



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: November 16, 2017
Time: After 8:30 a.m.*
Place: Los Angeles City Hall, Council Chambers
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: Tuesday, September 26, 2017
Appeal Status: Zone Change appealable only by the applicant to City Council if disapproved. Density Bonus is appealable to City Council by abutting owners. Site Plan Review and Design Overlay Approval are appealable to City Council by any party.
Expiration Date: November 27, 2017
Multiple Approval: Yes

Case No.: CPC-2016-3545-ZC-DB-SPR-CDO
CEQA No.: ENV-2016-3546-MND
Incidental Cases: None
Related Cases: VTT-74423
Council No.: 3 - Blumenfield
Plan Area: Reseda – West Van Nuys
Specific Plan: Reseda Central Business District Community Design Overlay
Certified NC: Reseda
GPLU: General Commercial
Zone: [Q]C2-1VL-CDO-RIO; [Q]P-1VL-CDO-RIO
Applicant: 6648 Reseda, LLC
Representative: Brad Rosenheim, Rosenheim & Associates, Inc.

PROJECT LOCATION: **6648-6670 North Reseda Boulevard**, legally described as Lots 5 (Arb 1, 2), 6, FR 162 (Arb 1, 2), Tract 14859, specifically shown in the application.

PROPOSED PROJECT: The project is the demolition of existing commercial office/retail structures and surface parking lots, relocation/vacation of the public alley, and the subsequent construction, use, and maintenance of a new, six (6)-story, 61 feet in height mixed-use project with 205 residential units and 5,932 square feet of commercial space. The project proposes a total of 181,893 square feet of floor area on a 59,724 square-foot lot (3.1:1 FAR). The project proposes 307 automobile parking spaces, 212 long-term bicycle parking spaces, and 26 short-term bicycle parking spaces within one subterranean level and a partial first floor level parking area.

REQUESTED ACTIONS:

1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in **Mitigated Negative Declaration, No. ENV-2016-3546-MND and the Mitigation Monitoring Program**, as adopted on October 5, 2017, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project.
2. Pursuant to Los Angeles Municipal (LAMC) Section 12.32 F., a **Zone Change** from the [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO-RIO Zones to the RAS4-1VL-CDO-RIO Zone;
3. Pursuant to LAMC Section 12.22 A.25, a **Density Bonus** to permit 160 base units and 45 additional units by density bonus, for a total of 205 units. The applicant has requested two (2) on-menu incentives for an increase in Floor Area Ratio (FAR) above the 3:1 limitation and for an increase in height above the 50-foot height limitation;
4. Pursuant to LAMC Section 13.08 E.1., **Design Overlay Plan approval** for a project located within the Reseda Central Business District Community Design Overlay District; and

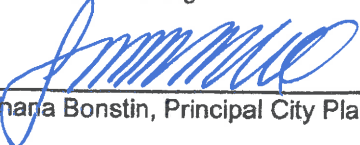
5. Pursuant to LAMC Section 16.05, **Site Plan Review** for a development project consisting of 50 or more dwelling units.


Note: Vesting Tentative Tract No. VTT-74423 was also filed for this project to merge and re-subdivide the subject property, including the existing public alley which is proposed to be vacated and re-dedicated along the northerly property line. A public hearing was conducted by the Deputy Advisory Agency on September 6, 2017 in conjunction with the public hearing regarding CPC-2016-3545-ZC-DB-SPR-CDO and ENV-2016-3546-MND. As per the Letter of Determination (Exhibit D) issued October 5, 2017, the proposed Vesting Tentative Tract was approved, including the alley vacation and merger.

RECOMMENDED ACTIONS:

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. ENV-2016-3546-MND and the Mitigation Monitoring Program (MMP), adopted on October 5, 2017; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.
2. **Disapprove the Zone Change request as filed for a Zone Change** from [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO-RIO Zones to RAS4-1VL-CDO-RIO Zone;
3. **Approve and recommend** that the City Council **approve a Zone Change** from [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO-RIO Zones to (T)(Q)RAS4-1VL-CDO-RIO Zone for the subject property, with the attached conditions of approval;
4. **Approve Density Bonus Incentives** to permit 160 base units and 45 additional units by density bonus, by a set-aside of 18 units for Very Low Income households, for a total of 205 units, with the following: one (1) on-menu incentive for an increase in FAR to 3.1:1 above the 3:1 limitation and one (1) off-menu incentive for an increase in height to 61 feet above the 50-foot height limitation.
5. **Approve a Community Design Overlay Plan** for the project located within the Reseda Central Business District Community Design Overlay district, subject to the attached conditions of approval;
6. **Approve Site Plan Review** for a development project consisting of 205 dwelling units;
7. **Adopt** the attached Findings; and
8. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

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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, 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 agendaized 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.

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PROJECT ANALYSIS

Project Summary

The project proposes to construct a mixed-use building consisting of 205 residential units and approximately 5,932 square feet of commercial space in a six (6)-story building. The proposed project site (see Exhibits A1-A3) is a 62,827 square-foot lot pre-dedication and a 59,724 square-foot lot post-dedication. The property is located within the Reseda Central Business District Community Design Overlay District (CDO). Concurrently, in Case No. VTT-74423, the project proposed the merger and resubdivision of the existing lots in to one (1) lot totaling 59,724 square feet and the relocation/vacation of the existing abutting public alley. The height of the building is to be 61 feet, the building's total square footage is 181,863 square feet, and the Floor Area Ratio (FAR) is 3.1:1.

Residential units are located on the upper levels of the building (see Exhibit B3). 205 residential units are proposed, 18 of which will be Very Low Income Affordable. All 5,923 square feet of proposed project's commercial space is located on the ground floor along the project site's Reseda Boulevard 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 will be occupied by retail uses.

The proposed project's ground floor is designed as a partial podium – the ground floor's commercial space has parking located to the rear at grade. There is also one (1) basement level of parking garage area proposed. The project requires 251 automobile parking spaces for residential uses and 23 auto spaces for the commercial use; and provides the required automobile parking with 283 auto spaces for residential uses and 24 auto spaces for the commercial use (a total of 307 parking spaces). For residential uses the project also requires 205 long-term bicycle parking spaces and 21 short-term bicycle parking spaces; for retail uses the project requires three (3) long-term and three (3) short-term bicycle parking spaces. The project provides a total of 212 long-term bicycle parking spaces on site and 26 short-term bicycle parking spaces.

The existing alleys (one alley bisects the existing site north to south and is proposed for vacation, one alley borders the existing site to the south and will remain) are improved to a width of 20 feet including 2-foot longitudinal center gutter. The project proposes a newly dedicated alley north of the tract boundary, dedicated to a width of 30 feet and improved with a 2-foot longitudinal center gutter, an alley intersection with Reseda Boulevard, and any additional necessary removal and reconstruction of existing improvements. The existing alley south of the tract boundary and intersection of the alley with Reseda Boulevard will be replaced and reconstructed.

Background

Subject property

The property involves six (6) lots (proposed as one lot per VTT-74423) that face the eastern edge of Reseda Boulevard and total approximately 62,827 square feet pre-dedication and a 59,724 square feet post-dedication. The property is mid-block, relatively flat, rectangular in shape, and has approximately 190 feet of linear frontage on the eastern side of Reseda Boulevard (a designated Boulevard II), a lot depth of approximately 345 feet on the southern side of the property line and approximately 340 feet on the northern side of the property line. The site is bisected by an alley from north to south. The southerly property line also abuts an alley.

The project is located in the Reseda - West Van Nuys Community Plan and all lots have a Community Commercial General Plan Land Use Designation. The three parcels to the west of

the existing north-south alley are zoned [Q]C2-1VL-CDO-RIO; the three parcels to the east of the existing north-south alley are zoned [Q]P-1VL-CDO-RIO. The project is located in the Reseda Central Business District (CBD) Community Design Overlay (CDO). The site is subject to permanent [Q] conditions that limit height to 50 feet for buildings located within the Residential Accessory Service (RAS) Zone. The FAR for the 1VL height district is 3:1.

The property is developed with existing one (1)- and two (2)-story commercial office and retail structures originally built in the period from 1954-1957, which are proposed for demolition. There are six non-protected, existing trees on-site. Four (4) of the trees are proposed for removal. The two (2) trees proposed to remain are located within the Reseda Boulevard right-of-way. Approximately 31,000 cubic yards of grading export is required for the development. The site is in an Airport Hazard area of a 250 Foot Height Limit Above Elevation 790, and is designated Urban and Built-Up land in terms of Agricultural use. The nearest fault is the Northridge fault which is 11.27 kilometers away.

Surrounding Properties (see Exhibit A3)

The adjacent properties to the north of the project are developed with one (1)-story automotive commercial structures and surface parking lots in the [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO-RIO Zones. The adjacent properties to the northeast are developed with surface parking lots and a one (1)-story church/school in the R3-1-RIO Zone. The adjacent properties to the southeast are developed with multi-family residential structures, varying in height from one (1) to four (4) stories, and surface parking lots in the R3-1-RIO Zone. Adjacent properties to the south are developed with a one (1)-story church and surface parking lots in the [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO-RIO. Adjacent properties to the west are developed with surface parking lots and one (1)-story commercial office use structures in the [Q]C2-1VL-CDO-RIO Zone.

The subject property is less than 500 feet north of the Los Angeles River.

Streets and Circulation

Reseda Boulevard – The Mobility Element designates Reseda 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. As a part of the associated Vesting Tentative Tract No. 74423, the Bureau of Engineering has recommended a five (5)-foot wide dedication and public street improvements along Reseda Boulevard to provide an 18-foot wide sidewalk, including tree wells. Reseda Boulevard is currently improved with sidewalk, street trees, curb, gutter, on-street restricted parking, and bicycle lanes at the project's street frontage.

Alley – The existing alleys (one alley bisects the existing site north to south, one alley borders the existing site to the south) are improved to a width of 20 feet with 2-foot longitudinal center gutter. The project proposes vacating the alley that bisects the site north to south, retaining the existing south alley, and dedicating a new, 30-foot wide alley to the north of the proposed tract boundary.

The Bureau of Engineering has also recommended improvements to both proposed alleys. The newly dedicated alley north of the tract boundary shall be dedicated to a width of 30 feet and improved with a 2-foot longitudinal center gutter, an alley intersection with Reseda Boulevard, and any additional necessary removal and reconstruction of existing improvements. The existing alley south of the tract boundary and intersection of the alley with Reseda Boulevard shall be replaced and reconstructed. The alley vacation, dedications, and reconstructions were approved in related Vesting Tentative Tract No. 74423.

Related Cases:

ON-SITE:

VTT-74423; ENV-2016-3546-MND: On October 5, 2017, the Deputy Advisory Agency adopted Mitigated Negative Declaration (ENV-2016-3546-MND) as the Environmental clearance and approved a Vesting Tentative Tract No. 74423, composed of one parcel located at 6648-6670 North Reseda Boulevard, for the merger of six (6) lots in to one (1) lot and the vacation and relocation of an alley. The Vesting Tentative Tract Map also includes a proposed mixed-use project consisting of a maximum 205 apartment units and 5,932 square feet of commercial space. The appeal period concluded on October 19, 2017; no appeals were filed.

Ordinance Nos. 183,144 and 183,145: On July 2, 2014, the City Council adopted these two ordinances which established the Los Angeles River Improvement Overlay District in the Municipal Code and applied the Overlay District to properties on either side of the River, including the subject property. The ordinances became effective on August 20, 2014. This district sets forth standards for lighting and landscaping for the subject property, in order to be sensitive to the Los Angeles River. The subject property is within 500 feet of the Los Angeles River.

CPC-2007-3036-RIO: On February 9, 2012, the City Planning Commission approved the proposed ordinance to establish the Los Angeles River Improvement Overlay (LA-RIO) and Los Angeles River Design Guidelines (River Guidelines), which will implement the first River Improvement Overlay (RIO) Supplemental Use District and River Design Guidelines.

CPC-2008-3125-CA: On February 12, 2009, the City Planning Commission approved the proposed ordinance to establish the River Improvement Overlay (RIO) Supplemental Use District as a new district for vicinities near rivers and tributaries.

Ordinance No. 176,619: On April 19, 2005, the City Council adopted this ordinance repealing the Reseda Boulevard Specific Plan Ordinance Nos. 169,649, 171,941, and 172,925.

Ordinance No. 176,557: On March 18, 2005, the City Council adopted this ordinance to establish the Reseda Central Business District (CBD) Community Design Overlay District (CDO).

Ordinance No. 176,558: On March 18, 2005, the City Council adopted this zone change ordinance, which implemented the Reseda CBD CDO through the establishment of permanent [Q] Qualified Conditions. These permanent [Q] conditions limit height to 45 feet for Commercial (C) zones, and include ground floor limitations, as well as signage restrictions.

CPC-2002-1263-CDO-ZC-MSD: On September 23, 2004, the City Planning Commission approved the proposed ordinance establishing the Reseda Central Business District (CBD) and Community Design Overlay District (CDO) Boundary; approved the proposed ordinance to adopt Permanent [Q] Qualified Conditions addressing uses, building access, building height, signs, and parking structures; and recommended repeal of the Reseda CBD Specific Plan Ordinance 172,925.

Ordinance No. 171,941: On March 12, 1998, the City Council approved this ordinance amending ordinance number 169,649, which established the Reseda Boulevard Specific Plan for the Reseda Central Business District, to provide flexibility for existing commercial properties by adding language to the Specific Plan for additional shared parking opportunities and providing an exemption from increased parking for business renovations.

CPC-1996-131-PA: On March 27, 1997, the City Planning Commission adopted an amendment to the Reseda Central Business District Specific Plan addressing parking for commercial uses.

Ordinance No. 169,649: On March 30, 1994, the City Council approved this ordinance establishing the Specific Plan for the Reseda Central Business District.

CPC-1988-275-ICO: On September 20, 1988, the Planning Commission approved the proposed Interim Control Ordinance for the Reseda Central Business District.

Ordinance No. 162,925: On November 3, 1987, the City Council approved this ordinance establishing zoning designations and height district limitations on a number of properties within the Reseda Community, including the subject property, which was designated as C2-1L.

CPC-1986-251-GPC: On July 26, 1986, the City Planning Commission approved community wide zone changes to the Reseda Area to bring the zoning into consistency with the community plan.

Ordinance No. 119,865: On August 31, 1961, the City Council approved this ordinance effectuating a zone changes on a number of properties within the Reseda Community, including the subject property, which was designated as an M-1 zone.

OFF-SITE:

CPC-2017-3900-VZCJ-SPR-CDO / CPC-2008-4730-ZC-SPR-DB-CDO: The project proposes the construction, use, and maintenance of a new 100-unit senior citizen (62 years and older) independent housing complex, consisting of a one-story residential building over a ground floor parking level; a two-story residential building over a ground parking level; and a one-story common recreational building and offices., located at 6724 North Amigo Avenue. The building's height will be a maximum of 35 feet. The 2017 associated case was filed on September 28, 2017. The project is currently pending a public hearing.

APCSV-2016-4523-VZCJ-CDO: On November 29, 2016, an application was filed for a Vesting Zone Change from [Q]R2-1L-CDO-RIO TO [Q]RAS3-1L-CDO-RIO for the construction, use, and maintenance of a new, 27 unit apartment project, located at 6836 North Baird Avenue. The project is currently pending additional project information.

CPC-2014-4226-DB-SPR-CDO: The proposed project is the demolition of existing fast-food and auto-related structures and the construction of a new mixed-use project with 165 residential units and 14,309 square feet of commercial space, in a 5 story, 61 feet in height building. The project is scheduled for consideration by the City Planning Commission on October 26, 2017.

APCSV-2014-2183-ZC: On May 20, 2015, Ordinance 183,578 became effective granting a Zone Change from R1-1-RIO to (T)(Q)R3-1-RIO, limiting density to six (6) residential apartment units on a 6,159 square-foot lot located at 6616 North Darby Avenue. The project is 31 feet, eight (8) inches in height and limited to three (3) stories.

CPC-2014-1759-ZC-SPE-SPR-ZAA-CDO: On April 10, 2015, Ordinance 183,502 became effective granting a Zone Change from [Q]C2-1VL-CDO-RIO and [C2]-1VL-CDO-RIO to (T)(Q)RAS4-1L-CDO-RIO, limiting density to 254 residential apartment units and 7,691 square feet of commercial space with a maximum height of 72 feet, varying from two (2) to six (6) stories. The project is located at 6611-6639 Reseda Boulevard.

CPC-2010-3472-VZC-HD-ZAA-SPR: On July 8, 2011, Ordinance 181,819 became effective granting a Zone Change from RA-1 to (Q)R3-1LD-RIO, limiting density to 78 residential apartment units on a 77,972 square-foot lot located at 18425 West Kittridge Street. The project is 55 feet in height and 4 stories.

Reports Received

In conjunction with the Vesting Tentative Tract No. 74423, reports were received from the Bureau of Engineering, the Department of Building and Safety Grading, the Department of Building and Safety Zoning, the Bureau of Street Lighting, the Bureau of Sanitation, and the Department of Recreation and Parks. A Traffic Impact Assessment Letter from the Department of Transportation was received on August 2, 2017.

Hearing Officer Comments

The proposed project represents a significant departure from the low-scale, locally-serving commercial uses typical of Reseda Boulevard, which includes a heavy concentration of automobile-related uses. It is significantly larger and more imposing than much of the nearby development on its block in Reseda, and would reinforce the new market confidence in the viability of the Reseda community demonstrated by other recent activity.

The proposed project will replace outdated commercial 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 expands on existing nearby for-rent dwellings in the immediate community. In addition to expanding available housing opportunities, the proposed project expands commercial opportunity with commercial uses oriented along the project site's ground-floor Reseda 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 15, 2016. On a whole, the participants preferred the front elevation over the other three elevations. This preference was due to the amount of and change in materials on the front, versus the simplicity that allowed for a more vertical sensibility on the back. They said the front of the building felt more harmonious to Reseda Boulevard and other elevations should feature the same architectural details.

More specifically, here are their comments:

- The materials appear as though they were added at the last minute. Show use of a variety of textures, colors, materials, and distinctive architectural treatments to add visual interest and avoid creating repetitive facades on all sides of the building, including the east elevation.
- The facade to the south of the proposed project is missing articulation. Rather than creating a facade that invites pedestrians to the residential entrance, the proposed architecture draws pedestrians to the corner tenant space. Revise the architecture to invite pedestrians down the alley where the residential entrance and leasing office are located. And, add variation in colors, materials, or textures to the alley facade. Additionally, provide design information and details about surfaces in the alleys.
- The amenity spaces in the rear of the property will likely not be used for these purposes. Revise the location of these amenity spaces to maximize their use as such.

- The street trees should be changed to reflect street trees consistent with city policies regarding street trees.
- With the exception of Retail Space 01, no backdoors are provided for commercial tenant spaces. Indicate back/loading doors on floor plans.
- The staircase in the northern-most tenant space may be drawn in error. Clarify if this staircase is an emergency staircase leading from the amenity deck to the ground floor or if this staircase can be accessed from the commercial tenant space where it appears to connect.
- The grand staircase in the front of the building indicates an entrance when in fact it is not an entrance to the building. A more subtle design may promote more accurate pedestrian circulation to the south or north alleys.
- The central open space should be revised to ensure adequate light enters the space.
- Remove the exterior access to the bicycle parking room on the north side of the building.
- Rotate the elevators on the south side of the building by 90 degrees to allow light to enter the building and interior/central building spaces.

At the urging of the Council Office, and after working with the Reseda Neighborhood Council, the project was redesigned. The modern architectural style was revised in part to include slightly expanded ground floor commercial space, a more linear façade facing Reseda Boulevard, and an additional 27 parking spaces.

While the applicant has significantly improved the design of the project from what was originally proposed, further design conditions have been included in the draft Determination letter Conditions of Approval.

Zone Change

The requested zone change to the mixed-use RAS4 zone permits an FAR of 3:1 and a maximum of 160 dwelling units on the 62,827 square-foot site. The project requests one (1) on-menu density bonus incentive to exceed the maximum FAR of 3:1. The project proposes a FAR of 3.1:1 and 205 dwelling units.

The subject property is located within the Reseda – West Van Nuys Community Plan, updated and adopted by the City Council on November 17, 1999. The existing Plan designates the subject property as General Commercial, which corresponds to the C1.5, C2, CR, C4, RAS3, RAS4, and P zones. The General Commercial Community Plan Land Use Designation for the Reseda – West Van Nuys Community Plan contains a footnote (Footnote No. 7) which limits the height of buildings on property designated in the General Commercial category to 3 stories.

On April 21, 2005, the Department of City Planning published a Director's Interpretation titled "RAS Interpretation to Community Plan Footnotes." According to the Interpretation, "...the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment."

Therefore, the proposed six (6)-story project is not in conflict with this Community Plan Footnote.

The Reseda CBD CDO [Q] Condition No. B.1 limits the maximum building height on the subject property to 50 feet (for the RAS Zone). As part of this request, the applicant is seeking a second on-menu Density Bonus incentive to exceed the 50-foot maximum height by 11 feet. The project proposes a maximum height of 61 feet.

Measure JJJ

Measure JJJ was passed by the general public after the project was filed with the Department of City Planning. Because the project was filed in conjunction with Vesting Tentative Tract No. 74423, and because the proposed project was deemed complete on November 4, 2016, the project is not subject to Measure JJJ.

Density Bonus Incentives

The proposed project has maintained the same on-menu density bonus entitlement request throughout the project's architectural redesign. The project proposes to restrict 18 apartment units to Very Low Income households and proposes a total of 205 apartment units, inclusive of the 18 restricted units. The project requests two (2) on-menu incentives for an increase in Floor Area Ratio (FAR) above the 3:1 limitation and for an increase in height above the 50-foot height limitation.

Density Bonus Legislation Background

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all low and very low income units that qualified the applicant" for the density bonus.

NOTE: California State Assembly Bill 2222 went into effect January 1, 2015. It introduces rental dwelling unit replacement requirements, which pertain to cases filed (not issued) as of January 1, 2015. The state law also increases covenant restrictions from 30 to 55 years for cases issued (not just filed) as of January 1, 2015. This determination letter reflects 55 year covenant restrictions, given that the case decision, or approval, as noted on the front page, is being issued after January 1, 2015.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify zoning code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief

which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

Site Plan Review

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

Community Design Overlay Approval

New construction in the Reseda Central Business District Community Design Overlay area requires Community Design Overlay Approval. As conditioned, the project complies with Reseda Central Business District Community Design Overlay, as detailed below.

Conclusion

The granting of the requested entitlements for this mixed use project, including the Zone Change, On-Menu Density Bonus requests, Site Plan Review, and the Reseda CBD CDO approval, will enable a project that could change the character on an under-developed stretch of Reseda Boulevard in the Reseda Central Business District. The project is consistent with all applicable policies of the General Plan, including the Community Plan and the Housing Element, and will further the goals of the Reseda CBD CDO. The applicant has worked with the community throughout the project's entitlement process and adjusted the project design to accommodate community needs. In general, the project is also supported by the community. For these reasons and those presented in the findings for this case, 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 the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

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

1. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
 - a. **Reseda Boulevard Street Dedication.** Dedicate a five (5)-foot wide strip of land along the property frontage on Reseda Boulevard to complete a 55-foot wide half right-of-way, in according with Boulevard II Standards of the Los Angeles Mobility Plan.
 - b. **Northerly Alley Dedication.** Dedicate a 30-foot wide new public alley right-of-way at the terminus of the proposed alley merger and within the tract boundary and as shown on the tentative tract map stamp dated September 19, 2016. The proposed new alley shall intersect with Reseda Boulevard.
 - c. **Reseda Boulevard Street Improvements.** Repair and/or replace any bad order curb, gutter, and sidewalk adjoining the property. Improve Reseda Boulevard being dedicated and adjoining the subdivision by the construction of a concrete curb, a concrete gutter, and a new 18-foot full width concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvement. If appropriate permits are obtained from the Department of Public Works, the dedication area may be improved with special hardscape paving and areas of landscape consistent with the project's hardscape paving and landscape, as shown on the project's Landscape Plan, Exhibit A6.
 - d. **Northerly Alley Improvements (30-foot width).** Improve the newly dedicated 30-foot wide alley by the construction of a suitable surfacing to provide a 30-foot wide alley including a 2-foot longitudinal center gutter, including construction of an alley intersection with Reseda Boulevard, together with any necessary removal and reconstruction of existing improvements.
 - e. **Southerly Alley Improvements (20-foot width).** Improve the alley and alley intersection of the existing alley southerly of the tract boundary with Reseda

Boulevard by replacing and the reconstruction of the entire existing alley and alley intersection satisfactory to the Valley District Office.

- f. Public Drainage Facilities.** After submittal of hydrology and hydraulic calculations and drainage plans for review by the Valley District Engineering Office prior to recordation of the final map, construction of public drainage facilities or any other drainage systems will be required to drain the remainder of the alley not being merged and new dedicated alley to outlets satisfactory to the City Engineer.
- g. Reseda Central Business District Streetscape Plan.**

- (i) Street Trees.** In compliance with the approved Streetscape Plan for Reseda Boulevard plant one (1) 24" box size Chinese Flame Tree and ground cover in the existing vacant tree well, and enlarge the existing three (3) tree wells to 5' X 8' and plant ground cover in each, on the Reseda Boulevard sidewalk adjacent to the property, to the satisfaction of the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. The applicant shall contact the Urban Forestry Division for further information at (213) 847-3077.

- (ii) Street Furniture.** In compliance with the approved Streetscape Plan, install one (1) bicycle rack, two (2) street benches (#L26C Lamplighter-Keystone Ridge, Black) and two (2) trash receptacles (#102 by Du Mor) on the Reseda Boulevard sidewalk adjacent to the property, to the satisfaction of the Bureau of Street Services.

2. Department of Transportation.

- a.** Make arrangements to assure compliance, satisfactory to the Department of Transportation, with all requirements and conditions contained in Inter-Departmental Letters dated August 2, 2017 and August 29, 2017, DOT Project ID 44562 and 46275.
- b.** Submit parking area and driveway plan to the Valley District Office of the Bureau of Engineering and Department of Transportation for review and approval.

3. Fire Department.

- a.** Submit plot plans for Fire Department approval and review prior to recordation of Tract Map Action.

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.

Notice: 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

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

1. **Uses.** The uses on the subject property shall be limited to the RAS4 Zone, pursuant to LAMC Section 12.11.5, except that automotive uses (with the exception of automotive sales) shall be prohibited.
2. **Development.** The use and development of the subject property shall be in substantial conformance with the site plan, floor plans, elevations, and renderings, labeled Exhibit “A” dated May 15, 2017, and ground floor plan, labeled Exhibit “A” dated September 29, 2017 (The ground floor plan dated September 29, 2017 supersedes the ground floor plan dated May 15, 2017) and the Conditions of Approval of Case No. CPC-2016-3545-ZC-DB-SPR-CDO. Minor deviations may be allowed in order to comply with provisions of the Municipal Code.
3. **Height.** The project shall not exceed a height of 61 feet.
4. **Residential Density.** The project shall be limited to 205 residential units. The project shall restrict 11 percent of the total units to Very Low Income Households, as defined by the State Density Bonus Law 65915 (C)(2). The size, location, and type of units reserved for Very Low Income Households shall be determined by HCIDLA.
5. **Commercial.** A maximum of 5,932 square feet of commercial floor area shall be permitted.
6. **Reseda Central Business District Community Design Overlay Permanent [Q] Conditions.** The property shall be subject to all Permanent [Q] Conditions in Ordinance No. 176,558.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A.25, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Entitlement Conditions

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and labeled Exhibit "A" dated May 15, 2017, and ground floor plan, labeled Exhibit "A" dated September 29, 2017 (The ground floor plan dated September 29, 2017 supersedes the ground floor plan dated May 15, 2017). 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.
2. **Residential Density.** The project shall be limited to a maximum density of 205 residential units including 18 units restricted to Very Low Income Households.
3. **Affordable Units.** The project shall restrict 11 percent of the total units to Very Low Income Households, as defined by the State Density Bonus Law 65915 (C)(2). The size, location, and type of units reserved for Very Low Income Households shall be determined by HCIDLA.
4. **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 (9a-d).
5. **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 18 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.
6. **Affordable Housing Incentives.**
 - a. **Floor Area.** A maximum Floor Area Ratio (FAR) is 3.1:1 shall be permitted in lieu of the 3:1 FAR otherwise permitted. The building's total square footage shall not exceed 181,893 square feet.
 - b. **Height.** A maximum building height of 61 feet shall be permitted, in lieu of 50 feet as permitted in Section 2.B of Ordinance No. 176,558.
7. **Automobile Parking for Residential Uses.** Based upon the number and type of dwelling units proposed, 251 automobile parking spaces shall be provided for the residential portion of the project. The project currently provides the required automobile parking with 274 auto spaces for residential uses.
8. **Automobile Parking for Commercial Uses.** For the 5,932 square feet of commercial uses, the project shall provide a minimum of 23 automobile parking spaces, at a ratio of one space for every 500 square feet of commercial square footage, as required by LAMC Section 12.21

A.4. The project currently provides the required automobile parking with 24 auto spaces for the commercial use.

9. **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.
10. **Unbundled Parking.** The project shall provide unbundled parking leases for residential units. Residential tenants of the market rate residential dwelling units shall have the option to lease parking spaces separately from the residential dwelling units or to opt out of leasing parking spaces. Parking spaces for Restricted Affordable Units shall be sold or rented consistent with LAMC Section 12.22 A.25(d).
11. **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 per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one per ten dwelling units or guest rooms, with a minimum of two short-term bicycle parking spaces. Based on the number of dwelling units, 205 long-term and 21 short-term bicycle parking spaces shall be provided onsite for the residential uses onsite. Short-term and long-term bicycle parking for general retail stores requires one bicycle parking space per 2,000 square feet, with a minimum of two bicycle parking spaces for both long- and short-term bicycle parking. Based upon the commercial square footage, three (3) long-term and three (3) short-term bicycle parking spaces shall be provided for the commercial uses onsite. The project provides a total of 212 long-term bicycle parking spaces and 26 short-term bicycle parking spaces on-site.
12. **Construction Generators.** Should the project require the use of generators during tenant improvements, the project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plugin electric or solar powered.
13. **Solar Power.** A minimum of 12,000 square feet of the roof area shall be reserved for the installation of solar panels. Solar panels shall be installed in this roof area prior to the issuance of a certificate of occupancy. The lowest point of the solar panel may not be more than five feet above the roof line.
14. **Open Space.** The project shall provide open space in accordance with LAMC Section 12.21 G. Trees that are required pursuant to LAMC Section 12.21 G and are planted above grade level shall be planted in a minimum 48-inch in depth planter.
 - a. **Private Balconies.** The project shall provide balconies that each measure at least 50 square feet, for a minimum total of 10,250 square feet.
 - b. **Courtyard.** The courtyard on the 2nd story shall include a total of 10,390 square feet of open space area.
 - c. **Recreation Room.** The recreation room on the 2nd story shall include a total of 318 square feet of open space area.
 - d. **Terrace.** The terrace space on the 3rd story shall include a total of 1,430 square feet of open space area.
 - e. **Garden.** The garden on the 3rd story shall include a total of 1,800 square feet of open space area.

Community Design Overlay Approval Conditions

15. **Residential Lobby Entry.** Pedestrian access to the Apartment Lobby and Leasing Office shall be provided from the 30-foot proposed alley to north of the proposed project.
16. **Northerly Setback.** The northerly setback from the westerly property line to the transformer platform shall be a minimum of 5 feet in width.
17. **Ground Mounted Equipment.** The project transformer and other ground mounted equipment shall be screened from view by a wall and landscaping.
18. **Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.
19. **Northerly Alley.** The 30-foot proposed alley to the north of the proposed project shall be surfaced with decorative stamped concrete or asphalt. The 30-foot proposed alley to the north of the proposed project shall be illuminated by pedestrian-scale lighting.
20. **Commercial Uses.** The project shall provide commercial uses to a depth of at least 100 feet from the front facade. Commercial uses include automobile and bicycle parking, loading zones, and commercial tenant space. The project shall provide commercial retail space to a depth of at least 25 feet from the front facade. Commercial retail space is limited to commercial tenant space only.
21. **Front Façade Treatment.**
 - a. Wall openings including storefront windows and doors shall compromise at least 60 percent of a building's street level facade.
 - b. The project shall provide clear glass for all wall openings along Reseda Boulevard. Dark tinted, reflective or opaque glazing is not permitted for any wall openings along street level facades.
22. **Ground Floor Façade Landscaping.** All ground floor portions not dedicated to windows or entrances for pedestrians or vehicles of the commercial ground floor façade shall be landscaped with trees and shrubs.
23. **Lighting.** All outdoor and parking 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. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated. Lighting fixtures shall be harmonious with the building design.
24. **Security Devices.** The use of barbed wire, razor wire, and concertina wire shall not be visible to the public right-of-way. Any security devices installed on the ground floor shall be positioned behind the storefront windows, and should be see-through for increased visibility.
25. **Signage.** All wall signs combined shall not exceed 380 square feet. All signage will be subject to the permanent [Q] conditions of Ordinance No. 176,558, which among other regulations

allow channel-letter sign types, and prohibit cabinet signs and the illumination of wall signs installed along the rear of the building.

Environmental Conditions

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

27. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas).

- a. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- b. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - i. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - ii. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - iii. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - iv. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

28. Tree Removal (Public Right-of-Way).

- a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the

unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.

- d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

29. Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater).

- a. A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
- b. "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- c. "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- d. Movement and removal of approved fencing shall not occur without prior approval by LADBS.

30. Human Health Hazard (Vector Control).

- a. The property shall be maintained in a neat, attractive, and safe condition at all times.
- b. On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- c. Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- d. Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- e. Trash and garbage collection containers shall be emptied a minimum of once per week.
- f. Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

31. Creation of a Health Hazard.

- a. Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s).
- b. Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.

32. Emergency Evacuation Plan. Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

33. Public Services (Police – Demolition/Construction Sites). Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

34. Safety Hazards.

- a. The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.
- b. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

35. Inadequate Emergency Access. The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

36. Transportation/Traffic.

- a. Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- b. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- d. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- e. Applicant shall implement required transportation/traffic mitigation measures to the satisfaction of LADOT.
- f. The applicant shall comply with the requirements per the Department of Transportation letter dated August 2, 2017.

37. Tribal Cultural Resources. Impacts to cultural resources from the proposed project shall be mitigated through the salvage and disposition of Tribal resources that result from all ground-disturbing activities. Ground-disturbing activities include, but are not limited to, drilling, excavation, and trenching. The Applicant shall retain one Native American Monitor who shall be present during all ground-disturbing activities. Should a Tribal cultural resource be encountered, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) a qualified archaeologist who shall assess the find, and (2) all California Native American tribes that have informed the City that they are traditionally and culturally affiliated with the geographic area of the proposed project.

Administrative Conditions

38. **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.
39. **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.

40. **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.
41. **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.
42. **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.
43. **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.
44. **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.
45. **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

A. General Plan/Charter Findings

1. **General Plan Land Use Designation.** The subject property is located within the Reseda – West Van Nuys Community Plan, updated and adopted by the City Council on November 17, 1999. The existing Plan designates the subject property as General Commercial, which corresponds to the C1.5, C2, CR, C4, RAS3, RAS4, and P zones. The proposed zone change to the RAS4 (Residential Accessory) zone is consistent with the land use designation on the plan map and thus is in substantial conformance with the purposes, intent and provisions of the General Plan, as reflected in the adopted Community Plan. The General Commercial Community Plan Land Use Designation for the Reseda – West Van Nuys Community Plan contains a footnote (Footnote No. 7) which limits the height of buildings on property designated in the General Commercial category to 3 stories. On April 21, 2005, the Department of City Planning published a Director's Interpretation titled "RAS Interpretation to Community Plan Footnotes." According to the Interpretation, "...the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment." Therefore, the proposed six (6)-story project is not in conflict with this Community Plan Footnote.

2. **General Plan Text.** The Reseda – West Van Nuys Community Plan text includes the following relevant land use goals, objectives, policies and programs:

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 preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.

Policy 2-2.1 Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Program: The Plan includes Design Guidelines which establish design standards for residential development to implement this policy.

Policy 1-2.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Program: The decision-maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

Objective 1-3: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-3.1 Promote greater individual choice in type, quality, price, and location of housing.

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 1-3.2 Promote housing in mixed use projects in transit corridors, pedestrian oriented areas, and transit oriented districts.

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

Policy 1-3.3 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.

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

Policy 2-1.2 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.

Program: Reseda Central Business District Specific Plan within the Central Business District.

Objective 2-4 To maintain and increase the commercial employment base for community residents whenever possible.

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

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

The proposed project will meet the above objectives and policies by providing additional housing at an appropriate density and location to meet the plan area's population needs and infrastructure capacities, and by preserving the assigned community plan land use designation. The site is located along a major highway (Reseda Boulevard), within 500 feet of the Los Angeles River (LA River), and can support the proposed increased land use intensification. The proposed RAS4 zone and mixed use residential/ground floor commercial building would be compatible with the existing neighborhood land use and character.

The project has also been conditioned to dedicate and improve the adjacent public right-of-way, including streets and alleys, which will serve to enhance the sidewalk and streetscape amenities at this gateway location to the Reseda Central Business District (CBD). Other utilities and public services for the site, including the availability of sewer and drainage facilities in Reseda Boulevard, were found to be adequate or were appropriately mitigated by conditions required in the approval for the subject zone change. Significant traffic impacts are not expected from the project with appropriate compliance with Department of Transportation requirements. The site is also in close proximity to several bus lines operating along Reseda Boulevard, Victory Boulevard, and Vanowen Street. The project's height steps back from Reseda Boulevard and each elevation is treated with varied materials, architectural articulation, and open space balconies. Therefore, the project is not expected to cause any adverse impacts on livability, services and public facilities, or traffic levels.

Additionally, the Community Plan also sets standards for Urban Design together with the Reseda CBD Community Design Overlay (CDO) District, which include the need for a pedestrian entrances, for useable open space to be provided for residents, and for a building design of quality and character. As conditioned, the submitted building plans are consistent with these design standards. Pedestrian access to commercial tenant spaces will be provided from Reseda Boulevard; pedestrian access to residential uses will be provided from the improved, 30 feet in width alley. Open space will be provided within second floor courtyards and individual unit balconies. In addition, the project proposes a complete landscape and irrigation plan that will provide additional trees throughout the property for

adequate screening of the project. The building elevations are designed with variations in height, depth, and building materials in order to achieve an articulated façade.

The proposed project will provide studio, one-bedroom, two-bedroom, and three-bedroom unit types, which allows for a choices of housing units. The project will also be providing 18 Very Low Income units that will help provide housing for a variety of incomes and backgrounds. The site is located along Reseda 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.

The Community Plan also sets standards for Urban Design in Chapter V for Multiple Residential projects. The project complies with the Multiple Residential Site Planning design policies in that the proposed project provides open space for outdoor activities throughout the project. The project is not able to provide a pedestrian entrance on Reseda Boulevard to the project's residential component due to the Reseda CBD Permanent [Q] Condition, which requires Commercial uses within the first 100 feet of the building as measured from the building line. However, the project proposes pedestrian entrances to the project's residential component from both the north alley and south alley, and, as conditioned here, is required to provide additional architectural treatments that will enhance the entrance alleys for pedestrian accessibility.

In addition, the project complies with the Multiple Residential Design policies in that the proposed project utilizes varied neutral and/or naturally colored materials throughout the design that are incorporated throughout all building elevations. Further, as a condition of approval, the applicant will be required to screen all ground-level and rooftop equipment and trash locations from view. The project also steps the upper floors of the structure back from the street level and utilizes varied heights in the ground-floor commercial spaces, resulting in a project that is compatible with the Reseda – West Van Nuys Community Plan Multiple Residential Design Standards.

The project has also been conditioned to dedicate and improve the adjacent public right-of-way, which will serve to enhance the sidewalk and streetscape amenities at this location in the Reseda Central Business District (CBD) Streetscape Plan. Other utilities and public services for the site, including the availability of sewer and drainage facilities in Reseda Boulevard, have been conditioned to ensure they are adequate. Significant traffic impacts are not expected from the project, and the site is in close proximity to several bus lines operating along Reseda Boulevard, Vanowen Street, and Sherman Way. Therefore, the project is not expected to cause any adverse impacts on livability, services and public facilities, or traffic levels.

As noted above, the project is located on Reseda Boulevard, a transit corridor, and a part of the Reseda CBD and Reseda CBD Community Design Overlay (CDO). The project is proposed in an existing commercial area, and as noted above complies with the Urban Design guidelines in the Reseda - West Van Nuys Community plan. As detailed below, the project also complies with the Reseda CBD CDO, which replaced the Reseda Specific Plan.

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 Reseda Boulevard. The project has been designed to be articulated to provide variation and visual interest, and the ground floor materials (stucco and stone) will help avoid opportunities for graffiti. The project has not been designed to

have a large sterile expanses of building walls, 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 recesses for the balconies. As conditioned, the building materials will be complementary and will help break up the building mass. Also as conditioned, the mechanical equipment will be screened from view. The project also proposes to keep trash areas within the building footprint and screened from view. 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 Reseda Boulevard.

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

B. Entitlement Findings

A. Zone Change, L.A.M.C. Sec. 12.32-F:

The recommended zone change is in conformance with the public necessity, convenience, general welfare or good zoning practice in that:

The subject property is located within the Reseda-West Van Nuys Community Plan area, adopted by the City Council on November 17, 1999 (Council File 96-1597). The Community Plan designates the subject property for General Commercial land uses, corresponding to the C1.5, C2, CR, C4, RAS3, RAS4, and P Zones.

The applicant, 6648 Reseda, LLC, is requesting to change the Zone of the subject property from [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO-RIO to RAS4-1VL-CDO-RIO, in order to permit the development of a mixed-use project consisting of 205 apartment units and approximately 5,932 square feet of commercial floor area. The proposed zone and requested density is consistent with the project site's land use designation.

The subject site is a relatively flat and a relatively rectangular parcel of land, which totals 59,724 net square feet (1.37 acres). The lot has a frontage of approximately 190 feet along the west side of Reseda Boulevard with a lot depth of approximately 345 feet on the southern side of the property line and approximately 340 feet on the northern side of the property line. The site is bisected by an alley from north to south that follows the site's existing zone boundary. The southerly property line also abuts an alley.

The commercially zoned portion of the project site is developed with existing one (1)- and two (2)-story commercial office and retail structures originally built in the period from 1954-1957, which are proposed for demolition. The existing commercial structures are not designated historic resources according to Historic Places LA and SurveyLA, the City's new online information and management systems created to inventory Los Angeles' significant historic resources. The parking-zoned portion of the project site is improved with an asphalt-paved surface parking lot.

The applicant proposes to replace the project site's existing improvements with a six (6)-story, mixed-use project comprising 205 apartment units and approximately 5,932 square feet of commercial floor area, with a maximum height of approximately 61 feet. The total of 205 apartment units consists of 50 studio units, 107 one-bedroom units, 34 two-

bedroom units, and 14 three-bedroom units. Eighteen units will be set aside for Very Low Income Households. As conditioned and proposed, the project will provide 307 parking spaces and 212 bicycle parking spaces within one at-grade and one below-grade garage in conformance with the Los Angeles Municipal Code.

The proposed plans call for the merger and re-subdivision of the project site, including the vacation of the public alley that bisects the project site from north to south. The portion of the alley along the project site's southerly property line will be maintained as vehicular access to the proposed project's parking areas and will be improved. As a part of the re-subdivision, the project proposes dedication of a 30-foot in width alley along the project site's northerly property line, which will be maintained for vehicular and pedestrian access to automobile parking, bicycle parking, and the residential apartment lobby and leasing office. Related subdivision case No. VTT-74423, for these items, was approved on October 5, 2017.

Public Necessity.

On April 8, 2015, Mayor Eric Garcetti released the City's first-ever Sustainable City pLAn. The pLAn is both a roadmap to achieve back to basics short-term results while setting the path to strengthen and transform our City in the decades to come. In it, the Mayor set forth a goal of creating 100,000 new housing units by 2021. The subject property is currently designated and zoned for commercial uses. The project site is located in close proximity to several existing and proposed residential and mixed-use developments providing a range of housing types, including market rate, affordable, live/work, apartment units. The proposed project would contribute to the evolution of the surrounding area into a residential, commercial, and mixed-use area. Granting the Zone Change will increase the number of residential units that can be developed on the site with housing that is compatible with the existing surrounding residential development while providing neighborhood-serving ground floor commercial uses. The project would provide 205 new housing units for a mix of incomes, including 18 units set aside for Very Low Income households and provide amenities that would improve the quality of life for existing and future residents. As such, the project supports the Mayor's goal of producing 100,000 new housing units by 2021.

Further, the proposed project replaces outdated commercial/office buildings and large surface parking lots with a state-of-the-art mixed-use design. Additionally, the proposed project's merging and reconfiguration of the public alley currently traversing the project site alleviates the nuisance and security issues caused by the alley's location adjoining a large surface parking lot, and bisecting a property that has been inactive for the past period of time.

The proposed project follows good planning principles by providing a needed transitional buffer between the multi-family residential uses (R3 zoned) to the east of the project site and the more intensive uses along Reseda Boulevard. The project further follows good planning principles by stepping the building mass from Reseda Boulevard to avoid a "canyon-like" effect on the corridor. The project site's strategic location, and the proposed building's design, creates a reinforced entry gateway to the southerly boundary of the Reseda CDO area.

In conjunction with its central location, the project site, as detailed below, is well-served by public transit. Locating denser residential development with ground-floor commercial services within a major commercial and public transit corridor should serve to encourage pedestrian activity. The project's proximity to other commercial services, including retail and office, provides opportunities for residents to consider walking, bicycling, or utilizing transit to complete day-to-day tasks or activities, thereby reducing vehicle trips. Similarly,

locating denser residential development close to business/commercial uses provides opportunities to live and work in proximity, allowing further potential to reduce vehicle trips.

Convenience.

The proposed project is beneficial in terms of convenience in that it provides residential and commercial uses in a vertically integrated, mixed-use format, with commercial uses oriented along the proposed project's ground-floor Reseda Boulevard frontage. Although the types of commercial tenants will be dependent on market conditions, it is anticipated that the proposed project's commercial tenants will be of a neighborhood-serving, retail/retail-service orientation that will cater to the proposed project's residents as well as residents in the surrounding neighborhood.

The entire ground floor fronting Reseda Boulevard is occupied with commercial tenant space. The commercial tenant spaces vary in size and width with a total of five separated commercial spaces with entrances opening to Reseda Boulevard. The proposed project is located at the gateway to the Reseda CBD and provides commercial spaces within close proximity of other existing residential uses of varying density and scale.

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

- Metro Local Line 164: West Hills to Burbank via Victory Boulevard.
- Metro Local Line 165: West Hills to Burbank via Vanowen Street.
- Metro Local Line 240: Northridge to Universal City via Reseda and Ventura Boulevards. (This line connects with the Metro Orange Line Busway's Reseda/Oxnard station).
- Metro Rapid Line 744: Tarzana to Northridge via Reseda Boulevard. (This line stops at the Metro Orange Line Busway's Reseda/Oxnard station.)

General Welfare.

The proposed project is beneficial in terms of general welfare for many of the reasons detailed herein above, both complementing and enhancing the community with its design and amenities. The proposed project offers market-rate, residential units in a mixed-use building, providing a new, high-quality, for-rent dwelling option that is currently unavailable in the local community. In addition to expanding available housing opportunities, the proposed project expands commercial opportunity with ground-floor, commercial uses along the project site's Reseda Boulevard frontage.

The proposed project replaces outdated commercial/office buildings and large surface parking lots with a state-of-the-art mixed-use design. Additionally, the proposed project's merging and reconfiguration of the public alley currently traversing the project site alleviates the nuisance and security issues caused by the alley's location adjoining a large surface parking lot, and bisecting a property that has been inactive for the past period of time.

The proposed project provides a total of 24,188 square feet of open space within both common and private open space areas, including courtyards, amenity spaces, pool deck, community garden, and private apartment balconies. Approximately 10,250 square feet of the total open space is private open space within private patios and balconies. The project also provides a total of 212 bicycle parking spaces in short-term and long-term arrangements, located both in private secured bicycle rooms and along the Reseda Boulevard right-of-way adjacent to commercial tenant spaces. The proposed project is also within 500 feet of the Los Angeles River and is within 750 feet of Reseda Park.

Good Zoning Practices.

The proposed project is beneficial in terms of **good zoning practice** in that, as detailed below, the 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 project site has a land use designation of General Commercial and is zoned [Q]C2-1VL-CDO-RIO. While the existing zone is considered to be consistent with the land use designation, the site is significantly underutilized and underdeveloped with approximately half of the site occupied by surface parking lots and approximately half of the site occupied by one (1)- and two (2)-story commercial structures, with no residential units. Approval of the requested zone change would be consistent with the surrounding neighborhood, which continues to evolve with a greater mixture of commercial and residential uses. Furthermore, several projects within the Reseda CBD have obtained similar zone changes for proposed mixed-use developments. The requested zone change would be consistent with nearby commercially-designated land and zones and facilitate the ongoing transformation of the area into a residential and mixed-use district.

The project site is subject to the Reseda Central Business District Community Design Overlay Permanent [Q] Conditions, which limit scale and intensity of development. The Permanent [Q] Conditions limit structures on the project site to a maximum height of 45 feet for projects in the C2-1VL Zone. The applicant has requested a Zone Change to the RAS4-1VL Zone. According to the Permanent [Q] Conditions, structures in the RAS4 Zone are limited to 50 feet in height. The applicant also requests a Density Bonus incentive to increase the maximum height by 11 feet to a maximum height of 61 feet. The applicant is therefore in conformance with the Reseda Central Business District Community Design Overlay Permanent [Q] Condition with regards to height.

“T” and “Q” Classification Findings.

Per LAMC Section 12.32 G.1, 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. 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. As a condition of this grant, the applicant shall improve the adjacent Reseda Boulevard streetscape with street benches, waste receptacles, and street trees. These improvements will ensure the community maintains a sense of safety and security, the environment is maintained as clean and attractive, and the Reseda neighborhood’s identity is enhanced as a cohesive community. 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.

B. Affordable Housing Incentives (On-Menu Density Bonus) Findings

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

- i. **The incentives does not result in identifiable and actual cost reductions 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 do not result in identifiable and actual cost reductions 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 and do result in identifiable and actual cost reductions, and are required to provide for, affordable housing costs because the incentives by their nature increase the scale of the project.

The requested waiver of development standards, which are requests for an increase height and FAR are not expressed in the Menu of Incentives Per LAMC Section 12.22 A.25(f) and, as such, are subject to LAMC Section 12.22 A.25(g)(3).

The requested incentives and waivers, an increase in height from 50 to 61 feet and an increase in FAR from 3:1 to 3.1:1, would result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives and waivers allow the developer to expand the building envelope so the additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The incentives and waivers support the applicant's decision to set aside 18 dwelling units for Very Low Income households for 55 years.

Requested On-Menu Incentives

Floor Area Ratio Increase. The proposed project requests an increase in the Floor Area Ratio (FAR) from the maximum permitted 3:1 to 3.1:1 in the [Q]RAS4-1VL-CDO-RIO Zone. The on-menu FAR incentive only permits an increase of the FAR not to exceed 3:1 for project sites which are located along a Major Highway and are located within 1,500 feet of a Transit Stop/Major Employment Center¹. The project site is located along the eastern side of Reseda Boulevard, which is a designated Boulevard II (Major Highway) and is located within 750 feet of the Metro Rapid Bus Stop Line 744, which is considered a Transit Stop. The additional proposed 3.1:1 FAR is necessary to permit a maximum of 181,893 square feet of floor area for the entire project site. The additional FAR would allow for the development of the additional dwelling units, ensure that all the dwelling units are of a habitable size, and provide a variety of unit types.

Height Increase. The project is a six (6)-story, mixed-use, multi-family residential building with 205 dwelling units, including 18 Very Low Income affordable units, with 5,932 square feet of ground floor commercial space. Without any density bonus incentive, the Project

¹ Per Sec 12.22 A.25(b) of LAMC, the definition of Transit Stop/Major Employment Center includes: (1) a station stop for a fixed transit guideway or fixed rail system, (2) a Metro Rapid Bus stop or route, (3) the boundaries of three major economic activity areas, and (4) the boundaries of a college or university campus with an enrollment exceeding 10,000 students.

would otherwise be limited to a maximum height of 50 feet, pursuant to the permanent [Q] Condition. The on-menu incentive only allows for an 11-foot increase in height or one additional story, whichever is lower. However, the requested incentive would allow for an increase in the height limitation to a total of 61 feet and six (6) stories to accommodate a balance of commercial space, affordable housing, and market rate units. The additional height requested is necessary to construct the number of units proposed and to allow for 5,932 square feet of ground floor commercial space, consistent with the commercial zone, land use designation, and character of the surrounding area along Reseda Boulevard. 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 Very Low Income units.

- ii. **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 are no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low, and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

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

Analysis of the proposed Project included preparation of a Mitigated Negative Declaration (MND), ENV-2016-3546-MND, and it was determined that the project site is not listed on the California Register of Historical Resources, but that the proposed Project may have an impact on the following environmental factors: Aesthetics, Biological Resources, Geology and Soils, Hazards/Hazardous Materials, Public Services, Transportation/Traffic, and Tribal Cultural Resources.

Mitigation measures will reduce impacts to less than significant, and are imposed as Conditions of Approval herein (Conditions 27-38). The Mitigation Monitoring Program (MMP) is a document that is separate from the MND and is prepared and adopted as part of the project’s approval. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition to the mitigation measures required of the project and any proposed project design features, the applicant shall adhere to any applicable Regulatory Compliance Measures (RCM) required by existing law.

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

C. Site Plan Review, L.A.M.C. Sec. 16.05:

- i. **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 discussed above, the proposed project meets the intent and provisions of the General Plan and the applicable Reseda – West Van Nuys Community Plan.

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 will provide studio, one-bedroom, two-bedroom, and three-bedroom unit types, which allows for a choice of housing units. The project will also be providing 18 Very Low Income units that will help provide housing for a variety of incomes and backgrounds. Additionally, the project is located in the Reseda Central Business District, and is on Reseda 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, and does not remove any existing housing units. The 18 Very Low Income

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

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

- ii. **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.**

The proposed project is a six (6)-story mixed-use building with 205 residential units and 5,932 square feet of ground floor commercial uses and is designed to be compatible with the existing and future development of neighboring properties. Existing development in the area includes one (1)- and two (2)-story commercial structures and surface parking lots. All of these existing developments are within one block of the project site. The proposed project is designed in a modern style that would highlight architectural features that include articulations and balconies that break the plane of the front wall. The ground-floor commercial spaces extend up to the property line, while the residential floors above step back from the street, allowing space for common open space above the commercial tenant spaces. Portions of the building are also articulated on other building elevations.

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 two (2)-story building. However, all of the surrounding properties have surface parking, and are not developed to the full utilization of the land. Further, projects with similar maximum heights have been approved in the vicinity, most notably The Watermark, located to the southwest. As the permanent [Q] conditions allow for a height of 50 feet in the RAS4 zone, and the Community Plan envisioned more intensive development in this area, the project's height is compatible with the potential future development on the adjacent properties throughout the surrounding neighborhood.

Bulk/Massing

The proposed project would also be one of the widest structures on the block. The project has a frontage of approximately 311 feet on Reseda Boulevard. Other properties on the same block have much less frontage- the next largest spans across 200 feet. However, the project has broken up the original massing by separating the upper, residential stories into two (2) distinct masses by creating a passageway that separates the masses. These two masses are aligned with the smaller parcel assemblies on the block.

Building Materials

The proposed materials of stucco and stone are similar to other properties throughout the Reseda CBD. The proposed ground floor facade has a sophisticated, refined design that includes ample transparency for the ground-floor commercial spaces. The project utilizes naturally-colored, natural materials, including multiple types of wood siding, white stucco, and grey stone siding. This complimentary color pallet of varied materials creates visual interest and ties the commercial ground-floor spaces to the residential upper levels.

Entrances

The project provides clear entrances to the street-level commercial spaces along Reseda Boulevard. This is consistent with those of the surrounding neighborhood, which also open

to the street. The Reseda CBD CDO Permanent [Q] Conditions, Ordinance No. 176,558, prohibits residential uses on the ground floor level to a depth of 100 feet, as measured from the building frontage. As such, the project does not provide an entrance to the residential uses from Reseda Boulevard.

As proposed, the project provides a primary street-level entrance to the residential lobby and leasing office from the northerly 30-foot alley. The project also provides a secondary street-level entrance to the residential elevators from the southerly 20-foot alley. Further, the project is conditioned to utilize stamped materials for the alley surface, pedestrian scale lighting, and increased setbacks along the northerly property line. These conditions will ensure that the proposed project's residential entrances are prominent and visible from Reseda Boulevard, resulting in increased accessibility and visibility for residential users.

Setbacks

The project observes a 10-foot front yard setback. The proposed project is required to observe a minimum five (5)-foot front yard setback and proposes to expand the sidewalk in this area, as well as provide landscaping and streetscape amenities within this required dedication. The front-yard setback meets the LAMC requirements and is consistent with nearby properties, which are constructed with setbacks that range from zero (0) to 15 feet. The project also brings the existing property to a more urban setting by replacing the existing surface parking lots with residential units. The project observes five (5)-foot side and rear yard setbacks on the ground level, similar to other properties to the north and south and in conformance with LAMC requirements.

Parking

Unlike nearby properties, the project locates all parking within the building footprint in at grade areas (covered by residential units above and screened on all sides by building walls) and subterranean areas. This is compatible with future development as the nearby properties have surface parking on the under-developed lots.

Lighting

Lighting is illustrated on the project elevations. The project has been conditioned to install additional pedestrian-scale and 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 existing landscaping is minimal; properties in the vicinity also feature minimal landscaping. 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 trash collection spaces from Reseda Boulevard.

iii. 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 amenities for the residents of the project. The building centers on an open, landscaped courtyard. The project provides indoor amenity space on the second floor and exterior open spaces on the second and third floors, including pool, pool terrace, and community garden. The common open space is supplemented by private balconies connected to most apartment units. Further, the project

provides long-term and short-term bicycle parking to the north and south of the project. As such, the project provides recreational and service amenities to improve habitability for the residents and to minimize impacts on neighboring properties.

D. Community Design Review Plan Approval Findings, L.A.M.C. Sec. 13.08 E.3:

i. The project substantially complies with the adopted CDO Design Guidelines and Standards, as follows:

The project site is located within the Reseda Central Business District (“CBD”) Community Design Overlay District (“CDO”). The CDO establishes Design Guidelines and Standards for projects located on commercial properties. As detailed below, the proposed project’s design is consistent with relevant aspects of the CDO’s Design Guidelines and Standards (“Guidelines”).

The project complies with the provisions of *Guidelines 1-4: Parking* of the Design Guidelines, in that the project’s parking is integrated into the building footprint, and as such is also screened from view, as conditioned will be illuminated for safety purposes, and will be visible for autos to enter from Reseda Boulevard by appropriate wayfinding signs.

The project complies with the provisions of *Guideline 5: Pedestrian Walkways* of the Design Guidelines, in that direct pedestrian access will be provided to the building from Reseda Boulevard and the sidewalk will be more than 15 feet in width.

The project complies with *Guideline 7: Equipment Screening* of the Design Guidelines as mechanical equipment (ground level and roof level) has been conditioned to be screened from public view. As designed, the trash will be located in the garage, and not visible from the street. The loading dock is proposed to be accessed from the alley, and will be out of view from Reseda Boulevard.

As conditioned, the landscape plan will comply with the provisions of *Guideline 8: Landscaping* of the Design Guidelines as well as the River Improvement Overlay (RIO) by providing a detailed landscape and irrigation plan as conditioned, that will show the locations and type of plans, which will comply with the lists of plants from the RIO.

As conditioned, the project will comply with *Guidelines 10 & 11: Building Materials, Guidelines 12 & 13: Building Colors, Guidelines 14: Lighting* of the Design Guidelines, as the articulations will be emphasized through color and material, and the materials will not be metal, unfinished or unsurfaced concrete block walls, plywood, plastic laminate, pecky cedar, corrugated fiberglass, or heavily textured stucco. As conditioned the colors will comply with the quantity (no more than four [4]), and non-day-glow hues, and the exterior building elements will be painted to match. As shown in Exhibits B4 and B7, the overall building materials and color scheme will consist of primarily of brown, tan, grey, and white, with accenting stone material on the ground floor, with white-framed windows, and glass/metal railings. Additionally, the project has been conditioned to comply with lighting to illuminate pedestrian walkways, parking areas, and to integrate lighting fixtures with the proposed design.

As conditioned, the Project complies with the provisions of *Guidelines 16 - 18: Façade Treatment, Guideline 19: Windows, Guideline 20: Roof Forms, Guidelines 23 & 24: Awnings and Canopies* of the Design Guidelines, in that the plans for the building employ the use of visual breaks with store bays no more than 25 feet apart, and stairwell and balcony reliefs against the flat portions of the exterior building walls, as well as header beams over the ground floor door entrances. The ground-floor spaces will be pedestrian-

scaled, and, as conditioned, provide adequate visibility into the commercial space through a series of windows and a clear entry door. The upper residential floors maintain a similar aesthetic but are appropriately distinguished by color and material. In addition, adequate transparency through the use of windows is provided for the upper floor areas visible from the street.

As conditioned, the project complies with the provisions of *Guideline 21: Security Devices* in that conditions have been included to ensure that any future security features, such as grilles or gates, are installed respectfully to maintain an active and visible ground-floor frontage.

The proposed project has been conditioned to comply with the permanent [Q] conditions of Ordinance No 176,558, which aligns with the standards identified in *Guidelines 31 - 35: Signage* of the Design Guidelines. The Guidelines call for the uniform, orderly, and attractive identification of businesses within the Plan area. Future signage has been conditioned to a maximum of 623 square-feet of wall sign area for all combined wall signage, equal to two times the 311-foot and 10-inch lineal frontage of the building along Reseda Boulevard. To ensure a consistent signage theme for the building, any additional wall signs will be limited to the channel-letter sign type, and any signs to be installed along the rear of the building will be non-illuminated. The use of channel-letter signs, and appropriate sign lighting, will create orderly and attractive signage to complement the existing building design. The signage condition otherwise reinforces all other applicable standards of the Q Conditions, such as sign type, and prohibited signs.

As conditioned, the proposed project substantially complies with the guidelines and standards in the Reseda Central Business District CDO.

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

The project site is located on the east side of Reseda Boulevard not near any cultural, scenic, or environmental resource.

As described above and as depicted in the plans and elevations submitted with the application, the structures, site plan and landscaping are harmonious in scale and design with existing development and any cultural, scenic, or environmental resources adjacent to the site and in the vicinity.

D. CEQA Findings

The Deputy Advisory Agency found, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. ENV-2016-3546-MND, adopted on October 5, 2017; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

The public hearing was held at the Marvin Braude Constituent Service Center on September 26, 2017. The public hearing was attended by the applicant's representative and owner, the Council District Deputy, and several neighbors. A total of nine (9) people were in attendance.

Communications Received

Sixteen letters in support of the proposed project were received prior to the completion of this recommendation report, including one letter in support from the West Valley – Warner Center Chamber of Commerce. No letters in opposition to the proposed project were received prior to the completion of this recommendation report.

Summary of Public Hearing Testimony and Communications

The applicant's representative discussed how the project conforms to the general plan and Reseda CBD CDO design guidelines. The representative also discussed that the project has been reviewed by the Planning and Land Use Management Committee and Full Reseda Neighborhood Council, with requested changes to parking and design incorporated in to a redesigned project.

An individual representing the adjacent Valley Vineyard Christian Fellowship Church to the south stated that the project will bring more people to the Reseda community. The individual also expressed concerns about parking in the proposed project in relation to the quantity of spaces available and the potential that residents could use the church surface parking lot. The individual had other concerns related to access along the southerly alley, which is used by the public to access the church's surface parking lot. According to the Church's representative, an average of 900 individuals enter and exit using this alley throughout the day on each typical Sunday. Adding additional automobiles to this alley could be a potential safety issue.

The applicant's representative discussed that access to commercial parking and loading areas is from the northerly alley and will not conflict with access to the church's parking areas. According to the applicant's representative the 30-foot alley features enough space to allow a truck to stage while two-way traffic is preserved. The peak trips for the residential uses will also not conflict with the access needs of the church on weekends.

Exhibit A1

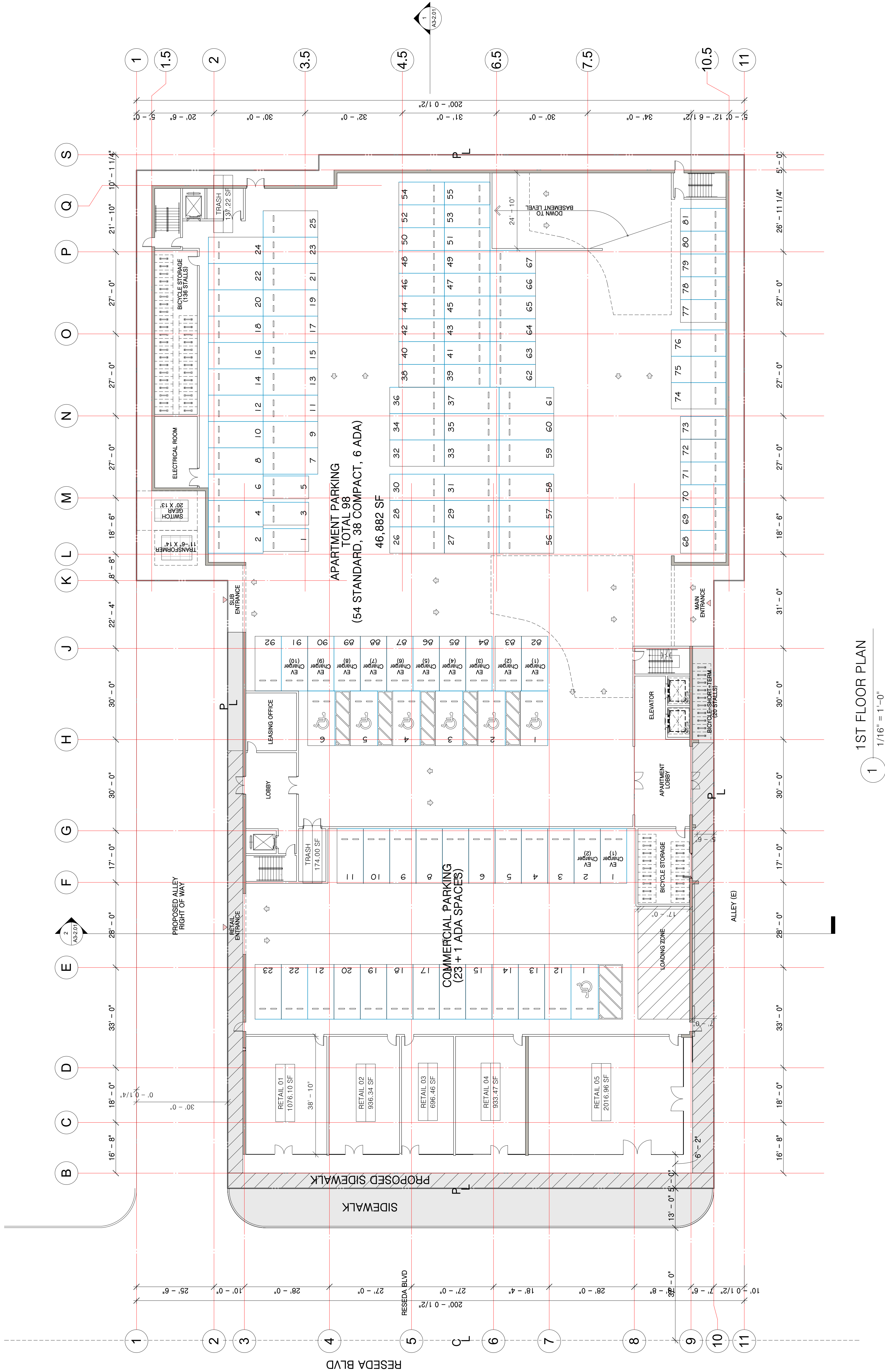
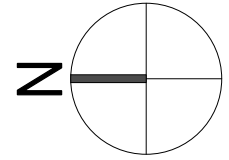
Proposed Project Data Sheet

Exhibit A2

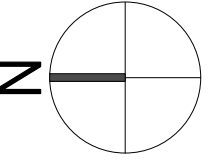
Site Plan

Exhibit A3

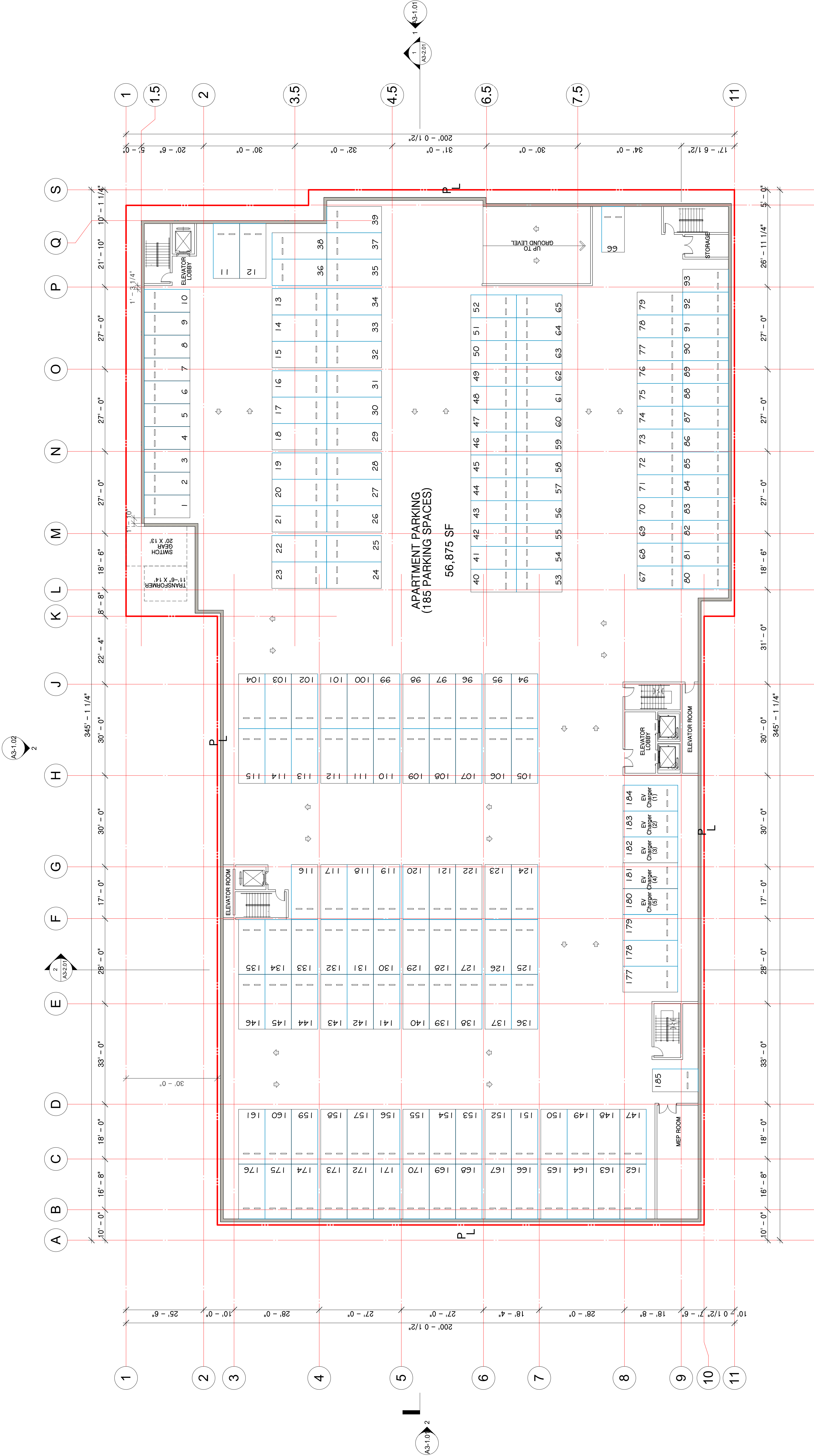
Floor Plans

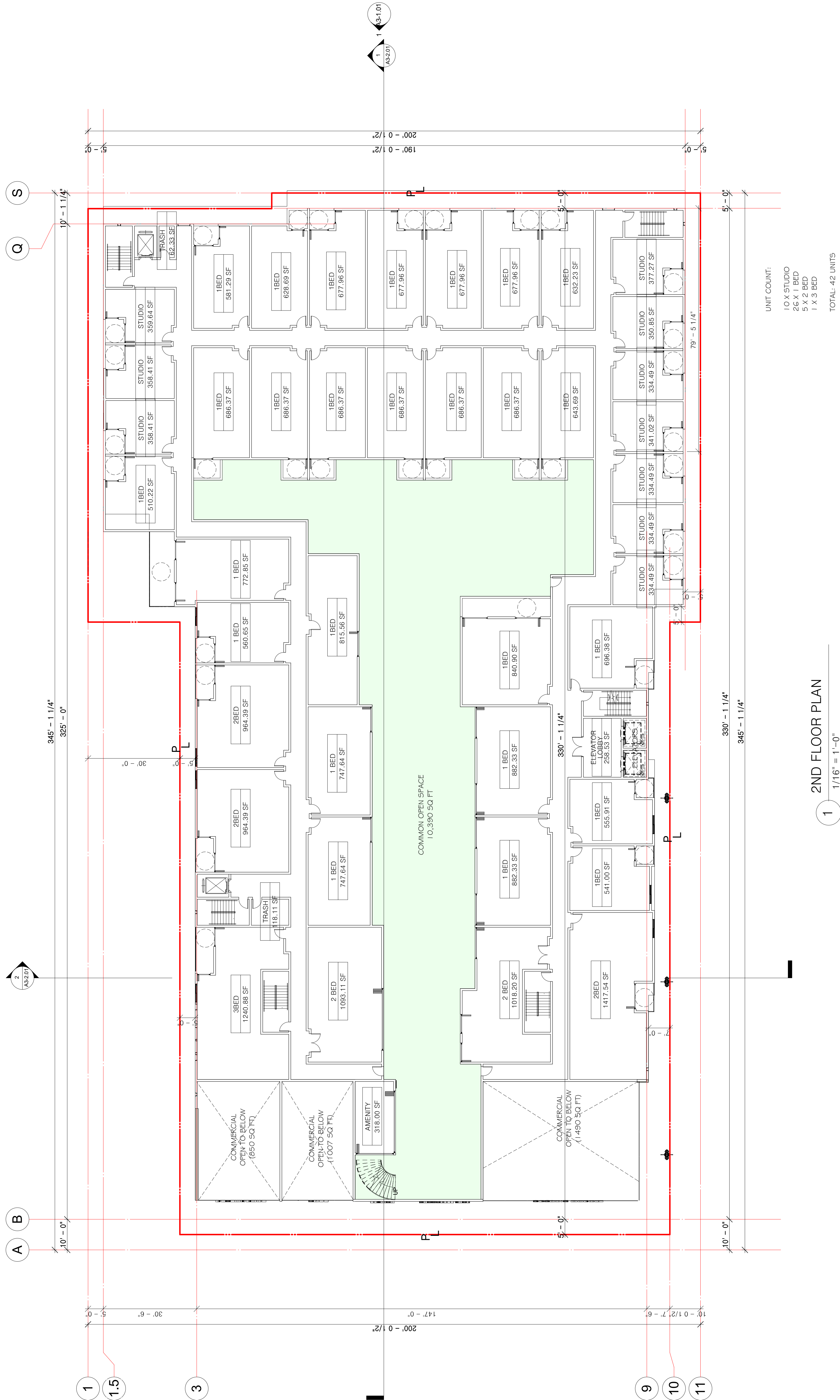


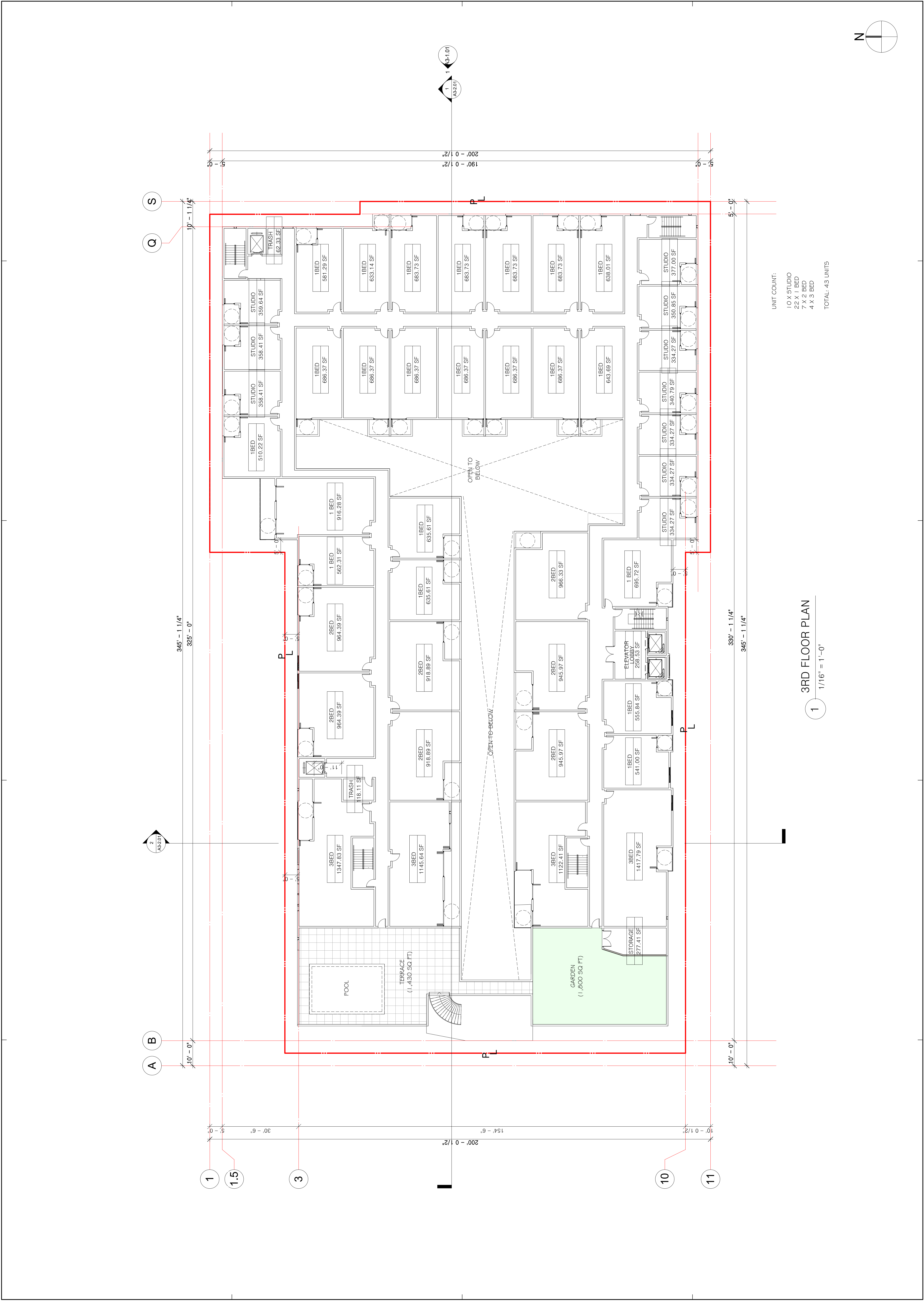
1 1ST FLOOR PLAN
1/16" = 1'-0"

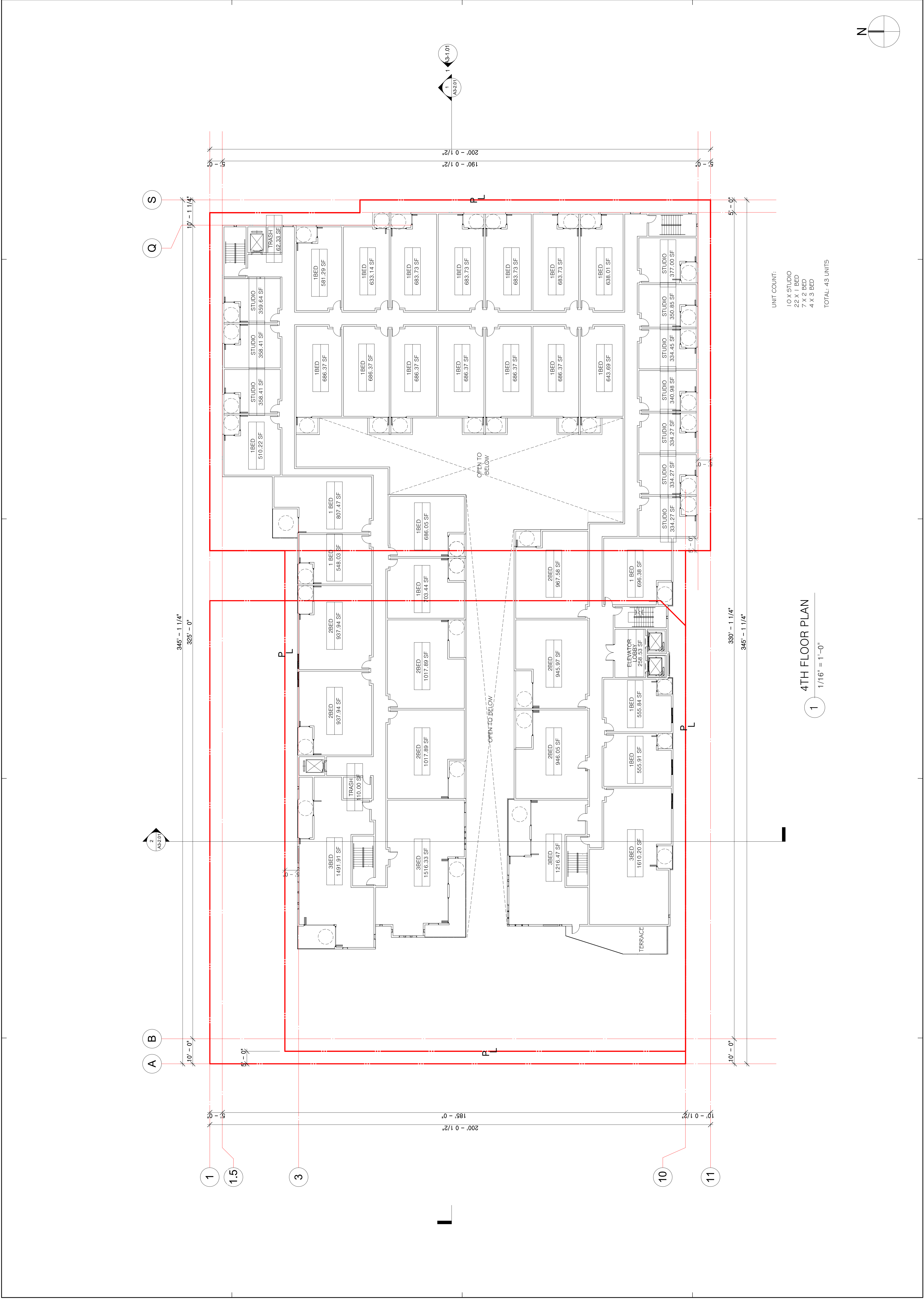


1 BASEMENT FLOOR PLAN
1/16" = 1'-0"



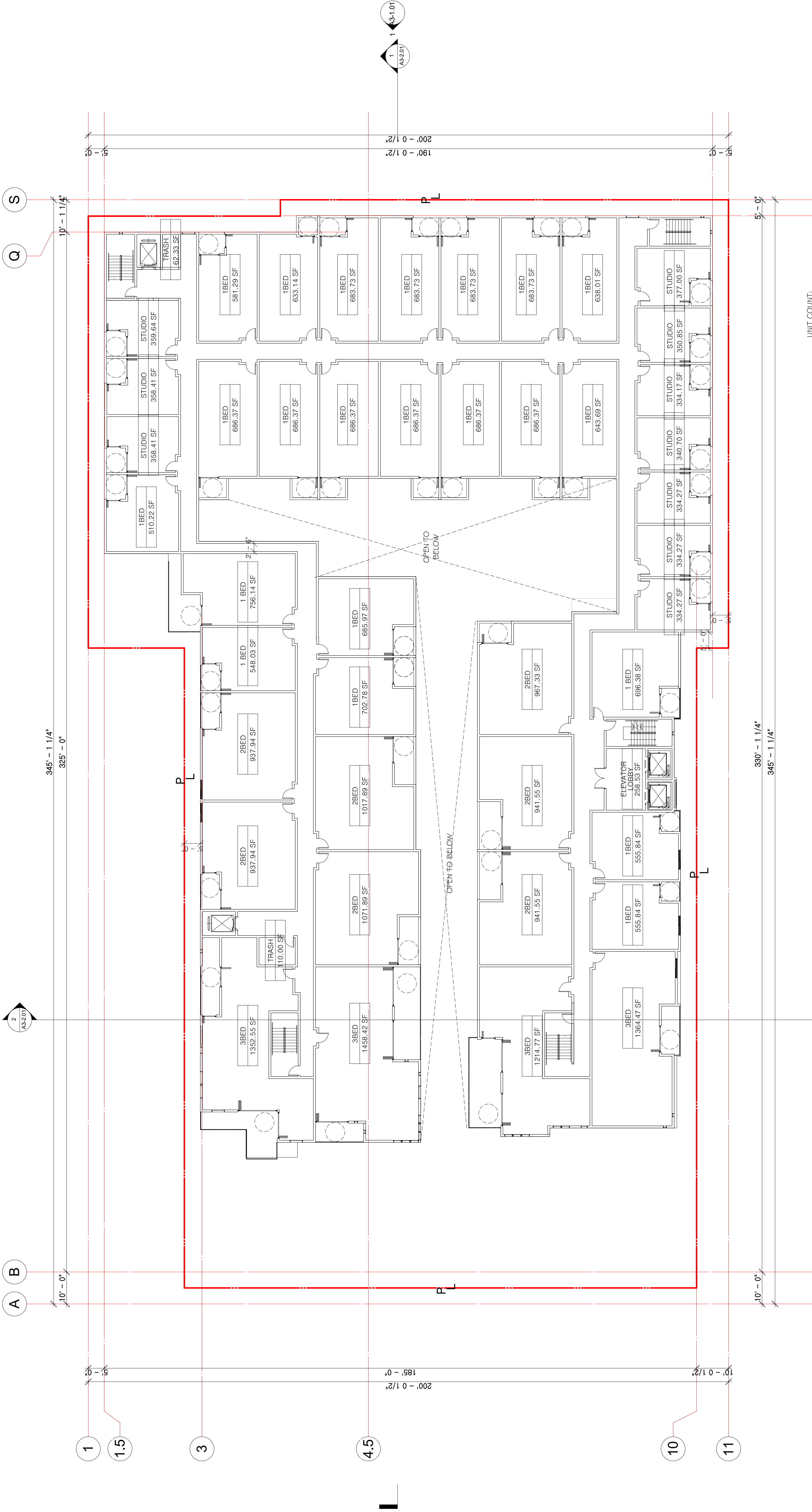






UNIT COUNT:
10 X STUDIO
22 X 1 BED
7 X 2 BED
4 X 3 BED
TOTAL: 43 UNITS

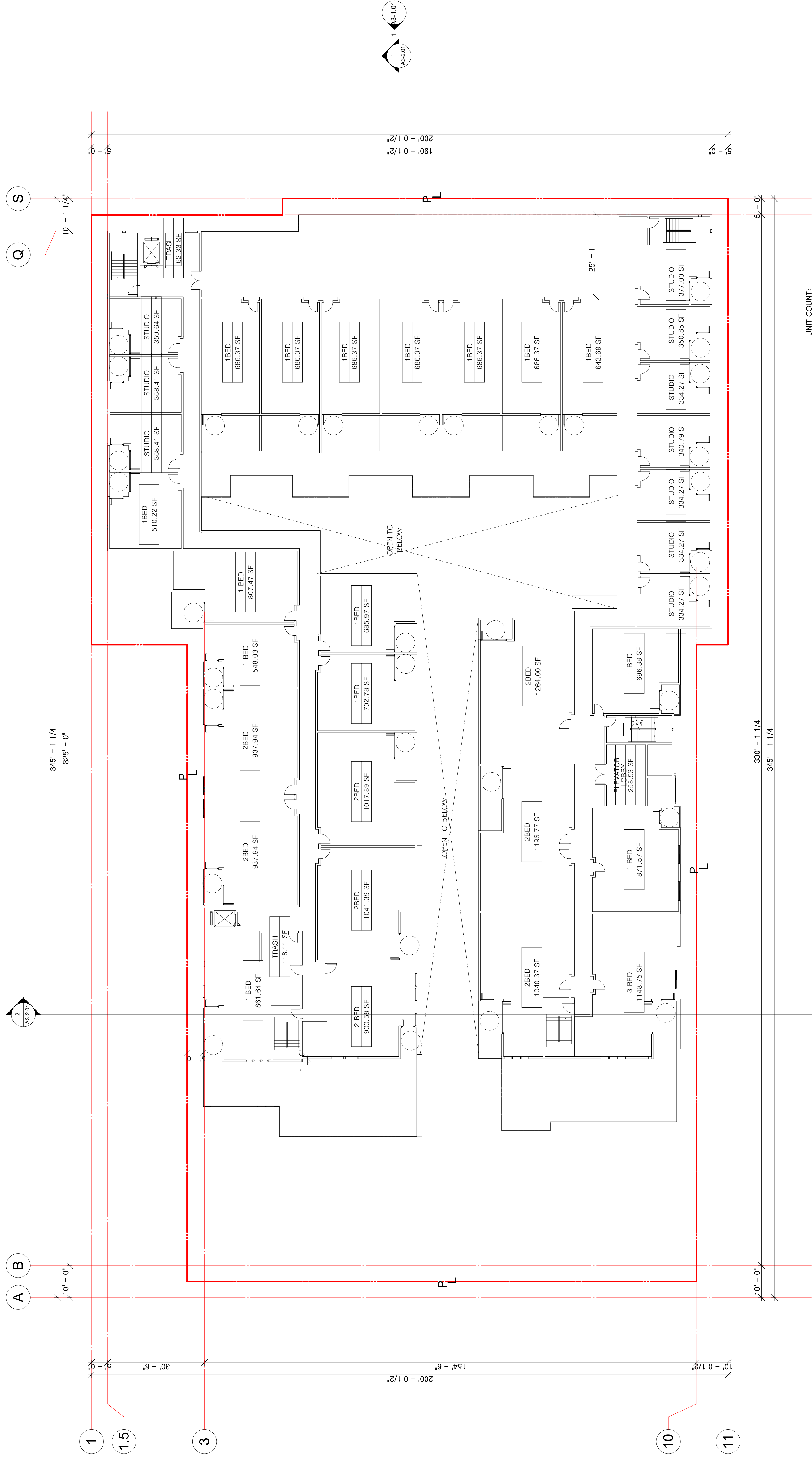
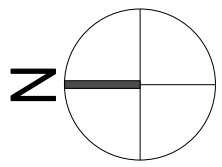
1 4TH FLOOR PLAN
1/16" = 1'-0"



UNIT COUNT:
10 X STUDIO
22 X 1 BED
7 X 2 BED
4 X 3 BED
TOTAL: 43 UNITS

5TH FLOOR PLAN

1 1/16" = 1'-0"



TOTAL: 34 UNITS

6TH FLOOR PLAN

UNIT COUNT:
10 X STUDIO
15 X 1 BED
8 X 2 BED
1 X 3 BED

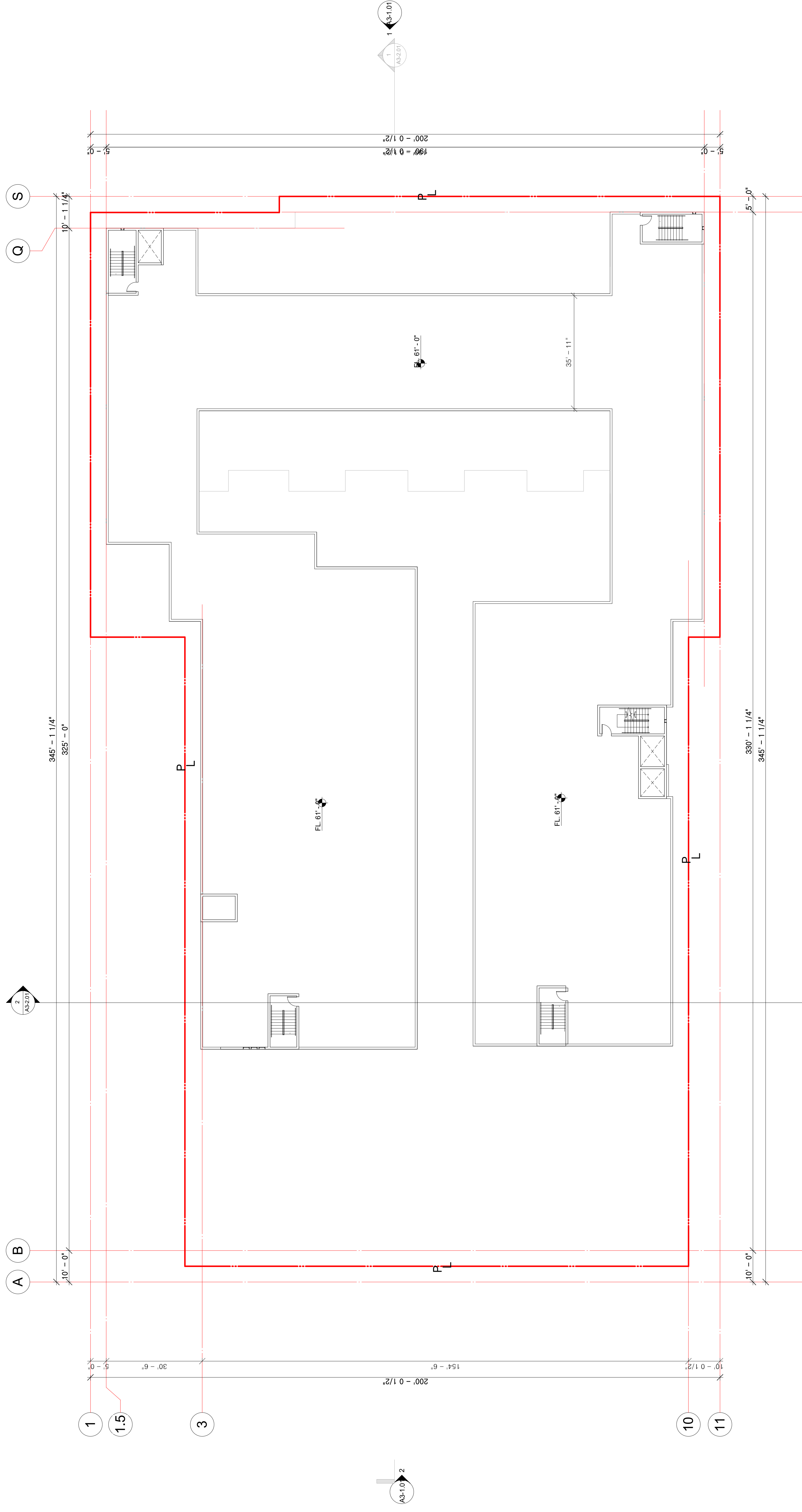


Exhibit A4

Building Elevations

MATERIAL LEGEND



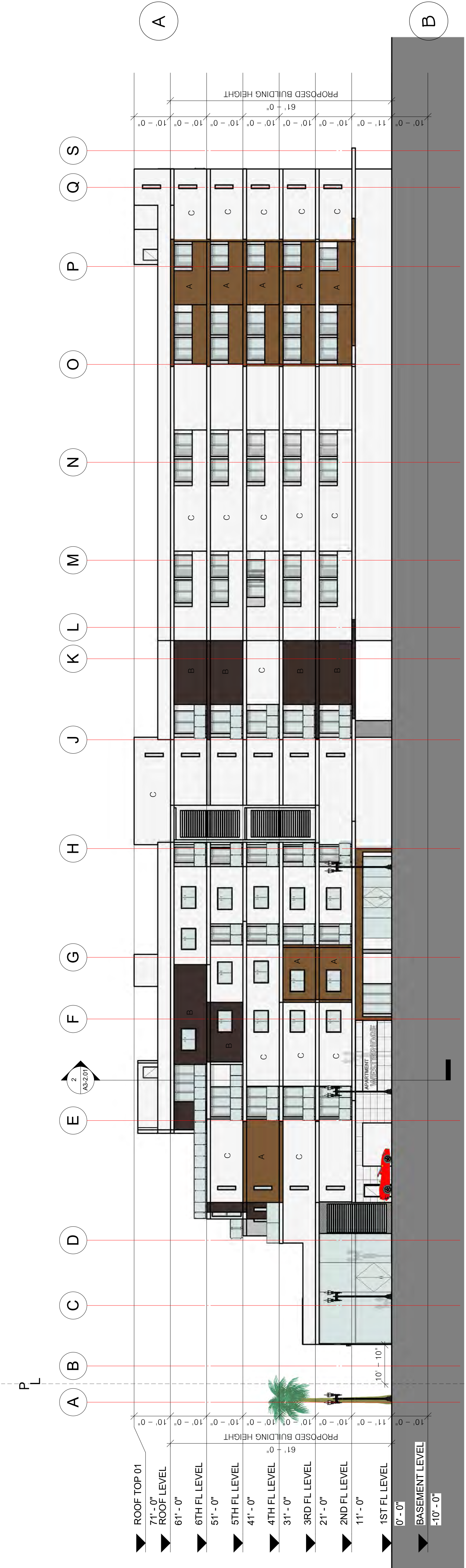
PRODEMA WOOD
FACADE PANELS
IN 'RUSTIK' COLOR
FINISH CONCEALED
FASTENERS



COCO-WOOD
FACADE PANELS
IN MULTI COLOR
FINISH SUSTAINABLY
SOURCED CONCEALED
FASTENERS

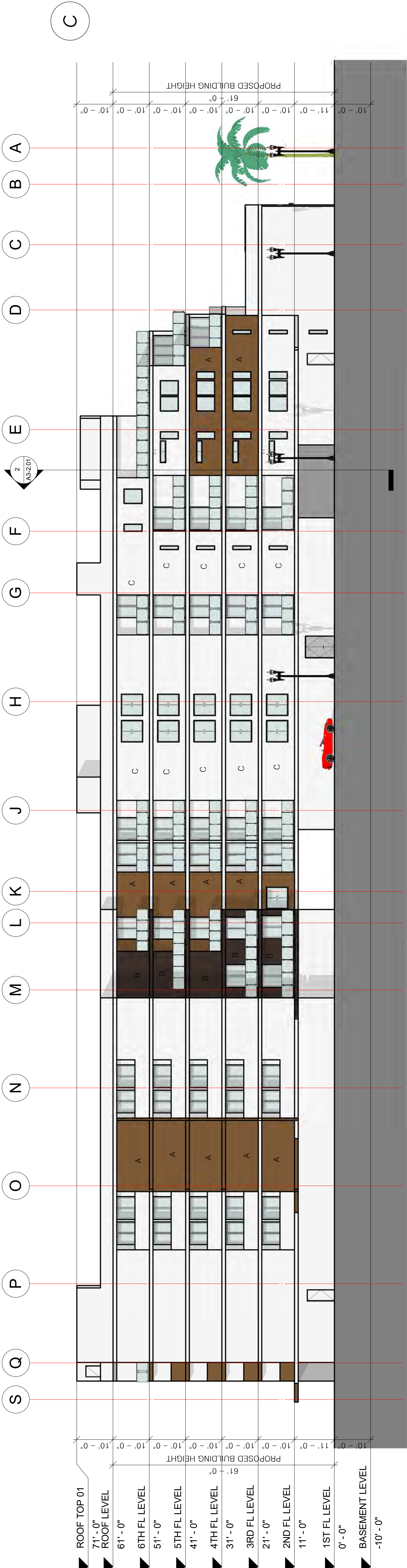


GLACIER WHITE
STUCCO IN SANTA
BARBARA SMOOTH
FINISH



1 SOUTH ELEVATION

1/16" = 1'-0"

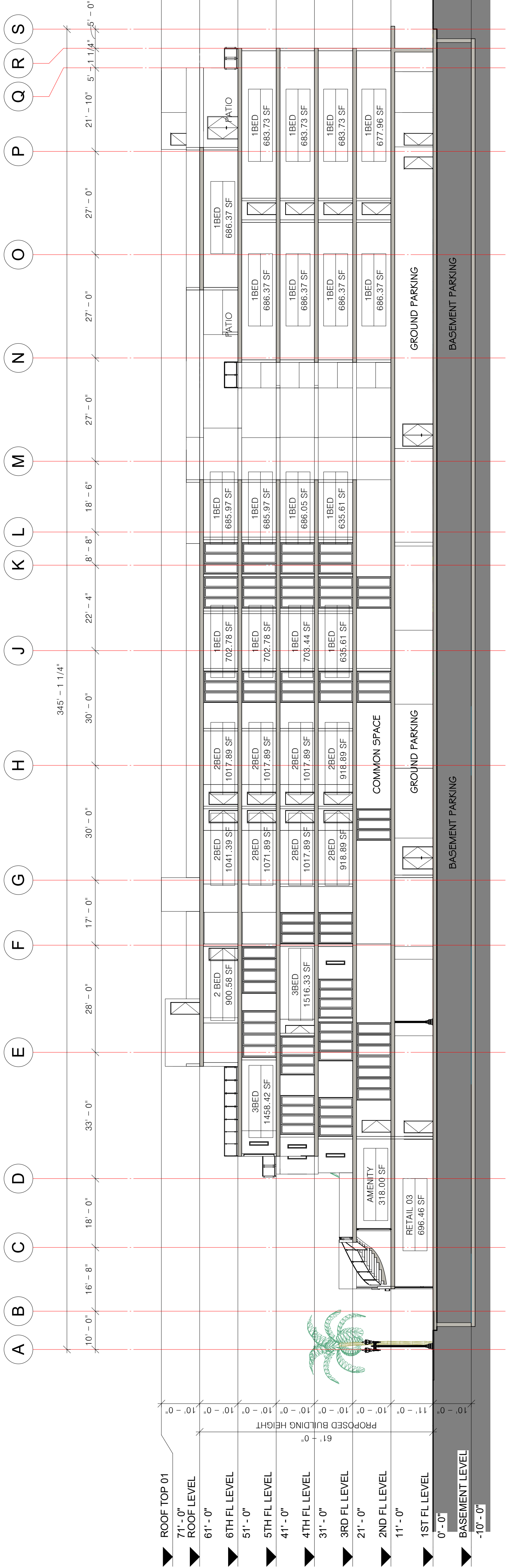


2 NORTH ELEVATION

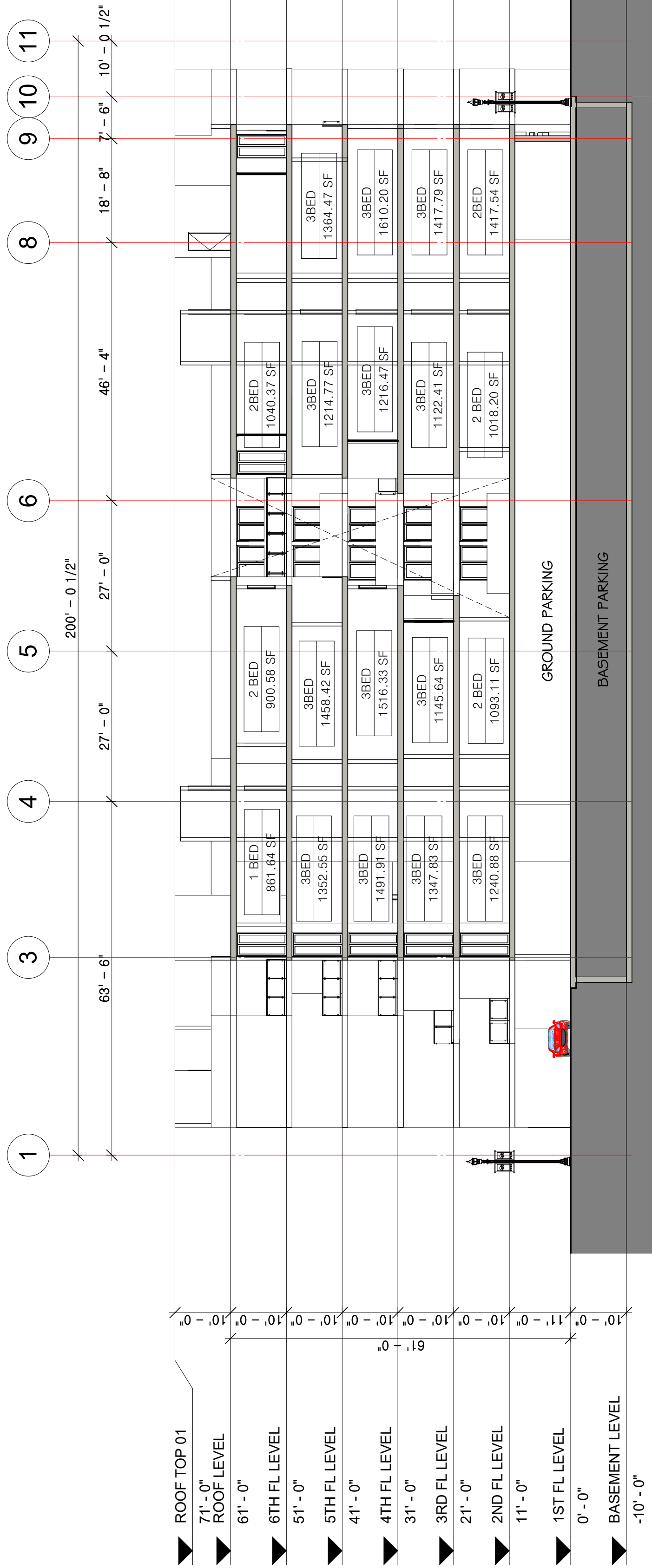
1/16" = 1'-0"

Exhibit A5

Building Sections



BUILDING SECTION 01
1/16" = 1'-0"



BUILDING SECTION 02
1/16" = 1'-0"

Exhibit A6

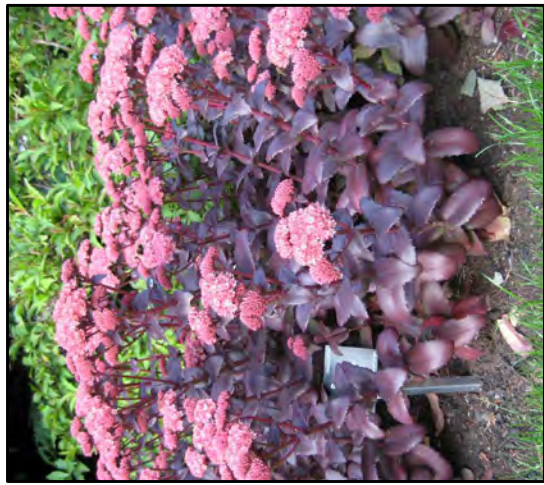
Landscape Plan



Juncus patens / Ca. Grey Rush



Muhlenbergia rigens / Deer Grass



Sedum 'Purple Emperor'



Table



Chair

SHRUBS AND GROUND COVER LEGEND

| SYML | BOTANICAL NAME | COMMON NAME | SIZE | QTY. | REMARKS | WUCOLS | PLANT TYPE |
|------|----------------|---------------|-------|------|---------|---------|------------|
| | * Street Tree | Per City req. | 5-gal | 12 | | low 0.3 | Native |

SHRUBS AND GROUND COVER LEGEND

| SYML | BOTANICAL NAME | COMMON NAME | SIZE | QTY. | REMARKS | WUCOLS | PLANT TYPE |
|------|------------------------|---------------|-------|-------|---------|---------|------------|
| ○ | * Juncus patens | Ca. Grey Rush | 5-gal | 12 | | low 0.3 | Native |
| ○ | * Muhlenbergia rigens | Deer Grass | 5-gal | 17 | | low 0.3 | Native |
| ▨ | Sedum 'Purple Emperor' | | 1-gal | 24"oc | | low 0.3 | Watershed |

* Points claimed

| Landscape Form items | | |
|----------------------|-----------------------|-------|
| Item | Model | Color |
| Table | Cheep Chic square top | Steel |
| Chairs | Catena | Steel |

tel: 800.521.2546

New automatic irrigation system to be installed in all planting areas



ASLA
Yael Lir Landscape Architects
1010 Sycamore Ave. Suite 313
South Pasadena, CA 91030
Tel 323.258.5222
Fax 323.258.5333
yael@yaelir.com

205 UNIT MIXED USE PROJECT
6670-6648 RESEDA BLVD.
RESEDA, CA 91335

RESEDA BLVD.

○ Exist. street tree to remain

Remove Existing street tree and plant new ones in tree wells according to Street Tree Division per City standards.

New street tree per City req. typ.

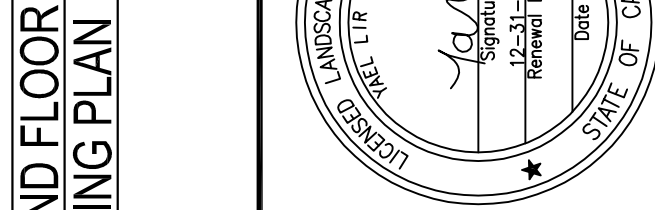
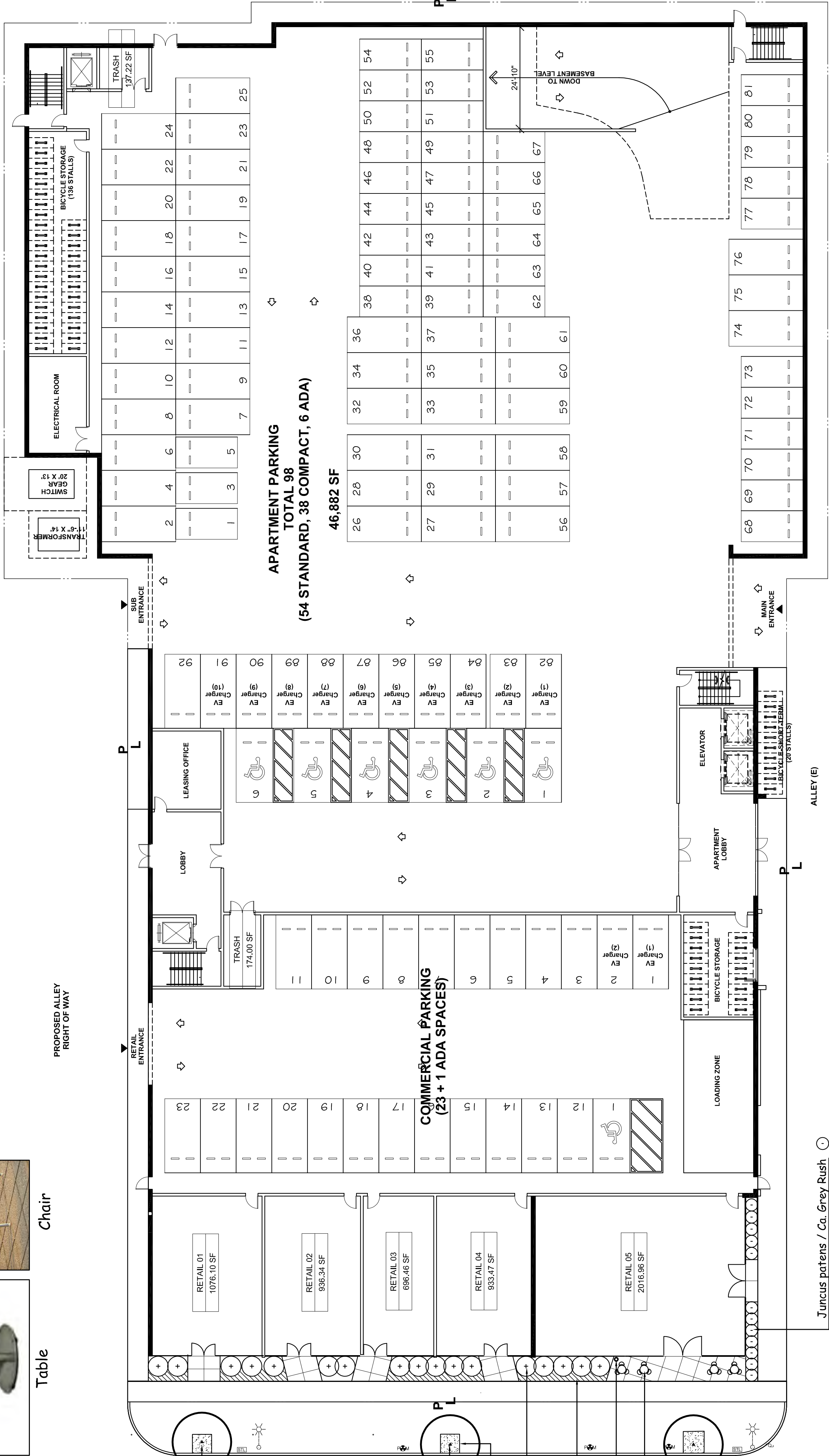
Tree well per City Standards typ.

+ Muhlenbergia rigens / Deer Grass

▨ Sedum 'Purple Emperor'

Trash receptacle

Table and chairs typ.



DATE: JUNE 24, 2015
SCALE: 1/16" = 1'-0"
JOB NUMBER: 185416
DRAWN BY:



Table



Chair



Trash



Olea europea / Olive



Laurus nobilis / Sweet Bay



Canex divulsa /
Berkeley Sedge



Achillea m. 'Summer Pastel' /
Common Yarrow



Euphorbia characias



Mimulus a. 'Telly Bean Orange' /
Telly Bean Orange Monkey



Rhiphiolepis
umbellata



Heuchera maxima /
Island Alum Root



Strelitzia juncea /
Narrow-leaved
Bird of Paradise



Juncus patens /
Ca. Grey Rush

TREE LEGEND

| SYML | BOTANICAL NAME | COMMON NAME | SIZE | QTY. | REMARKS | WUCOLS | PLANT TYPE |
|------|------------------|-------------|--------|------|---------------------|---------|------------|
| ☉ | * Laurus nobilis | Sweet Bay | 15-gal | 36 | low branching hedge | low 0.3 | Watershed |
| ☉ | * Olea europea | Olive | 24"box | 7 | fruitless | low 0.3 | Watershed |

SHRUBS AND GROUND COVER LEGEND

| SYML | BOTANICAL NAME | COMMON NAME | SIZE | QTY. | REMARKS | WUCOLS | PLANT TYPE |
|------|--------------------------------|---------------------------------|-------|-------|---------|---------|------------|
| ☉ | Achillea m. 'Summer Pastel' | Common Yarrow | 1-gal | 10"oc | | low 0.3 | Watershed |
| ☉ | Canex divulsa | Berkeley Sedge | 5-gal | 24"oc | | low 0.3 | Native |
| ☉ | * Euphorbia characias | | 5-gal | 18 | | low 0.3 | Watershed |
| ☉ | Heuchera maxima | Island Alum Root | 5-gal | 24"oc | | low 0.3 | Native |
| ☉ | * Juncus patens | Ca. Grey Rush | 5-gal | 18 | | low 0.3 | Native |
| ☉ | Mimulus a. 'Telly Bean Orange' | Telly Bean Orange Monkey Flower | 5-gal | 24"oc | | low 0.3 | Native |
| ☉ | * Rhiphiolepis umbellata | | 5-gal | 44 | | low 0.3 | Watershed |
| ☉ | * Strelitzia juncea | Narrow-leaved Bird of Paradise | 5-gal | 5 | | low 0.3 | Watershed |

* Plants claimed

| Landscape Form Items | | | Color |
|----------------------|-----------------------|--|--------|
| Item | Model | | |
| Table | Cheap Chic square top | | Steel |
| Chairs | Catena | | Steel |
| Lounge | Chill | | Orange |
| Trash | Panc Vue | | Steel |

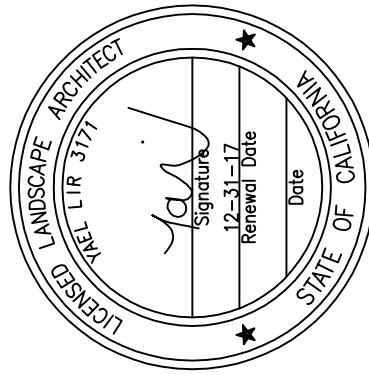
tel: 800.521.2546



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RESEDA, CA 91335

SECOND FLOOR
PLANTING PLAN



DATE: JUNE 24, 2015
SCALE: 1/16" = 1'-0"
JOB NUMBER: 185416
DRAWN BY:



Acacia stenophylla / Shoestring acacia



Cercidium 'Desert Museum' / Palo Verde



Ceanothus griseus h. 'Yankee Point' / Wild Lilac



Cistus p. 'Sunset' Magenta Rockrose



Mimulus a. 'Jelly Bean Orange' / Jelly Bean Orange Monkey



Carex divulsa / Berkeley Sedge



Juncus patens / Ca. Grey Rush



Lounge chair



Table



Trash



Chair

Lounge chair typ.

24" ht. planter typ.

Mimulus a. 'Jelly Bean Orange' / Jelly Bean Orange Monkey Flower
18" ht. planter typ.

Ceanothus griseus h. 'Yankee Point' / Wild Lilac

Carex divulsa / Berkeley Sedge

18" ht. planter

24" ht. planter

Strelitzia juncea / Narrow-leafed Bird of Paradise

Acacia stenophylla / Shoestring acacia

36" ht. planter

Carex divulsa / Berkeley Sedge
18"x18" seat wall typ.

Juncus patens / Ca. Grey Rush

TREE LEGEND

| SYML | BOTANICAL NAME | COMMON NAME | SIZE | QTY. | REMARKS | WUCOLS | PLANT TYPE |
|------|---------------------------|-------------------|--------|------|---------|---------|------------|
| ● | Acacia stenophylla | Shoestring acacia | 24"box | 8 | | low 0.3 | Watershed |
| ⊗ | Cercidium 'Desert Museum' | Palo Verde | 24"box | 2 | | low 0.3 | Watershed |

SHRUBS AND GROUND COVER LEGEND

| SYML | BOTANICAL NAME | COMMON NAME | SIZE | QTY. | REMARKS | WUCOLS | PLANT TYPE |
|------|-------------------------------------|---------------------------------|-------|-------|---------|---------|------------|
| ▨ | Carex divulsa | Berkeley Sedge | 5-gal | 24"oc | | low 0.3 | Native |
| ▩ | Ceanothus griseus h. 'Yankee Point' | Wild Lilac | 5-gal | 36"oc | | low 0.3 | Native |
| ● | Cistus p. 'Sunset' | Magenta Rockrose | 5-gal | 5 | | low 0.3 | Native |
| ⊗ | Juncus patens | Ca. Grey Rush | 5-gal | 26 | | low 0.3 | Native |
| ⊙ | Mimulus a. 'Jelly Bean Orange' | Jelly Bean Orange Monkey Flower | 5-gal | 24"oc | | low 0.3 | Native |
| ⊙ | Strelitzia juncea | Narrow-leafed Bird of Paradise | 5-gal | 5 | | low 0.3 | Native |

* Points claimed

| Landscape Form items | | |
|----------------------|-----------------------|--------|
| Item | Model | Color |
| Table | Cheap Chic square top | Steel |
| Chairs | Catena | Steel |
| Lounge | Chilli | Orange |
| Trash | Panc Vue | Steel |

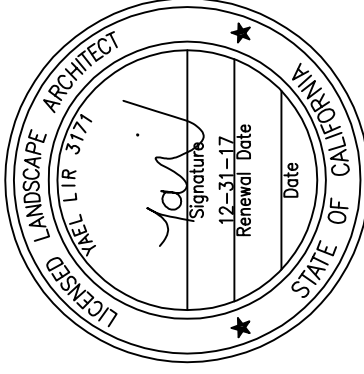
tel: 800.521.2546



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yael@yaelir.com

205 UNIT MIXED USE PROJECT
6670-6648 RESEDA BLVD.
RESEDA, CA 91335

THIRD FLOOR
PLANTING PLAN



DATE: JUNE 24, 2015
SCALE: 1/16" = 1'-0"
JOB NUMBER: 185416
DRAWN BY:

Exhibit A7

Project Renderings

WESTBRIDGE

PROJECT ADDRESS : 6648 – 6670 RESEDA BLVD, RESEDA, CA 91335

REVISION

TCS

- architecture
- engineering
- planning
- land-use consultation

1125 West 6th Street Suite 205, Los Angeles, California 90017
Tel. 213. 537. 0158
admin@thecodesolution.com



WESTBRIDGE

PROJECT ADDRESS : 6648 – 6670 RESEDA BLVD, RESEDA, CA 91335

REVISION

1125 West 6th Street Suite 205, Los Angeles, California 90017
Tel. 213. 537. 0158
admin@thecodesolution.com

TCS

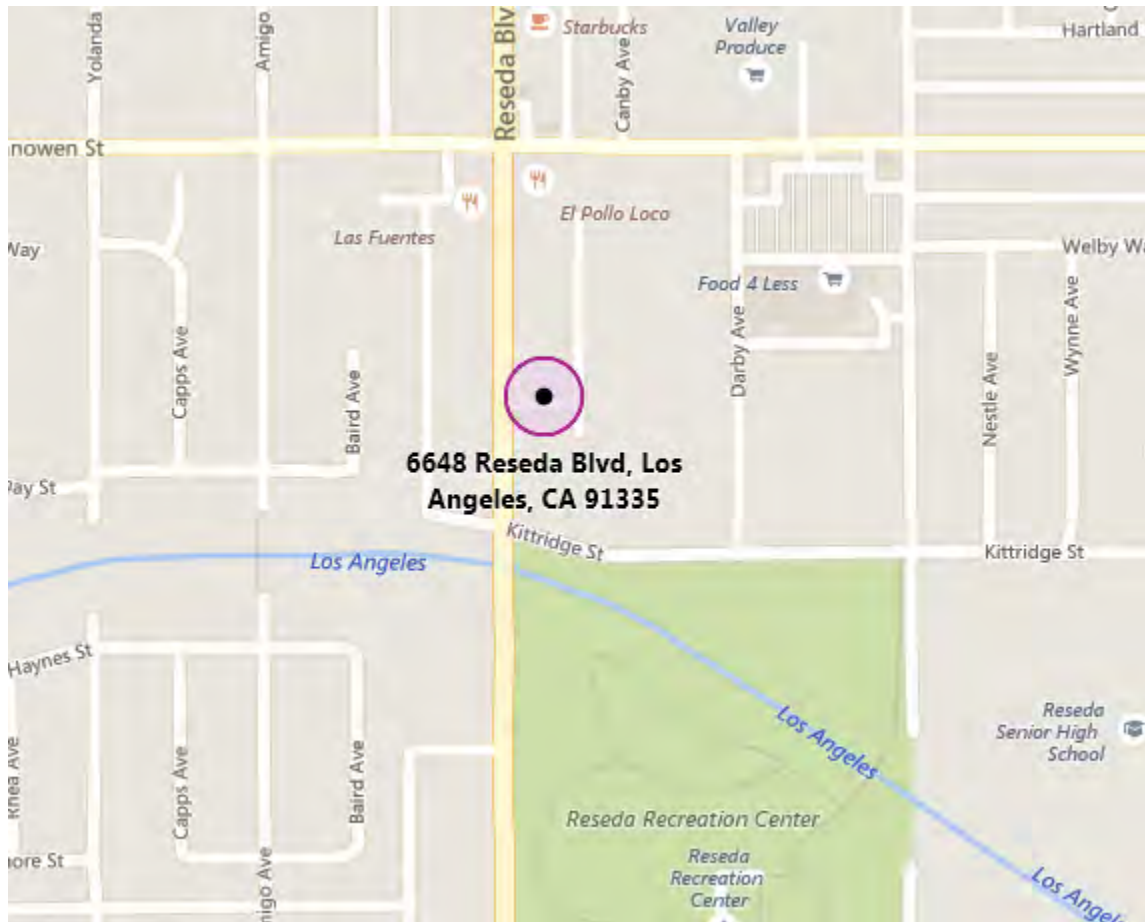
- architecture
- engineering
- planning
- land-use consultation



Exhibit B1

Vicinity, Radius, and Aerial Maps

Vicinity Map



Address: 6648-6470 RESEDA BLVD., RESEDA



16-302

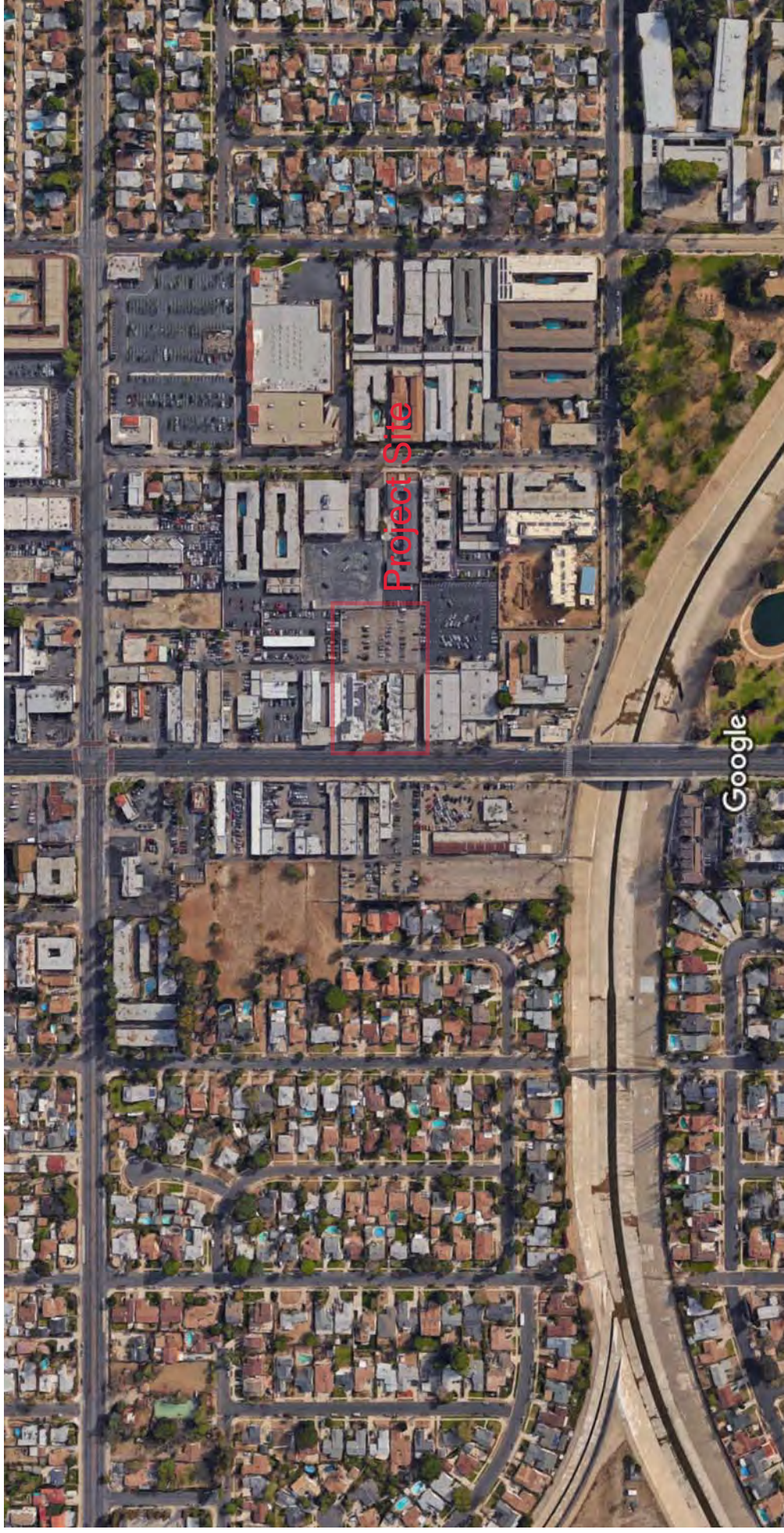


Exhibit B2

ZIMAS Parcel Profile Report



City of Los Angeles Department of City Planning

10/13/2017 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

6648 N RESEDA BLVD

ZIP CODES

91335

RECENT ACTIVITY

APCSV-2016-3545-ZC-DB-SPR-CDO

CASE NUMBERS

CPC-2016-3545-ZC-DB-SPR-CDO

CPC-2008-3125-CA

CPC-2007-3036-RIO

CPC-2002-1263-CDO-ZC-MS

CPC-1996-131-PA

CPC-1988-275-SP-ICO

CPC-1986-251-GPC

CPC-11708

ORD-70925

ORD-183145

ORD-183144

ORD-176619

ORD-176558

ORD-176557

ORD-171941

ORD-169649

ORD-162925

ORD-119865

VTT-74423

ENV-2016-3546-MND

ENV-2007-3037-ND

Address/Legal Information

| | |
|------------------------------|--------------------|
| PIN Number | 180B125 283 |
| Lot/Parcel Area (Calculated) | 5,499.8 (sq ft) |
| Thomas Brothers Grid | PAGE 530 - GRID J6 |
| Assessor Parcel No. (APN) | 2125013007 |
| Tract | TR 19363 |
| Map Reference | M B 505-18/20 |
| Block | None |
| Lot | 6 |
| Arb (Lot Cut Reference) | 1 |
| Map Sheet | 180B125 |

Jurisdictional Information

| | |
|--------------------------|------------------------|
| Community Plan Area | Reseda - West Van Nuys |
| Area Planning Commission | South Valley |
| Neighborhood Council | Reseda |
| Council District | CD 3 - Bob Blumenfield |
| Census Tract # | 1327.00 |
| LADBS District Office | Van Nuys |

Planning and Zoning Information

| | |
|---|--|
| Special Notes | None |
| Zoning | [Q]C2-1VL-CDO-RIO |
| Zoning Information (ZI) | ZI-2358 River Improvement Overlay District ZI-2339 Reseda Central Business District |
| General Plan Land Use | General Commercial |
| General Plan Footnote(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 | Reseda Central Business District |
| 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 | Reseda Central Business District |
| Adaptive Reuse Incentive Area | None |
| Ellis Act Property | No |
| Rent Stabilization Ordinance (RSO) | No |
| Transit Oriented Communities (TOC) | Tier 1 |

| | |
|---|---|
| CRA - Community Redevelopment Agency | None |
| Central City Parking | No |
| Downtown Parking | No |
| Building Line | None |
| 500 Ft School Zone | Active: Magnolia Science Academy 7 |
| 500 Ft Park Zone | No |
| Assessor Information | |
| Assessor Parcel No. (APN) | 2125013007 |
| Ownership (Assessor) | |
| Owner1 | 6648 RESEDA LLC |
| Address | 0 PO BOX 16572 BEVERLY HILLS CA 90209 |
| Ownership (Bureau of Engineering, Land Records) | |
| Owner | SHENASSSA, KOUROSE |
| Address | 1717 MALCOLM AVE #301 LOS ANGELES CA 90024 |
| APN Area (Co. Public Works)* | 0.126 (ac) |
| Use Code | 3100 - Industrial - Light Manufacturing - One Story |
| Assessed Land Val. | \$572,220 |
| Assessed Improvement Val. | \$509,796 |
| Last Owner Change | 06/16/2016 |
| Last Sale Amount | \$6,000,060 |
| Tax Rate Area | 8852 |
| Deed Ref No. (City Clerk) | 221100 |
| | 1-389 |
| | 0-600 |
| Building 1 | |
| Year Built | 1954 |
| Building Class | C5C |
| Number of Units | 0 |
| Number of Bedrooms | 0 |
| Number of Bathrooms | 0 |
| Building Square Footage | 5,160.0 (sq ft) |
| Building 2 | No data for building 2 |
| Building 3 | No data for building 3 |
| Building 4 | No data for building 4 |
| Building 5 | No data for building 5 |
| Additional Information | |
| Airport Hazard | 250' Height Limit Above Elevation 790 |
| Coastal Zone | None |
| Farmland | Urban and Built-up Land |
| 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) | 11.33094 |

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.

| | |
|--------------------------------------|---------------------------|
| Nearest Fault (Name) | Northridge |
| Region | Los Angeles Blind Thrusts |
| Fault Type | B |
| Slip Rate (mm/year) | 1.50000000 |
| Slip Geometry | Reverse |
| Slip Type | Poorly Constrained |
| Down Dip Width (km) | 22.00000000 |
| Rupture Top | 5.00000000 |
| Rupture Bottom | 20.00000000 |
| Dip Angle (degrees) | 42.00000000 |
| Maximum Magnitude | 7.00000000 |
| 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 | West Valley |
| Reporting District | 1035 |

Fire Information

| | |
|-----------------------------|--------|
| Bureau | Valley |
| Batallion | 17 |
| District / Fire Station | 73 |
| Red Flag Restricted Parking | No |

CASE SUMMARIES

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

| | |
|--------------------------|--|
| Case Number: | CPC-2016-3545-ZC-DB-SPR-CDO |
| Required Action(s): | CDO-COMMUNITY DESIGN OVERLAY DISTRICT DB-DENSITY BONUS SPR-SITE PLAN REVIEW ZC-ZONE CHANGE |
| Project Descriptions(s): | ZONE CHANGE, DENSITY BONUS, SITE PLAN REVIEW, AND COMMUNITY DESIGN OVERLAY REVIEW FOR A MIXED USE PROJECT OF 205 UNITS, 18 RESTRICTED TO VERY LOW INCOME, 181,893 SF OF FLOOR AREA, MAX HT. 61 FEET, 5,932 SF GROUND FLOOR COMMERCIAL, 307 AUTOMOBILE PARKING SPACES, 29,250 SF OPEN SPACE. |
| Case Number: | CPC-2008-3125-CA |
| Required Action(s): | CA-CODE AMENDMENT |
| Project Descriptions(s): | Data Not Available |
| Case Number: | CPC-2007-3036-RIO |
| Required Action(s): | RIO-RIVER IMPROVEMENT OVERLAY DISTRICT |
| Project Descriptions(s): | THE ESTABLISHMENT OF AN ORDINANCE THAT FACILITATES DEVELOPMENT WITHIN THE LA-RIO BOUNDARIES TO ENHANCE THE WATERSHED, URBAN DESIGN AND MOBILITY OF THE AREA. THESE BOUNDARIES ARE ADJACENT TO, NOT INSIDE, THE LOS ANGELES RIVER ON LAND ALREADY ZONED FOR DEVELOPMENT. |
| Case Number: | CPC-2002-1263-CDO-ZC-MSD |
| Required Action(s): | CDO-COMMUNITY DESIGN OVERLAY DISTRICT MSD-MISCELLANEOUS (POLICIES, GUIDELINES, RESOLUTIONS, ETC.) ZC-ZONE CHANGE |
| Project Descriptions(s): | REVIEW AND POTENTIAL REPEAL OF THE RESEDA CENTRAL BUSINESS DISTRICT (CBD) SPECIFIC PLAN AND PERMANENT QUALIFIED [Q] CONDITIONS, A COMMUNITY DESIGN OVERLAY DISTRICT (CDO) & STREETSCAPE PLAN TO BE INITIATED IN ITS PLACE. |
| Case Number: | CPC-1996-131-PA |
| Required Action(s): | Data Not Available |
| Project Descriptions(s): | AMENDMENT TO THE RESEDA CENTRAL BUSINESS DISTRICT SPECIFIC PLAN TO PERMIT SHARED PARKING FOR COMMERCIAL USES; EXEMPTION FROM PARKING INCREASE REQUIREMENTS FOR REFURBISHMENT OF BUILDINGS; AND SMALLER LANDSCAPED BUFFERS FOR PARKING LOTS ADJACENT TO RESIDENTIALLY ZONED PROPERTIES |
| Case Number: | CPC-1988-275-SP-ICO |
| Required Action(s): | SP-SPECIFIC PLAN (INCLUDING AMENDMENTS) ICO-INTERIM CONTROL ORDINANCE |
| Project Descriptions(s): | Data Not Available |
| Case Number: | CPC-1986-251-GPC |
| Required Action(s): | GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283) |
| Project Descriptions(s): | AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - RESEDA 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. JOHN PARKER |
| Case Number: | VTT-74423 |
| Required Action(s): | Data Not Available |
| Project Descriptions(s): | ZONE CHANGE, DENSITY BONUS, SITE PLAN REVIEW, AND COMMUNITY DESIGN OVERLAY REVIEW FOR A MIXED USE PROJECT OF 205 UNITS, 18 RESTRICTED TO VERY LOW INCOME, 181,893 SF OF FLOOR AREA, MAX HT. 61 FEET, 5,932 SF GROUND FLOOR COMMERCIAL, 307 AUTOMOBILE PARKING SPACES, 29,250 SF OPEN SPACE. |
| Case Number: | ENV-2016-3546-MND |
| Required Action(s): | MND-MITIGATED NEGATIVE DECLARATION |
| Project Descriptions(s): | ZONE CHANGE, DENSITY BONUS, SITE PLAN REVIEW, AND COMMUNITY DESIGN OVERLAY REVIEW FOR A MIXED USE PROJECT OF 205 UNITS, 18 RESTRICTED TO VERY LOW INCOME, 181,893 SF OF FLOOR AREA, MAX HT. 61 FEET, 5,932 SF GROUND FLOOR COMMERCIAL, 307 AUTOMOBILE PARKING SPACES, 29,250 SF OPEN SPACE. |
| Case Number: | ENV-2007-3037-ND |
| Required Action(s): | ND-NEGATIVE DECLARATION |
| Project Descriptions(s): | THE ESTABLISHMENT OF AN ORDINANCE THAT FACILITATES DEVELOPMENT WITHIN THE LA-RIO BOUNDARIES TO ENHANCE THE WATERSHED, URBAN DESIGN AND MOBILITY OF THE AREA. THESE BOUNDARIES ARE ADJACENT TO, NOT INSIDE, THE LOS ANGELES RIVER ON LAND ALREADY ZONED FOR DEVELOPMENT. |

DATA NOT AVAILABLE

CPC-11708

ORD-70925

ORD-183145

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ORD-183144
ORD-176619
ORD-176558
ORD-176557
ORD-171941
ORD-169649
ORD-162925
ORD-119865



Address: 6648 N RESEDA BLVD

Tract: TR 19363

Zoning: [Q]C2-1VL-CDO-RIO

APN: 2125013007

Block: None

General Plan: General Commercial

PIN #: 180B125 283

Lot: 6

Arb: 1



LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5
- CR, C1, C1.5, C2, C4, C5, CW, ADP, LASED, CEC, USC, PVSP, PPSP
- CM, MR, WC, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial - Mixed High Residential
- Regional Center Commercial

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)

- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

| | | |
|--|--|--|
|  Alternative Youth Hostel (Proposed) |  Horticultural Center |  Public Elementary School |
|  Animal Shelter |  Hospital |  Public Elementary School (Proposed) |
|  Area Library |  Hospital (Proposed) |  Public Golf Course |
|  Area Library (Proposed) | HW House of Worship |  Public Golf Course (Proposed) |
|  Bridge | e Important Ecological Area |  Public Housing |
|  Campground |  Important Ecological Area (Proposed) |  Public Housing (Proposed Expansion) |
|  Campground (Proposed) |  Interpretive Center (Proposed) |  Public Junior High School |
|  Cemetery |  Junior College |  Public Junior High School (Proposed) |
| HW Church |  MTA / Metrolink Station |  Public Middle School |
|  City Hall |  MTA Station |  Public Senior High School |
|  Community Center |  MTA Stop |  Public Senior High School (Proposed) |
|  Community Library | MWD MWD Headquarters |  Pumping Station |
|  Community Library (Proposed Expansion) |  Maintenance Yard |  Pumping Station (Proposed) |
|  Community Library (Proposed) |  Municipal Office Building |  Refuse Collection Center |
|  Community Park | P Municipal Parking lot |  Regional Library |
|  Community Park (Proposed Expansion) |  Neighborhood Park |  Regional Library (Proposed Expansion) |
|  Community Park (Proposed) |  Neighborhood Park (Proposed Expansion) |  Regional Library (Proposed) |
|  Community Transit Center |  Neighborhood Park (Proposed) |  Regional Park |
|  Convalescent Hospital |  Oil Collection Center |  Regional Park (Proposed) |
|  Correctional Facility |  Parking Enforcement | RPD Residential Plan Development |
|  Cultural / Historic Site (Proposed) |  Police Headquarters |  Scenic View Site |
|  Cultural / Historical Site |  Police Station |  Scenic View Site (Proposed) |
|  Cultural Arts Center |  Police Station (Proposed Expansion) |  School District Headquarters |
| DMV DMV Office |  Police Station (Proposed) |  School Unspecified Loc/Type (Proposed) |
| DWP DWP |  Police Training site |  Skill Center |
|  DWP Pumping Station | PO Post Office |  Social Services |
|  Equestrian Center |  Power Distribution Station |  Special Feature |
|  Fire Department Headquarters |  Power Distribution Station (Proposed) |  Special Recreation (a) |
|  Fire Station |  Power Receiving Station |  Special School Facility |
|  Fire Station (Proposed Expansion) |  Power Receiving Station (Proposed) |  Special School Facility (Proposed) |
|  Fire Station (Proposed) | C Private College |  Steam Plant |
|  Fire Supply & Maintenance | E Private Elementary School |  Surface Mining |
|  Fire Training Site |  Private Golf Course |  Trail & Assembly Area |
|  Fireboat Station |  Private Golf Course (Proposed) |  Trail & Assembly Area (Proposed) |
|  Health Center / Medical Facility | JH Private Junior High School | UTL Utility Yard |
|  Helistop | PS Private Pre-School |  Water Tank Reservoir |
|  Historic Monument |  Private Recreation & Cultural Facility |  Wildlife Migration Corridor |
|  Historical / Cultural Monument | SH Private Senior High School |  Wildlife Preserve Gate |
|  Horsekeeping Area | SF Private Special School | |
|  Horsekeeping Area (Proposed) |  Public Elementary (Proposed Expansion) | |

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- | | | |
|----------------------|----------------------------------|--------------------------|
| Aquatic Facilities | Other Facilities | Opportunity School |
| Beaches | Park / Recreation Centers | Charter School |
| Child Care Centers | Parks | Elementary School |
| Golf Course | Performing / Visual Arts Centers | Span School |
| Historic Sites | Recreation Centers | Special Education School |
| Horticulture/Gardens | Senior Citizen Centers | High School |
| Skate Parks | | Middle School |

COASTAL ZONE

- Coastal Zone Commission Authority
- Calvo Exclusion Area
- Not in Coastal Zone
- Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

LAMC SECTION 85.02 (VEHICLE DWELLING)

- No vehicle dwelling anytime
- No vehicle dwelling overnight between 9:00 PM - 6:00 AM. Must comply with all posted parking restrictions
- Vehicle dwelling allowed. Must comply with all posted parking restrictions

OTHER SYMBOLS

- | | | |
|------------------------|-----------------------|-------------------------------------|
| Lot Line | Airport Hazard Zone | Flood Zone |
| Tract Line | Census Tract | Hazardous Waste |
| Lot Cut | Coastal Zone | High Wind Zone |
| Easement | Council District | Hillside Grading |
| Zone Boundary | LADBS District Office | Historic Preservation Overlay Zone |
| Building Line | Downtown Parking | Specific Plan Area |
| Lot Split | Fault Zone | Very High Fire Hazard Severity Zone |
| Community Driveway | Fire District No. 1 | Oil Wells |
| Lot Ties | Tract Map | |
| Building Outlines 2014 | Parcel Map | |
| Building Outlines 2008 | | |

Exhibit B3

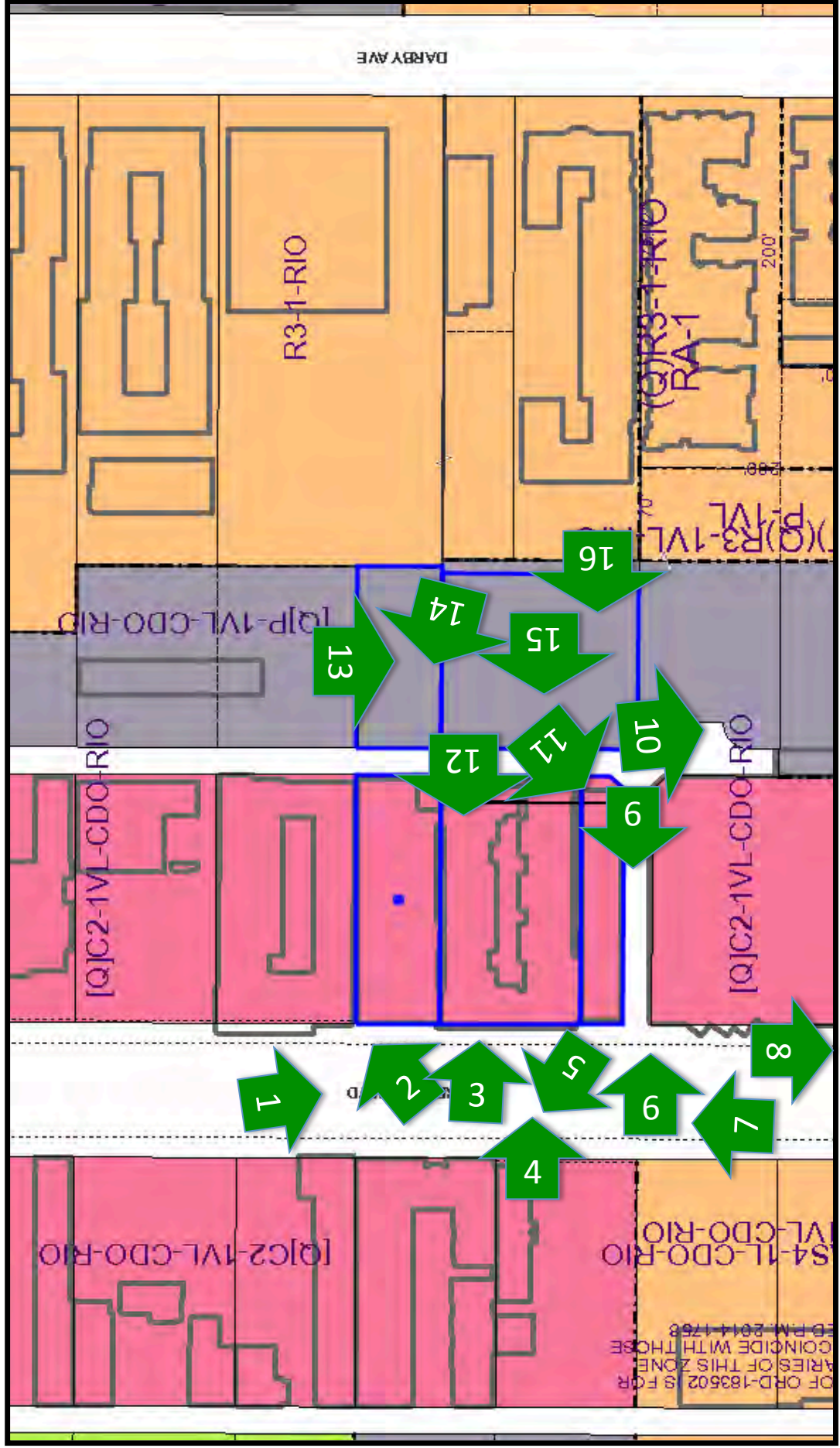
Site Images

SITE PHOTOS

Westbridge

6648-6670 Reseda Boulevard

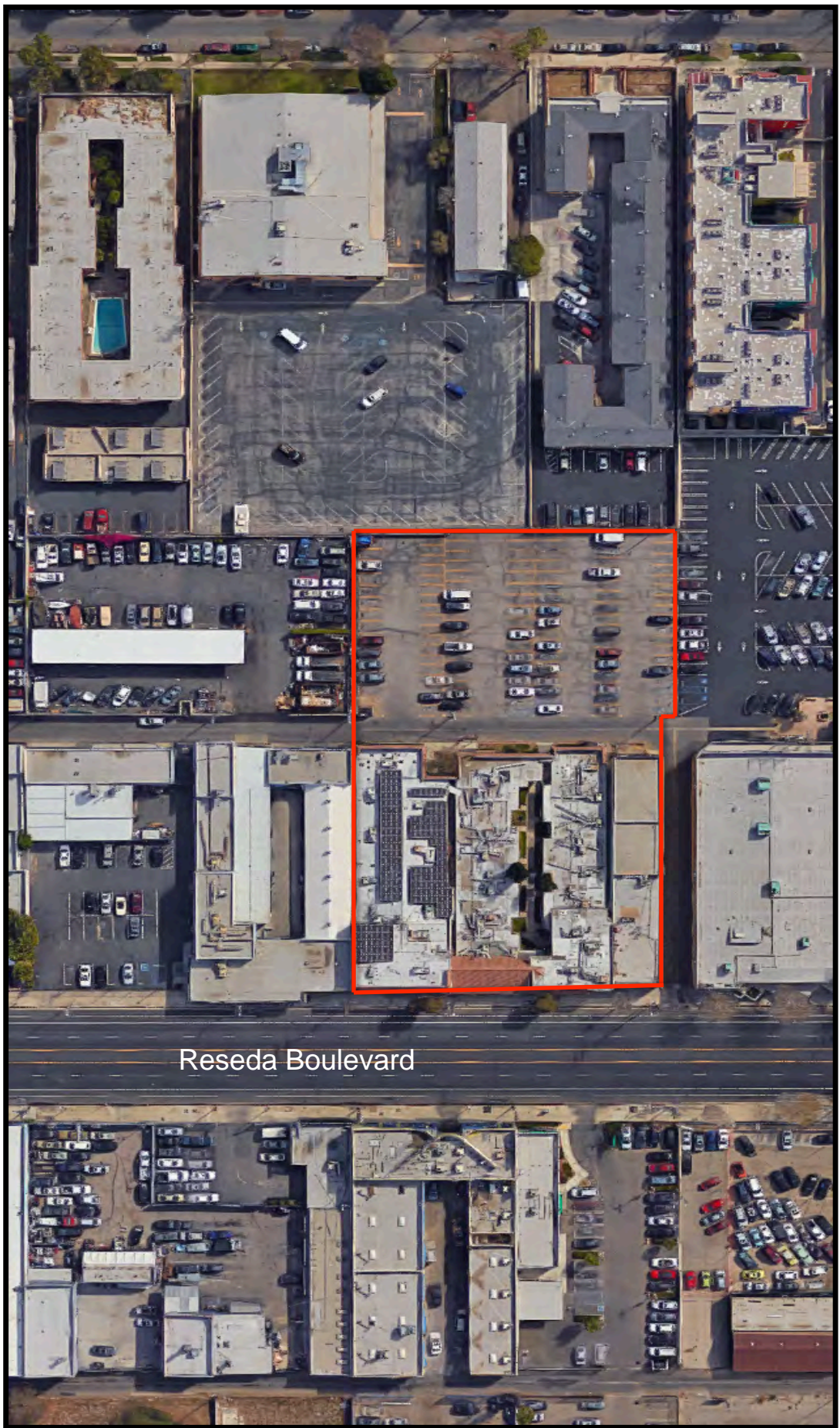
Los Angeles, CA 91335



AERIAL PHOTO

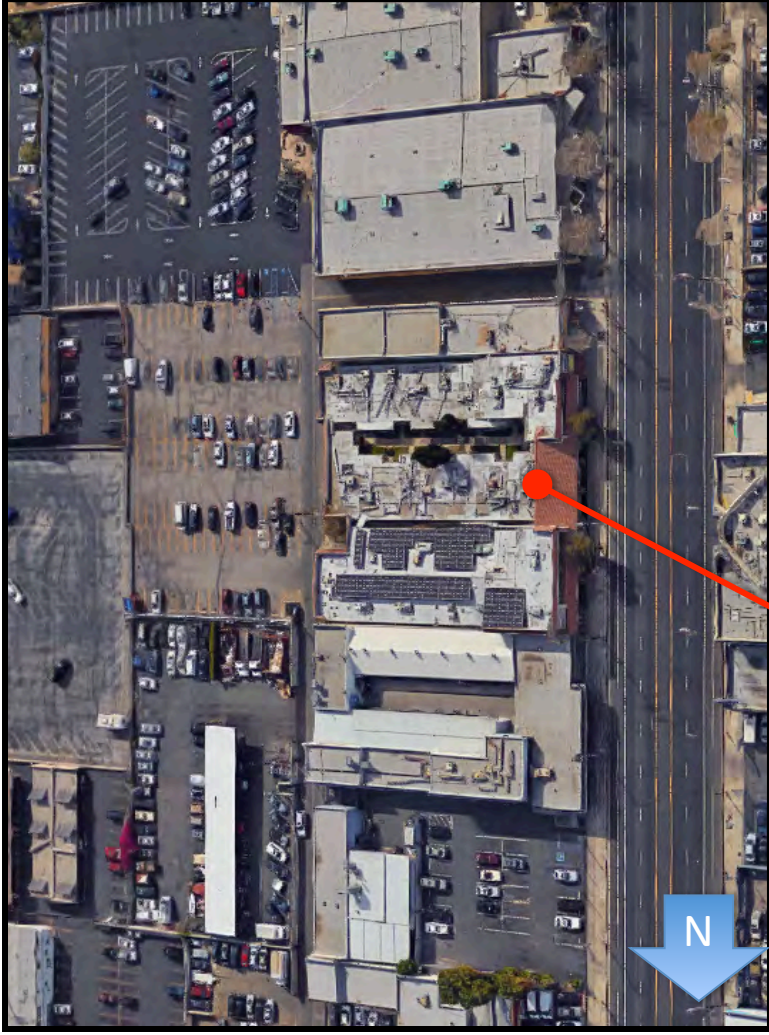
Westbridge

6648-6670 Reseda Boulevard
Los Angeles, CA 91335

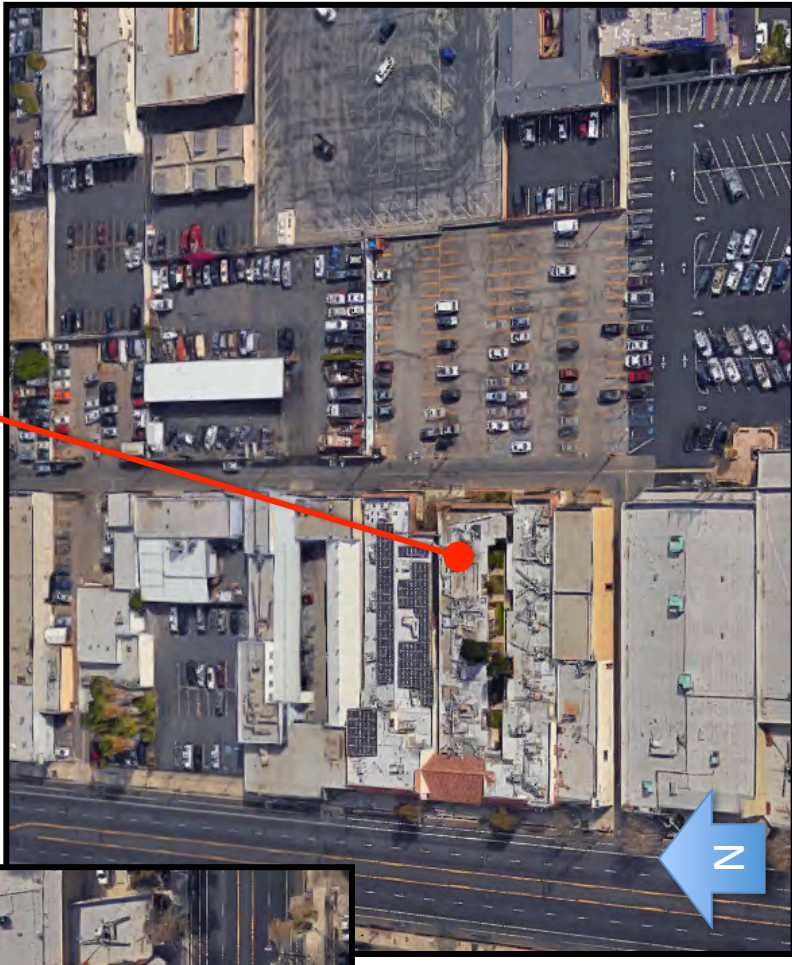


Reseda Boulevard

BIRDSEYE PHOTO
Westbridge
6648-6670 Reseda Boulevard
Los Angeles, CA 90014



Project Site



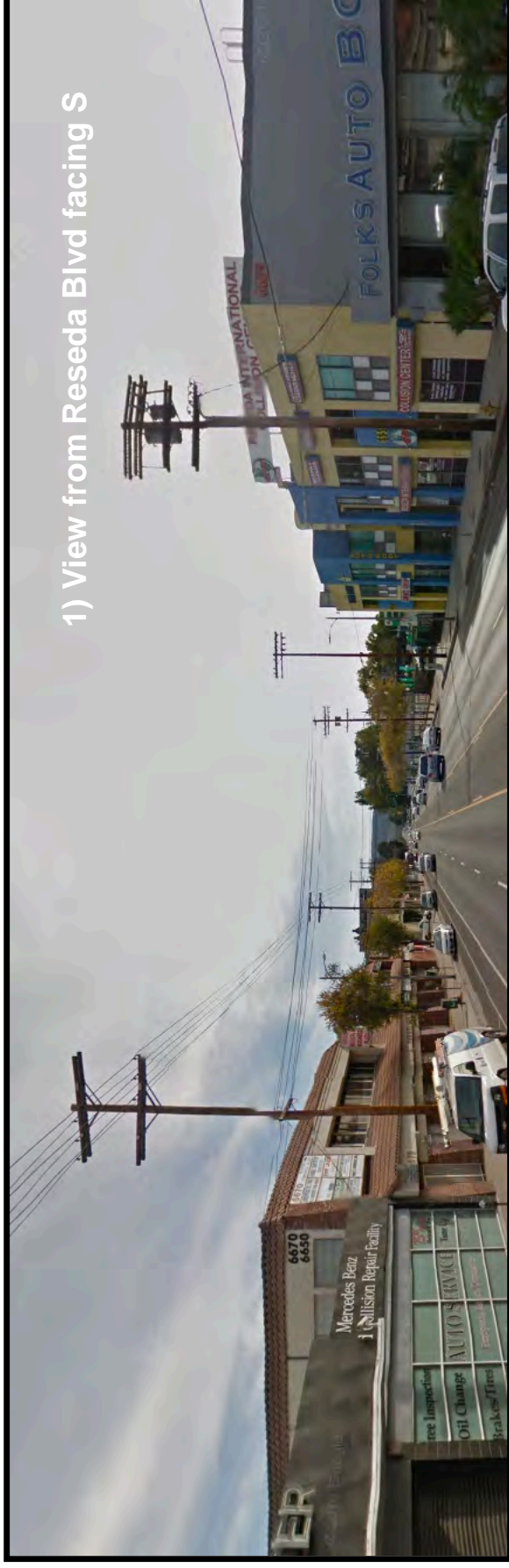
Project Site

SITE PHOTOS

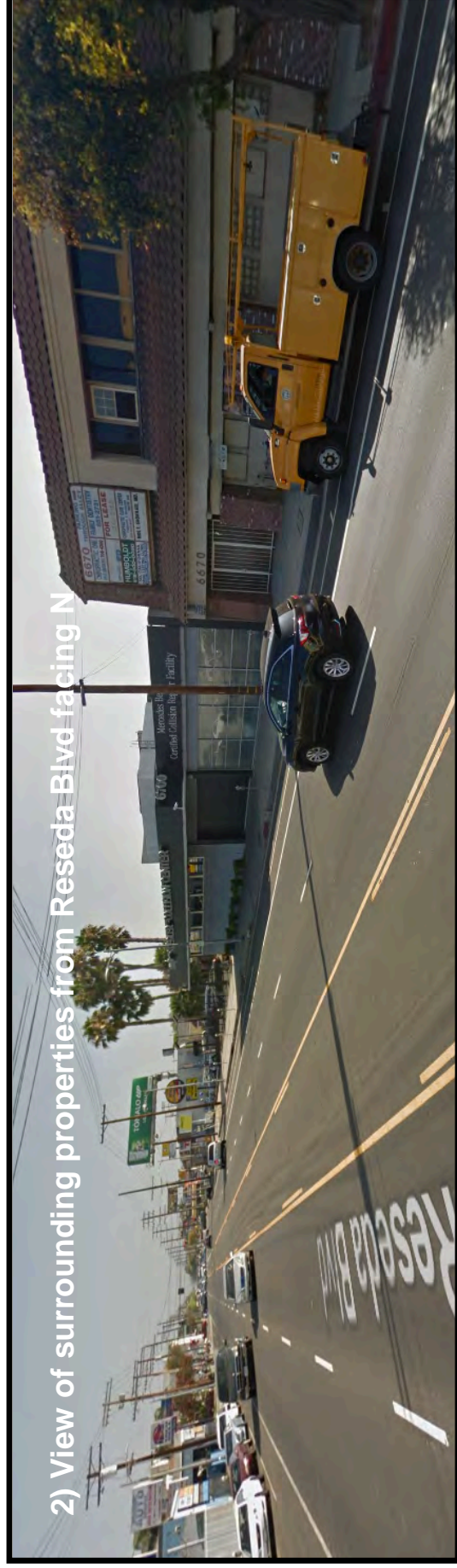
Westbridge

6648-6670 Reseda Boulevard

1) View from Reseda Blvd facing S



2) View of surrounding properties from Reseda Blvd facing N



SITE PHOTOS

Westbridge

6648-6670 Reseda Boulevard

Los Angeles, CA 90014



SITE PHOTOS

Westbridge

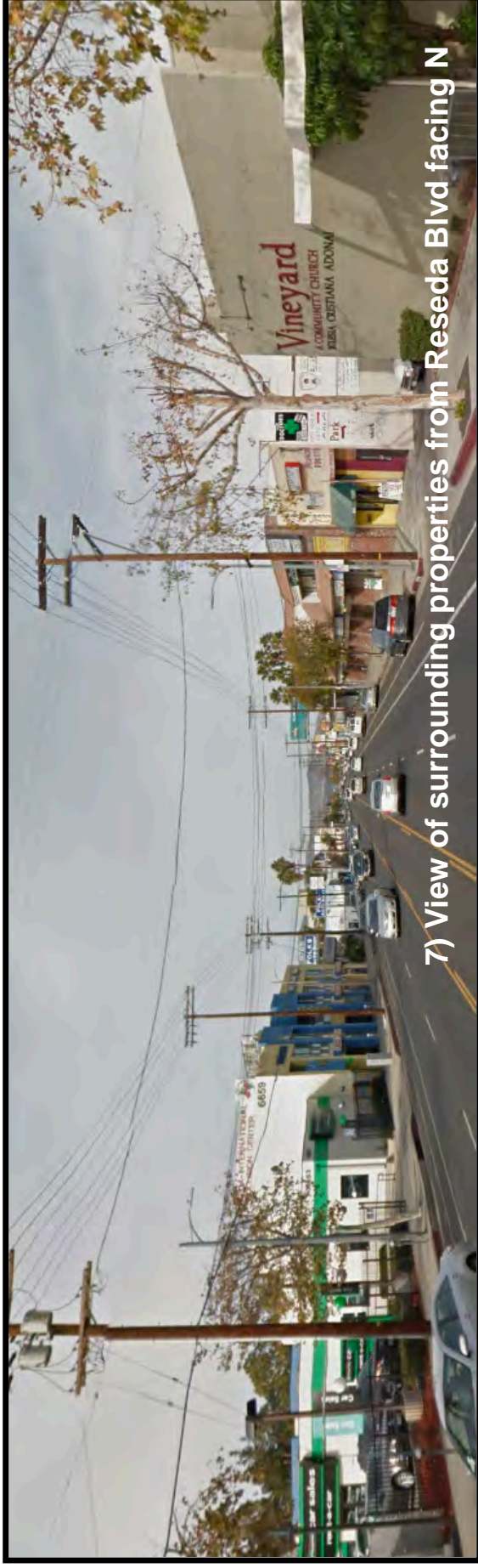
6648-6670 Reseda Boulevard
Los Angeles, CA 90014



SITE PHOTOS

Westbridge

6648-6670 Reseda Boulevard
Los Angeles, CA 90014



7) View of surrounding properties from Reseda Blvd facing N



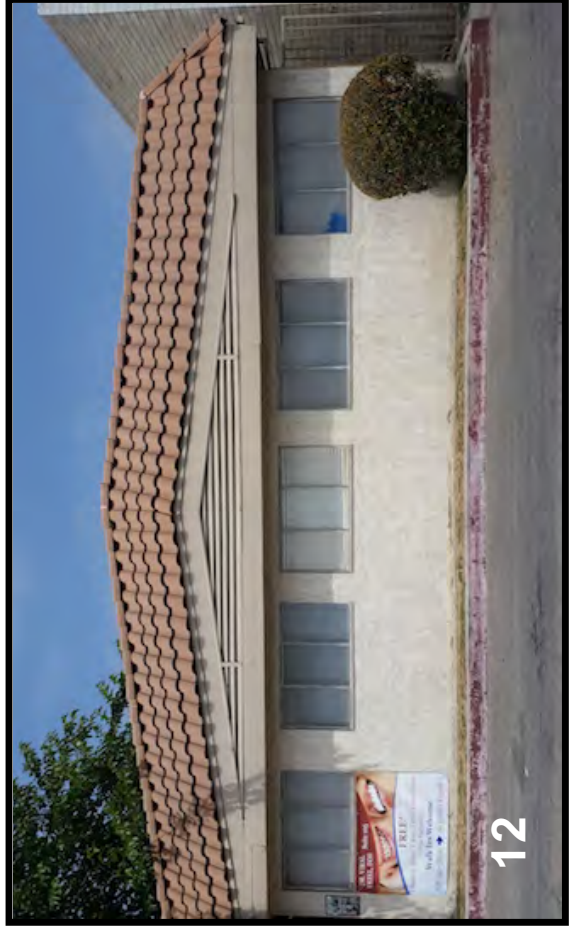
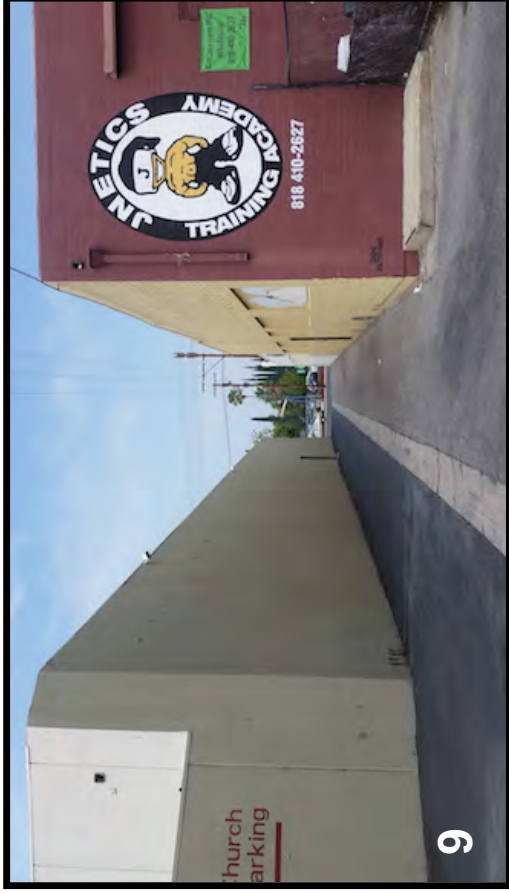
8) View of surrounding properties from Reseda Blvd facing S

SITE PHOTOS

Westbridge

6648-6670 Reseda Boulevard

Los Angeles, CA 90014



SITE PHOTOS

Westbridge

6648-6670 Reseda Boulevard
Los Angeles, CA 90014

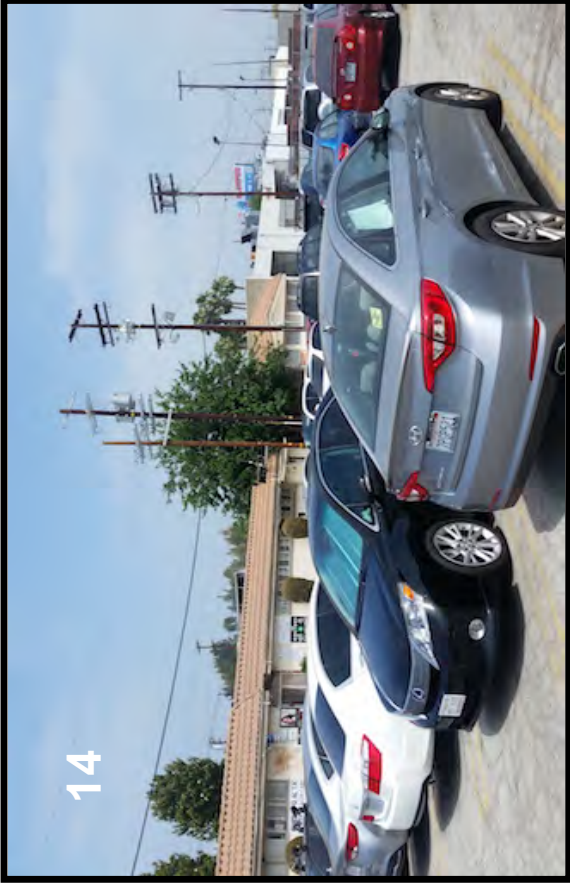
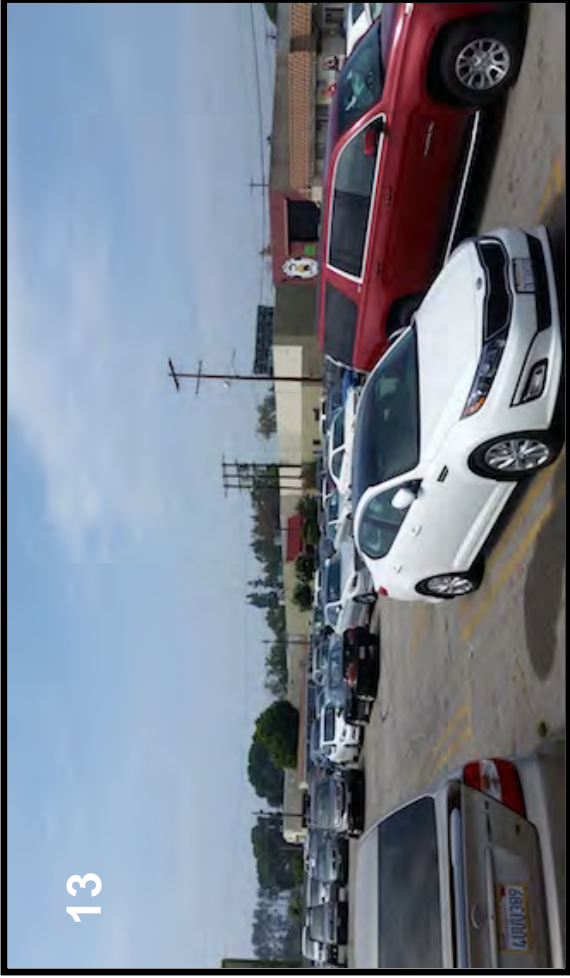


Exhibit C1

Mitigated Negative Declaration No. ENV-2016-3546-MND

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

LEAD CITY AGENCY
City of Los Angeles

COUNCIL DISTRICT
CD 3 - BOB BLUMENFIELD

PROJECT TITLE
ENV-2016-3546-MND

CASE NO.
CPC-2016-3545-ZC-DB-SPR-CDO

PROJECT LOCATION
6648-6670 N RESEDA BLVD

PROJECT DESCRIPTION

The project site consists of six parcels with a combined area of 62,827 square feet (1.44 acres) located within the Reseda – West Van Nuys Community Plan and within the Reseda Central Business District Community Design Overlay. The proposed project includes the demolition of existing one- and two-story commercial office and retail space and the construction of a 6-story, 61 feet in height, mixed-use project with 205 residential apartment units (inclusive of 18 residential apartment units restricted to very low income households) and 5,932 square feet of commercial uses on the ground floor for a total of 181,893 square feet. A total of 307 vehicular parking spaces, including 283 residential and 24 commercial, will be provided in two levels of parking, one level at grade and one level below grade. A total of 238 bicycle parking spaces, including 212 long-term and 26 short-term, will be provided in the proposed project. The project proposes 24,188 square feet of common and private open space and approximately 31,000 cubic yards of dirt export.

The project includes entitlement requests for a Zone Change from the [Q]C2-1VL-CDO-RIO and [Q]P1-1VL-CDO-RIO existing zones to the RAS4-1VL-CDO-RIO zone, a Density Bonus determination for two on-menu incentives including an increase in allowable floor area equal to the percentage of units reserved for very low income households and an increase in allowable maximum height of 11 feet, a Site Plan Review for a development project consisting of 50 or more dwelling units, a Community Design Overlay Approval for the Reseda Central Business District Community Design Overlay, and a Vesting Tentative Tract Map for the merger and resubdivision of the subject lots including the merger and vacation of the alley within the site.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Michael Shlomof
P.O. Box 16572 Beverly Hills, CA 90209

FINDING:

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

(CONTINUED ON PAGE 2)

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

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, 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

WILLIAM HUGHEN

TITLE

City Planning Assistant

TELEPHONE NUMBER

(818) 374-5049

ADDRESS

200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012

SIGNATURE (Official)



DATE

SEPTEMBER 6, 2017

I-10. Aesthetics (Landscape Plan)

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

IV-20. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-90. Tree Removal (Public Right-of-Way)

-
- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

VI-40. Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)

- Impacts will result from the alteration of natural landforms due to extensive grading activities. However, this impact will be mitigated to a less than significant level by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs

includes but is not limited to the following mitigation measures:

- A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
- "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

VIII-50. Human Health Hazard (Vector Control)

-
- The property shall be maintained in a neat, attractive, and safe condition at all times.
- On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- Trash and garbage collection containers shall be emptied a minimum of once per week.
- Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

VIII-60. Creation of a Health Hazard

- Environmental impacts to human health may result from project implementation due to a release of chemical or microbiological materials into the community. However, these impacts will be mitigated to a less than significant level by the following measure:
- Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s).
- Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.

VIII-70. Emergency Evacuation Plan

- Environmental impacts may result from project implementation due to possible interference with an emergency response plan. However, these potential impacts will be mitigated to a less than significant level by the following measure:
- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

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

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

XVI-40. Safety Hazards

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

XVI-50. Inadequate Emergency Access

- Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:
- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

XVI-80. Transportation/Traffic

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- Applicant shall implement required transportation/traffic mitigation measures to the satisfaction of LADOT.
- The applicant shall comply with the requirements per the Department of Transportation letter dated August 2, 2017.

XVII-10 Tribal Cultural Resources

- Environmental impacts to tribal cultural resources may result during ground disturbing activities. If such resources are present on the project site. However, the potential impact will be mitigated to a less than significant level by the following mitigation measure:
- Impacts to cultural resources from the proposed project shall be mitigated through the salvage and disposition of Tribal resources that result from all ground-disturbing activities. Ground-disturbing activities include, but are not limited to, drilling, excavation, and trenching. The Applicant shall retain one Native American Monitor who shall be present during all ground-disturbing activities. Should a Tribal cultural resource be encountered, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) a qualified archaeologist who shall assess the find, and (2) all California Native American tribes that have informed the City that they are traditionally and culturally affiliated with the geographic area of the proposed project.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

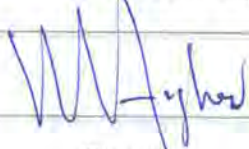
| | | |
|---|---|----------------------------|
| LEAD CITY AGENCY: City of Los Angeles | COUNCIL DISTRICT: CD 3 - BOB BLUMENFIELD | DATE: 08/09/2017 |
| RESPONSIBLE AGENCIES: Department of City Planning | | |
| ENVIRONMENTAL CASE: ENV-2016-3546-MND | RELATED CASES: CPC-2016-3545-ZC-DB-SPR-CDO | |
| PREVIOUS ACTIONS CASE NO.: | <input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions | |
| PROJECT DESCRIPTION: MIXED USE PROJECT OF 205 UNITS, 18 RESTRICTED TO VERY LOW INCOME, 193,093 SF OF FLOOR AREA, MAX HT. 61 FEET, 5,600 SF GROUND FLOOR COMMERCIAL, 280 AUTOMOBILE PARKING SPACES, 29,250 SF OPEN SPACE. | | |
| ENV PROJECT DESCRIPTION: <p>The project site consists of six parcels with a combined area of 62,827 square feet (1.44 acres) located within the Reseda – West Van Nuys Community Plan and within the Reseda Central Business District Community Design Overlay. The proposed project includes the demolition of existing one- and two-story commercial office and retail space and the construction of a 6-story, 61 feet in height, mixed-use project with 205 residential apartment units (inclusive of 18 residential apartment units restricted to very low income households) and 5,932 square feet of commercial uses on the ground floor for a total of 181,893 square feet. A total of 307 vehicular parking spaces, including 283 residential and 24 commercial, will be provided in two levels of parking, one level at grade and one level below grade. A total of 238 bicycle parking spaces, including 212 long-term and 26 short-term, will be provided in the proposed project. The project proposes 24,188 square feet of common and private open space and approximately 31,000 cubic yards of dirt export.</p> <p>The project includes entitlement requests for a Zone Change from the [Q]C2-1VL-CDO-RIO and [Q]P1-1VL-CDO-RIO existing zones to the RAS4-1VL-CDO-RIO zone, a Density Bonus determination for two on-menu incentives including an increase in allowable floor area equal to the percentage of units reserved for very low income households and an increase in allowable maximum height of 11 feet, a Site Plan Review for a development project consisting of 50 or more dwelling units, a Community Design Overlay Approval for the Reseda Central Business District Community Design Overlay, and a Vesting Tentative Tract Map for the merger and resubdivision of the subject lots including the merger and vacation of the alley within the site.</p> | | |
| ENVIRONMENTAL SETTINGS: <p>The project site consists of six generally level irregularly shaped parcels with an approximate total area of 62,827 square feet. The southern site edge is improved with a 20-foot alley, running east to west. The site is also bisected by an existing 20-foot alley that divides the site between the commercial uses and surface parking uses, running north to south. The complete lot includes a street frontage of approximately 313.16 feet on Reseda Boulevard. Reseda Boulevard is a designated Boulevard II with a right-of-way width of 110 feet, a paved roadway width of 80 feet, and improvements including sidewalks, curb, gutter, street parking, and bicycle lanes.</p> <p>The project site is generally located on Reseda Boulevard midblock between Vanowen Street and Kittridge Street and is bounded by commercially-zoned properties to the north, west, and south, and residential multifamily-zoned, and surface parking-zoned properties to the east. The project site is currently developed with two commercial structures and surface parking lots to the interior of the lot. The subject property is zoned [Q]C2-1VL-CDO-RIO and [Q]P1-1VL-CDO-RIO and is designated for General Commercial uses within the Reseda – West Van Nuys Community Plan area. The site is located approximately 11.3 miles from the nearest fault (Northridge Fault). There are no parks or schools within 500 feet of the project site.</p> | | |
| PROJECT LOCATION: 6648-6670 N RESEDA BLVD | | |

| | | |
|--|--|--|
| COMMUNITY PLAN AREA: RESEDA - WEST VAN NUYS STATUS: <input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan | AREA PLANNING COMMISSION: SOUTH VALLEY | CERTIFIED NEIGHBORHOOD COUNCIL: RESEDA |
| EXISTING ZONING: [Q]C2-1VL-CDO-RIO | MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1 d.u. / 400 sq. ft. | LA River Adjacent: |
| GENERAL PLAN LAND USE: GENERAL COMMERCIAL | MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1 d.u. / 400 sq. ft. | |
| | PROPOSED PROJECT DENSITY: 1 d.u. / 306.5 sq. ft. | |

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.



Signature

City Planning Assistant

Title

(818) 374-5049

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 than 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.

| | | | |
|---|---|--|---|
| <input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS | <input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input type="checkbox"/> NOISE | <input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input checked="" type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS | <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE |
|---|---|--|---|

| | |
|--|--|
| INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency) | |
| <i>Background</i> | |
| PROPONENT NAME: Michael Shlomof | PHONE NUMBER: (310) 278-9969 |
| APPLICANT ADDRESS: P.O. Box 16572 Beverly Hills, CA 90209 | |
| AGENCY REQUIRING CHECKLIST: Department of City Planning | DATE SUBMITTED: 09/19/2016 |
| PROPOSAL NAME (if Applicable): Westbridge | |

| 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 facilities? | | | ✓ | |
| 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 may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2016-3546-MND** and the associated case(s), **CPC-2016-3545-ZC-DB-SPR-CDO** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

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: |
| | City Planning Assistant | (818) 374-5049 | 08/09/2017 |

| Impact? | Explanation | Mitigation Measures |
|---------|-------------|---------------------|
|---------|-------------|---------------------|

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

| I. AESTHETICS | | |
|---------------|------------------------------|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>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 project site is located in the southwestern portion of the Reseda – West Van Nuys Community Plan near the Reseda Central Business District, approximately three miles from Warner Center. The area is characterized by low to medium residential uses interspaces with areas of higher density residential uses. Narrow corridors of commercial activity can be found along major boulevards, including Reseda Boulevard and Vanowen Street. The project site is located within the Reseda Central Business District Community Design Overlay. In the vicinity of the project site, the area is developed with a mix of low to medium-rise commercial structures as well as multi-family residential to the east. Some commercial uses along Reseda Boulevard include commercial ground-floor retail and office uses directly above or automotive-related uses. 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</p> |

| Impact? | Explanation | Mitigation Measures |
|---|--|--|
| | less than significant. | |
| b. NO IMPACT | A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur. | |
| c. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED | A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The project area is developed with a mix of land uses, including residential, commercial, and institutional. Immediately south, west, and north of the project site are low-rise commercial buildings. Immediately east of the project site are low-rise multi-family residential buildings. The proposed project would include design features and landscaping improvements to enhance the visual quality of the area. However, without environmental mitigation, the proposed project may 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 of the environment with mitigation incorporated. | I-10 Mitigation measure I-10 will ensure that impacts related to aesthetics will be reduced to a level that is less than significant. |
| 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 materials, and may | |

| Impact? | Explanation | Mitigation Measures |
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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 night-friendly LEDs and would not substantially change existing ambient nighttime lighting conditions. The Shade/Shadow analysis prepared by Solargy, Inc. and dated received December 19, 2016 shows that the proposed project would not cast any shadows on any shade-sensitive uses at any time during the Spring/Fall Equinox and the Summer Solstice. Therefore, impacts related to shade and shadow 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 partially developed with commercial structures and rear surface parking lots. 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 | |

| Impact? | Explanation | Mitigation Measures |
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|---------|-------------|---------------------|

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 cause rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. 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 cause rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. 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

| | | | |
|----|------------------------------|--|--|
| 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 | |
|----|------------------------------|--|--|

| Impact? | Explanation | Mitigation Measures |
|---------|-------------|---------------------|
|---------|-------------|---------------------|

| | | |
|----|---|--|
| | <p>SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.</p> | |
| b. | <p>LESS THAN SIGNIFICANT IMPACT</p> <p>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. An Air Quality Assessment for the project site was prepared by Cadence Environmental Consultants, received December 16, 2016 (see attachment). Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from land use projects. The results are shown in Tables 1 and 2. According to the Assessment, during the construction phase the proposed project would not 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. The project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions, as shown in Tables 3 and 4. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions.</p> | |

| Impact? | Explanation | Mitigation Measures |
|------------------------------|--|---------------------|
| LESS THAN SIGNIFICANT IMPACT | <p>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. A project of this size (205 Units and approximately 5,600 square feet of commercial space) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.</p> | |
| LESS THAN SIGNIFICANT IMPACT | <p>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. 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</p> | |

| Impact? | Explanation | Mitigation Measures |
|---------|--|---------------------|
| | <p>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). An Air Quality Assessment for the project site was prepared by Cadence Environmental Consultants, received December 16, 2016 (see attachment). The Assessment quantifies and analyzes the localized air quality impacts associated with the project construction. The site is located in SCAQMD Sensitive Receptor Area (SRA) No. 6, is located on a site that is approximately 1.37 acre, and the project is below the thresholds for construction and operation emissions in pounds per day as a function of receptor distance (25 meters or 82.02 feet) from the project site boundary. According to the Assessment, the proposed project would not exceed the appropriate significance threshold for localized emissions of Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). Therefore, 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. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would result in a less-than-significant impact to sensitive receptors in the vicinity of the project.</p> | |
| e. | <p>LESS THAN SIGNIFICANT IMPACT</p> <p>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</p> | |

| Impact? | Explanation | Mitigation Measures |
|---------|--|---------------------|
| | <p>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.</p> | |

IV. BIOLOGICAL RESOURCES

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|----|---|---|--|
| a. | <p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p> | <p>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, within the Reseda Central Business District. Vegetation on the project site is limited to two street trees along Reseda Boulevard, with the majority of the site consisting of hardscape. These street trees will likely be removed or disturbed 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 applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, with mitigation, the impacts would be reduced to less than significant.</p> | <p>IV-20, IV-90 Mitigation measures IC-20 and IC-90 will ensure that impacts related to migratory species and the removal of street trees will be reduced to a level that is less than significant.</p> |
| b. | <p>NO IMPACT</p> | <p>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</p> | |

| Impact? | Explanation | Mitigation Measures |
|--------------|--|---------------------|
| | identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur. | |
| c. NO 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. NO 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 and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. 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. NO 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 (CFGF). | |

| Impact? | | Explanation | Mitigation Measures |
|---------|-----------|--|---------------------|
| | | 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. | NO 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 includes the demolition of two commercial structures constructed in the mid-1950s. However, the commercial structures have 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, the City's new online information and management system created to inventory Los Angeles' significant historic resources. It includes detailed information on many of the City's designated resources as well as surveyed properties recorded and published to date as part of SurveyLA, the citywide survey of Los Angeles. Therefore, the impact would be less than significant. | |
| 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 | |

| Impact? | Explanation | Mitigation Measures |
|---------|---|---------------------|
| | <p>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.</p> | |
| c. | <p>LESS THAN SIGNIFICANT IMPACT</p> <p>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.</p> | |

| Impact? | Explanation | Mitigation Measures |
|---------|-------------|---------------------|
|---------|-------------|---------------------|

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| d. | LESS THAN SIGNIFICANT IMPACT | <p>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.</p> | |
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VI. GEOLOGY AND SOILS

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| a. | LESS THAN SIGNIFICANT IMPACT | <p>A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.</p> | |
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| Impact? | Explanation | Mitigation Measures |
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| b. | <p>LESS THAN SIGNIFICANT IMPACT</p> <p>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.</p> | |
| c. | <p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p> <p>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. This site is not located in the California Department of Conservation's Seismic Hazard Zones Map, but the project site is located within a liquefaction zone. With the implementation of conditions of approval within the Department of Building and Safety Soils Approval Letter, impacts related to seismic related ground failure and liquefaction will be reduced to a level that is less than significant.</p> | <p>VI-40 Mitigation measure VI-40 will ensure that impacts related to grading and soils are reduced to levels that are less than significant.</p> |

| Impact? | Explanation | Mitigation Measures |
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| d. | NO IMPACT | <p>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.</p> | |
| e. | LESS THAN SIGNIFICANT IMPACT | <p>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 (including demolition), 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 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 the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.</p> | |

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| f. | LESS THAN SIGNIFICANT IMPACT | <p>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 not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. 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, 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. The Soils Report Approval Letter dated August 11, 2016 states that "...The Liquefaction study included as a part of the report/s demonstrates that the site soils are subject to liquefaction. The earthquake induced total and differential settlements are calculated to be 0.64 and 0.43 inches, respectively. However, these settlement magnitudes are considered by the Department to be within acceptable levels. The requirements of the 2014 City of Los Angeles Building Code have been satisfied..." With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter when issued, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.</p> | |
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| g. | LESS THAN SIGNIFICANT IMPACT | <p>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.</p> | |
| h. | LESS THAN SIGNIFICANT IMPACT | <p>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.</p> | |

VII. GREEN HOUSE GAS EMISSIONS

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| a. | LESS THAN SIGNIFICANT IMPACT | <p>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</p> | |
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| Impact? | Explanation | Mitigation Measures |
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| | <p>GHGs. In addition, the applicant submitted an Air Quality Impact Analysis, prepared by Cadence Environmental Consultants, and dated December 12, 2016. The analysis states that the project's construction-related emissions generated during the project construction phase would not exceed the thresholds of significance recommended by the South Coast Air Quality Management District (SCAQMD). The report also indicates that impacts related to localized pollutant concentrations during construction would be less than significant, impacts related to localized pollutant concentrations during construction would be less than significant, impacts related to regional operational emissions from the proposed project would be less than significant, and that impacts related to localized operational emissions would be less than significant. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.</p> | |
| b. LESS THAN SIGNIFICANT IMPACT | <p>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 and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. In addition, the applicant</p> | |

| Impact? | Explanation | Mitigation Measures |
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| | <p>submitted an Air Quality Impact Analysis, prepared by Cadence Environmental Consultants, and dated December 12, 2016. The analysis states that the project's construction-related emissions generated during the project construction phase would not exceed the thresholds of significance recommended by the South Coast Air Quality Management District (SCAQMD). The report also indicates that impacts related to localized pollutant concentrations during construction would be less than significant, impacts related to localized pollutant concentrations during construction would be less than significant, impacts related to regional operational emissions from the proposed project would be less than significant, and that impacts related to localized operational emissions would be less than significant. 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.</p> | |

VIII. HAZARDS AND HAZARDOUS MATERIALS

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| a. | LESS THAN SIGNIFICANT IMPACT | <p>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</p> | |
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| | 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 WITH MITIGATION INCORPORATED | 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 commercial buildings on the project site were built between 1953-1960 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, and compliance with mitigation measures would ensure impacts related to asbestos materials and lead paint are reduced to a less than significant level. | VIII-50, VIII-60 Mitigation Measures VIII-50 and VIII-60 will ensure that impacts related to hazardous materials are reduced to less than significant levels. |
| 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 no existing schools located within one-quarter mile of the project site. The proposed project would provide for a mixed-use, infill development that consists of residential and retail uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. All hazardous materials within the project site would be acquired, | |

| Impact? | Explanation | Mitigation Measures |
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| | 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. A review of EnviroStor 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. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED | The nearest emergency route is Reseda Boulevard, adjacent to the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to | VIII-70 Mitigation measure VIII-70 will ensure that impacts to emergency response at reduced to a less than significant level. |

| Impact? | Explanation | Mitigation Measures |
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| | 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). During construction, the project may have impacts on emergency vehicle access due to construction and grading vehicles. Therefore, with mitigation, the proposed project would have a less than significant impact on any adopted emergency response plan or emergency evacuation plan. | |
| 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. | |

IX. HYDROLOGY AND WATER QUALITY

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| 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 | |
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| | <p>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.</p> | |
| b. LESS THAN SIGNIFICANT IMPACT | <p>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 would result in the interception of existing aquifers or penetration of the existing water table. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.</p> | |
| c. LESS THAN SIGNIFICANT IMPACT | <p>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</p> | |

| Impact? | Explanation | Mitigation Measures |
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| | 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 | <p>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 result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding.</p> | |
| e. LESS THAN SIGNIFICANT IMPACT | <p>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.</p> | |
| f. NO IMPACT | <p>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</p> | |

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| | | 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, 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, 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. 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 | |

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to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 11.1 miles north of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.

X. LAND USE AND PLANNING

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| 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 Reseda – West Van Nuys Community Plan Area. The site is zoned [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO-RIO, with a General Plan land use designation of General Commercial. The proposed project would be comprised of 205 residential dwelling units and 5,600 square feet of ground-floor commercial space. Both commercial and residential uses are permitted in the C2 zoned lots with a development density of 400 square feet per dwelling unit and the floor area ratio limited to 1.5:1 (LAMC). The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed | |

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| | | through compliance with existing regulations. Therefore, the 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

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| a. | NO 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. 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. | NO 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. 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. | |

XII. NOISE

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| 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 | |
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| | <p>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, 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. Construction and demolition shall be restricted to certain hours of operation per the Los Angeles Municipal Code. 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. In addition, according to the Environmental Noise Impact Analysis, dated December 2016 and prepared by Cadence Environmental Consultants, the project will not expose persons to noise in excess of those standards established by local agencies or other general plan. Impacts related to the exposure of persons to noise in excess of levels designated in local provisions will be less than significant with compliance with local noise regulations.</p> | |
| b. | <p>LESS THAN SIGNIFICANT IMPACT</p> <p>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. In addition, according to the Environmental Noise Impact Analysis, dated December 2016 and prepared by Cadence Environmental Consultants, the project will not expose persons to excessive groundbourne vibration or noise levels. By complying with local regulations, the project will result in a less-than-significant impact related to construction vibration.</p> | |

| Impact? | Explanation | Mitigation Measures |
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| 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. In addition, according to the Environmental Noise Impact Analysis, dated December 2016 and prepared by Cadence Environmental Consultants, the project will not result in a substantial increase in permanent ambient noise above levels existing without the project. With implementation of the local regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level. | |
| 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, and as discussed in the Environmental Noise Impact Analysis, dated December 2016 and prepared by Cadence Environmental Consultants, impacts related to periodic increases in ambient noise levels are expected to be less than significant for construction and operational noise and vibration. | |
| 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. | |

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| 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. | |
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XIII. POPULATION AND HOUSING

| | | | |
|----|------------------------------|--|--|
| 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. The proposed project would result in the development of 205 residential units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the Reseda - West Van Nuys 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. | LESS THAN SIGNIFICANT 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 zero apartment units. Therefore, the impact on existing housing would reduce displacement impacts to less than significant. | |

| Impact? | Explanation | Mitigation Measures |
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| c. | LESS THAN SIGNIFICANT 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 zero apartment units. Therefore, the impact on existing housing would reduce displacement impacts to less than significant. | |
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XIV. PUBLIC SERVICES

| | | | |
|----|------------------------------|--|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>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 three LAFD stations -- Fire Station 73, located at 7419 Reseda Boulevard (approximately 0.9 miles north of the project site), Fire Station 100, located at 6751 Louise Avenue (approximately 1.7 miles east of the project site), and Fire Station 93, located at 19059 Ventura Blvd (approximately 2.1 miles southeast of the project site). The proposed project would result in a net increase of 205 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.</p> | |
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| Impact? | Explanation | Mitigation Measures |
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| b. | LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED | <p>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 205 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's West Valley Police Station, located at 19020 Vanowen Street (approximately 0.8 mile west of the project site). Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, 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 with mitigation incorporated.</p> | <p>XIV-20 Impacts to police protection will be reduced to a less than significant level with compliance with mitigation measure XIV-20.</p> |
| c. | LESS THAN SIGNIFICANT IMPACT | <p>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 205 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</p> | |

| Impact? | Explanation | Mitigation Measures |
|---------------------------------|--|---------------------|
| | 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 205 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 205 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. | |

| Impact? | Explanation | Mitigation Measures |
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XV. RECREATION

| | | | |
|----|------------------------------|---|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>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 205 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.</p> | |
| b. | LESS THAN SIGNIFICANT IMPACT | <p>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 205 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.</p> | |

XVI. TRANSPORTATION/TRAFFIC

| Impact? | Explanation | Mitigation Measures |
|---|---|--|
| a. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED | <p>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. The Los Angeles Department of Transportation (LADOT) has reviewed the traffic analysis prepared by Kunzman Associates, Inc., dated June 28, 2016, for the proposed project. Future traffic has been analyzed for impact at four critical signalized intersections: Reseda Boulevard and Sherman Way, Reseda Boulevard and Vanowen Street, Reseda Boulevard and Kittridge Street, and Reseda Boulevard and Victory Boulevard. According to the traffic study, the project is estimated to generate a net increase of 690 daily trips, 65 trips in the a.m. peak hour, and 66 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 expected to generate significant traffic impacts at the intersection of Reseda Boulevard and Victory Boulevard, which was identified for detailed analysis. As mitigation for the impact to the intersection of Reseda Boulevard and Victory Boulevard, LADOT recommends the installation of dual left turn lanes at this intersection. The applicant shall implement this mitigation measure to the satisfaction of LADOT, thus reducing impacts to transportation and traffic to less than significant levels. The intersections of Reseda Boulevard and Sherman Way, Reseda Boulevard and Vanowen Street, and Reseda Boulevard and Kittridge Street are not expected to result in significant impacts. Therefore, impacts related to transportation and traffic will be reduced to less than significant levels with mitigation incorporated.</p> | <p>XVI-40, XVI-50, XVI-80 Compliance with mitigation measures XVI-40, XVI-50, and XVI-80 will ensure that impacts related to transportation and traffic in relation to applicable circulation system policies, plans, and ordinances will be reduced to levels that are less than significant.</p> |

| Impact? | Explanation | Mitigation Measures |
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| b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED | <p>A s 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. LADOT has reviewed the traffic analysis prepared by Kunzman Associates, Inc., dated June 28, 2016, for the proposed project. The project's future traffic estimate has been analyzed for four most critical signalized intersections: Reseda Boulevard and Sherman Way, Reseda Boulevard and Vanowen Street, Reseda Boulevard and Kittridge Street, and Reseda Boulevard and Victory Boulevard. The project is estimated to generate a net increase of 690 daily trips, 65 trips in the a.m. peak hour, and 66 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. 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 expected to generate significant traffic impacts at the intersection of Reseda Boulevard and Victory Boulevard, which was identified for detailed analysis. As mitigation for the impact to the intersection of Reseda Boulevard and Victory Boulevard, LADOT recommends the installation of dual</p> | <p>XVI-80 Mitigation measure XVI-80 will ensure transportation and traffic impacts related to applicable congestion management programs will be reduced to levels that are less than significant.</p> |

| Impact? | Explanation | Mitigation Measures |
|---|---|---|
| | <p>left turn lanes at this intersection. The applicant shall implement this mitigation measure to the satisfaction of LADOT, thus reducing impacts to transportation and traffic to less than significant levels. The intersections of Reseda Boulevard and Sherman Way, Reseda Boulevard and Vanowen Street, and Reseda Boulevard and Kittridge Street are not expected to result in significant impacts. Therefore, impacts related to transportation and traffic will be reduced to less than significant levels with mitigation incorporated</p> | |
| c. NO IMPACT | <p>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.</p> | |
| d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED | <p>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.</p> | <p>XVI-80 Compliance with mitigation measure XVI-80 will ensure that impacts to pedestrians are reduced to less than significant levels.</p> |
| e. NO IMPACT | <p>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 Reseda Boulevard adjacent two the project site, Sherman Way to the north, and Victory Boulevard 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</p> | |

| Impact? | Explanation | Mitigation Measures |
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| | 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 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

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|----|--|---|---|
| a. | LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED | <p>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 October 13, 2016, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On October 17, 2016, one tribal response was received from the Gabrieleno Band of Mission Indians – Kizh Nation, who provided information regarding the proposed project. On November 22, 2016, a response was</p> | <p>Compliance with mitigation measure XVII-10 will ensure that impacts to tribal resources are reduced to a less than significant level.</p> |
|----|--|---|---|

| Impact? | Explanation | Mitigation Measures |
|---|--|--|
| | <p>sent asking for clarification if consultation was requested. No response was received from the Gabrieleno Band of Mission Indians – Kizh Nation. On April 13, 2016, one tribal response was received from the Fernandeño Tatavian Band of Mission Indians who requested consultation. On January 19, 2017, the City of Los Angeles conducted a consultation with the Fernandeño Tatavian Band of Mission Indians who provided additional information regarding proposed mitigation measures for to be included in the proposed environmental document. On March 30, 2017, the applicant provided a Cultural Resources Report, prepared by Envicom Corporation and dated March 30, 2017. The report included a record search at the South Central Coast Information Center (SCCIC), review of the SurveyLA built environment database for the Reseda Area, and a record search request to the Native American Heritage Commission (NAHC). According to the report, the record searches were negative for cultural resources or built environment resources within or adjacent to the project Area of Direct Impacts (ADI). However, the report recommends adding mitigation measures or policy requirements that address the chance of unexpectedly encountering unknown cultural resources. As such, impacts to cultural resources will be reduced to less than significant levels with mitigation measures incorporated.</p> | |
| b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED | <p>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</p> | <p>Compliance with mitigation measure XVII-10 will ensure that impacts to tribal resources are reduced to a less than significant level.</p> |

| Impact? | Explanation | Mitigation Measures |
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| | <p>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 October 13, 2016, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On October 17, 2016, one tribal response was received from the Gabrieleno Band of Mission Indians – Kizh Nation, who provided information regarding the proposed project. On November 22, 2016, a response was sent asking for clarification if consultation was requested. No response was received from the Gabrieleno Band of Mission Indians – Kizh Nation. On April 13, 2016, one tribal response was received from the Fernandeño Tatavian Band of Mission Indians who requested consultation. On January 19, 2017, the City of Los Angeles conducted a consultation with the Fernandeño Tatavian Band of Mission Indians who provided additional information regarding proposed mitigation measures for to be included in the proposed environmental document. On March 30, 2017, the applicant provided a Cultural Resources Report, prepared by Envicom Corporation and dated March 30, 2017. The report included a record search at the South Central Coast Information Center (SCCIC), review of the SurveyLA built environment database for the Reseda Area, and a record search request to the Native American Heritage Commission (NAHC). According to the report, the record searches were negative for cultural resources or built environment resources within or adjacent to the project Area of Direct Impacts (ADI). However, the report recommends adding mitigation measures or policy requirements that address the chance of unexpectedly encountering unknown cultural resources. As such, impacts to cultural resources will be reduced to</p> | |

| Impact? | Explanation | Mitigation Measures |
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less than significant levels with mitigation measures incorporated.

XVIII. UTILITIES AND SERVICE SYSTEMS

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| 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 205 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 | |

| Impact? | Explanation | Mitigation Measures |
|---------------------------------|--|---------------------|
| | 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 | 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 205 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. | |
| e. 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 205 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 | |

| Impact? | Explanation | Mitigation Measures |
|---------------------------------|---|---------------------|
| | 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. | |
| 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 less-than-significant impact related to solid waste. | |
| g. 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 | |

| Impact? | Explanation | Mitigation Measures |
|---------|--|---------------------|
| | <p>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 less-than-significant impact related to solid waste.</p> | |

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

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|----|------------------------------|---|--|
| a. | LESS THAN SIGNIFICANT IMPACT | <p>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.</p> | |
| b. | LESS THAN SIGNIFICANT IMPACT | <p>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.</p> | |
| c. | LESS THAN SIGNIFICANT IMPACT | <p>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</p> | |

| | Impact? | Explanation | Mitigation Measures |
|--|---------|--|---------------------|
| | | regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. | |

Exhibit C2

Mitigation Monitoring Program

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation

- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Aesthetics

I-10 Aesthetics (Landscape Plan)

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

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

Enforcement Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

Biology

IV-20 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

IV-90 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Enforcement Agency: Board of Public Works

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once during plan check, once during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

VI. Geology and Soils

VI-40 Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)

Impacts will result from the alteration of natural landforms due to extensive grading activities. However, this impact will be mitigated to a less than significant level by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

- A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
- "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

Hazards and Hazardous Materials

VIII-50 Human Health Hazard (Vector Control)

- The property shall be maintained in a neat, attractive, and safe condition at all times.
- On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- Trash and Recycling bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- Trash and garbage collection containers shall be emptied a minimum of once per week.
- Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction and Operation

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – ongoing operational compliance required.

VIII-60 Creation of a Health Hazard

Environmental impacts to human health may result from project implementation due to a release of chemical or microbiological materials into the community. However, these impacts will be mitigated to a less than significant level by the following measure:

- Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s).

- Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.

Enforcement Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety.

Monitoring Agency: Los Angeles Department of Building and Safety.

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of a building permit

VIII-70 Emergency Evacuation Plan

Environmental impacts may result from project implementation due to possible interference with an emergency response plan. However, these potential impacts will be mitigated to a less than significant level by the following measure:

- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Enforcement Agency: Los Angeles Fire Department; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-operation; Operation

Monitoring Frequency: Once, for Plan approval prior to operation

Action Indicating Compliance: Plan approval prior to operation (Pre-operation)

Public Services

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

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

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

Transportation and Traffic

XVI-40 Safety Hazards

Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycles, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Bureau of Engineering, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permit.

XVI-50 Inadequate Emergency Access

Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of Engineering, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permit.

XVI-80 Pedestrian Safety

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

shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Building and Safety, LADOT, BOE

Monitoring Agency: Los Angeles Department of Building and Safety, LADOT

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Issuance of Certificate of Occupancy

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance.** To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.
- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.
- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:

- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.
- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):** If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.

- *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
- *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior’s Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:
 - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
 - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
 - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
 - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** 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.

- Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** 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.
 - **Regulatory Compliance Measure CR-4 (Human Remains):** 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. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measuresThe project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or

building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:

- ground stabilization
- selection of appropriate foundation type and depths
- selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9,

of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
 - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
 - **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
 - **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found,

further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.

- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.
- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater

Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
 - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES**Schools**

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
 - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
 - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

Exhibit D

VTT-74423 Letter of Determination

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
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LISA M. WEBBER, AICP
DEPUTY DIRECTOR
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FAX: (213) 978-1275

<http://planning.lacity.org>

Decision Date: October 5, 2017

Appeal End Date: October 16, 2017

6648 Reseda, LLC (A/O)
P.O. Box 16572
Beverly Hills, CA 90209

Brad Rosenheim (R)
Rosenheim & Associates, Inc.
21600 Oxnard Street
Woodland Hills, CA 91367

Re: VTT-74423
Related Case: CPC-2016-3545-ZC
6648-6670 North Reseda Boulevard
Reseda – West Van Nuys Community Plan
Zone : [Q]C2-1VL-CDO-RIO
D.M. : 180-B-125
C.D. : 3
CEQA: ENV-2016-3546-MND
Legal Description: Lot 5; Tract 19363

In accordance with provisions of Section 17.03 of the Los Angeles Municipal Code (LAMC), the Advisory Agency adopted Mitigated Negative Declaration (ENV-2016-3546-MND) as the environmental clearance, approved Vesting Tentative Tract No. 74423 composed of one parcel, located at 6648-6670 North Reseda Boulevard for a maximum **205 apartment units and 5,932 square feet of commercial space** as shown on map stamp-dated September 12, 2016 in the Reseda – West Van Nuys Community Plan and contingent upon the approval of Case No. CPC-2016-3545-ZC. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density). Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) For an appointment with the Development Service Center call (213) 482-7077, (310) 231-2901 or (818) 374-5050. The Advisory Agency's approval is subject to the following conditions:

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That a 5-foot wide strip of land be dedicated along Reseda Boulevard adjoining the subdivision to complete a 55-foot wide half right-of-way dedication in accordance with **Boulevard II** Standards of LA Mobility Plan.
2. That the City Department of Transportation in a letter to City Engineer shall determine that the alley merger area is not necessary for current and future Public Street.
3. That Department of the City Planning in a letter to the City Engineer shall also determine that the proposed alley merger area is consistent with all applicable General Plan Elements of Highway and Circulation Elements for LA Mobility Plan.
4. In the event that Department of Transportation and Department of City Planning have no objections to the alley merger then the portion of the alley as shown on the tentative map dated September 19, 2016, be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the alley being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.
5. That any surcharge fee in conjunction with the street merger requests be paid.
6. That a 30-foot wide new public alley right-of-way be dedicated at the terminus of the proposed alley merger and within the tract boundary and as shown on the tentative tract map stamp dated September 19, 2016. The proposed new alley shall intersect with Reseda Boulevard. A 10-foot by 10-foot property line alley corner cut cannot be obtained at this time since the cut corner area is not under the tentative tract property ownership.
7. That the subdivider make a request to the Valley District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

Note: questions regarding this report should be directed to Mr. Georgic Avanesian or Julia Li of the Land Development Section, located at 201 North Figueroa Street, Suite 200, or by calling (213) 202-3484.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

8. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the

requirements and conditions contained in Inter-Departmental Letter dated August 11, 2016, Log No. 94070 and attached to the case file for Tract No. 74423.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

9. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
- a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
 - b. Provide a copy of affidavit AFF-21405, AFF-21406 and PK-1022. Show compliance with all the conditions/requirements of the above affidavits as applicable. Termination of above affidavits may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
 - c. Provide a copy of CPC case CPC-2016-3545-ZC-DB-SPR-CDO. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - d. Obtain Zone Change approval for the proposed zone. Zone Change must be recorded prior to obtaining Zoning clearance. Show compliance to applicable requirements.
 - e. Show all street dedication as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication.

Notes: Setbacks shall be based on Zone and number of story to the satisfactory of the Department of Building and Safety at the time of Plan Check.

The proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

10. That prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:
- a. That the applicant completes the traffic study process and be subject to all the requirements contained in the subsequent DOT Traffic Assessment for the project.
 - b. Reseda Boulevard is a designated Boulevard II in the City of Los Angeles Mobility Plan 2035. Driveway access to Reseda Boulevard shall be prohibited. Driveway access shall be taken from the Alley.
 - c. A minimum 60-foot reservoir space is required between any security gate or parking space and the property line, to the satisfaction of DOT.
 - d. A two-way driveway apron width of $W=30$ feet is required.
 - f. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Boulevard, Room 320, Van Nuys, CA 91401.
 - f. That the subdivision report fee and condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

Note: If you have any questions, you may contact Taghi Gharagozli at taghi.gharagozli@lacity.org or 818-374-4699.

FIRE DEPARTMENT

11. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
- a. Submit plot plans for Fire Department approval and review prior to recordation of Tract Map Action.
 - b. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - c. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

- d. Entrance to the main lobby shall be located off the address side of the building.
- e. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
- f. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- g. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- h. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

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

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
 - It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
 - This policy does not apply to single-family dwellings or to non-residential buildings. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.
- i. Entrance to the main lobby shall be located off the address side of the building.
 - j. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

- k. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- l. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- m. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- n. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- o. Adequate public and private fire hydrants shall be required.
- p. Submit plot plans indicating access road and turning area for Fire Department approval.
- q. Standard cut-corners will be used on all turns.
- r. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- s. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- t. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- u. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- v. **SECTION 510 - EMERGENCY RESPONDER RADIO COVERAGE 5101.1**
Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- w. Site plans shall include all overhead utility lines adjacent to the site.
- x. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

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

BUREAU OF SANITATION

12. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no potential problems to their structure or potential maintenance problem, as stated in the memo dated February 24, 2017. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

DEPARTMENT OF RECREATION AND PARKS

13. That the Quimby Fee be based on the RAS4 Zone.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

14. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - a. Limit the proposed development to a maximum of 205 dwelling units and 5,932 square feet of commercial space.
 - b. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - c. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
 - d. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
 - e. The applicant shall install an air filtration systems, which are capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better in order to reduce the effects of diminished air quality on occupants of the project.
 - f. Lighting along project walkways, parking areas, and entrances shall be shielded, down-facing, and directed on to the property.

15. That prior to the issuance of the building permit or the recordation of the final map, a copy of the Case No. CPC-2016-3545-ZC-DB-SPR-CDO shall be submitted to the satisfaction of the Advisory Agency. In the event the Zone Change, Density Bonus, or Site Plan Review are not approved, the subdivider shall submit a tract modification.
16. That the subdivider shall record and execute a Covenant and Agreement to comply with [Q] Conditions per Ordinance 174,075.
17. Prior to the recordation of the final map, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make eighteen (18) units of the apartment development available for rental or sale solely to very low- income households, at a rental or sales price determined to be affordable to (very low- income households) by HCIDLA, for a period of 55 years. Said units shall be comparable in size, number of bedrooms, distribution, and amenities to the non-income-restricted units in the development.
18. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.** Applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out 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.
 - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action 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.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

19. That prior to recordation of the final map the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770. M) in a manner satisfactory to the Planning Department requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition No. 20 of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitor(s) shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, postconstruction/maintenance) to ensure continued implementation of the above mentioned mitigation items.
20. Prior to the recordation of the final map, the subdivider will prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

Aesthetics (Landscape Plan)

MM-1 All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed

landscape architect in accordance with Los Angeles Municipal Code (LAMC) Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- MM-2 Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- MM-3 If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall: Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- MM-4 If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- MM-5 Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- MM-6 The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Tree Removal (Public Right-of-Way)

- MM-7 Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- MM-8 The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall

be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).

- MM-9 The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- MM-10 All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards

Grading (20,000 Cubic Yards, of 60,000 Square Feet of Surface Area or Greater)

- MM-11 Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- MM-12 The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- MM-13 The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- MM-14 All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards

Human Health Hazard (Vector Control)

- MM-15 The property shall be maintained in a neat, attractive, and safe condition at all times.
- MM-16 On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- MM-17 Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- MM-18 Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- MM-19 Trash and garbage collection containers shall be emptied a minimum of once per week.
- MM-20 Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

Creation of a Health Hazard

- MM-21 Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s).
- MM-22 Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.

Emergency Evacuation Plan

- MM-23 Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Public Services (Police – Demolition/Construction Sites)

- MM-24 Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Safety Hazards

- MM-25 The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.
- MM-26 The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

Inadequate Emergency Access

- MM-27 The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

Transportation/Traffic

- MM-28 Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

- MM-29 Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- MM-30 Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- MM-31 Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- MM-32 Applicant shall implement required transportation/traffic mitigation measures to the satisfaction of LADOT.
- MM-33 The applicant shall comply with the requirements per the Department of Transportation letter dated August 2, 2017.

Tribal Cultural Resources

- MM-34 Impacts to cultural resources from the proposed project shall be mitigated through the salvage and disposition of Tribal resources that result from all ground-disturbing activities. Ground-disturbing activities include, but are not limited to, drilling, excavation, and trenching. The Applicant shall retain one Native American Monitor who shall be present during all ground-disturbing activities. Should a Tribal cultural resource be encountered, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) a qualified archaeologist who shall assess the find, and (2) all California Native American tribes that have informed the City that they are traditionally and culturally affiliated with the geographic area of the proposed project.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1 (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the Los Angeles Municipal Code (LAMC).
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall

verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

- (e) That drainage matters be taken care of satisfactory to the City Engineer.
 - (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
 - (g) That any required slope easements be dedicated by the final map.
 - (h) That each lot in the tract comply with the width and area requirements of the Zoning Ordinance.
 - (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
 - (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
 - (k) That no public street grade exceeds 15%.
 - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010.
- S-2 That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
 - (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
 - (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
 - (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3 That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
 - (b) Construct any necessary drainage facilities.
 - (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.
 - a. No street lighting requirements.
 - (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division ((213) 847-3077) upon completion of construction to expedite tree planting.
 - (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
 - (f) Construct access ramps for the handicapped as required by the City Engineer.
 - (g) Close any unused driveways satisfactory to the City Engineer.
 - (h) Construct any necessary additional street improvements to comply with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.
 - (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - a. That submittal of hydrology and hydraulic calculations and drainage plans for review by the Valley District Engineering Office prior to recordation of the final map, construction of public drainage facilities or any other drainage systems will be required to drain the remainder of the alley not being merged and new dedicated alley to outlets satisfactory to the City Engineer.
 - b. Improve Reseda Boulevard being dedicated and adjoining the subdivision by the construction of a concrete curb, a concrete gutter, and a new 18-foot full width concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvement.

- c. Improve the newly dedicated 30-foot wide alley by the construction of a suitable surfacing to provide a 30-foot wide alley including a 2-foot longitudinal center gutter, including construction of an alley intersection with Reseda Boulevard, together with any necessary removal and reconstruction of existing improvements.
- d. Improve the alley and alley intersection of the existing alley southerly of the tract boundary with Reseda Boulevard by replacing and the reconstruction of the entire existing alley and alley intersection satisfactory to the Valley District Office.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units. This vesting map does not constitute approval of any variations from the Los Angeles Municipal Code (LAMC), unless approved specifically for this project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

The project was issued Mitigated Negative Declaration ENV-2016-3546-MND on September 6, 2017. Potential negative impacts could occur from the project's implementation due to:

| | |
|----------------------|--|
| Aesthetics | (Visual Impacts) |
| Biological Resources | (Landscaping Modifications/Removal) |
| Geology and Soils | (Demolition, Grading, and Construction Activities) |
| Hazards | (Hazardous Materials) |
| Public Services | (Level of Service Impacts) |

Transportation/Traffic (Congestion, Traffic)
Tribal Cultural Resources (Grading)

The Deputy Advisory Agency, certifies that Mitigated Negative Declaration No. ENV-2016-3546-MND reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Conditions No. 20 of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances, (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, Stormwater Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

In accordance with Section 21081.6 of the Public Resources Code (AB3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by requiring reporting and monitoring as specified in Condition No. 19.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract No. VTT-74423, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) **THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

The adopted Reseda – West Van Nuys Community Plan land use designates the subject property for General Commercial with corresponding zones of C1.5, C2, CR, C4, RAS3, RAS4 and P. The project site is located within the Reseda Central Business District Community Design Overlay. The proposed density is contingent upon the approval of a Zone Change from [Q]C2-1VL-CDO-RIO and [P]C2-1VL-CDO-RIO to RAS4-1VL-CDO-RIO over the entire site. The proposed density is also contingent upon a density bonus to permit a 61 feet in height incentive in lieu of the maximum of 50 feet allowed by the Reseda Central Business District (CBD) Community Design Overlay (CDO) Permanent [Q] Conditions (Ordinance No. 176,558) and to permit a 3.1:1 FAR (Floor Area Ratio) incentive in lieu of the maximum 3:1 FAR allowed in the RAS4 Zone. The proposed 205-unit residential apartment structure is permitted on the 59,724 net square-foot lot (1.37 acres) with the current land use designation of General Commercial, but needs approval of the concurrent case (CPC-2016-3545-ZC-DB-SPR-CDO) to update the zoning/density, allow incentives for height and floor area, site plan review and conformance with the Reseda CBD CDO.

The National Flood Insurance program rate maps, which are part of the floor Hazard Management Specific Plan adopted by Ordinance No. 178,081 have been reviewed and it has been determined that this project is not located in a hazardous flood area (Outside the Flood Zone).

- (b) THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

“Design” is defined under Section 66418 of the State Subdivision Map Act to mean (1) street alignment grades and width; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and fire breakers; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) other specific physical requirements in the plan and configuration of the entire subdivision that are necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan.

Reseda Boulevard is classified as a Boulevard II per the LA Mobility Standards, and is dedicated to a width of 110 feet at the project’s street frontage. The Bureau of Engineering (BOE) notes that there is an existing sewer available in the street adjoining the subdivision that the tract will connect to the public sewer system and will not result in violation of the California Water Code. BOE is also requiring that a 5-foot wide strip of land be dedicated along Reseda Boulevard, and it is requiring improvements by constructing a new concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements. The tentative map shows a 20-foot easement for ingress and egress, which will not be or obstructed. The lot size and shape after dedication is a 59,724 square-foot lot (1.37 acres).

The development is supported by Reseda – West Van Nuys Community Plan and the Citywide General Plan Framework Element objective and policies:

Reseda – West Van Nuys Community Plan

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.

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.

Objective 1-3: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-3.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-3.2: Promote housing in mixed use projects in transit corridors, pedestrian oriented areas, and transit oriented districts.

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

Policy 2-1.2: New commercial uses shall be located in existing established commercial areas or existing shopping centers.

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

General Plan Framework Element

Objective 4.1: Plan the capacity for and development incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population.

Policy 4-1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs (see Figure 4-1).

The Subdivision Map Act requires that the proposed map be consistent with the General Plan. The project consists of 50 studio units, 107 one-bedroom units, 34 two-bedroom units, and 14 three-bedroom units. Eighteen units will be set aside for Very Low Income Households. All units are proposed for rent apartments, which will increase the quantity of residents living in proximity to transit- and pedestrian-oriented areas. As conditioned and proposed, the proposed project will provide 307 parking spaces and 212 bicycle parking spaces in conformance with the Los Angeles Municipal Code. Therefore, as conditioned the design and improvements of the proposed project are consistent with the Reseda-West Van Nuys Community Plan, Framework Element and other General Plan Elements.

(c) **THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.**

The site is a flat and an irregular-shaped lot. The site is located on the east side of Reseda Boulevard, two parcels north of the Los Angeles River. The project site is not located in a Hillside Area, Coastal Zone, Very High Fire Hazard Severity Zone, Flood Zone, Watercourse, Hazardous Waste / Border Zone Properties, Methane Hazard Site, High Wind Velocity Areas, Alquist-Priolo Fault Zone, Landslide, or Tsunami Inundation Zone. There are no parks or schools within 500 feet of the project site. However, the project is a half block (535 feet) north of Reseda Park. The site is 11.3 kilometers from the Northridge Fault. Although the subject site is located in a Liquefaction area, the recommendations and conditions provided by the Department of Building and Safety, Grading Division in the Soils Report Approval Letter (dated August 11, 2016) reveal that the site does not possess a liquefaction

potential with adherence to the conditions of approval identified in the Soils Approval letter.

The site is an under improved commercial property containing structures constructed from 1954-1957, which are scheduled for demolition. The site is an in-fill parcel in a developed urban area. Further, the apartments created by this subdivision would comply with area requirements of the proposed RAS4-1VL Zone and other provisions in the Los Angeles Municipal Code (LAMC). The physical implementation of the project would not cause substantial impacts beyond the baseline conditions and mitigations.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The subject site is surrounded by a variety of land uses, which include Community Commercial, General Commercial, Medium Residential, Low Medium II Residential, Low Residential, and Open Space. The adjacent properties to the north of the project are developed with one-story automotive commercial structures and surface parking lots in the [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO-RIO Zones. The adjacent properties to the northeast are developed with surface parking lots and a one-story institutional religious use structure in the R3-1-RIO Zone. The adjacent properties to the southeast are developed with multi-family residential structures, varying in height from one to four stories, and surface parking lots in the R3-1-RIO Zone. Adjacent properties to the south are developed with a one-story institutional religious use structure and surface parking lots in the [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO-RIO. Adjacent properties to the west are developed with surface parking lots and one-story commercial office use structures in the [Q]C2-1VL-CDO-RIO Zone.

The proposed project is a six-story, 205-unit mixed-use building. The density for this project is consistent with the proposed RAS4-1VL Zone. Additionally, the higher density is within 750 feet of several major bus stops located at the intersection of Vanowen Street and Reseda Boulevard.

(e) THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Initial Study prepared for the project identifies a potential adverse on environment and Biological Resources. Mitigation measures as indicated in the proposed Mitigated Negative Declaration are required as part of this approval. These measures will mitigate the above mentioned impact to biological resources to a less than significant level during construction.

A zone change was filed concurrently with this tract to change the existing [C2]-1VL-CDO-RIO and [P]P-1VL-CDO-RIO Zones to RAS4-1VL, in conformance with the General Plan Land Use Designation of General Commercial. There are no variances or exceptions required, all services and access to the proposed parcels

are to local standards, the parcel was not involved in a division of larger parcel within the previous two years, and the parcel does not have a slope greater than 20 percent as it is relatively flat, not located within a slope stability area, high erosion hazard area or a fault-rupture study zone. According to the tentative tract map, there are six non-protected, existing trees on-site. Four of the trees are proposed for removal. The two trees proposed to remain are located within the Reseda Boulevard right-of-way. The applicant has proposed a landscape plan accompanying the Zone Change request. Mitigation measures as indicated in the proposed Mitigated Negative Declaration are required as part of this approval. These measures will mitigate the above mentioned impacts to trees and other biological resources to a less than significant level during construction.

The project site, as well as the surrounding area, are presently developed with structures and do not provide a natural habitat for either fish or wildlife. Therefore, the design and proposed improvement are not likely to cause damage to fish or wildlife or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

- (g) THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The project proposes vacation of an existing alley that bisects the project site from north to south. As proposed, the Vesting Tract Map dedicates a 30-foot alley along the northerly property line. The proposed Vesting Tract Map preserves the 20-foot alley along the southerly property line. Further, as a Condition of the Tract Map approval, the Bureau of Engineering requires improvement of both alleys, including adequate drainage and intersection treatments with Reseda Boulevard. There are no additional easements located on the property. With implementation of all requirements from the Bureau of Engineering and Department of Public works the proposed subdivision will not conflict with any additional easements located on the property.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

The lot is a flat, relatively rectangular-shaped lot with a street frontage of approximately 190 feet along Reseda Boulevard with a lot depth of 345 feet on the southern side of the property line and 340 feet on the northern side of the property line. The proposed project is for the relocation/vacation of the abutting public alley and for the merger and resubdivision of the existing six (6) lots into one (1) lot. The project also proposes the subsequent construction, use, and maintenance of a new six (6)-story, 61 feet in height mixed-use project with 205 residential apartment units and 5,932 square feet of commercial space. As proposed, the residential apartment structure features apartment units that face the northerly, easterly, and southerly property lines. The design of the proposed project also includes apartment units that face an interior open space in the center of the proposed structure. Approximately 55 residential units of the proposed project face the southerly property line, approximately 77 residential units face the interior open space, approximately 45 units face the northerly property line, and approximately 28 units face the easterly property line. Although portions of the residential apartment building are oriented in the north and south direction, the structure of the buildings also gets southern exposure from the sun. The project's frontage on Reseda Boulevard to the west, including the proposed project's commercial space, receives the prevailing winds from the west and northwest from the Santa Ana winds which provide natural and cooling for the commercial space and the residential units that face the interior open space. The proposed project also includes landscaping that will further have a cooling effect. The local climate of the Valley is generally warmer than other parts of Los Angeles. The summers can reach the high 90s to over 100 degrees and the temperature in the winter does not fall below 40 degrees at night. The building has been designed in a way that does not result in reducing the allowable density while maintaining passive or natural heating and cooling opportunities.

In addition to the design of the subdivision, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of additional trees for shade purposes and the height of the buildings on the site in relation to adjacent development. In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

These findings shall apply to both the tentative and final maps for Tract No. VTT-74423.

VINCENT P. BERTONI, AICP
Director of Planning



SARAH HOUNSELL
Deputy Advisory Agency

TG:WH:mkc

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission or Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

*Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077*

*Marvin Braude San Fernando
Valley Constituent Service
Center
6262 Van Nuys Boulevard,
Suite 251
Van Nuys, CA 91401
(818) 374-5050*

*West Los Angeles
Development Services Center
1828 Sawtelle Boulevard,
2nd Floor
Los Angeles, CA 90025
(310) 231-2901*

***Please note the cashiers at the public counters close at 3:30 PM.**

Forms are also available on-line at <http://cityplanning.lacity.org>

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

VESTING TENTATIVE TRACT NO. 74423

IN THE CITY OF LOS ANGELES

MERGER AND RESUBDIVISION FOR SUBDIVISION PURPOSES

STATE OF CALIFORNIA

PROPOSED ALLEY PER TRACT MAP NO. 542-3

1. 1/4 SEC. 16, T. 11 N., R. 10 E., S. 1000' (1000' x 1000')
 2. 1/4 SEC. 16, T. 11 N., R. 10 E., S. 1000' (1000' x 1000')
 3. 1/4 SEC. 16, T. 11 N., R. 10 E., S. 1000' (1000' x 1000')
 4. 1/4 SEC. 16, T. 11 N., R. 10 E., S. 1000' (1000' x 1000')

RESEDA BOULEVARD

PROPOSED 6 STORY APARTMENT BUILDING OVER
 1 STORY BASEMENT

LOT 1

GRAPHIC SCALE
 1" = 100'

SUKOW ENGINEERING
 18700 CULVER STREET, NORTH HOLLYWOOD, CA 91305
 LONG PLANNING
 CIVIL ENGINEER
 LICENSE NO. 10000

DATE: 08/11/2016
 PREPARED BY: MELVIN SUKOW
 CHECKED BY: MELVIN SUKOW
 DATE: 08/11/2016



PREPARED UNDER THE DIRECTION OF:
 MELVIN SUKOW
 R.C.E. 22673

VESTING
 TENTATIVE TRACT NO. 74423
 RESEDA, CA

Exhibit E

Communications

WEST VALLEY-WARNER CENTER

SINCE 1930



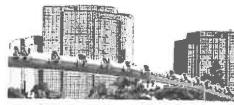
Woodland Hills



Tarzana



Reseda



Warner Center

CHAMBER OF COMMERCE

September 19, 2017

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

To Whom It May Concern:

I am writing in regard to the application for the proposed Project located at 6648 – 6670 Reseda Boulevard.

We are Reseda's Chamber of Commerce and are known as the West Valley-Warner Center Chamber of Commerce. We have attended a number of neighborhood council meetings and have met with the project developers. We are aware of the intentions to develop the property as a mixed-use project, having 205 residential dwelling units and approximately 6,000 square feet of commercial retail space.

The project was presented to our Board of Directors on May 9, 2017. Ann Carlton Bose the President of the Board of Directors attended the presentation of the Project at the Reseda Neighborhood Council meeting on May 15, 2017 along with Diana Williams our CEO, and believes it will be a great improvement to the existing site, bringing in much needed housing with neighborhood-serving retail uses. It should function as a "gateway" to the Reseda Central Business District.

I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project's approval is dependent on the City's review process.

Thank you for your attention to this matter.

Ann Carlton Bose-Chair of the Board of Directors
West Valley Warner Center Chamber of Commerce

Diana Williams CEO West Valley Warner Center Chamber of Commerce
PO Box 1
Woodland Hills, CA 91365-0001

cc: Department of City Planning

Abundant Housing LA

May 6, 2017

Reseda Neighborhood Council
7449 Reseda Blvd #118
Reseda, CA 91335

To whom it may concern,

We are writing to you to in support of the proposed 205-unit mixed-used development at 6648 N Reseda Blvd, including 18 dedicated very low income units, case CPC-2016-3545-ZC-DB-SPR-CDO. We urge you to support this project, including the zone change and density bonus provisions.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

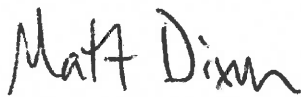
This project is in a great location for housing. It is directly served by Metro bus service on Reseda Blvd (Routes 240 & 741) with additional service available on Vanowen St (Route 165), and is only three-quarters of a mile from the Metro Orange Line stop on Reseda Blvd. It provides easy access to Warner Center, Sherman Oaks, and Cal State Northridge. In addition, some desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance.

It is especially encouraging to see the developer taking advantage of the density bonus to provide badly needed affordable units in the city. The density bonus helps create both additional market rate units and additional affordable units, making it one of the city's best tools in addressing the housing crisis. The city should consider expanding the density bonus program to provide even more incentive for developers to create affordable units.

This project is a good project for Los Angeles and for the region. Again, we urge you to support this project including the requested zone change and density bonus provisions.

Best Regards,

The Abundant Housing LA Steering Committee:



Matt Dixon



Mark Vallianatos

Brent Gaisford

Shane Phillips

Mark Edwards

Leonora Yetter

Ross Zelen

Gabe Rose

Abundant Housing LA
Housing for all

Cc:

Councilmember Bob Blumenfield

William Huguen, Case Planner

Date: 09-23-2017

Re.: 6648 - 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

To Whom It May Concern:

I am writing in regards to the application for the proposed Project located at 6648 - 6670 Reseda Boulevard.

I am a local business owner and member of the greater community. I have met with the current property owner, and am aware of the intentions to develop the property as a mixed-use project, having 205 residential dwelling units and approximately 6,000 square feet of commercial retail space. I spoke in favor of the proposed Project at the Reseda Neighborhood Council meeting on May 15, 2017, and believe it will be a great improvement to the existing site, bringing in much needed housing with neighborhood-serving retail uses, and will function as a "gateway" to the Reseda Central Business District.

I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project's approval is dependent on the City's review process.

Thank you for your attention to this matter.

Emily M. Roberts
(signature)

emily.s.roberts880@gmail.com
(contact email or phone)

Tel - 818-8545459

Name EMELINDA M. ROBERTS
Business EMPOWER GROUP of
Address / Contact Information COMPANIES / RODEO REALTY
17501 Ventura Blvd.
Encino CA 91316

cc: Department of City Planning

Date: September 19, 2017

Re.: 6648 – 6670 Reseda Boulevard

Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

To Whom It May Concern:

I am writing in regards to the application for the proposed Project located at 6648 – 6670 Reseda Boulevard.

I am a member of the Woodland Hills ~ Warner Center Neighborhood Council, a member of the West Valley Warner Center Chamber of Commerce, head of beautification for Warner Center ~ Woodland Hills and a frequent set of helping hands in Reseda.

I am aware of the intentions to develop the property as a mixed-use project, having 205 residential dwelling units and approximately 6,000 square feet of commercial retail space. I spoke in favor of the proposed Project at the Reseda Neighborhood Council meeting on May 15, 2017, and believe it will be a great improvement to the existing site and bringing in much needed housing with neighborhood-serving retail uses.

I have worked on cleanups along this stretch of Reseda Blvd. I painted the bridge just south of the planned location of this project. I know this project would be a great enhancement to the image of Reseda. It could function as a “gateway” to the Reseda Central Business District.

I know the application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project’s approval is dependent on the City’s review process. I hope that planning sees the value of the project as well and approves it without delay.

Sincerely,

Sean McCarthy

Sean@JacksonMcCarthy.Com

www.linkedin.com/in/seanmccarthy

818-389-1876



AGENTS
ADVISORS
FRIENDS

O 818.302.3060 F 818.436.6122
5900 Canoga Ave., Suite 110 Woodland Hills, CA 91367
www.gasparinsurance.com | CA Insurance Lic. #OG66626

To Whom It May Concern:

I am writing in regards to the application for the proposed Project located at 6648 – 6670 Reseda Boulevard.

I am a local homeowner, business owner and member of the greater community. I am a past President of the Reseda Neighborhood Council and currently sit on a standing committee. I am involved in many local non-profits and am deeply connected with the Reseda community. My wife and I have lived in Reseda for 15 years and my family has been here since 1952.

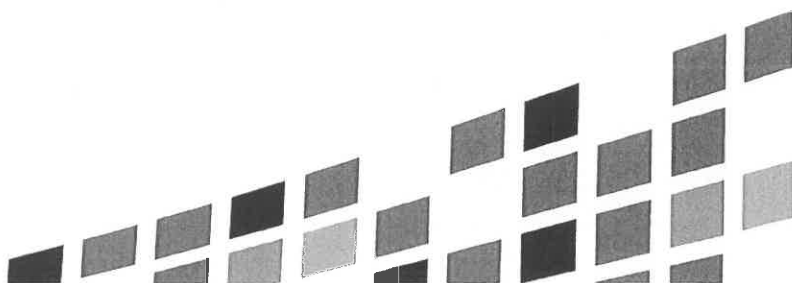
I have met with the current property owner, and am aware of the intentions to develop the property as a mixed-use project, having 205 residential dwelling units and approximately 6,000 square feet of commercial retail space. I spoke in favor of the proposed Project at the Reseda Neighborhood Council meeting on May 15, 2017, and believe it will be a great improvement to the existing site, bringing in much needed housing with neighborhood-serving retail uses, and will function as a "gateway" to the Reseda Central Business District. My wife and I are both in support of this project.

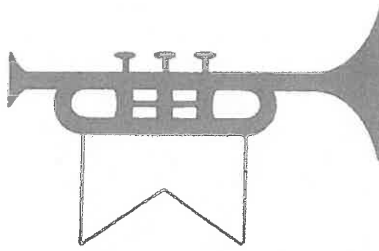
I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project's approval is dependent on the City's review process.

Thank you for your attention to this matter.

A handwritten signature in black ink, appearing to read 'Cary Iaccino'.

Cary Iaccino
VP of Sales
Gaspar Insurance
818-489-5663 cell
818-275-8251 direct





September 20, 2017

Horace Heidt Productions

Re.: 6648 – 6670 Reseda Boulevard

Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

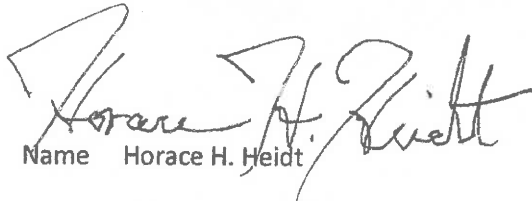
To Whom It May Concern:

I am writing in regards to the application for the proposed Project located at 6648 – 6670 Reseda Boulevard.

I am a local business owner and a resident of the San Fernando Valley. I am aware of the intentions to develop the property as a mixed-use project, having 205 residential dwelling units and approximately 6,000 square feet of commercial retail space. I believe this development will be a great improvement to the existing site, bringing in much needed housing with neighborhood-serving retail uses, and will function as a “gateway” to the Reseda Central Business District.

I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project’s approval is dependent on the City’s review process.

Thank you for your attention to this matter.


Name Horace H. Heidt

cc: Department of City Planning

Date: 09/24/17

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

To Whom It May Concern:

I am writing in regards to the application for the proposed Project located at 6648 – 6670 Reseda Boulevard.

I am a local business owner and a resident of the San Fernando Valley. I am aware of the intentions to develop the property as a mixed-use project, having 205 residential dwelling units and approximately 6,000 square feet of commercial retail space. I believe this development will be a great improvement to the existing site, bringing in much needed housing with neighborhood-serving retail uses, and will function as a "gateway" to the Reseda Central Business District.

I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project's approval is dependent on the City's review process.

Thank you for your attention to this matter.


(signature)

rsinaniandds@sbglobal.net
(contact email or phone)

Name **RONALD S. SINANIAN, D.D.S.**
Business **9535 RESEDA BLVD., SUITE 309**
Address / Contact information **NORTHRIDGE, CA 91325**

cc: Department of City Planning

Date: 9/24/17

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

To Whom It May Concern:

I am writing in regards to the application for the proposed Project located at 6648 – 6670 Reseda Boulevard.

As a longtime resident of the San Fernando Valley, and a member of the community for many years, I wanted to express my support for the proposed development at 6648 – 6670 Reseda Boulevard.

I understand the aspects of the project, and am aware of the intentions to develop the property as a mixed-use project, having 205 residential dwelling units and approximately 6,000 square feet of commercial retail space. I believe it will be a great improvement to the existing site, bringing in much needed housing with neighborhood-serving retail uses, and will function as a “gateway” to the Reseda Central Business District.

I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project’s approval is dependent on the City’s review process.

Thank you for your attention to this matter.

Mike Wang
(signature)

818 312 7322
(contact email or phone)

Name
Business
Address / Contact information

21919 Gresham St. West Hills CA 91304
cc: Department of City Planning

Date: 9/24/17

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

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I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project’s approval is dependent on the City’s review process.

Thank you for your attention to this matter.

Beth Naron
(signature)

thee pricetag @ gmail.com
(contact email or phone)

Name

Business

Address / Contact information

13103 Arminia St. North Hollywood CA, 91605

cc: Department of City Planning

Date: 9/24/17

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

To Whom It May Concern:

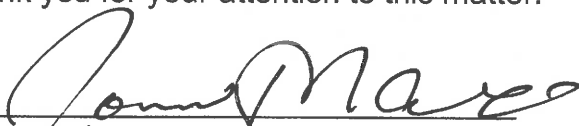
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I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project's approval is dependent on the City's review process.

Thank you for your attention to this matter.


(signature)

jonathan.mason1@outlook.com
(contact email or phone)

Name
Business
Address / Contact information

13103 Arminia St. North Hollywood CA, 91605

cc: Department of City Planning

Date: 9/24/17

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

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I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project's approval is dependent on the City's review process.

Thank you for your attention to this matter.


(signature)

jared_prc@yahoo.com
(contact email or phone)

Name
Business
Address / Contact information

18264 Germain St. Northridge CA, 91326

cc: Department of City Planning

Date: 9/24/2017

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

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I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project's approval is dependent on the City's review process.

Thank you for your attention to this matter.

Robert Sinanian
(signature)

N/A
(contact email or phone)

Name *Robert Sinanian*
Business
Address / Contact information
18565 Calle Vista Circle
Northridge, CA 91326
cc: Department of City Planning

Date: 9/24/2017

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

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I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project's approval is dependent on the City's review process.

Thank you for your attention to this matter.

Kathy Sinanian
(signature)

Kaspharmd@aol.com
(contact email or phone)

Name *Kathy Sinanian*
Business
Address / Contact information
19641 Tulsa St.
Chatsworth, CA 91311
cc: Department of City Planning

Date: SEPTEMBER 25, 2017

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

To Whom It May Concern:

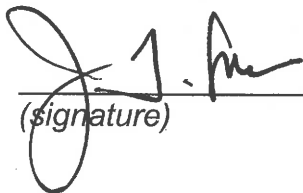
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I understand that an application has been submitted to the Department of City Planning seeking approval for this development, and that the timeline of the project's approval is dependent on the City's review process.

Thank you for your attention to this matter.


(signature)

JANDERSON@TERRAENT.COM
(contact email or phone)

Name JAMES T. ANDERSON

Business

Address / Contact information

17138 SUPERIOR ST UNIT 20

NORTHRIDGE CA 91325

cc: Department of City Planning

Date: 9/24/17

Re.: 6648 – 6670 Reseda Boulevard
Case No. CPC-2016-3545-ZC-DB-SPR-CDO/ENV-2016-3546-EAF

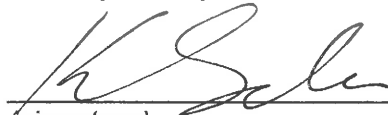
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Thank you for your attention to this matter.


(signature)

Kurhair@Gmail.com
(contact email or phone)

Name Kaitlyn Selva
Business Hairlab
Address / Contact information
22033 Clarendon St.
Woodland Hills, CA 91367
cc: Department of City Planning

September 3, 2017

William Huguen, City Planning Assistant
Department of City Planning
City of Los Angeles
6262 Van Nuys Blvd, Room 430
Van Nuys, CA 91401

To whom it may concern,

We are writing to you to reiterate our support for the proposed 205-unit mixed-used development at 6648 N Reseda Blvd, including 18 dedicated very low income units, cases CPC-2016-3545-ZC-DB-SPR-CDO & VTT-74423. We urge the city to grant the Znoe Change from [Q]C2-1VL-CDO-RIO and [Q]P-1VL-CDO to RAS4-1VL-CDO-ROI; grant the Density Bonus On-Menu Incentives for FAR greater than 3:1 and height greater than 50'; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is directly served by Metro bus service on Reseda Blvd (Routes 240 & 741) with additional service available on Vanowen St (Route 165), and is only three-quarters of a mile from the Metro Orange Line stop on Reseda Blvd. It provides easy access to Warner Center, Sherman Oaks, and Cal State Northridge. In addition, some desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance.

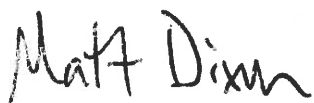
It is especially encouraging to see the developer taking advantage of the density bonus to provide badly needed affordable units in the city. The density bonus helps create both additional market rate units and additional affordable units, making it one of the city's best tools in addressing the housing crisis. The city should consider expanding the density bonus program to provide even more incentive for developers to create affordable units.

This project is an example of how overly restrictive zoning is hurting LA's ability to provide new housing. The site is in a desirable neighborhood yet part of it, as well as portions of many parcels around it, are zoned for literally nothing other than automobile parking. The city will never meet its affordable housing goals when it is so difficult to build new housing. We need zoning for people to live, not just cars.

This project is a good project for Los Angeles and for the region. Again, we urge the city to grant the Zone Change and Density Bonus On-Menu Incentives, approve the Vesting Tentative Tract Map, and adopt the MND for this project.

Best Regards,

The Abundant Housing LA Steering Committee:



Matt Dixon
620 W Wilson Ave, Unit H
Glendale 91203



Mark Vallianatos
3591 Canada St
Los Angeles 90065



Brent Gaisford
3236 Hutchison Ave
Los Angeles 90034



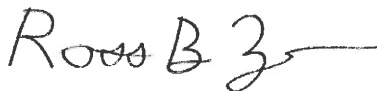
Leonora Yetter
1013 16th St, Unit 102
Santa Monica 90403



Mark Edwards
1174 N Curson Ave, #8
West Hollywood 90046



Gabe Rose



Ross Zelen