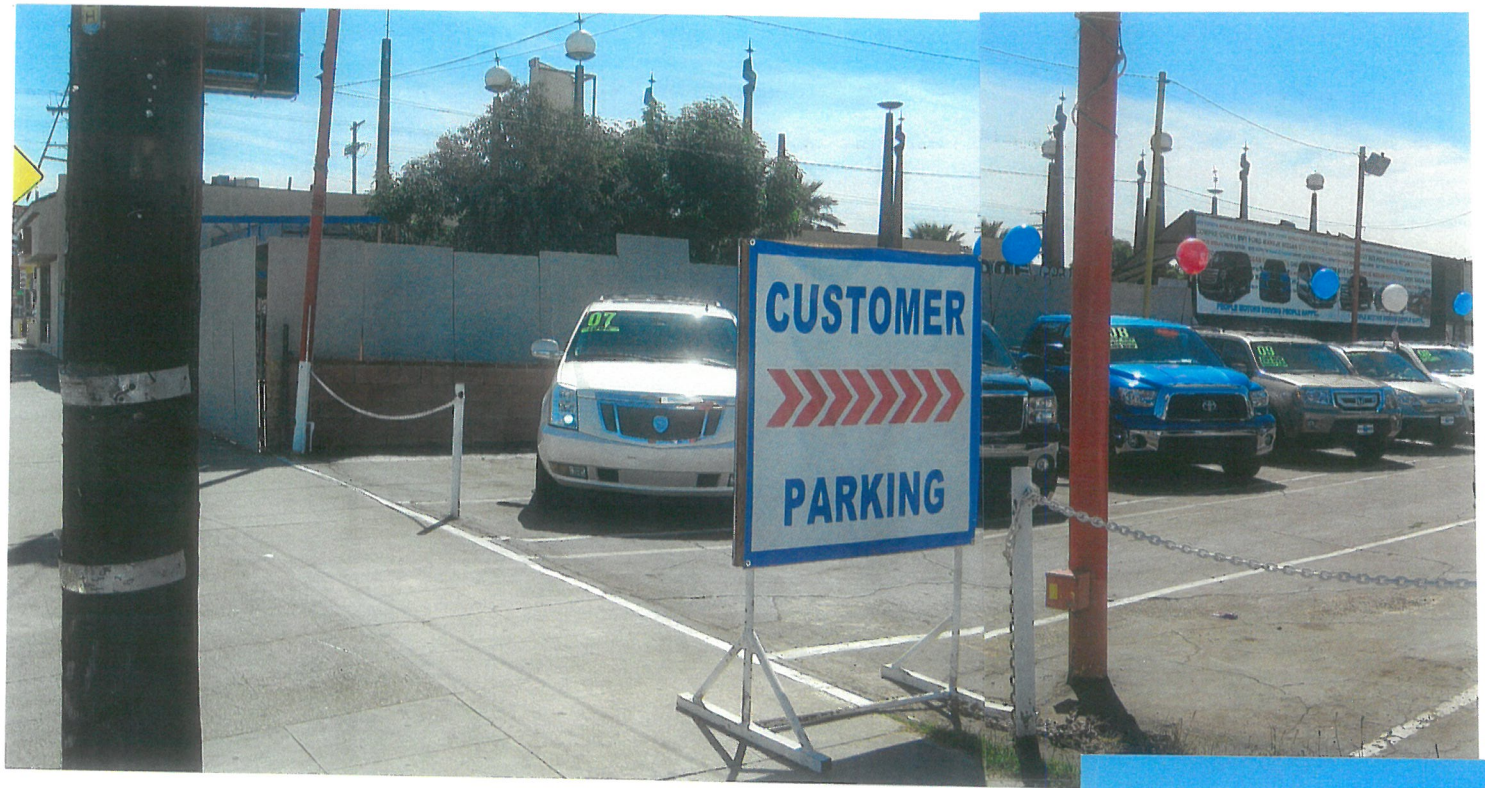
PL

VICTORY 13724



CPC 2016-2612-ZC-SPR-DB

PHOTO KEY MAP — 13724-32 VICTORY BLVD.



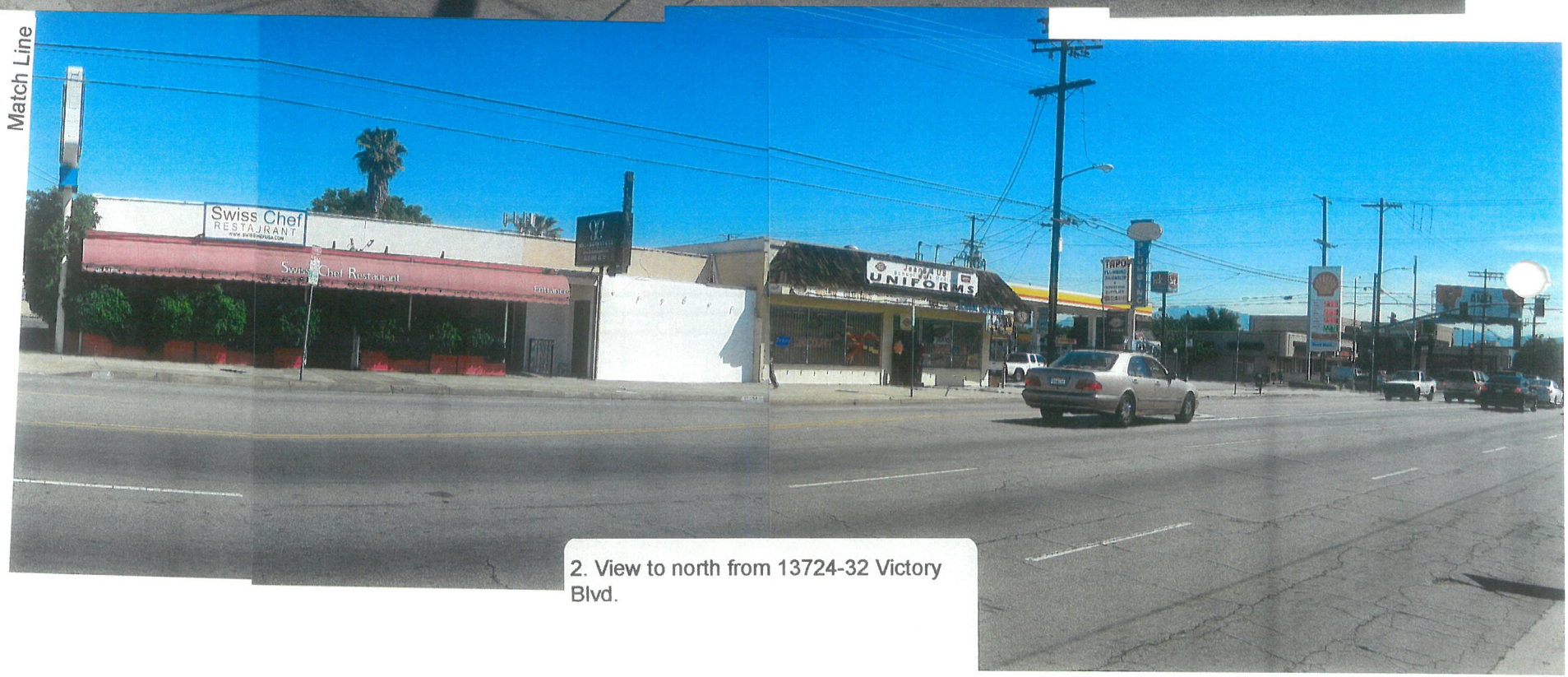
Match Line

Match Line



1. View to south from street of 13724-32 Victory Blvd.





2. View to north from 13724-32 Victory Blvd.



3. Interior view to north along the west property line of 13724-32 Victory Blvd.



4. Interior view to east.



5. View to south from 13724-32 Victory Blvd.



6. View to southeast from subject property.



7. Interior view to southwest of
13724-32 Victory Blvd.



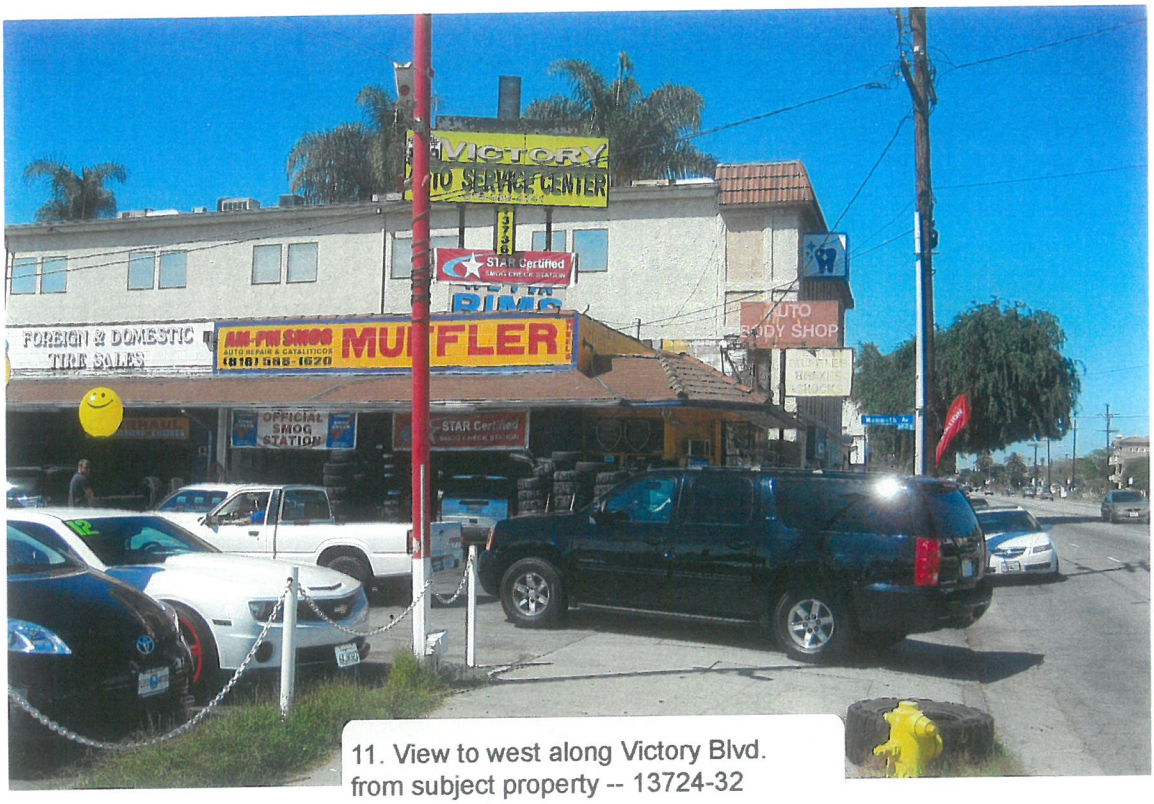
8. Interior view to south of
13724-13732 Victory Blvd.



9. View to south along westerly property line of 13724-32 Victory Blvd.



10. View along the westerly property line towards the southwest corner of 13724-32 Victory Blvd.



11. View to west along Victory Blvd. from subject property -- 13724-32 Victory Blvd.



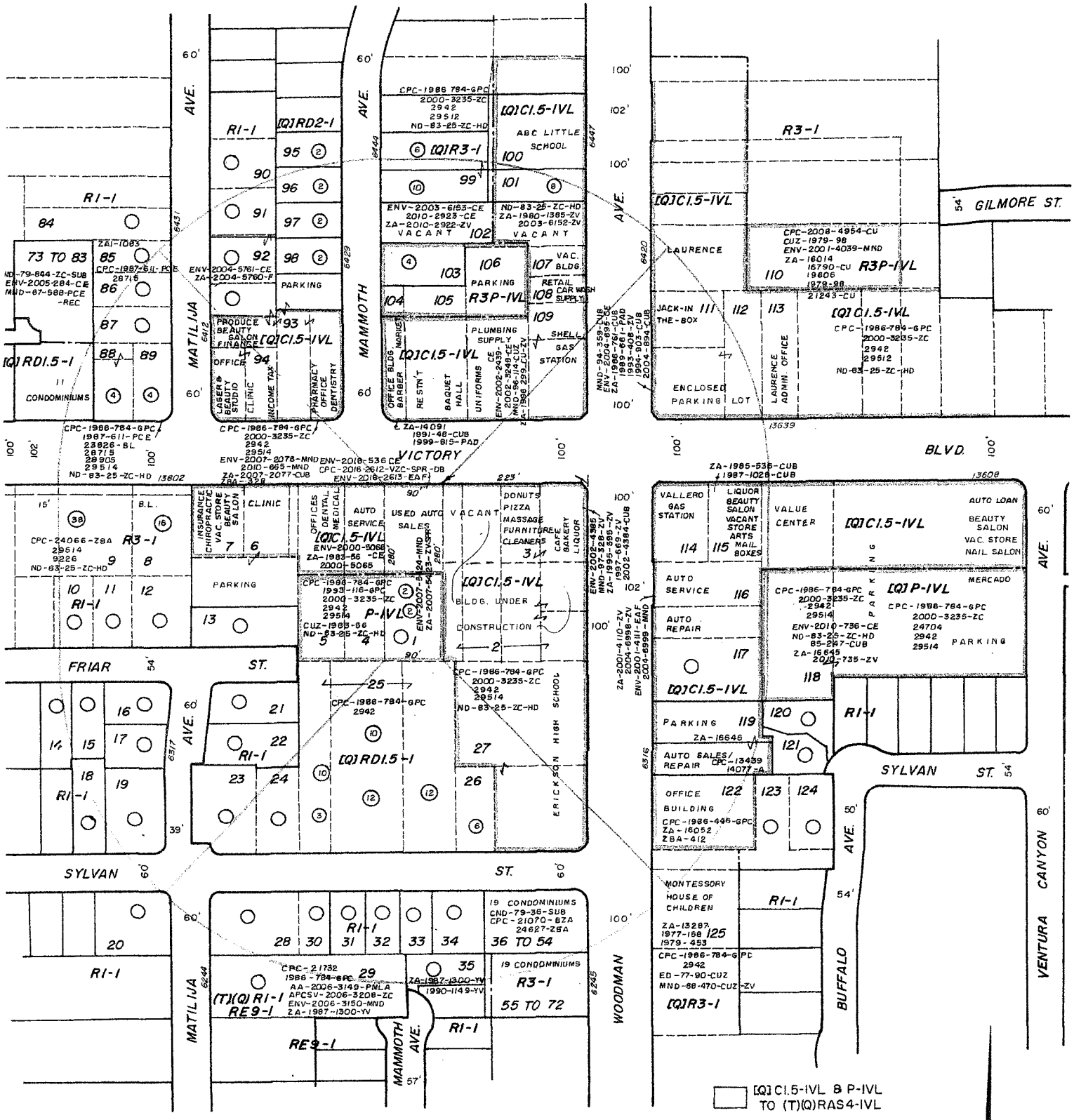
12. View of car sales office on subject property.



13. View along the east property line of 13724-32 Victory Blvd.



14. View along the east property line toward the southeast corner of the subject property.



VESTING ZONE CHANGE / DENSITY BONUS SITE PLAN REVIEW

CASE NO.
DATE FEB. 22, 2018
D.M. 180B153, 180B157
177B153, 177B157
SCALE 1"=100'
USES FIELD

LEGAL: WEST 90' OF EAST 338' OF SOUTH 280' OF NORTH 305' OF LOT 31, (ARB. 11), TRACT NO. 1000 M.B. 19-1 (SHT 1)

T.B. PAGE 532 GRID C-6/7
C.D. 2 C.T. 1282.20 P.A. 215 VNY

0.58 AC.

JEROME BUCKMELTER ASSOC. INC.
23534 AETNA ST.
WOODLAND HILLS, CA 91367
(818) 340-8386

City of Los Angeles
Department of City Planning

3/11/2018
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
13724 W VICTORY BLVD
13726 W VICTORY BLVD
13730 W VICTORY BLVD
13728 W VICTORY BLVD
13732 W VICTORY BLVD
13724 1/2 W VICTORY BLVD

ZIP CODES
91401

RECENT ACTIVITY
ENV-2018-536-CE

CASE NUMBERS
CPC-2951-GPC
CPC-2942
CPC-2016-2612-VZC-SPR-DB
CPC-2000-3235-ZC
CPC-1993-116-GPC
CPC-1986-784-GPC
CPC-1980-29514
ORD-97446
ORD-96954
ORD-174075-SA6
ORD-170031-AREA7-SA1900
ORD-167939-AREA7-SA5022A
ORD-157520-AREA7-SAH22
ZA-2007-5423-ZV-SPR
ENV-2016-2613-ND
ENV-2007-5424-MND
ND-83-25-ZC-HD

Address/Legal Information	
PIN Number	180B157 951
Lot/Parcel Area (Calculated)	25,199.3 (sq ft)
Thomas Brothers Grid	PAGE 532 - GRID C6
	PAGE 532 - GRID C7
Assessor Parcel No. (APN)	2239006030
Tract	TR 1000
Map Reference	M B 19-1 (SHT 1)
Block	None
Lot	FR 31
Arb (Lot Cut Reference)	11
Map Sheet	180B153
	180B157
Jurisdictional Information	
Community Plan Area	Van Nuys - North Sherman Oaks
Area Planning Commission	South Valley
Neighborhood Council	Greater Valley Glen
Council District	CD 2 - Paul Krekorian
Census Tract #	1282.20
LADBS District Office	Van Nuys
Planning and Zoning Information	
Special Notes	None
Zoning	[Q]C1.5-1VL
	P-1VL
Zoning Information (ZI)	None
General Plan Land Use	Neighborhood Office Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Ellis Act Property	No

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Rent Stabilization Ordinance (RSO)	No
Transit Oriented Communities (TOC)	Not Eligible
CRA - Community Redevelopment Agency	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	2239006030
Ownership (Assessor)	
Owner1	REIGN INVESTMENTS LLC
Address	0 PO BOX 56692 SHERMAN OAKS CA 91413
Ownership (Bureau of Engineering, Land Records)	
Owner	BAHMAN, NOSRATOLAH
Address	23116 BIGLER STREET WOODLAND HILLS CA 91364
APN Area (Co. Public Works)*	0.579 (ac)
Use Code	2610 - Commercial - Auto, Recreation Equipment, Construction Equipment Sales and Service - Used Car Sales - One Story
Assessed Land Val.	$1,976,760
Assessed Improvement Val.	$208,080
Last Owner Change	07/07/2016
Last Sale Amount	$9
Tax Rate Area	13
Deed Ref No. (City Clerk)	8-900
	437511
	2162793-4
	1596865-6
Building 1	
Year Built	1945
Building Class	D4
Number of Units	2
Number of Bedrooms	2
Number of Bathrooms	2
Building Square Footage	728.0 (sq ft)
Building 2	
Year Built	1949
Building Class	D5
Number of Units	2
Number of Bedrooms	2
Number of Bathrooms	2
Building Square Footage	998.0 (sq ft)
Building 3	
Year Built	1940
Building Class	D6B
Number of Units	1
Number of Bedrooms	2
Number of Bathrooms	1
Building Square Footage	1,226.0 (sq ft)
Building 4	No data for building 4
Building 5	No data for building 5
Additional Information	
Airport Hazard	450' Height Limit Above Elevation 790

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	7.0670928
Nearest Fault (Name)	Verdugo
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	0.50000000
Slip Geometry	Reverse
Slip Type	Unconstrained
Down Dip Width (km)	18.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	45.00000000
Maximum Magnitude	6.90000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Promise Zone	None
Renewal Community	No
Revitalization Zone	None
State Enterprise Zone	None
Targeted Neighborhood Initiative	None
Public Safety	
Police Information	
Bureau	Valley
Division / Station	Van Nuys
Reporting District	937
Fire Information	
Bureau	Valley
Batallion	10
District / Fire Station	39
Red Flag Restricted Parking	No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2951-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	Data Not Available
Case Number:	CPC-2016-2612-VZC-SPR-DB
Required Action(s):	DB-DENSITY BONUS
	SPR-SITE PLAN REVIEW
	VZC-VESTING ZONE CHANGE
Project Descriptions(s):	PER LAMC 12.32B,Q, A VESTING ZONE CHANGE FROM [Q]C1.5-1VL/P-1VL TO (T)(Q)RAS4-1VL; PER LAMC 16.05, A SITE PLAN REVIEW FOR A 67 UNIT RESIDENTIAL PROJECT; PER LAMC 12.22A25, A 12% DENSITY BONUS TO INCREASE THE NUMBER OF UNITS FROM 60 BY-RIGHT TO 67 WITH 3 UNITS (5%) VERY-LOW INCOME RESTRICTED AFFORDABLE UNITS.
Case Number:	CPC-2000-3235-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	
Case Number:	CPC-1993-116-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN CONSISTENCY CASE.
Case Number:	CPC-1986-784-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - VAN NUYS - NORTH SHERMAN OAKS COMMUNITY PLAN AREA - COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TO BRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN THE HILLSIDE FEDERATION LAWSUIT. (MIKE YOUNG)
Case Number:	CPC-1980-29514
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	ZA-2007-5423-ZV-SPR
Required Action(s):	SPR-SITE PLAN REVIEW
	ZV-ZONE VARIANCE
Project Descriptions(s):	ZONE VARIANCE - NEW 3-STORY, 54-UNIT APARTMENT BUILDING, WITH 2-LEVELS OF SUBTERRANEAN PARKING. THE FRONT HALF OF THE PROJECT IS LOCATED WITHIN THE C1.5 ZONE. THE ZONE VARIANCE IS NEEDED FOR THE REAR HALF OF THE PROJECT WHICH IS LOCATED IN THE P-1 ZONE. THE HEIGHT OF THE PROJECT WILL BE 45-FEET.
Case Number:	ENV-2016-2613-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	PER LAMC 12.32B,Q, A VESTING ZONE CHANGE FROM [Q]C1.5-1VL/P-1VL TO (T)(Q)RAS4-1VL; PER LAMC 16.05, A SITE PLAN REVIEW FOR A 67 UNIT RESIDENTIAL PROJECT; PER LAMC 12.22A25, A 12% DENSITY BONUS TO INCREASE THE NUMBER OF UNITS FROM 60 BY-RIGHT TO 67 WITH 3 UNITS (5%) VERY-LOW INCOME RESTRICTED AFFORDABLE UNITS.
Case Number:	ENV-2007-5424-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	ZONE VARIANCE - NEW 3-STORY, 54-UNIT APARTMENT BUILDING, WITH 2-LEVELS OF SUBTERRANEAN PARKING. THE FRONT HALF OF THE PROJECT IS LOCATED WITHIN THE C1.5 ZONE. THE ZONE VARIANCE IS NEEDED FOR THE REAR HALF OF THE PROJECT WHICH IS LOCATED IN THE P-1 ZONE. THE HEIGHT OF THE PROJECT WILL BE 45-FEET.
Case Number:	ND-83-25-ZC-HD
Required Action(s):	HD-HEIGHT DISTRICT
	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

CPC-2942

ORD-97446

ORD-96954

ORD-174075-SA6

ORD-170031-AREA7-SA1900

ORD-167939-AREA7-SA5022A

ORD-157520-AREA7-SAH22

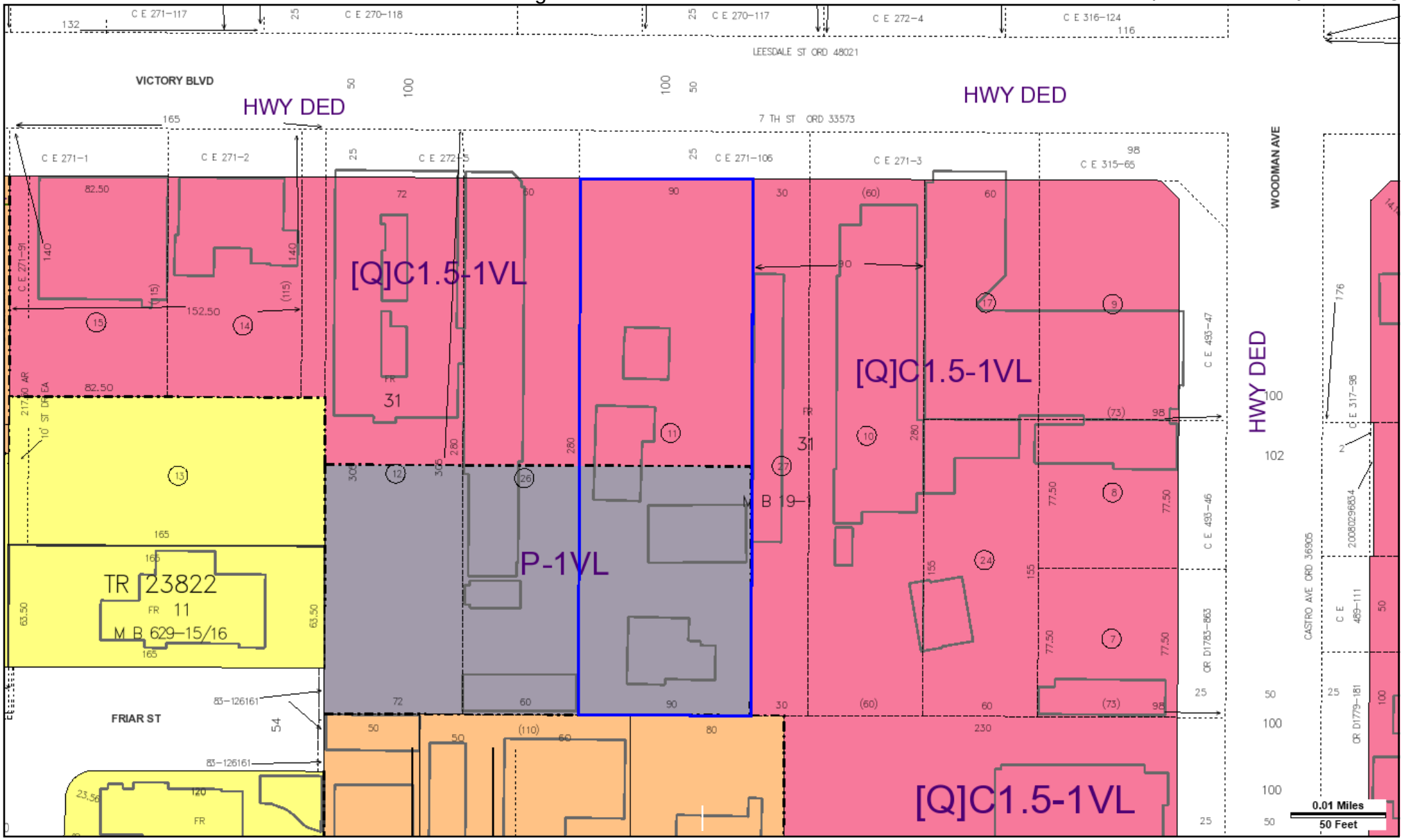
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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

ZIMAS INTRANET

Generalized Zoning

03/11/2018

City of Los Angeles
Department of City Planning



Address: 13724 W VICTORY BLVD
APN: 2239006030
PIN #: 180B157 951

Tract: TR 1000
Block: None
Lot: FR 31
Arb: 11

Zoning: [Q]C1.5-1VL, P-1VL
General Plan: Neighborhood Office Commercial

N
W
E
S

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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

NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
City of Los Angeles	CD 2 - PAUL KREKORIAN
PROJECT TITLE	**CASE NO.**
ENV-2016-2613-ND	CPC-2016-2612-VZC-SPR-DB

PROJECT LOCATION
13724-13732 W VICTORY BLVD

PROJECT DESCRIPTION
The project is the demolition of an existing car dealership that consists of four (4) commercial buildings and as well as one vacant single-family home onsite, and the construction of a mixed-use project with 67 residential units and 2,100 square feet of commercial space. The project is proposed for five (5) stories, 60 feet in height, and to provide four (4) parking spaces for the commercial use and 80 parking spaces for the residential units. The project requires 9,000 cubic yards of grading for cut and export to accommodate subterranean parking. The project is requesting a Vesting Zone Change, Site Plan Review for a project of over 50 units, and a Density Bonus incentive for increased height.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Reign Investments, LLC
PO Box 56692
Sherman Oaks, CA 91413

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a negative declaration be adopted for this project. The Initial Study indicates that no significant impacts are apparent which might result from this project's implementation. This action is based on the project description above.

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 this 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 THIS FORM	**TITLE**	**TELEPHONE NUMBER**
COURTNEY SCHOENWALD	City Planning Associate	(818) 374-9904

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		09/20/2017

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 2 - PAUL KREKORIAN	**DATE:** 08/21/2017
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-2613-ND	**RELATED CASES:** CPC-2016-2612-VZC-SPR-DB	
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions	

PROJECT DESCRIPTION:
(N) MIXED-USE PROJECT 50-FOOT, 5-STORY TALL BUILDING CONSISTING OF 2100 SF COMMERCIAL AND 67 MULTIPLE RESIDENTIAL UNITS INCLUDING 3 VERY LOW & 2 LOW AFFORDABLE UNITS.

ENV PROJECT DESCRIPTION:
The project is the demolition of an existing car dealership that consists of four (4) commercial buildings and as well as one vacant single-family home onsite, and the construction of a mixed-use project with 67 residential units and 2,100 square feet of commercial space. The project is proposed for five (5) stories, 60 feet in height, and to provide four (4) parking spaces for the commercial use and 80 parking spaces for the residential units. The project requires 9,000 cubic yards of grading for cut and export to accommodate subterranean parking. The project is requesting a Vesting Zone Change, Site Plan Review for a project of over 50 units, and a Density Bonus incentive for increased height.

ENVIRONMENTAL SETTINGS:
The project site consists of one flat lot, rectangular in shape that fronts the south side of Victory Boulevard with 90 feet of frontage. Victory Boulevard, is designated a Boulevard II, is dedicated to 110 feet at the project's frontage, and is improved to an 80 foot roadway. Woodman Avenue, designated an Avenue I, dedicated to 100 feet, and improved to a 70 foot roadway is approximately 225 feet to the east of the project site. The lot is approximately 280 feet deep. The property is located in the Airport Hazard Zone of a 450 foot height limit above elevation 790, is not mapped as farmland, and is approximately 7 kilometers from the Verdugo fault line. The property is also subject to liquefaction.

The site is in the Van Nuys-North Sherman Oaks Community Plan, and currently has split zoning with [Q]C1.2-1VL on the north end of the site to a depth of approximately 150 feet; the south portion of the lot is zoned P-1VL. The property is subject to the General Plan Footnote No. 2 for commercial zones, which limits the height district to three stories. The property is currently subject to the Q conditions of Ordinance 174,075 also known as the Valley Glen Q conditions, which prohibits certain uses, places additional signage restrictions, and additional regulations for fences and walls, security grills, and exterior colors for multiple properties in the area.

The project proposes a zone change for a uniform zone across the entire site of RAS4-1VL. The General Plan Land Use Designation is Neighborhood Office Commercial. The property is not in any specific plan or other overlay area and is within 500 feet of several schools, but not within 500 feet of a park.

The property is currently improved with five structures constructed between 1940 and 1949. None of these structures have been identified as historic. The single-family home to the rear of the lot is vacant, and the four (4) other structures are currently used for the used car dealership. Five trees onsite will be removed for the project; all are over eight (8) inches in diameter and none are protected species.

The adjacent properties along Victory Boulevard on the south and north sides of the street to the direct east and west, and along Woodman Avenue to the north and south are zoned [Q]C1.5-1VL improved with commercial uses, with many auto uses such as auto service, car wash, and gas stations. Four schools are east of the site to the north and south along Woodman Avenue. Directly south of the site the properties are zoned [Q]RD1.5-1 and are improved with multifamily structures, and further south and west the properties are zoned R1-1 and improved with single family homes. North of Victory Boulevard the properties are zoned [Q]R3-1 and [Q]RD2-1 and are developed multi-family. Further to the west along the north and south of Victory Boulevard the properties are zoned

[Q]RD1.5-1 and R3-1 respectively, and improved with multi-family developments.		
PROJECT LOCATION: 13724-13732 W VICTORY BLVD		
COMMUNITY PLAN AREA: VAN NUYS - NORTH SHERMAN OAKS **STATUS:** ✔ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** SOUTH VALLEY	**CERTIFIED NEIGHBORHOOD COUNCIL:** GREATER VALLEY GLEN
EXISTING ZONING: [Q]C1.5-1VL, P-1VL	**MAX. DENSITY/INTENSITY ALLOWED BY ZONING:** 33 units; 1.5:1 FAR	**LA River Adjacent:**
GENERAL PLAN LAND USE: NEIGHBORHOOD OFFICE COMMERCIAL	**MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:** 63 units; 3:1 FAR	
	PROPOSED PROJECT DENSITY: 67 units; 3:1FAR	

Determination (To Be Completed By Lead Agency)

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 Associate	**(818) 374-9904**
Signature	Title	Phone

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.

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:

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.

☐ AESTHETICS	☐ GREEN HOUSE GAS EMISSIONS	☐ POPULATION AND HOUSING	☐ MANDATORY FINDINGS OF SIGNIFICANCE
☐ AGRICULTURE AND FOREST RESOURCES	☐ HAZARDS AND HAZARDOUS MATERIALS	☐ PUBLIC SERVICES	
☐ AIR QUALITY	☐ HYDROLOGY AND WATER QUALITY	☐ RECREATION	
☐ BIOLOGICAL RESOURCES	☐ LAND USE AND PLANNING	☐ TRANSPORTATION/TRAFFIC	
☐ CULTURAL RESOURCES	☐ MINERAL RESOURCES	☐ TRIBAL CULTURAL RESOURCES	
☐ GEOLOGY AND SOILS	☐ NOISE	☐ UTILITIES AND SERVICE SYSTEMS	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
Reign Investments, LLC

PHONE NUMBER:
(818) 822-7300

APPLICANT ADDRESS:
PO Box 56692
Sherman Oaks, CA 91413

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
07/25/2016

PROPOSAL NAME (if Applicable):

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	Have a substantial adverse effect on a scenic vista?			✓	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	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?			✓	
II. AGRICULTURE AND FOREST RESOURCES					
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?				✓
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?				✓
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?			✓	
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?			✓	
e.	Create objectionable odors affecting a substantial number of people?			✓	
IV. BIOLOGICAL RESOURCES					
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?			✓	
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?			✓	
V. CULTURAL RESOURCES					

		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?			✓	
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?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	
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?			✓	
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?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
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?			✓	
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?			✓	
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b.	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?				✓
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?				✓

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
h.	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?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?			✓	
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)?			✓	
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?			✓	
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?				✓
f.	Otherwise substantially degrade water quality?				✓
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?				✓
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.	Physically divide an established community?				✓
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?				✓
XI. 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?			✓	
b.	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?			✓	
XII. NOISE					
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?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

		Potentially significant impact	Less than 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 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?				✓
XIII. 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.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. 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?			✓	
e.	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 facilites?			✓	
XV. 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?			✓	
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?			✓	
XVI. TRANSPORTATION/TRAFFIC					
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?			✓	

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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?			✓	
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)?			✓	
e.	Result in inadequate emergency access?				✓
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)?				✓
XVII. TRIBAL CULTURAL RESOURCES					
a.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			✓	
b.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✓	
XVIII. UTILITIES AND SERVICE SYSTEMS					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
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?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
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?			✓	
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?			✓	
XIX. 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?			✓	

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

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.

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 will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that a Negative Declaration shall be issued for the environmental case file known as **ENV-2016-2613-ND** and the associated case(s), **CPC-2016-2612-VZC-SPR-DB** .

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.

For City information, addresses and phone numbers: 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".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
COURTNEY SCHOENWALD	City Planning Associate	(818) 374-9904	08/21/2017

Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.The subject property is located in the flatlands of the San Fernando Valley, near the intersection of Victory Boulevard and Woodman Avenue, and not near any identified scenic vista or focal points. Therefore, although the proposed project would substantially increase the height and massing of development on the project site, project implementation would not obstruct any views of unique scenic vistas or focal points. Therefore, impacts related to scenic vistas would be less than significant. Development of the proposed project would result in an incremental intensification of existing prevailing land uses in an already urbanized area of Los Angeles. Furthermore, development of the project and related projects is expected to occur in accordance with adopted plans and regulations. Therefore, cumulative aesthetic impacts would be less than significant.
b.	NO IMPACT	A significant impact would occur if the proposed project would substantially damage scenic resources within a designated State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) as well as the CalTrans website at http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/langeles.htm indicate that no State-designated scenic highways are located near the project site. Therefore, no impacts related to a State-designated scenic highway would occur.
c.	LESS THAN SIGNIFICANT IMPACT	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 adjacent properties along Victory Boulevard on the south and north sides of the street to the direct east and west, and along Woodman Avenue to the north and south are improved with commercial uses, with many auto uses such as auto service, car wash, and gas stations. Many of the adjacent properties are underdeveloped, with older single-story buildings, and open parking lots.The proposed project includes a landscaped front area, and windows open to the street, which would enhance the visual quality of the area. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings. Therefore, the proposed project would result in a less-than-significant impact on visual quality.
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding

	Impact?	Explanation	Mitigation Measures
		materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. However, the security lighting would be shielded and down-casted, and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, light and glare impacts would be less than significant.	
II. AGRICULTURE AND FOREST RESOURCES			
a.	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 surface parking lot, and five structures. 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 the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted 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. 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.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted 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. 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. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
III. AIR QUALITY			

	Impact?	Explanation	Mitigation Measures
a.	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 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. The 2012 AQMP provides base year emissions and future baseline emission projections for the South Coast Air Basin. In doing so, the 2012 AQMP incorporates, in part, Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 2012-2035 RTP/SCS socio-economic forecast projections of regional population and employment growth. A project would not conflict with the AQMP if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The levels of population for the project are consistent with population forecasts as adopted by SCAG. Therefore, the proposed project would not conflict with the AQMP, and 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. Based on published studiesd for similar projects, during the construction phase the proposed project would not likely exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). Therefore, regional emission impacts for the proposed project would be less than significant for all construction phases. Motor vehicles that access the project site would be the predominant source of long-term project operations 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. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions.	

	Impact?	Explanation	Mitigation Measures
		A project of this size (67 units) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. There are four private schools to the east of the project within 500 feet- the Laurence School at 13639 Victory Boulevard, the Children's Circle Nursery School at 6328 Woodman Avenue, Erickson High School at 6305 Woodman Avenue, and the Montessori House of Children at 6202 Woodman Avenue. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to Respirable Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). With regulations in place, the localized emission impacts for the proposed project would be less than significant for all construction phases and the proposed project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction.	
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 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. BIOLOGICAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area, immediately adjacent Victory Boulevard. Vegetation on the project site is limited to five unprotected trees at the rear of the lot, and weeds/small shrubs; the site is largely paved. All of the on-site trees will be removed during construction. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. Thus, the project is not anticipated to have an impact to any individuals of a species or sensitive habitat.	
b.	LESS THAN SIGNIFICANT 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 project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed 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	

	Impact?	Explanation	Mitigation Measures
		and Wildlife Services (USFWS), and no impacts would occur.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site 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 project site is located in a highly urbanized area and developed/previously developed with residential, office, and commercial uses. Therefore, the proposed 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, and no impacts would occur.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed 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 project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed 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 CDFW protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed 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), and no impacts would occur.	
f.	LESS THAN SIGNIFICANT IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
V. CULTURAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project will demolish five structures constructed between 1940 and 1949. None of these structures have been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource based on a discussion with the Planning Department's Office of Historic Resources, or on SurveyLA, the citywide survey of Los Angeles, or the City's HistoricPlacesLA website. Therefore, the impact would be less than significant.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. 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. Therefore, the impact would be less than significant.	
VI. GEOLOGY 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	

	Impact?	Explanation	Mitigation Measures
		intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.	
c.	NO IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. While the subject site is located within a Liquefaction Zone, specific Regulatory Compliance Measures in the City of Los Angeles regulate the grading and construction of projects in these particular types of locations and will reduce any potential impacts to less than significant. Regulatory Compliance Measures (RCMs) include the Uniform Building Code Chapter 18, Division 1, Section 1804.5: Liquefaction Potential and Soil Strength Loss. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Therefore, impacts related to seismic-related ground failure, including liquefaction, would be less than significant.	
d.	NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. In addition, excavation activities would be necessary to accommodate the proposed project, which would include two subterranean levels of parking. 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 (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by	

	Impact?	Explanation	Mitigation Measures
		the City of Los Angeles Department of Building and Safety. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide; see VI c-d for these issues. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit E and the Environmental and Public Facilities Map (1996), the project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's approval, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.	
h.	LESS THAN SIGNIFICANT IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, impacts would be less than significant.	
VII. GREEN HOUSE GAS EMISSIONS			
a.	LESS THAN SIGNIFICANT IMPACT	Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would	

	Impact?	Explanation	Mitigation Measures
		not make a cumulatively considerable contribution to emissions and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The project would provide infill residential development proximate to a major transportation corridor (i.e., Victory Boulevard and Woodman Avenue) 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 and would result in a less-than-significant impact related to plans that target the reduction of GHG emissions.	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential and commercial development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, and impacts would be 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 existing buildings on the project site were built between 1940 and 1949 and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed 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, resulting in a less-than-significant impact.	

	Impact?	Explanation	Mitigation Measures
c.	LESS THAN SIGNIFICANT IMPACT	Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. There are four schools to the east of the project within 500 feet- the Laurence School at 13639 Victory Boulevard, the Children's Circle Nursery School at 6328 Woodman Avenue, Erickson High School at 6305 Woodman Avenue, and the Montessori House of Children at 6202 Woodman Avenue. The proposed project would provide for a mixed-use, infill development that consists of residential and commercial uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. 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. With this compliance, the proposed project would result in a less-than-significant impact.	
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. GeoTracker provides information on underground storage facilities. A review of EnviroStor and GeoTracker did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.	
e.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
f.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
g.	NO IMPACT	The nearest emergency/disaster routes to the project site are Victory Boulevard to the north, Woodman Avenue to the east, and Oxnard Street to the south (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). 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	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City and the area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.	

	Impact?	Explanation	Mitigation Measures
IX. HYDROLOGY AND WATER QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). Stormwater runoff from the proposed project has the 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 ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects 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.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. 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), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that is expected to intercept an existing aquifer or penetrate the existing water table. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would	

	Impact?	Explanation	Mitigation Measures
		result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding.	
e.	NO IMPACT	A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. 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	A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. 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	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F and NavigateLA, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F and NavigateLA, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. According to USGS topographic maps (https://viewer.nationalmap.gov/basic/) the site is not located near any reservoirs or bodies of water. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 12 miles northeast of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	

	Impact?	Explanation	Mitigation Measures
X. LAND USE AND PLANNING			
a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of new mixed-use, infill development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would 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 Van Nuys-North Sherman Oaks Community Plan Area. The site currently has split zoning with [Q]C1.5-1VL on the north end of the site to a depth of approximately 150 feet; the south portion of the lot is zoned P-1VL, with a General Plan land use designation of Neighborhood Office Commercial across the site. The project proposes a zone change for a uniform zone across the entire site of RAS4-1VL, and project would be comprised of 67 residential dwelling units and 2,100 square feet of commercial space. Both Commercial and Residential uses are permitted in RAS4 zoned lots, and in conjunction with the State Density Bonus provisions, the proposed height and density is permitted. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, any impact would be less than significant.	
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. MINERAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. According to the Conservation Element of the City of Los Angeles General Plan, Mineral Resources, Exhibit A, the project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. According to the Conservation Element of the City of Los Angeles General Plan, Mineral Resources, Exhibit A, the project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	

	Impact?	Explanation	Mitigation Measures
XII. NOISE			
a.	LESS THAN SIGNIFICANT IMPACT	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. Construction noise for the project will cause a temporary increase in the ambient noise levels along Victory Boulevard, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore, the noise exposure impact would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations, the project would result in a less-than-significant impact related to construction vibration.	
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 other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, impacts are expected to be less than significant for construction and operational noise and vibration.	
e.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	
XIII. POPULATION AND HOUSING			

	Impact?	Explanation	Mitigation Measures
a.	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 as what was anticipated by the General Plan. The proposed project would result in the development of 67 residential units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the Van Nuys-North Sherman Oaks Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial 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.	
b.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of five (5) buildings, none of which house people. No impact is anticipated.	
c.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of five (5)buildings, none of which house people. No impact is anticipated.	
XIV. PUBLIC SERVICES			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Los Angeles Fire Department (LAFD) 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 two LAFD stations -- Fire Station 39 at 14415 Sylvan Street, Los Angeles, CA 91401 (approximately 1.6 miles to the west of the project site) and Fire Station 102 located at 13200 Burbank Boulevard, Los Angeles, CA 91401 (located approximately 1.1 miles to the south of the project site). The proposed project would result in a net increase of 66 units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there are existing fire stations are in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	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 proposed project would result in a net increase of 67 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Van Nuys Police Station, located at 6240 Sylmar Ave, Van Nuys, CA 91401 (approximately 1.6 miles west of the project site).In combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Regarding operations, in the event a situation should arise requiring increased staffing or patrol units, additional resources can be called in. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.	
c.	LESS THAN SIGNIFICANT IMPACT	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 add 66 residential units, which could increase enrollment at schools that serve 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 and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.	
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 net increase of 66 units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Therefore, the proposed 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. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 66 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less-than-significant impact on other public facilities.	
XV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XIV (d) above.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XIV (d) above.	
XVI. TRANSPORTATION/TRAFFIC			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. In a letter dated December 30, 2016 the Los Angeles Department of Transportation (LADOT) reviewed the traffic analysis prepared by KOA Corporation, dated October 14, 2016, for the proposed project. Future traffic has been analyzed for impact at two intersections: Victory Boulevard and Ranchito Avenue, and Victory Boulevard and Woodman Avenue. The project is estimated to generate a net increase of 436 daily trips, 34 trips in the a.m. peak hour, and 42 trips in the p.m. peak hour. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, LADOT measured the significance of the impacts in terms of change to the volume-to-capacity (V/C) ratio with the proposed project. Based on LADOT traffic impact criteria, the proposed project is not expected to generate significant traffic impacts at any of the two intersections identified for detailed analysis. Therefore, impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. In a letter dated December 30, 2016 the LADOT reviewed the traffic analysis prepared by KOA Corporation, dated October 14, 2016, for the proposed project. Future traffic has been analyzed for impact at two intersections: Victory Boulevard and Ranchito Avenue, and Victory Boulevard and Woodman Avenue. The project is estimated to generate a net increase of 436 daily trips, 34 trips in the a.m. peak hour, and 42 trips in the p.m. peak hour. The project is not expected to add more than 50 trips during both the a.m. or p.m. peak hours. Therefore, impacts would be less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses. However, 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 would be reduced to less-than-significant.	
e.	NO IMPACT	A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency/disaster routes to the project site are Victory Boulevard to the north, Woodman Avenue to the east, and Oxnard Street to the south (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). The proposed project would not require the closure of	

	Impact?	Explanation	Mitigation Measures
		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 LAFD. Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.	
f.	NO 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 off-site. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.	
XVII. TRIBAL CULTURAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of 10 tribes known to have resources in this area, on March 16, 2017, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On March 28, 2017, one tribal response was received from the Gabrieleno Band of Mission Indians- Kizh Nation who requested consultation. The consultation took place on April 12, 2017 where verbal testimony was entered as information. On June 6, the City forwarded a more site-specific Cultural Records Report to the tribe and requested any further evidence from the tribe be received by July 6, 2017. On July 13, given a lack of response from the tribe, the City concluded the consultation with the Gabrieleno Band of Mission Indians - Kizh Nation. No known tribal cultural resources were identified onsite, and no impact is anticipated. However, in the event of an inadvertent discovery, the decision will include a condition to address that circumstance.	
b.	LESS THAN SIGNIFICANT IMPACT	Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of 10 tribes known to have resources in this area, on March 16, 2017, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On March 28, 2017, one tribal response was received from the Gabrieleno Band of Mission Indians- Kizh Nation who requested consultation. The consultation took place on April 12, 2017 where verbal testimony was entered as information. On June 6, the City forwarded a more site-specific	

	Impact?	Explanation	Mitigation Measures
		Cultural Records Report to the tribe and requested any further evidence from the tribe be received by July 6, 2017. On July 13, given a lack of response from the tribe, the City concluded the consultation with the Gabrieleno Band of Mission Indians - Kizh Nation. No known tribal cultural resources or religious and/or cultural significance resources were identified onsite, and no impact is anticipated. However, in the event of an inadvertent discovery, the decision will include a condition to address that circumstance.	
XVIII. UTILITIES AND SERVICE SYSTEMS			
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). 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 on forecast population growth. The addition of 66 units as a result 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 2015 Urban Water Management Plan (UWMP). 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 infrastructure.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.	
d.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII (b).	
e.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII (b).	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a	

	Impact?	Explanation	Mitigation Measures
		less-than-significant impact related to solid waste.	
g.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII (f).	
XIX. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	LESS THAN SIGNIFICANT IMPACT	Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less-than-significant levels.	
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. Implementation of the mitigation measures identified would reduce cumulative impacts to less-than-significant levels.	
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 mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	

COUNTY CLERK'S USE

CITY OF LOS ANGELES

CITY CLERK'S USE

OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

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

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles Department of City Planning	2

PROJECT TITLE	LOG REFERENCE
CPC-2016-2612-ZC-SPR-DB	ENV-2018-536-CE

PROJECT LOCATION
13724 Victory Boulevard

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
The project is the demolition of all existing structures onsite, and the construction of a mixed-use project with 67 residential units and 2,100 square feet of commercial space. The project will provide housing to the residents of the City of Los Angeles.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:

CONTACT PERSON	AREA CODE	TELEPHONE NUMBER	EXT.
Jerome Buckmelter	818	340-8386	

EXEMPT STATUS: (Check One)

		STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
❑	MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
❑	DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
❑	EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
✓	CATEGORICAL EXEMPTION	Sec. 15300 *et seq.*	Art. III, Sec. 1

Class **32*** Category_____ (City CEQA Guidelines)

❑ OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.

*California Environmental Quality Act: Title 14 California Code of Regulations, Chapter 3, Article 19, Section 15332

JUSTIFICATION FOR PROJECT EXEMPTION: Projects characterized as in-fill development meeting the conditions as described below.

The project is the demolition of an existing car dealership that consists of four (4) buildings and as well as one vacant single-family home onsite, and the construction of a mixed-use project with 67 residential units and 2,100 square feet of commercial office space. The project is proposed for five (5) stories, 60 feet in height, and to provide four (4) parking spaces for the commercial use and 80 parking spaces for the residential units. The project requires 9,000 cubic yards of grading for cut and export to accommodate subterranean parking. The project is requesting a Vesting Zone Change, Site Plan Review for a project of over 50 units, and a Density Bonus incentive for increased height.

There are five (5) exceptions to this Exemption which the City is required to consider before finding a project exempt under Class 3: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

a) The project is located on Victory Boulevard, which is designated a Boulevard II. In the commercially zoned areas along

Victory Boulevard and Woodman Avenue, construction is in progress is at the adjacent property to the east at 13716 Victory Boulevard and 6333-6347 Woodman Avenue, which is building a 49-unit apartment building, and across the street at 13703 Victory Boulevard where a new foodmart is in process of being built. Otherwise, there is no other construction nearby, and almost all surrounding buildings are used for commercial uses, not housing. While there are active building permits in the vicinity of the subject site, there is only one project similar to the proposed project, and this circumstance does not suggest a current succession of known projects of the same type and in the same place as the subject project.

b) The project proposes to construct a mixed-use building as well as a zone change that conforms to the general plan, which is in the designated General Plan Land Use for the area, which would allow for such development (existing parking zone onsite does not conform to the General Plan). The adjacent property to the east is in the process of constructing a 49-unit apartment building, which is a similar use to the project. The other adjacent properties along Victory Boulevard on the south and north sides of the street to the direct east and west, and along Woodman Avenue to the north and south are zoned [Q]C1.5-1VL and are improved with commercial uses, with many auto uses such as auto service, car wash, and gas stations. Four schools are east and to the north and south of the site along Woodman Avenue. Directly south of the site the properties are zoned [Q]RD1.5-1 and are improved with multifamily structures, and further south and west the properties are zoned R1-1 and improved with single family homes. North of Victory Boulevard the properties are zoned [Q]R3-1 and [Q]RD2-1 and are developed multi-family. Further to the west along the north and south of Victory Boulevard the properties are zoned [Q]RD1.5-1 and R3-1 respectively, and improved with multi-family developments.Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

c) According to http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, the subject site is not located on an officially designated state scenic highway. No impact is anticipated.

d) According to Envirostor, the State of California's database of Hazardous Waste Sites, and Geotracker, the State Water Resources Control Board database of regulated facilities, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site.

e) The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

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

a) The site currently is developed with commercial and residential buildings. The site is zoned [Q]C1.2-1VL and P-1VL and has a General Plan Land Use Designation of Neighborhood Office Commercial. The project is requesting a zone that conforms to the general plan, which the designated General Plan Land Use allows for, and would permit such a development (existing parking zone onsite is not listed as a corresponding zone in the General Plan and does not allow construction onsite). The mixed-use building is permitted in the proposed RAS4 zone. As such, the project is conformance with the General Plan, and proposed Zoning designation.

b) The subject site is wholly within the City of Los Angeles, on site that is approximately 0.57 acres. As per b) above, the project is in an urbanized area. As such, the site is less than five acres and is surrounded by urban uses.

c) The site is not a wildland area, and is not inhabited by endangered, rare, or threatened species. Five (5) unprotected trees are proposed to be removed from the subject site. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will reduce any potential impacts on noise and water to less than significant.

d) At 25,199 square-feet, and 9,000 cubic yards of grading, the mixed-use building the project is under the designated City thresholds that would trigger a traffic or Air Quality Study. Furthermore, DOT reviewed the project and on December 30, 2016 indicated that there would not be a traffic impact on their Application for Consideration. The

project will be subject to standard regulatory compliance measures for drainage and does not involve any special noise generators. Impacts to traffic, air quality, noise and water quality from the proposed project are anticipated to be less than significant.

e) The project site will be adequately served by all public utilities and services given that the construction of the recreation building will be on a site which has been previously developed with an office building. The existing infrastructure will remain and will serve the new building.

Therefore, it can be found that the project meets the qualifications of the Class 32 Exemption.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE		TITLE	DATE
		City Planner	2/8/18
FEE: $3,226	RECEIPT NO. 1030610636	REC'D. BY Eric Claros	DATE 7/25/16

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

NAME (PRINTED) _____

SIGNATURE _____

DATE _____

Professional Volunteer Program (PVP) Comments
13724-13732 Victory Boulevard, CPC-2016-2612-VZC-SPR-DB
RESPONSES TO PVP COMMENTS BELOW IN BLUE

Commercial Space:

- The commercial space looks as though it was put there simply to get incentives for the zoning; it looks like it is not viable commercial space that will likely remain vacant - **Commercial space is not a requirement for the RAS zones. A building could be solely commercial. The commercial space is at ground level with entries to the street for an inviting and easy access (there are no steps). In addition, there is a rear door to garage parking. The space is large enough for viable operation.**
- How tall are the interior ceilings of the commercial space? Office space is usually require 12 to 15 feet high and retail usually requires 15 to 20 feet high. **There is no Code requirement for commercial ceiling height. The height planned for the commercial space is 10 feet, which is sufficient for a light commercial use.**
- Unless there's a café going into the commercial space, why is it pushed back from the front façade? **The commercial space is set back from the street for articulation and to provide for an open, inviting, landscaped area in the front of the building.**

Parking and circulation:

-
- If retail is planned for the commercial space, it should have a differentiation for the parking. At the very least there should be signage to indicate a different space uses in the building for circulation. **Commercial parking spaces are designated on plan and will have signage reserving spaces for commercial use.**
- The separation between commercial and residential parking looks like it would be very difficult to manage. **Parking will be managed through signage.**
- Are the parking counts for the commercial space up to code? **Yes.**
- The circulation ramps are unclear how does it work? **First right turn from driveway leads to lower level parking. Signage will be provided.**
- The loading zone seems to need a different location than blocking the only egress for cars, where it is currently is located **Due to the small scale of commercial space, the use of the loading space will be ephemeral. A large portion of the 32-foot length of the loading zone is for vehicular maneuvering. A viable portion of the driveway will be available. The Department of Building and Safety has approved the design of the loading space.**

Exterior issues:

- The roof deck the areas can be separated by planters; the area does not need to seem like pens **The roof deck areas are separated by planters, and the deck**

areas are set back 10 feet from the edge of the building and are separated from the areas of roof equipment, A/C units for example.

- The street could be improved with new trees and a new sidewalk **The street will be improved with street trees and a new sidewalk.**
- What will the side gate look like? **The side gates will be open, see-through type.**
- It is odd that there is a blank wall facing the property on the sideline and also odd that the plans show a section and not an elevation **The blank wall encloses the parking area. The Code precludes openings in walls at property line.**
- Is the landscaping meeting minimum requirements? Can any trees grow here? **The landscaping plan submitted meets the requirements. Two trees in front will be planted in ground; other trees in large planters.**
- Will there be landscaping along the side yards? **No landscaping in side yard. These are to be used for ingress/egress passageways and for emergencies.**

Interior issues:

- It seems odd to have the main access to the rear yard from the community room; the community room might work better on top of the commercial space **Exit to rear yard is via the hallway west of the recreation room.**
- The lobby for the residents is very tight **The lobby has 430 square feet and is more than adequate.**
- The trash room could trash chutes to transport trash there; please note that ADA requirements make it very difficult to handle the trash in bins in the garage **The developer does not want trash chutes due to sanitary and noise concerns.**
- Does the elevator have room for a gurney? It seems smaller than normal **The elevator has room for a gurney.**

Greater Valley Glen Council

OFFICERS

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Sloan Myrick
VICE-PRESIDENT

Joanne D'Antonio
SECRETARY

Rich Pisani
TREASURER

CITY OF LOS ANGELES
13654 Victory Blvd., #136
Valley Glen, California 91401
WWW.GVGC.US

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Zev Hurwitz
Mickey Jannol
Mario Navas
Linda Wehrli

January 26, 2017

Mr. Manny Kozar
Summer Land Partners Group
12725 Ventura Blvd, Suite D
Studio City, CA 91604

Re: CPC 2016-2612-V2C, SPR, DB @ 13724-32 Victory Blvd, Valley Glen, CA

Mr. Kozar,

The Greater Valley Glen Council, through its Planning and Land use Committee, has reviewed your proposal for a mixed-use project with 67 dwelling units and has approved your application. Congratulations and welcome to the neighborhood.

Carlos Ferreyra
President
Greater Valley Glen Council
cferreyra@greatervalleyglencouncil.org
818-207-7178

Doug Breidenbach
Chair, Planning and Land Use Committee
Greater Valley Glen Council
dbreidenbach@greatervalleyglencouncil.org

Courtney Schoenwald <courtney.schoenwald@lacity.org>

13724-13732 Victory Blvd Proposed Project

1 message

nancy hammoudian <vnhammoudian@yahoo.com> Wed, Oct 4, 2017 at 8:34 AM
To: paul.krekorian@lacity.org, courtney.schoenwald@lacity.org
Cc: Sahag Yedalian <sahag.yedalian@lacity.org>, brucegaims@vgna.org, richardrossi@vgna.org, angelarossi@vgna.org, gerhardrunken@vgna.org

Dear City Planner Schoenwald and Councilman Krekorian,
I am unfortunately not able to attend the October 13th Hearing due to my work schedule. If it was held at 8am or 9 am, then there would have been a possibility but it is very hard for working families to attend at 1pm. Please take my letter as my response to the proposed project.
My home is located on the map #13 at 13755 Friar St. 91401.
Currently there is an development of an apartment structure at Woodman and Victory being built. We never received any notification of that project. I asked several neighbors and they were not aware of any news on that project. I have no idea of how many units will be built there. Woodman and Victory is a very crowded intersection already and unfortunately this project once completely with devastate the traffic in my neighborhood. Also the project is right to the sidewalk with no green space on Woodman. I have no idea what will be on the Victory Blvd side. It is not improving my neighborhood but rather making my neighborhood a concrete area like the new multi use structures on Ventura Blvd in Encino.
With the proposed project of a 5 story building, it will not only tower over every building in the neighborhood and be out of place, but cause traffic that I can't even imagine. Please drive along Victory Blvd. There are no buildings over 3 stories between Van Nuys Blvd to the Fwy 170.
Please do not let this project go through as proposed. A five story building is not appropriate nor will it be functional in improving the Valley Glen area.
This is not Ventura Blvd with all the high rise buildings. This is Valley Glen. Please protect my neighborhood
Thank you
Nancy Hammoudian
818-434-6400
Resident of 13755 Friar since 1985.

Sent from my iPad

.

Courtney Schoenwald <courtney.schoenwald@lacity.org>

CPC 2016-2612-VZC-SPR-DB @ 13724-32 Victory Bl.

JBA <jba@buckmelter.com> Fri, Jan 6, 2017 at 3:39 PM
To: Courtney Schoenwald <courtney.schoenwald@lacity.org>
Cc: Lior Mandelbaum <liormandelbaum@gmail.com>, Manny Kozar <manny@summerlandpartners.com>, Kamran Tabrizi <arrchitect@aol.com>

Hello, Courtney,

Hope you had a good vacation, and Happy New Year.

You had requested responses to the PVP comments regarding the proposed development. I discussed the issues at length with the architect and have provided the responses in the attachment.

We trust that we will be scheduled soon for a public hearing in this matter.

Thank you.

Jerome Buckmelter

Jerome Buckmelter Associates, Inc.
Planning & Zoning Consultants
(818) 340-8386
jba@buckmelter.com

13724-13732 Victory Bl- RESPONSES to PVP Comments.pdf
655K