



DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT



**SOUTH VALLEY AREA PLANNING
COMMISSION**

Date: March 25, 2015
Time: after 4:30 p.m.*
Place: Marvin Braude Building
First Floor Conference Room
6262 Van Nuys Boulevard
Van Nuys, CA. 91401

Public Hearing: Required
Appeal Status: Not Further Appealable
Expiration Date: May 9, 2015
Multiple Approval: Yes

Case No.: DIR-2014-886-SPP-SPPA-2A
CEQA No.: ENV 2014-887-MND
Incidental Cases: None
Related Cases: DIR-2010-1000-SPP-SPPA
ENV-2010-1001-MND
Council No.: 2
Plan Area: Sherman Oaks – Studio City –
Cahuenga Pass – Toluca Lake
Specific Plan: Ventura/ Cahuenga Boulevard
Corridor
Certified NC: Studio City
GPLU: Neighborhood and General
Commercial
Zone: C1.5-1VL-RIO
Legal Portion of Lot 5, Tract 1368,
Description: Arb 2; Parcel Map 353, Lots A-
C, Arb 1
Applicant: Richard Weintraub,
Sportsmen's Lodge REW, LLC
Appellant(s): Patrice Berlin, Sandy Fox, Pam
Friedman, Marilyn Harris, Judy
Millar, Abbie Phillips, Michael
and Andrea Sher, Golan Yosef,
and Ventura Boulevard
Associates (c/o Midwood
Investment
Development/Steven
Schwartz/Kevin McDonnell

PROJECT LOCATION: 12833-12835 W. Ventura Boulevard, 4218-4230 N. Coldwater Canyon Avenue (Currently known as the Sportsmen's Lodge site, Studio City)

PROPOSED PROJECT: Demolition of the existing Sportsmen's Lodge event/banquet facility and the subsequent construction of a new, 97,807 square-foot, mixed-use shopping center, with 24,251 square feet of restaurant space, 37,518 square feet of retail space, 30,000 square feet of health club space, and 6,038 square feet of accessory space (i.e. hallways, elevators, etc.) with 446 parking spaces.

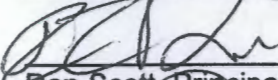
REQUESTED ACTION: Appeal of the Director of Planning's **Conditional Approval** of Specific Plan **Project Permit Compliance**, including shared parking approval for the 446 parking spaces, as permitted by Section 7.F.4 of the Specific Plan, and a Specific Plan **Project Permit Adjustment**, to permit the construction of a new building with a maximum height of 33 feet, in lieu of the maximum 30 feet allowed by the Specific Plan, pursuant to Sections 11.5.7.C and 11.5.7 E of the L.A.M.C.

RECOMMENDED ACTIONS:

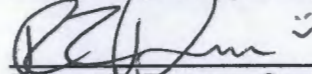
1. **Grant the appeal in part** by adding additional conditions to the Director's Determination, issued on December 22, 2014, and amending Conditions A-5, A-9, A-16 and B-3, as noted herein;
2. **Sustain** the Director of Planning determination of Project Permit Compliance and Project Permit Adjustment Conditional Approval, and adopt the Director's findings, as modified herein, and
3. **Adopt** the environmental clearance, ENV 2014-887-MND.

MICHAEL J. LOGRANDE
Director of Planning

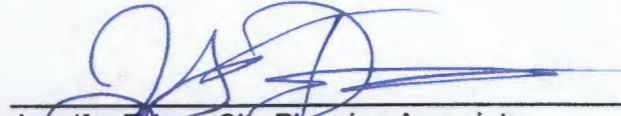
DS



Dan Scott, Principal City Planner



Robert Z. Duenas, Senior City Planner



Jennifer Driver, City Planning Associate
(818) 374-9916

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 No. Spring St., 5th Floor, Los Angeles, CA 90012 (213-978-1293). While all written communications are given to the Commission for consideration, the initial packets are sent out the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its 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 no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213-978-1293.

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APPEAL SUMMARY

I. Proposed Project

The Project site, known as the Sportsmen's Lodge, located at the northeast corner of Ventura Boulevard and Coldwater Canyon Avenue (see Exhibit A – Vicinity/ZIMAS/Radius Maps/Neighboring property identification map), is a horse shoe-shaped property that wraps around the existing Sportsmen's Lodge Hotel ("Hotel"), which is a separately-owned site, not a part of the proposed Project, and which will remain. (Note: the owner of the Hotel site is one of the appellants in this case.)

Development on the site currently consists of several one-story buildings attached to each other (creating one large complex), and a smaller, detached one-story building, which together function as an event/banquet facility. The remainder of the site is improved with two, small, connected lakes in a garden setting, two porte-cochères attached to the south and north entrances of the subject site, bridges and walkways, and an extensive parking area that continues north and east along the bank of the Los Angeles River and on the east side of the Hotel site (see Exhibit B – Aerial and Site Photographs). Included within the Project site and plans is the site of a closed, LA City fire station, located at 4230 Coldwater Canyon Avenue, which the Project site surrounds, for which the Project applicant is in negotiations with the City to purchase.

The proposed Project, to be known as Sportsmen's Landing, consists of the demolition of the approximately 56,000 square-foot event/banquet facility, the potential demolition of the 3,102 square-foot City fire station, and the subsequent construction of a 97,807 square-foot, mixed-use shopping center, with 24,251 square feet of restaurant space, 37,518 square feet of retail space, 30,000 square feet of health club space, and 6,036 square feet of accessory space, with 446 on-site parking spaces and a maximum height of 33 feet, which includes any rooftop equipment such as stairwell shafts and air conditioner units. As designed, the Project requires a Specific Plan Project Permit Compliance for the construction of the new mixed-use shopping center and a Specific Plan Project Permit Adjustment to allow for a 10% increase in the height of some of the buildings (from 30 feet to 33 feet), as depicted in Exhibit C – Project Plans. (Note: the hearing notice incorrectly noted that there would be 445 vehicle parking spaces on-site, when there will actually be 446 vehicle parking spaces on-site.)

The Project consists of five (5), new, one- and two-story commercial buildings to be leased as retail, restaurant, and fitness facilities by Sportsmen's Lodge REW, LLC. The new buildings would be situated on the west side of the site, currently the location of the one-story, Sportsmen's Lodge event/banquet facility. The proposed buildings have a frontage of approximately 234 feet along Ventura Boulevard and 170 feet along Coldwater Canyon Avenue. The proposed structure is architecturally styled as "mid-century modern", with gestures to other Valley midcentury structures, and aims to complement the existing massing and materials of the adjacent Hotel. The Project proposes to include extensively re-landscaped garden areas with integrated, but re-imagined water amenities. Existing, long-standing, significant trees will be left untouched within the newly landscaped garden areas. A new pocket park is proposed to be located on the northwest corner of the site, providing a direct connection to the proposed Los Angeles River bike paths. The Project will include extensive landscaping, both below and above the existing parking deck, and will work with public agencies to improve the adjacent River environment.

II. Existing Setting

Subject Property

The project site is located within the Sherman Oaks – Studio City – Cahuenga Pass – Toluca Lake Community Plan area, and is a slightly sloping (from north to south), 97,807 square-foot, irregularly-shaped property with a 320-foot frontage on Coldwater Canyon Avenue (including the closed, LA City fire station site), and a non-contiguous, 331-foot frontage on Ventura Boulevard. The project site is zoned C1.5-1VL-RIO, and is bounded on the north by the Los Angeles River, on the south by Ventura Boulevard, on the west by Coldwater Canyon Avenue. Note: the Sportsmen's Lodge Hotel is located in the middle of the horse shoe-shaped parcel, but not part of the subject Project (the subject Project has additional surface parking to the east of the Hotel, with the proposed mixed-use construction to the west). The City fire station site on the west side of the Project site along Coldwater Canyon Avenue is proposed to be incorporated into the proposed project, subject to City Council review and approval of the sale to the Project applicant.

Surrounding Land Uses

Directly to the north of the site is the Los Angeles River, with a dedicated varying width of 110 to 128 feet. To the north of the river are residential properties. At the northwest corner across the river is a multi-family development in the RD1.5-1-RIO zone and just to the east north of the site across from the river are single-family homes in the R1-RFA-RIO zone. In the middle of the subject property is the Sportsmen's Lodge Hotel which is zoned C1.5-1VL-RIO. To the south, across Ventura Boulevard is currently a large scale grocery store in a C1.5-1VL-RIO/P-1VL-RIO/C2-1VL-RIO zoned area and a pet store in the C1.5-1VL-RIO zone. To the east, is a commercial strip mall zoned C1.5-1VL-RIO. To the west, there is a gas station directly abutting the property at the corner of Coldwater Canyon Avenue and Ventura Boulevard zoned C1.5-1VL-RIO. Also, to the west abutting the property, there is a property zoned C1.5-1VL-RIO that is occupied by a City fire station that is still subject to acquisition from the City by the subject property owner for utilization for the proposed Project but could still remain as a fire station if not approved. Across Coldwater Canyon Avenue to the west, there are commercial properties, including restaurants in the C2-1VL-RIO zone.

Ventura Boulevard, abutting the property on the south, is a Major Highway-Class II, dedicated to a width of 100 feet and fully improved. The north side of Ventura Boulevard currently consists of a 50-foot half right-of-way, with a 35-foot half roadway and a 15-foot sidewalk.

Coldwater Canyon Avenue, abutting the property on the west, is a Secondary Highway, dedicated to a variable width of 82-88 feet and fully improved. The east side of Coldwater Canyon currently consists of a varying half right-of-way width of 40-43 feet and improved with asphalt and concrete curb, gutter and sidewalk.

III. Background

On December 22, 2014, the Director of Planning, under DIR-2014-886-SPP-SPPA, granted a Specific Plan Project Permit Compliance and a Specific Plan Project Permit Adjustment conditional approval to allow for the demolition of 56,000 square feet of event/banquet square footage and the subsequent construction of a new one- and two-story, 97,807 square-foot mixed-use shopping center with 24,251 square feet of restaurant space, 37,518 square feet of retail space, 30,000 square feet of health club space, and 6,036 square feet of accessory

space with 446 parking spaces at a maximum height of 33 feet (see Exhibit E – 12/22/2014 Director's Determination Letter). On January 6, 2015, the initial approval was appealed to the South Valley Area Planning Commission by a neighbor who represented himself and the neighboring property owners. On February 11, 2015, the appellant submitted a written request to the City to withdraw the appeal to the South Valley Area Planning Commission. As a result, the Department of City Planning, per Section 11.5.10.B of the LAMC, issued a letter on February 13, 2015, that reopened the appeal period for the Director's Determination until February 23, 2015. By February 23, 2015, the approval was appealed by eight (8) neighboring residential property owners of the subject site and the adjacent Hotel property owner.

Historical Background

The Sportsmen's Lodge facility began in 1936 and was originally a small, local fishing site, which eventually evolved into a restaurant where customers could rent fishing equipment and fish for trout in the ponds within the site. The restaurant would then cook and serve the trout if a restaurant customer asked. As the surrounding area developed, the popularity of the site grew and more dining room space and banquet facilities were added on the subject site. In the late 1960s, fishing for trout ceased, but the event and banquet facilities continued operating and expanded on the subject site. Throughout the subsequent years the facility underwent multiple upgrades and remodeling campaigns, most which were made in the mid-1990s and in 2006. Today, the Sportsmen's Lodge site still has event/banquet operations, in addition to the Hotel, but little resembles its 1950s and 1960s appearance.

In September 2002, an application was initiated to designate the Sportsmen's Lodge as a Los Angeles Historic Cultural Monument (LAHCM) of the City of Los Angeles. On December 4, 2002, the Cultural Heritage Commission recommended the subject property as a LAHCM.¹ Between September 2002 and January 2006, the City of Los Angeles conducted proceedings to evaluate the merits of the LAHCM application. On January 24, 2006, the Planning and Land Use Management Committee recommended that the City Council disapprove the recommendation of the Cultural Heritage Commission from December 4, 2002 and recommended that they deny the nomination application.² At the conclusion of the proceedings, the City Council determined that there was not substantial evidence to warrant the designation of the subject property as a LAHCM. As a result, the City concluded the subject improvements did not need to be retained and the removal of the subject improvements would not result in any historical impacts. On July 31, 2006, the City Council denied the LAHCM application to designate the subject property.³

On January 31, 2006, a covenant and agreement running with the land was enacted for the subject property. The covenant stipulated that the owner will include a permanent landscaped garden area, not to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities designed by a licensed landscape architect, to commemorate the original Sportsmen's Lodge garden, which would be open to the public as a part of the new Project. Additionally, the garden area will be accessible from Ventura Boulevard and feature a plaque, monument, or display case to commemorate the history of the Sportsmen's Lodge and surrounding community. The garden area may be incorporated into the new project plans and may satisfy, in whole or in part, applicable City landscaping or open space requirements for the new project. The Cultural Heritage Commission is required to review building plans to

¹ Planning and Land Use Management Committee Report, Sportsmen's Lodge, File No. 02-2698, January 24, 2006, adopted January 31, 2006.

² Planning and Land Use Management Committee Report, Sportsmen's Lodge, File No. 02-2698, January 24, 2006, adopted January 31, 2006.

³ Covenant and Agreement Running with the Land for 12833 Ventura Boulevard, Studio City, between Daledo Company, LLC and the City of Los Angeles (January 31, 2006).

ensure the described landscape feature is incorporated into a new Project.⁴ Then, in 2013, the Sportsmen's Lodge was assigned a 3S, 3CS, and 5S3 status code during the SurveyLA review process and found the property potentially eligible for the National Register, California Register, and local listing through survey evaluation under history.⁵ The subject property was found potentially eligible as a "rare and early private recreational facility in the San Fernando Valley" and an "important and popular gathering place for people working in the entertainment industry."

A report was prepared by PCR Services Corporation in October, 2014⁶ (available for review in the City Planning Case File Dir-2014-886-SPP-SPPA) to report on the historical aspects of the site and whether the subject Project would be a hindrance to any historical aspect or qualify for a federal, state or local register. The report concluded the following:

"The Sportsmen's Lodge lacks integrity to exemplify historical or architectural significance during its 1940 to 1970 period of significance for individual listing or as a contributor to a district under any of the applicable federal, state or local eligibility criteria. The Sportsmen's Lodge building complex does not resemble its appearance during its 1940 to 1970 period of significance, and lacks integrity of design, workmanship, materials, and feeling. However, the Sportsmen's Lodge retains integrity of location, setting and association. In addition, the setting retains some historic feeling and association because the two lakes and the surrounding mature trees remain extant. The Sportsmen's Lodge does not represent the broad patterns of economic and development history of Studio City and the San Fernando Valley. The Sportsmen's Lodge is not identified with historic personages or with important events. Because it is an highly altered example of a recreational fishing site and restaurant, the Sportsmen's Lodge does not appear eligible for listing in the national, state or local registers as an exceptional, distinctive, outstanding, or singular example of its type or style. Therefore, the Sportsmen's Lodge is assigned a California Historic Resources Status Code of 6Z and is "...found ineligible for the National Register, California Register, or Local designation through survey evaluation...."

After Project completion, the level of impacts to historical resources would be less than significant. As discussed above, and pursuant to CEQA, there would be no impacts to historical resources. The owner shall provide a new permanent landscaped garden area, that does not have to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities. The garden area of the new Project shall retain existing healthy mature trees to commemorate the look and feel of the former Sportsmen's Lodge garden. Two (2) man-made lakes, connected by a stream in approximately the same location as the existing lakes, shall be open to the public during business hours and conveniently accessible from Ventura Boulevard. A plaque, monument, or display case commemorating the history of the Sportsmen's Lodge and surrounding community shall be installed on site. The garden area may be integrated into the new Project and may satisfy, in whole or in part, applicable City

⁴ Covenant and Agreement Running with the Land for 12833 Ventura Boulevard, Studio City, Between Daledo Company, LLC and City of Los Angeles (January 31, 2006).

⁵ Historic Resources Group, SurveyLA Los Angeles Historic Resources Survey Report: Sherman Oaks – Studio City – Toluca Lake. Prepared for the City of Los Angeles Department of City Planning, Office of Historic Resources (January 2013). Note: The demarcations are as follows: 3S – Appears eligible for National Register as an individual property through survey evaluation; 3CS – Appears eligible for California Registration as an individual property through survey evaluation; and, 5S3 – Appears to be individually eligible for local listing or designation through survey evaluation.

⁶ Historical Resources Assessment Report, prepared by PCR Services Corporation, October, 2014.

landscaping or open space requirements. With these recommendations incorporated, the Project would meet the requirements of the 2006 landscape covenant.

IV. Appeal of the Director's Determination and Staff Response to the Appeal

Within 10 days of the February 13, 2015 reopening of the Determination appeal period, nine (9) appeals were filed by the following: Patrice Berlin, Sandy Fox, Pam Friedman, Marilyn Harris, Judy Millar, Abbie Phillips, Michael and Andrea Sher, Golan Yosef, and Ventura Boulevard Associates (c/o Midwood Investment Development/Steven Schwartz/Kevin McDonnell) (see Exhibit F –Appeals). The issues raised by the appellants are stated below and addressed in the staff responses (Note: the first eight (8) of the appeals listed above were identical and from surrounding residential neighbors and will be referred to as "Neighbors", and one (1) was received from the Sportsmen's Lodge Hotel property owner adjacent to the subject property and will be referred to as "Hotel"):

- 1) There are private agreements between the Hotel and the proposed Sportsmen's Landing ("Landing") site that are not being addressed in the Director of Planning's decision letter.**

Representatives of the adjacent Hotel owner, Ventura Boulevard Associates, have raised objections that the Project does not acknowledge private agreements between the Applicant and the adjacent Hotel. For both legal and practical reasons, it should be noted that the City does not enforce private agreements, real estate contracts or business deals between private property owners. Therefore, the City cannot require the Applicant, or condition the Project, to provide compliance with any private agreements, real estate contracts or business deals.

Note, both the private agreements referenced in the appeal by the Hotel were dated November 20, 1961. The first document is a Corporation Quitclaim Deed which notes the need to maintain "ingress, egress and parking to be used in common with grantee, its successors and assigns". The second is an agreement between the Hotel and Landing sites acknowledging that the Landing site shall continue to "operate and maintain [a] restaurant in the style and tradition of its present restaurant so long as a hotel of 150 rooms or more is maintained adjacent to said Sportsmen's Lodge restaurant. Said restaurant facilities shall include full room service to the guests of Haven ["Hotel"] from 6:00 o'clock A.M. to 11:30 P.M. daily".

If there are any conflicts with these agreements and the two (2) parties involved, they are not for review or within the jurisdiction of the Director of Planning nor the South Valley Area Planning Commission to enforce.

- 2) The Hotel appellant claims that, as a result of the proposed Project, the Hotel will be underparked and some of the parking needed for the Hotel's operation may be currently allocated on the Landing site and inaccessible as a result of the noted conditions.**

Representatives of the adjacent Hotel owner have raised objections that the subject Project site will not maintain parking for the Hotel site based on private agreements. The City does not enforce private agreements, real estate contracts or business deals between property owners. Therefore, the City cannot require the Applicant or condition the Project to provide any previously provided parking that may or may not be required for the Hotel site and this shall be dealt with privately between the two (2) parties.

3) The appellants contest the feasibility of the vehicular circulation on-site and with the adjacent Hotel site.

As conditioned herein (Condition No. A-11) no building permit will be issued prior to approval of any interior circulation plan by the Department of Transportation (DOT). Upon initial review, as noted in the Department of Transportation's review on March 18, 2014, there were no issues that couldn't be mitigated pertaining to the circulation and layout of the parking lot on the subject site. That being said, the Project will comply with LAMC and any conditions DOT deems necessary for the safety and public welfare prior to any issuance of a permit.

In addition, the Landing site will be managed by a valet service as many of the automobile vehicle spaces are in tandem or accessible via mechanical lifts. This valet service will maintain the required separation between the Hotel and Landing sites, as conditioned by condition A-9, as amended herein.

As conditioned herein, through the modification of Condition No. A-9, there will be signs on the Landing site every 10 stalls on both sides of each parking aisle, marking that the stalls are associated with the Landing site so there will be no confusion as to where Landing patrons shall park. In addition, as conditioned and modified herein through Condition No. A-9, there will be signs noting the circulation between both the Landing and Hotel sites.

Lastly, as conditioned herein, there will be signs noting the Landing valet stations at the entrance on Coldwater Canyon Avenue and at the eastern driveway on Ventura Boulevard for the Landing site. All cars that need to be parked in tandem or in the mechanical lift stalls will be parked by the valet service and there will be no confusion as to where patrons of the Hotel or Landing site should park (see Exhibit M).

4) The eight (8) appeals filed by the Neighbors state that the Project does not address the fact that the patrons of the Hotel and/or Landing site may park on either site or in the surrounding residential neighborhood. In addition, the Decision did not address the marking of parking stalls to specific tenants.

As noted in points 1 and 2 above, the City cannot enforce any private agreements between property owners so any accounting of spaces that were agreed to privately between the two (2) sites cannot be addressed. If the Hotel cannot maintain the parking required for their use, they need to address that privately as that site is not a part of this Project. That being said, as shown by the shared parking analysis done in May 2014, and further augmented in October 2014 (see Exhibit G), the Landing site can accommodate the needed parking for the Project's intended uses at the peak hours and will not pose a burden on the surrounding community.

The valet service, which is required as part of this approval for the Landing site Project, will ensure that no cars are personally or valet parked on the Hotel site. The Department of Transportation (DOT) and the Bureau of Engineering (BOE) have reviewed the proposed parking layout and have initially found no issues (see Exhibits H and I). That being said, before any building permits are issued, both DOT and BOE will have to review and approve the final set of plans prior to any construction. If there are any issues with circulation between the adjacent properties, they will be rectified through the Plan Check process done by the City. Lastly, as conditioned by A-9, as amended herein, there will be signs also noting which spots are designated for the Landing site and where access between the two (2) sites will occur so there will be no confusion.

Furthermore, with regard to the marking spots for specific uses on the Project site, the Department of City Planning deems such a demarcation as counter-productive for handling

all parking as needs change during the day and evening for each use on-site. The Planning Department does not restrict these spots for certain uses in order to support the concept of shared parking. Condition A-9.e of the Determination letter actually prohibits marking spaces for specific tenants. In addition, to make sure parking is monitored, valet service is required to facilitate parking at the site once the Project is operational to confirm that visitors of the Project do not utilize the Hotel site for parking.

- 5) The Neighbors stat that there are insufficient means to protect the attractive, safe and secure public use and enjoyment of the Los Angeles River and public ways adjacent thereto. In addition, the proposal includes a vehicular access way which may conflict with the terminus of pedestrian and bicycle access to the river at Coldwater Canyon Avenue.**

As proposed, the Project includes Conditions A-8, A-16, A-20, C-3, C-4, C-7, C-8, C-9, C-13, and C-29, which propose ample mitigation measures for any new commercial development at this site to protect the use of the river and neighboring single-family homes. The conditions require that the applicant work with the Army Corp. and that they must comply with the LA-RIO Plan, which will consider the type of landscaping incorporated on the site. The Project proposes a varying 5' to 15'-foot landscaped buffer adjacent to the river frontage, utilizing a combination of the top and bottom of the parking deck. The proposed changes plan to improve the aesthetics of the area by installing native plantings as required by the Plan and other agencies to screen the shopping center from the river and the surrounding single-family homes, both on and below the parking deck. In addition, the proposed landscaping will reduce any potential noise impact emanating from the site, as there will be a natural sound buffer.

Furthermore, as required by the LA-RIO Plan and specifications set forth by the Army Corp., public access to the river is to be provided via a new disabled access ramp at Coldwater Canyon Avenue adjacent to the Project site. The northwest corner portion of the Project site will be improved with a stabilized granite path, public benches, pathway lighting, bike racks and landscaping for the use and enjoyment of the public. As shown in Exhibit K, there will be safe pedestrian access from Coldwater Canyon Avenue and no vehicular access to the river off of Coldwater Canyon Avenue. The plans are in full compliance with the Los Angeles River Works Plan and permitted in their Phase II Design documents, which are set to begin actual construction in early March pending funding release.

- 6) The proposed conditions of approval do not protect adjacent residential uses from potential traffic congestion and overflow as a result of the project.**

Both BOE (See Exhibit I) and DOT (See Exhibit H) reviewed the existing conditions of the site and analyzed the proposed Project. They looked at where the driveways were located and how many vehicle trips the project would anticipate. As originally submitted (see Exhibit H), the Project included the Hotel use as part of the project and DOT conducted a traffic study which concluded that the replacement of the event/banquet center with the proposed Sportsmen's Landing Project and the continued use of the Hotel would result in an additional 2,001 vehicle trips to the site. Subsequent to this review, the applicant revised the scope of the Project to remove the Hotel as part of the Project review. As a result of the separation of the Landing and Hotel properties as part of the Project, the resulting number of trips accounted for in the DOT study will be reduced, and any potential impacts will be less than anticipated as noted in the report. Nevertheless, the proposed mitigation measures recommended originally and still required will address any potential traffic congestion and overflow as a result of the Project.

As required by both DOT and BOE, street improvements are required on both Ventura Boulevard and Coldwater Canyon Avenue to mitigate any potential impacts. Currently, according to Exhibit H, which documents the requirements of DOT, Ventura Boulevard is a designated Major Highway-Class II in the Street and Highways Element of the City's General Plan. The north side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 35-foot half roadway and a 15-foot sidewalk. The standard cross section for a major highway in the Specific Plan is a 57-foot half right-of-way with a 45-foot half roadway and a 12-foot sidewalk. As conditioned herein, the applicant shall dedicate seven (7) feet of land on Ventura Boulevard from the most west corner of the property on Ventura Boulevard (about 140 feet of frontage), excluding the portion of the existing building that is at the property line, and dedicate two (2) feet of land for the remaining portion of the property on Ventura Boulevard to bring the right-of-way up to the standard required by the Specific Plan. The Applicant shall widen Ventura Boulevard by five (5) feet for the installation of an exclusive right-turn-only lane to facilitate the traffic flow.

In addition, Coldwater Canyon Avenue, which is a Secondary Highway, currently consists of a 43-foot half right-of-way on the east-side with a variable half roadway and sidewalk. The standard cross section for a secondary highway is a 45-foot half right-of-way with a 35-foot half roadway and a 10-foot sidewalk. The Applicant shall dedicate two (2) feet of land for the most north portion of the property on the Coldwater Canyon Avenue (about 165 feet of frontage) to bring the right-of-way up to the standard required by the Specific Plan, which will also improve the traffic flow and prevent congestion in the neighborhood.

As a result of this review, the Project will require the addition of two (2) new traffic signals and the restriping of both streets, which will assist in mitigating any potential traffic conditions. Furthermore, the Project shall require the installation of trees as required by the Studio City Streetscape Plan and the Bureau of Street Services, Urban Forestry Division and additional street lighting as required by the Bureau of Street Lighting. Lastly, as conditioned herein, there will be signs on the subject site directing construction workers, employees and patrons not to park in the residential neighborhood.

In addition, the conditions of approval, specifically Condition A-18.a, require that the Applicant comply with a detailed Transportation Demand Mitigation plan (TDM) which will also address any potential impacts. Condition A-18.a requires the following:

- a. As per Section 12.26 J.3 (b) of the LAMC for development in excess of 50,000 square feet of new non-residential gross floor area, the owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:
 - i. A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). This area shall include at least ten percent of the parking spaces required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit;
 - ii. One permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area;

- iii. Parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles.
- iv. No signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking;
- v. A statement that preferential carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board;
- vi. Bicycle parking shall be provided in conformance with Section 12.21A16 of this Code.

There are two (2) bus stops within very close proximity (or adjacent) to the subject project and easily accessible by patrons and employees to the proposed Project. One is located at the southwest corner of the site, just north of the gas station on Coldwater Canyon Avenue, which connects to the 167 Metro line to Chatsworth and the other station is located just to west of the site on the north side of Ventura Boulevard and connects to the 240 bus line to Northridge and the 150 bus line to Canoga Park. In addition, the Studio City Business Improvement District has recently proposed developing a shuttle service (see Exhibit O) between Carpenter Avenue and Coldwater Canyon Avenue along Ventura Boulevard. If completed, this could improve access to the site by more than just these two bus stops. As proposed, in conjunction with the TDM plan, the bus stops and the proposed shuttle, there is ample access to public transit which will encourage its use, as well and pedestrian activity.

Planning, BOE and DOT have reviewed the potential impacts of the project and have proposed mitigation measures to reduce any potential traffic impacts the Project may create. The City Planning Department has concluded that the potential impacts have been mitigated and that all of the traffic conditions will protect adjacent residential uses.

7) The Neighbors state that the proposed conditions of approval do not protect adjacent residential uses from noise pollution emanating from the Project site.

The Project involves the demolition of an existing event/banquet facility which has held many events, including weddings, live concerts and parties that may have created noise which exceeded the City's regulations. That being said, the new Project does not include an event center that would have the regular events that previously occurred. The Project may propose small events but would have to procure a permit for such events in the parking area or open space. Nevertheless, the Project will be required to be in compliance with any Citywide noise ordinances for such events.

In addition, during the construction of the Project, future deliveries, trash pickup and the continued operation of the proposed use, the Applicant will have to comply with City regulations as conditioned by Condition C-32 of the Director's Determination (Exhibit E) which references Ord. No. 144,331, which requires the following⁷:

"41.40 LAMC – Construction Noise:

⁷ http://www.lapdonline.org/special_operations_support_division/content_basic_view/1031

Allowable Construction Hours:

- Monday through Friday between 7:00 a.m. to 9:00 p.m.
- Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.
- Sundays, no construction except for residents

113.01 LAMC- Rubbish and Garbage Collection:

Allowable Hours if the Trash Bin is within 200 feet of resident:

- Between the hours of 6:00 a.m. and 9:00 p.m.
- If more than 200 feet from resident, trash bin can be picked up any time

114.03 LAMC- Vehicle loading or unloading (Deliveries)

Allowable Hours if Deliveries are conducted within 200 feet of resident:

- Between the hours of 7:00 a.m. to 10:00 p.m.
- If more than 200 feet from resident, deliveries can be conducted any time

112.01(c) LAMC- Noise Emitting from Nightclubs

- Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.”

The Applicant has conducted an acoustical analysis of existing noise conditions (see Exhibit L). It has been determined that as developed and conditioned herein the noise will be in compliance with the noise regulations. In addition, as conditioned herein, the Applicant will also install a sound wall baffle at the top of the existing masonry wall at the L.A. River to reduce any potential noise impacts. Furthermore, as required by the Specific Plan, all rooftop mechanical equipment is also required to be fully screened and blocked by second story elements, which will further reduce any potential noise impacts. As conditioned by Condition A-5 (and amended herein), all mechanical equipment will be screened.

Lastly, as conditioned herein, Planning recommends that a sound decibel test be conducted after the completion of construction of the Project as part of the Plan Approval process, as conditioned in Conditions A-26 and B-1, to ensure that the operational noise does not exceed what is allowed by the LAMC.

As a result of all of the above conditions and comments, Planning has determined that the noise impacts to the Neighbors will be reduced to less than significant levels.

8) The Neighbors state that the proposed conditions of approval do not protect adjacent residential uses from light pollution emanating from the project site.

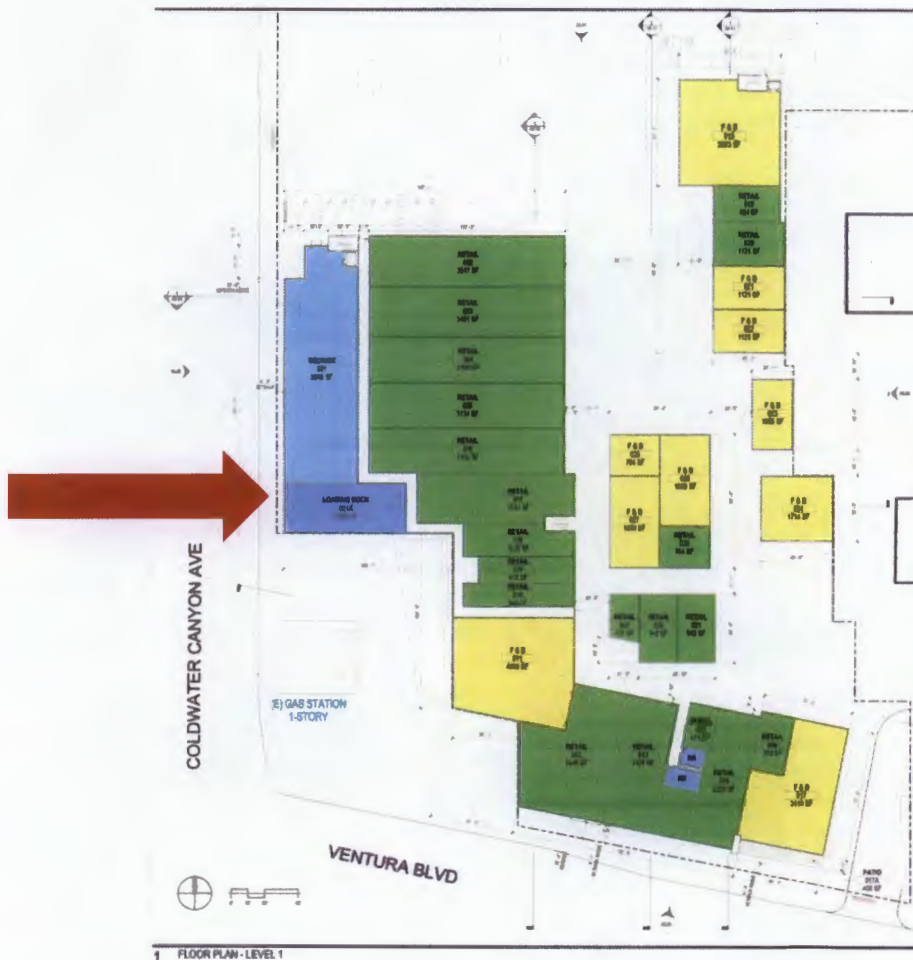
As conditioned by the Director's Determination letter (Exhibit E), Conditions C-7 - C.9 will restrict the amount of light that will be visible from the northern single-family neighbors and the patrons of the river by requiring that all Project lighting shall be directed onto the site and be adequately aimed and shielded so as to not spill over onto adjacent properties. In addition,

there will be ample foliage that will be located both along the river front and along the parking deck on the subject property to shield lighting from the businesses on the subject property. All lighting will be downward facing and, as required by the LA-RIO plan, cannot be directed towards the river. As a result, the adjacent residential uses will be protected from any light pollution.

9) The Neighbors state that the location of trash enclosures, loading areas and service areas may create harmful noise impacts to the surrounding community.

While the existing location of the adjacent Hotel's trash enclosure is located on the subject property, the Applicant has voluntarily agreed to consider relocating the trash area away from the river frontage, either on the Hotel site or farther south on the subject site. This could reduce any noise impacts and possibly reduce any potential runoff from the trash into the river. That being said, as conditioned herein (Condition No. A-29), the Department of City Planning is requiring a barricade around the trash area if it shall remain in its current location, in order to buffer noise and reduce any potential harmful runoff to the Los Angeles River.

The Loading Dock and Trash Pick-up area for the subject Project is located in a covered/enclosed area adjacent to the gas station along Coldwater Canyon Avenue, and any noise will not impact the surrounding community as it is far away from the neighboring residential sites. Please see the following plan excerpt for its location on the Project site:



As a result of the Applicants proposed loading/trash areas and the conditions herein, there should be minimal, if any, noise from the operation in the trash enclosure, loading areas and service areas that would be harmful to the adjacent community.

- 10) The Neighbors state that the shared parking analysis is inconclusive as it does not incorporate the Hotel site and the potential use of parking for either venue on either site, or the hours of operation. In addition, the fact that spots are not marked for specific uses may result in customers parking on either site, and as a result not meet the intent of the shared parking agreement.**

Shared parking is a current trend in new development's and is allowed both by the Specific Plan and LAMC (see Section 7.F-4 of the Specific Plan and Section 12.24 X 20 (a) of the LAMC). Referencing the Shared Parking Analysis performed by Overland Traffic Consultants, Inc. (See Exhibit G)⁸:

"The concept for shared parking is that a single parking space can be used to serve two or more individual uses without conflict. In other words, hourly parking demand differs between uses so that one space may provide parking for several uses during different times of the day.

Opportunities for shared parking within a project can be evaluated by creating hourly parking demand profiles for each use using data from the Urban Land Institute Shared Parking report. The creation of hourly parking demand profiles for each individual use provides the information necessary to more accurately evaluate the opportunities for shared parking during different times of the day within a development project."

As part of this development, originally, a shared parking analysis was provided for the entire contiguous site, inclusive of the Hotel and Landing Sites together. Subsequently, an analysis was provided for the Sportsmen's Landing project as a stand-alone project, which is the current Project at hand, and the analysis reflected that the sufficient parking demanded can be accommodated, even at peak condition hours for the subject project.

The analysis documented the peak demand at each hour of business operation and as a result of the study for the Landing project, the analysis documented that the proposed 97,807 square-foot project would demand a peak number of 440 parking spaces at 6 pm during the weekday and 396 parking spaces at 6 pm on the weekend (see Exhibit G and Tables 1 and 2 below). As proposed the project will be required to provide 446 parking spaces which will include 227 standard parking stalls, 153 compact parking stalls, 56 parking stalls provided by mechanical lifts (28 individual stalls), nine (9) handicapped stalls and 92 bike parking stalls. As a result, the parking provided will adequately accommodate the peak number of stalls required by the proposed use (440 spaces).

Table 1 below shows the highest estimated weekday peak-hour parking demand for all of the uses on-site. The estimates are based on the Urban Land Institute's parking demand data included in their Shared Parking Report. Table 2 shows the highest estimated weekend peak-hour parking demand for all of the uses on-site.

⁸ Shared Parking Demand Analysis for Sportsmen's Landing located at 12825-12833 W. Ventura Boulevard, May 2014.

TABLE 1
 ULI Time of Day Weekday Estimated Peak-Hour Parking Demand

	3:00 P.M.	4:00 PM	5:00 PM	6:00 PM	7.00 P.M.	8:00 P.M.
Health Club						
-Customer	110	125	141	157	141	125
-Employee	11	11	15	15	11	8
Com. Shopping Center						
-Customer	71	68	60	50	39	28
-Employee	20	20	19	19	19	18
Casual Dining Restaurant						
-Customer	47	58	87	110	116	116
-Employee	17	17	23	23	23	23
Family Restaurant						
-Customer	30	30	51	54	54	54
-Employee	9	9	12	12	12	12
Total Customer Parking	258	281	339	371	350	323
Total Employee Parking	57	57	69	69	65	61
Total	315	338	408	440	415	384

TABLE 2
 ULI Time of Day Weekend Estimated Peak-Hour Parking Demand

	3:00 P.M.	4:00 PM	5:00 PM	6:00 PM	7.00 P.M.	8:00 P.M.
Health Club						
-Customer	39	72	132	125	79	39
-Employee	5	7	10	10	7	5
Com. Shopping Center						
-Customer	79	75	67	55	47	39
-Employee	23	23	22	20	19	18
Casual Dining Restaurant						
-Customer	53	53	70	105	111	117

-Employee	16	16	22	22	22	22
Family Restaurant						
-Customer	27	30	40	47	47	43
-Employee	9	9	12	12	12	12
Total Customer Parking	198	230	309	332	284	238
Total Employee Parking	53	55	66	64	60	57
Total	251	285	375	396	344	295

Based on these estimates, the parking analysis concludes that the peak parking demands of the shopping center with the construction of a 97,807 square-foot shopping center can be accommodated by the 446 on-site parking spaces, with valet service and mechanically operated parking spaces, and 98 bicycle spaces, using a shared parking agreement for the entire site development.

The Applicant is required to reevaluate the parking arrangement within 18 months and if the parking demand exceeds what is provided, the Planning Department has the authority to require new conditions, which may require the construction of a parking structure or the addition of more mechanical lifts to allow the maintenance of the proposed/current uses.

11) The Neighbors state that they need to know what special events may occur on the subject site and at the Hotel.

As acknowledged by the Applicant, special events will be defined as sporting, cultural, business or other type of unique activity, occurring for a limited or fixed duration and presented to a live audience that impacts the subject site by involving the use of, or having impact on, the project's parking spaces. At this time, future specific special events are unknown at this Project site but, as required by the City, special events need a permit from the City and will be reviewed on a case by case basis and notification as required by the City to the surrounding community will be required by L.A.M.C. In addition, the conditions of approval herein require that any special event that utilizes the Project's parking lot requires Planning Director approval. While concerns have been raised regarding events on the adjacent Hotel site, that site is not part of the subject Project and this case cannot restrict their operations. At this time, the City Planning Department cannot verify what events may occur in the future, but the City will be required to review any proposed events as they are introduced.

12) The Neighbors state that there needs to be a Plan Approval of the project beyond evaluation of the shared parking analysis, and having the Plan Approval done when at least 80% of the construction is completed will be too late to have any impact.

As conditioned herein by Condition B-1, an analysis will need to be done within 18 months to document that the operations after the issuance of a final certificate of occupancy do not produce adverse any effects with regards to parking. This Plan Approval process includes a public hearing and interested parties shall be notified in advance of the hearing and may provide testimony regarding the Project at that time. If the study does show that there are adverse effects, the Plan Approval process can recommend conditions to mitigate those impacts, which may include additional on-site parking through additional mechanical lifts or parking structures or a reduction in the of hours operations or changes in the uses of tenant

spaces. In addition, as recommended as part of this appeal report, the Planning Department recommends amending the conditions to include that the Plan Approval process observe the noise and other potential operational impacts the project may have on the surrounding communities. As a result, the conditions of approval herein do not limit the hearing officer's ability to consider and modify other terms of the conditions of the Director's approval in connection with this Plan Approval should any such modifications be deemed necessary (see recommended condition A-26 below).

13) The Neighbors state that the determination letter did not include volunteered conditions presented by the Applicant to the Neighborhood Council.

While not all the volunteered conditions presented by the Applicant to the Neighborhood Council (see Exhibit N) are included as specifically worded as required conditions, the Applicant has confirmed compliance to the voluntary conditions presented to the Neighborhood Council, as noted below⁹:

- a. Limit hours for deliveries (not before 7:00 AM weekdays, 8:00 AM weekends).
- b. Limit hours for trash pickup (not before 7:00 AM weekdays, 8:00 AM weekends).
- c. Developer shall implement sound mitigation measure to ensure that noise caused by the use or operation of the Sportsmen's Landing project shall not exceed the ambient noise level on the premises of any adjacent single family home by more than five (5) decibels, in compliance with the LA City Noise Ordinance.
- d. Explore construction methods of a sound baffle wall at cantilevered deck to further block noise and car headlights.
- e. Developer to contribute to City for trees and plantings on north side of river.
- f. Provision of evening security patrols for the perimeter of the property.
- g. Ensure that no bright light will spill onto adjacent single-family homes.
- h. All employees are required to park on-site.

The applicant will be required to comply with the conditions of approval in the determination letter issued by the Department of City Planning, some of which are accounted for by the volunteered conditions above. Specifically, in the City Planning Department Determination letter, Condition C-32 addresses 13.a-d above, Conditions A-20, C-3, C-13, C-14 and C-17 address 13.e above, Conditions A-23, C-3 and C-9 address 13.g above and Conditions B-5 and B-6 address 13.h above.

VI. Conclusion and Recommendation

The Planning Department has considered all of the submitted information for the appeal of the Director's Determination DIR-2014-886-SPP-SPPA, dated December 22, 2014. Based on the review of the Ventura/Cahuenga Boulevard Corridor Specific Plan and its application to the subject property, the Department has concluded that the Determination was appropriate, with changed or additional conditions, as stated below. Therefore, it is recommended that the South Valley Area Planning Commission:

1. **Grant the appeal in part** to incorporate the following conditions (Note: only the conditions that are modified herein are included in this report and those conditions that are not included in this report have not changed from the original Director's Determination letter dated December 22, 2014. Any language from the Director's original determination conditions section that is added herein will be **bolded** and underlined, and any deleted language will be ~~struck through~~):

⁹ Studio City Neighborhood Council Recommendation dated June 23, 2014.

a. Amend Condition A-5 to read:

5. **Mechanical and Rooftop Equipment Screening.** No mechanical or rooftop equipment shall be visible and shall be screened behind architectural elements. **Prior to Planning clearances elevations of all sides of the individual buildings shall be submitted showing that no mechanical equipment or elevator/stairwell shafts are visible to pedestrians or neighboring properties.**

b. Add new Conditions A-9.g, h and i to Condition A-9, to read as follows:

9. **Automobile Parking.**

- g. **There shall be signs on the Landing site in the parking lot every 10 stalls on both sides of the parking aisle noting that Hotel employees/patrons shall not park overnight on the Landing site.**
- h. **There shall be signs on the Landing site in the parking lot every 10 stalls on both sides of the parking aisle noting that those spots are for the use for patrons of the Landing site (note, the increment could be more frequent than every 10 stalls).**
- i. **There shall be signs on the Landing site, as shown on Exhibit M, at the north, east, and west connection points between the Landing and Hotel sites noting which side of the parking lot is allocated to the Hotel or Landing site to the satisfaction of the Director of Planning (i.e. there should be a sign at each access point which states "You are entering the Sportsmen's Landing site" or "You are entering the Sportsmen's Hotel site" on the corresponding side facing the opposite site's parking lot).**

c. Amend Condition A-16 to read:

16. **Fencing.** All gates and fencing along the Los Angeles River shall be consistent with the existing gates and fencing for the Los Angeles River Improvement Plan. **Prior to the issuance of any permits for the Project, the applicant shall show the installation of the approved fencing.**

d. Amend Condition B-3 to read:

3. The applicant shall provide a minimum of 446 parking spaces. All parking in tandem parking spaces shall be available to patrons via free valet service. A sign shall be provided on site noting the availability of free valet service. This condition shall qualify the tandem and mechanical lift parking from being restrictive.

Signs shall be conspicuously posted both inside and outside the subject facility advising of the availability and location of the free valet parking and instructing patrons to not park on residential streets or on the Hotel Site.

e. Include in Section A in the Conditions of Approval of the Determination Letter the following additional conditions:

26. **The applicant or individual operator shall file a Plan Approval with the Department of City Planning to provide for re-examination of this approval to evaluate noise**

and operational conditions no sooner than 12 months (1 year) and no later than 18 months (1.5 years) from after the building permit is issued for the subject Project to determine the effect project on the surrounding community (Note: this Plan Approval requirement can be combined with the Plan Approval required of Condition B.1 of the City Planning Determination letter). The Plan Approval shall be accompanied by the payment of appropriate fees, pursuant to the Municipal Code, and must be accepted as complete by the Department of City Planning. Note that the Plan Approval processing may include a public hearing with public notification if deemed necessary.

27. In order to maintain stable and safe use of the portion of the property that is cantilevered above the river's edge, the applicant shall install security cameras along the subject property on the north edge at the riverbed grade and install signs notifying the patrons of the surveillance.
 28. The applicant shall install at least ten (10) signs on the subject site throughout the parking lot noting to keep noise to a minimum by the river/single-family homes to the north and to be mindful of the neighbors throughout the parking lot.
 29. If the trash area for the adjacent Hotel remains on the Subject site, the trash area shall be barricaded with a maximum eight (8) foot wall on all sides (except to permit required pedestrian/vehicular access) in order to prohibit any runoff into the Los Angeles River to the satisfaction of the Department of City Planning and the Department of Building and Safety.
 30. During construction, the applicant shall install signs noting that no construction workers shall park in the residential neighborhoods.
 31. The required valet for the subject Project cannot park vehicles on the Hotel site.
 32. There shall be a valet station at both the northwest entrance on Coldwater Canyon Avenue and the southeast entrance on Ventura Boulevard on the Landing property as shown on Exhibit M attached.
2. **Sustain** the determination of the Director of Planning, and adopt the findings as modified below (Note only the Findings that are modified herein are included in this report and those Findings that are not included in this report have not changed from the original Director's Determination letter dated December 22, 2014. Any language from the Director's original determination findings section that is added herein will be **bolded** and underlined and any deleted language will be struck through.):

A. PROJECT PERMIT COMPLIANCE FINDINGS

1. **The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

The proposed project complies with all applicable development requirements of the Ventura/Cahuenga Boulevard Corridor Specific Plan, as follows:

a. Uses.

The project is the construction of 97,807 square feet of commercial space, including a 30,000 square-foot fitness facility, 24,251 square feet of restaurant space, 37,518

square feet of retail facilities and 6,036 square feet of accessory space. The proposed uses are not restricted in this area of the Specific Plan. As conditioned herein, the uses have been designed to reduce any potential impacts on the surrounding communities.

In addition, as conditioned herein, the proposed project enhances the stable single-family neighborhood immediately to the north of the project site by providing a desirable transitional buffer with a 5 to 15-foot wide landscape buffer, a permanent fence below the cantilevered deck, and ample landscaping to improve both the river experience and the screening of the proposed project. The project follows good planning principles by scaling back height where it is closest to the single-family homes. As shown on the plans and conditioned herein, elevations, and renderings submitted with the instant application, the proposed project uses articulations, step backs, recesses, surface perforations, and complementary building materials on all facades, and provides varying design to visually define various floors/portions of the proposed building. Additionally, roof top equipment is screened, and trash/recycling rooms are located in the building's interior.

f. Landscaping.

As conditioned by this grant, the project shall include a varying 5-foot to 15-foot landscaped buffer adjacent to the river frontage utilizing a combination of the top and bottom of the parking deck but the buffer need not be contiguous. The plantings will all be in compliance with the Studio City – Cahuenga Pass Streetscape Plan, the LA-RIO Plan, the Los Angeles River Master Plan and regulations as required by Army Corp. As shown in the proposed landscape and river improvement Plans (see Exhibits C and L), there will be ample plantings of native species in this buffer and throughout the site. These plantings will help to screen the structures and reduce any potential noise.

In addition, due to the potential historic conditions of the site, and pursuant to the Historic Resources Assessment Report prepared by PCR Services Corporation dated October 2014, as conditioned herein, the Applicant shall comply with the volunteered conditions that were approved by the Los Angeles City Council through Council Motion CF02-2698. The owner shall have the Cultural Heritage Commission review building plans for the Project to ensure that the Project includes a permanent landscaped garden area, not to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities. The garden area of the Project shall be designed by a licensed landscape architect in consultation with the City Council Office where the property is located to commemorate the look and feel of the former Sportsmen's Lodge garden. The garden area shall be open to the public during business hours, shall be conveniently accessible from Ventura Boulevard and shall feature a plaque, monument, or display case commemorating the history of the Sportsmen's Lodge and surrounding community.

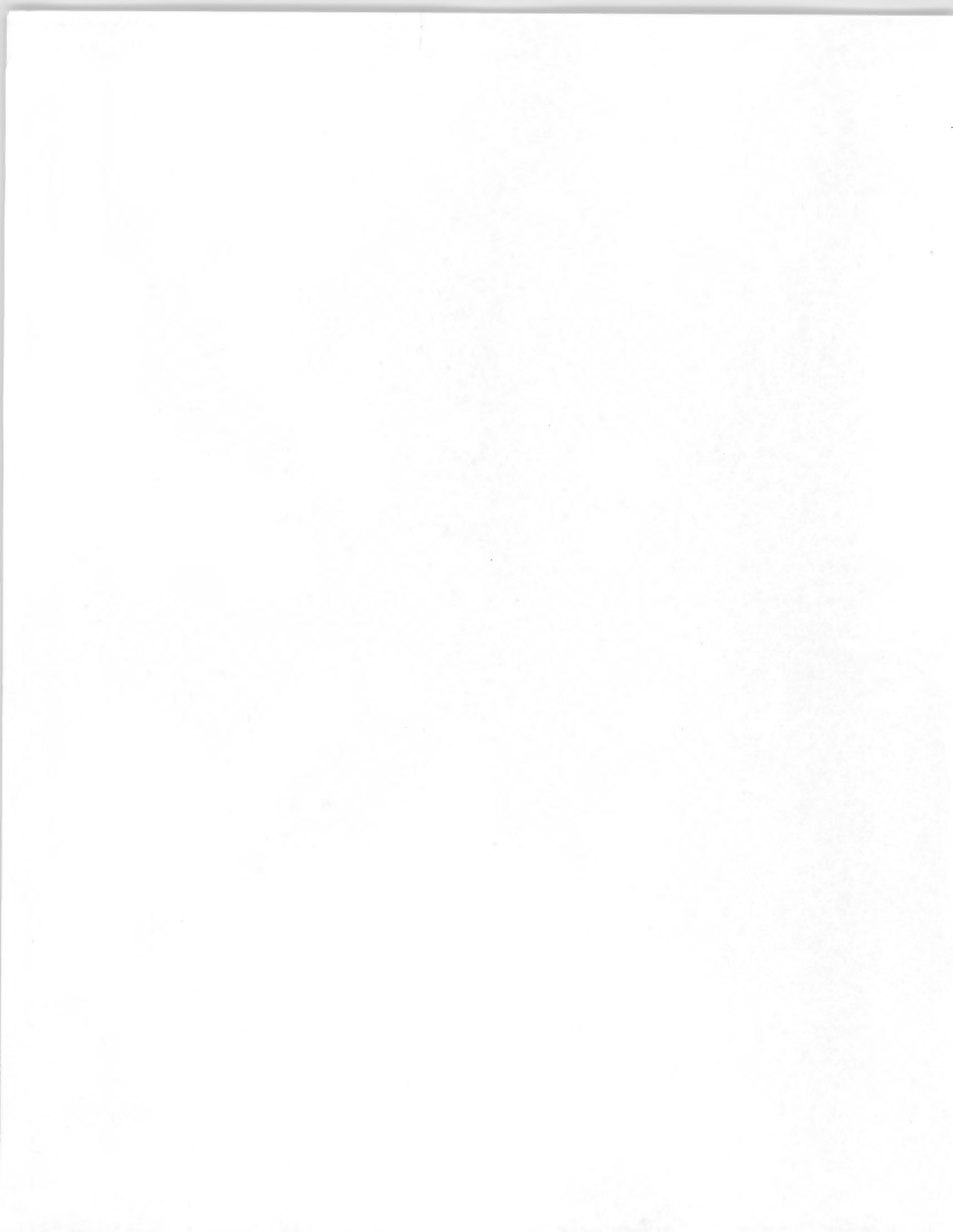
3. **Adopt** the environmental clearance, ENV 2014-887-MND.

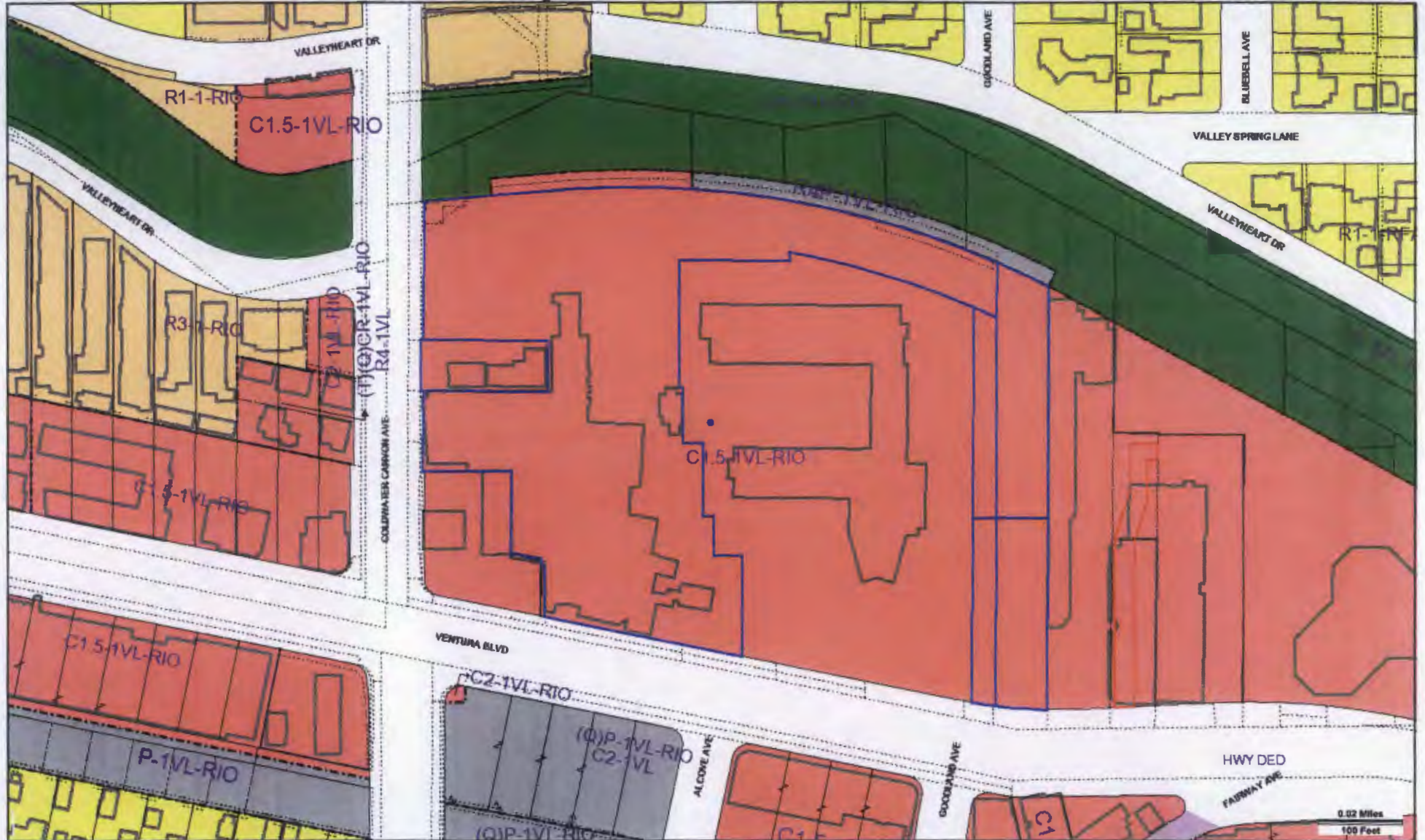
Exhibit A

Vicinity/ZIMAS/Radius Maps/Parcel Profile/Neighboring Property Identification Map









Address: 4220 N COLDWATER CANYON AVE

Tract: P M 353

Zoning: C1.5-1VL-RIO

APN: 2375021022

Block: None

General Plan: Neighborhood Office Commercial

PIN #: 165B161 920

Lot: A

Arb: 1





City of Los Angeles Department of City Planning

3/12/2015 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

4220 N COLDWATER CANYON AVE
4218 N COLDWATER CANYON AVE
12835 W VENTURA BLVD
12833 W VENTURA BLVD

ZIP CODES

91604

RECENT ACTIVITY

ZA-2010-1000-ZAD-SPP-SPPA
ZI-2358 LA River Revitalization Master Plan

CASE NUMBERS

CPC-4179
CPC-29795-GPC
CPC-29224
CPC-2008-3125-CA
CPC-2007-3036-RIO
CPC-2006-48-ICO
CPC-1999-1-SP
CPC-1985-382
CPC-1985-381
CPC-1980-29224
CPC-156378
ORD-86497
ORD-59574
ORD-183145
ORD-183144
ORD-174052
ORD-171240
ORD-166560
ORD-159763
ORD-156378
DIR-2014-886-SPP-SPPA
DIR-2013-3240-SPP
DIR-2010-1000-SPP-SPPA
ZA-9914
ZA-6672
AA-2011-806-PMEX
PMEX-969
PMV-2048
CHC-2006-403-HCM
ENV-2014-887-EAF
ENV-2013-3241-CE
ENV-2010-1001-MND
ENV-2007-3037-ND

Address/Legal Information

PIN Number 165B161 920
Lot/Parcel Area (Calculated) 164,157.3 (sq ft)
Thomas Brothers Grid PAGE 562 - GRID E5
Assessor Parcel No. (APN) 2375021022
Tract P M 353
Map Reference BK 2-64
Block None
Lot A
Arb (Lot Cut Reference) 1
Map Sheet 165B161

Jurisdictional Information

Community Plan Area Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass
Area Planning Commission South Valley
Neighborhood Council Studio City
Council District CD 2 - Paul Krekorian
Census Tract # 1439.01
LADBS District Office Van Nuys

Planning and Zoning Information

Special Notes None
Zoning C1.5-1VL-RIO
Zoning Information (ZI) ZI-2358 River Improvement Overlay District
General Plan Land Use Neighborhood Office Commercial
General Plan Footnote(s) Yes
Hillside Area (Zoning Code) No
Baseline Hillside Ordinance No
Baseline Mansionization Ordinance No
Specific Plan Area Ventura / Cahuenga Boulevard Corridor
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
POD - Pedestrian Oriented Districts None
CDO - Community Design Overlay None
NSO - Neighborhood Stabilization Overlay No
Streetscape Studio City - Cahuenga Pass
Sign District No
Adaptive Reuse Incentive Area None
CRA - Community Redevelopment Agency None
Central City Parking No
Downtown Parking No
Building Line None
500 Ft School Zone No
500 Ft Park Zone No

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.

ND-83-53-ZC-HD
 OB-11965
 OB-10063
 OB-10058
 AFF-32689
 AFF-15226
 AF-11-1323253-COC
 AF-11-1323252-GD
 RULING-796

Assessor Information	
Assessor Parcel No. (APN)	2375021022
Ownership (Assessor)	
Owner1	SPORTSMENS LODGE REW LLC C/O RICHARD WEINTRAUB
Address	26880 PACIFIC COAST HWY MALIBU CA 90265
Ownership (City Clerk)	
Owner	Not Available
Address	Not Available
APN Area (Co. Public Works)*	0.153 (ac)
Use Code	2100 - Restaurant Lounge Tavern
Assessed Land Val.	\$18,183,566
Assessed Improvement Val.	\$2,076,535
Last Owner Change	07/24/07
Last Sale Amount	\$0
Tax Rate Area	13
Deed Ref No. (City Clerk)	None
Building 1	
Year Built	1936
Building Class	DX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	48,783.0 (sq ft)
Building 2	
Year Built	1949
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	90,000.0 (sq ft)
Building 3	
Year Built	1953
Building Class	DX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	818.0 (sq ft)
Building 4	No data for building 4
Building 5	No data for building 5

Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Very High Fire Hazard Severity Zone	Yes
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	

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

Nearest Fault (Distance in km)	2.62411464
Nearest Fault (Name)	Hollywood Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (km)	14.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	70.00000000
Maximum Magnitude	6.40000000
Alquist-Prilo Fault Zone	No
Landslide	No
Liquefaction	Yes
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Renewal Community	No
Revitalization Zone	None
State Enterprise Zone	None
State Enterprise Zone Adjacency	No
Targeted Neighborhood Initiative	None
Public Safety	
Police Information	
Bureau	Valley
Division / Station	North Hollywood
Reporting District	1591
Fire Information	
Division	3
Batallion	14
District / Fire Station	78
Red Flag Restricted Parking	No

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

CASE SUMMARIES

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

Case Number:	CPC-29795-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	Data Not Available
Case Number:	CPC-2008-3125-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	Data Not Available
Case Number:	CPC-2007-3038-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-2006-48-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	AN INTERIM CONTROL ORDINANCE REQUIRING A PROJECT PERMIT IN ORDER TO ISSUE A BUILDING PERMIT FOR PROPERTIES ALONG THE LOS ANGELES RIVER, IN THREE SECTIONS WITH WIDTHS OF 300 FEET, 500 FEET AND 1,000 FEET.
Case Number:	CPC-1999-1-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	AMENDMENTS TO THE VENTURA/CAHUENGA BLVD CORRIDOR SPEC PLAN FROM CORRIDOR PROPERTY EXTENDING FROM VALLEY CIRCLE BLVD ON THE WEST TO WOODROW WILSON DRIVE ON THE EAST.
Case Number:	CPC-1985-382
Required Action(s):	Data Not Available
Project Descriptions(s):	REENACT INTERIM CONTROL ORDINANCES FOR VENTURA AND CAHUENGA BOULEVARDS BETWEEN BARHAM AND VALLEY CIRCLE BOULEVARDS IN THE COMMUNITIES OF STUDIO CITY, SHERMAN OAKS, ENCINO, TARZANA AND WOODLAND HILLS
Case Number:	CPC-1985-381
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1980-29224
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	DIR-2014-886-SPP-SPPA
Required Action(s):	SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE SPPA-SPECIFIC PLAN PROJECT PERMIT ADJUSTMENT
Project Descriptions(s):	PROJECT PERMIT COMPLIANCE, PURSUANT TO VENTURA SPECIFIC PLAN TO PERMIT THE CONSTRUCTION OF 5 NEW 1 & 2 STORY COMMERCIAL BUILDINGS OF UP TO 33' IN HEIGHT FOR RETAIL, RESTAURANT, AND FITNESS FACILITIES WITH SHARED PARKING WITH (E) HOTEL AND SIGN PROGRAM PROJECT PERMIT ADJUSTMENT TO PERMIT A HEIGHT OF 33' IN LIEU OF THE PERMITTED 30'
Case Number:	DIR-2013-3240-SPP
Required Action(s):	SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE
Project Descriptions(s):	PROJECT PERMIT COMPLIANCE, PURSUANT TO VENTURA SPECIFIC PLA, TO PERMIT THE INSTALLATION OF ILLUMINATED CHANNEL LETTER AND LOG WALL SIGN "RIVER ROCK"
Case Number:	DIR-2010-1000-SPP-SPPA
Required Action(s):	SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE SPPA-SPECIFIC PLAN PROJECT PERMIT ADJUSTMENT
Project Descriptions(s):	PROJECT PERMIT COMPLIANCE, PURSUANT TO THE VENTURA/CAHUENGA BLVD SPECIFIC PLAN, TO ALLOW THE CONSTRUCTION OF A NEW 2 STORY 30,000 SF COMMERCIAL BUILDING TO BE LEASED FOR THE USE OF A FITNESS CLUB (EQUINOX) BY SPORTSMEN'S LODGE AND TO PERMIT SHARED PARKING PROJECT PERMIT ADJUSTMENT, PURSUANT TO THE VENTURA/CAHUENGA BLVD SPECIFIC PLAN, ALLOW A MAXIMUM HEIGHT OF 33 FEET IN LIEU OF THE PERMITTED 30 FEET BY THE VENTURA/CAHUENGA BLVD SPECIFIC PLAN
Case Number:	AA-2011-806-PMEX
Required Action(s):	PMEX-PARCEL MAP EXEMPTION
Project Descriptions(s):	LOT LINE ADJUSTMENT
Case Number:	CHC-2006-403-HCM

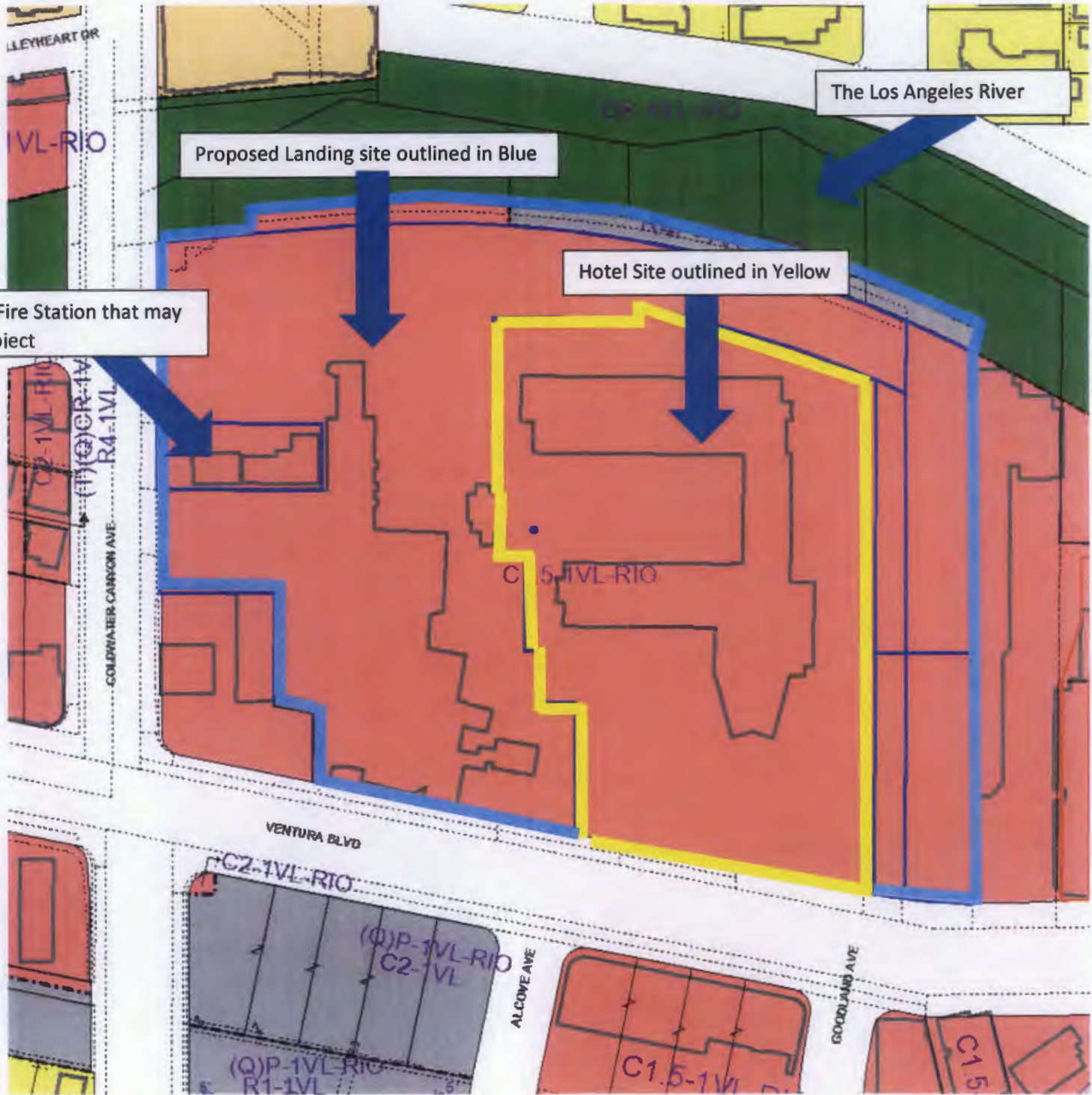
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Required Action(s): HCM-HISTORIC CULTURAL MONUMENT
 Project Descriptions(s): HISTORIC-CULTURAL MONUMENT APPLICATION
Case Number: ENV-2014-887-EAF
 Required Action(s): EAF-ENVIRONMENTAL ASSESSMENT
 Project Descriptions(s): Data Not Available
Case Number: ENV-2013-3241-CE
 Required Action(s): CE-CATEGORICAL EXEMPTION
 Project Descriptions(s): PROJECT PERMIT COMPLIANCE, PURSUANT TO VENTURA SPECIFIC PLA, TO PERMIT THE INSTALLATION OF ILLUMINATED CHANNEL LETTER AND LOG WALL SIGN "RIVER ROCK"
Case Number: ENV-2010-1001-MND
 Required Action(s): MND-MITIGATED NEGATIVE DECLARATION
 Project Descriptions(s): PROJECT PERMIT COMPLIANCE, PURSUANT TO THE VENTURA/CAHUENGA BLVD SPECIFIC PLAN, TO ALLOW THE CONSTRUCTION OF A NEW 2 STORY 30,000 SF COMMERCIAL BUILDING TO BE LEASED FOR THE USE OF A FITNESS CLUB (EQUINOX) BY SPORTSMEN'S LODGE AND TO PERMIT SHARED PARKING
 PROJECT PERMIT ADJUSTMENT, PURSUANT TO THE VENTURA/CAHUENGA BLVD SPECIFIC PLAN, ALLOW A MAXIMUM HEIGHT OF 33 FEET IN LIEU OF THE PERMITTED 30 FEET BY THE VENTURA/CAHUENGA BLVD SPECIFIC PLAN
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.
Case Number: ND-83-53-ZC-HD
 Required Action(s): HD-HEIGHT DISTRICT
 ZC-ZONE CHANGE
 Project Descriptions(s): Data Not Available
Case Number: AF-11-1323253-COC
 Required Action(s): COC-CERTIFICATE OF COMPLIANCE
 Project Descriptions(s): Data Not Available

DATA NOT AVAILABLE

- CPC-4179
- CPC-29224
- CPC-156378
- ORD-86497
- ORD-59574
- ORD-183145
- ORD-183144
- ORD-174052
- ORD-171240
- ORD-166560
- ORD-159763
- ORD-156378
- ZA-9914
- ZA-6672
- PMEX-969
- PMV-2048
- OB-11965
- OB-10063
- OB-10058
- AFF-32689
- AFF-15226
- AF-11-1323252-GD
- RULING-796

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The Los Angeles River

Proposed Landing site outlined in Blue

Hotel Site outlined in Yellow

The existing City Fire Station that may be part of the Project

ALLEYHEART DR

1VL-RIO

C2-1VL-RIO

(Q)P-R-1V

R4-1VL

GOLDWATER CANYON AVE

C5-1VL-RIO

VENTURA BLVD

C2-1VL-RIO

(Q)P-1VL-RIO
C2-1VL

(Q)P-1VL-RIO
R1-1VL

ALCOVE AVE

C1.5-1VL

GOODLAND AVE

C1.5

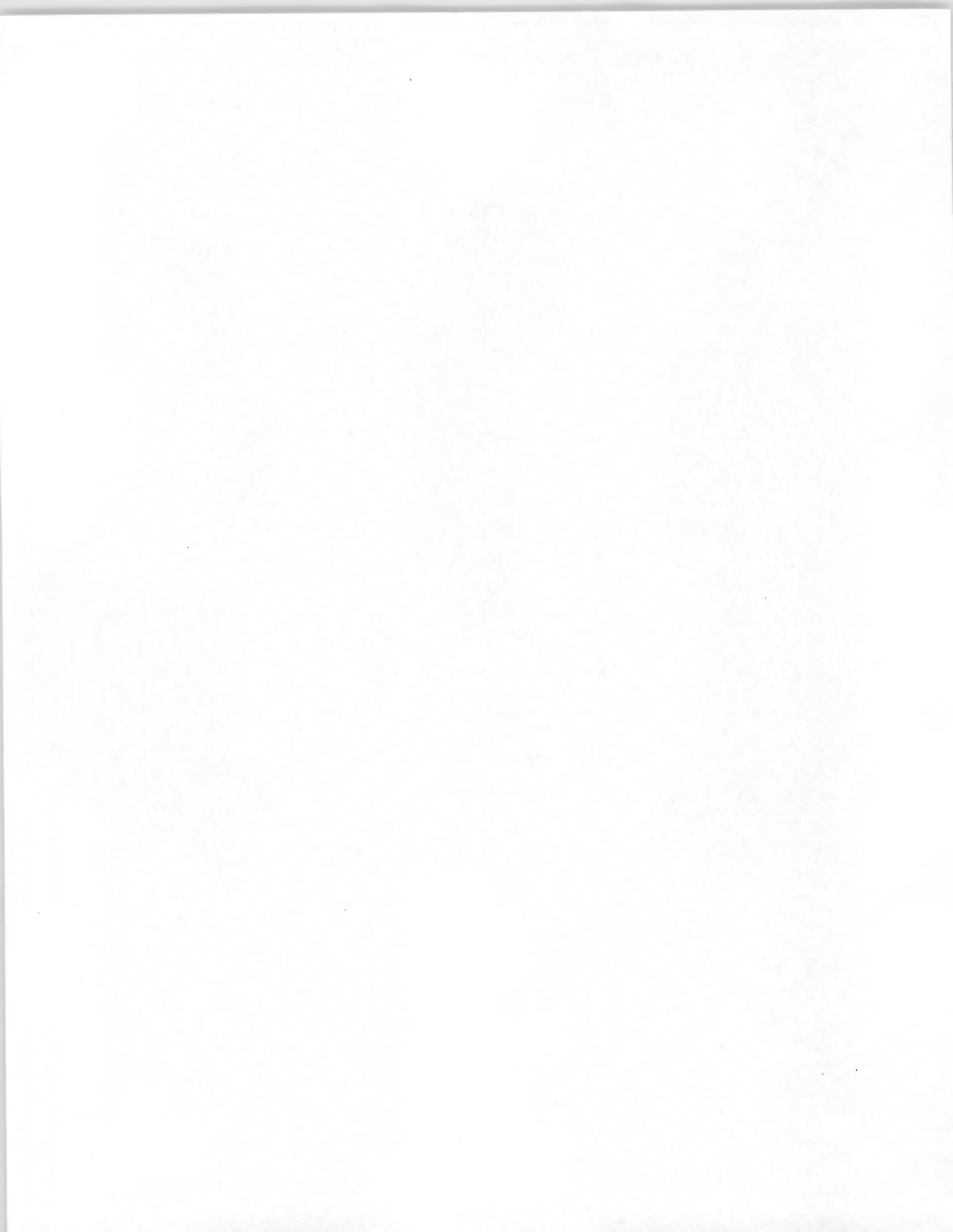
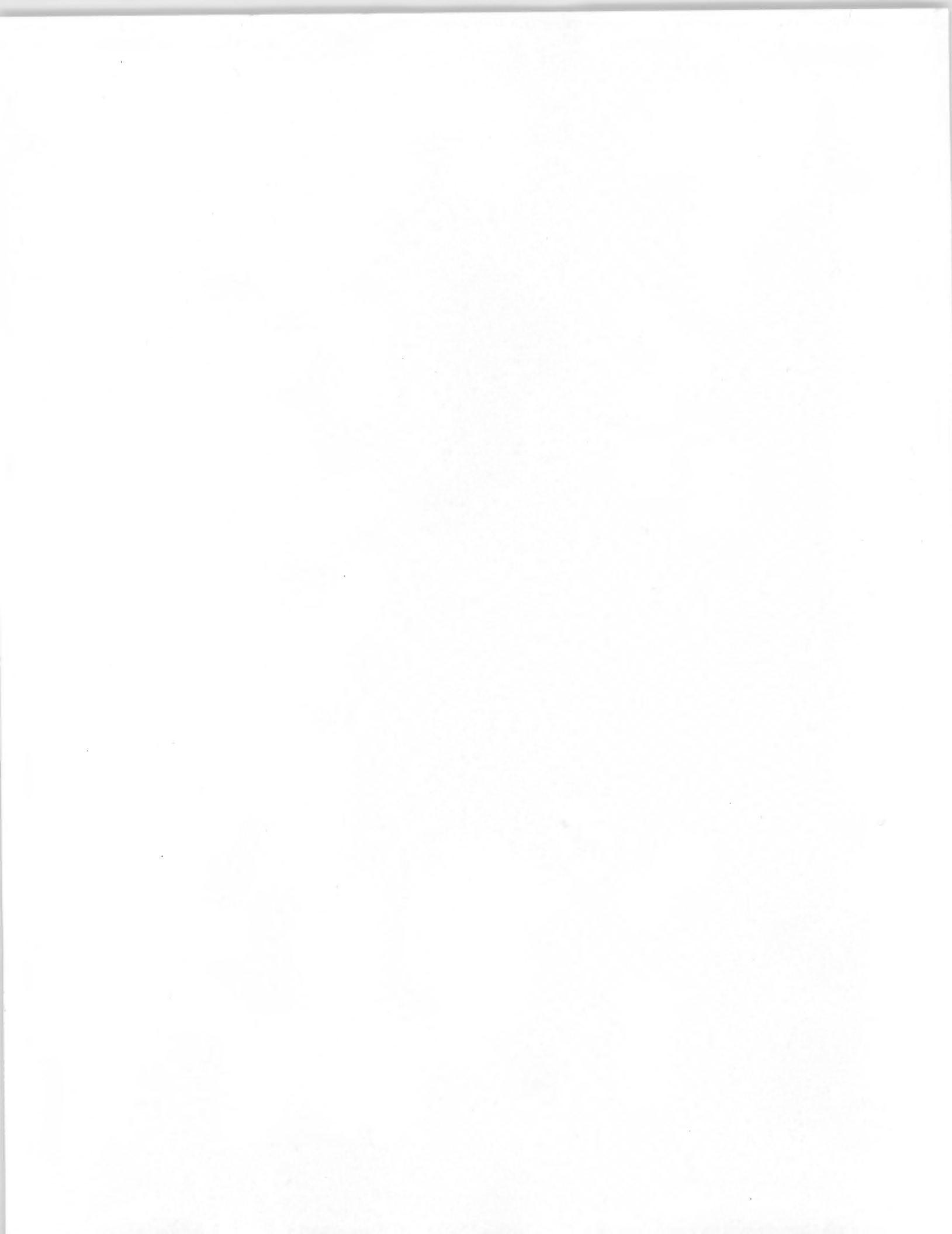


Exhibit B

Aerial and Site Photographs



12849 Ventura Blvd
Los Angeles, California
Street View - Sep 2014

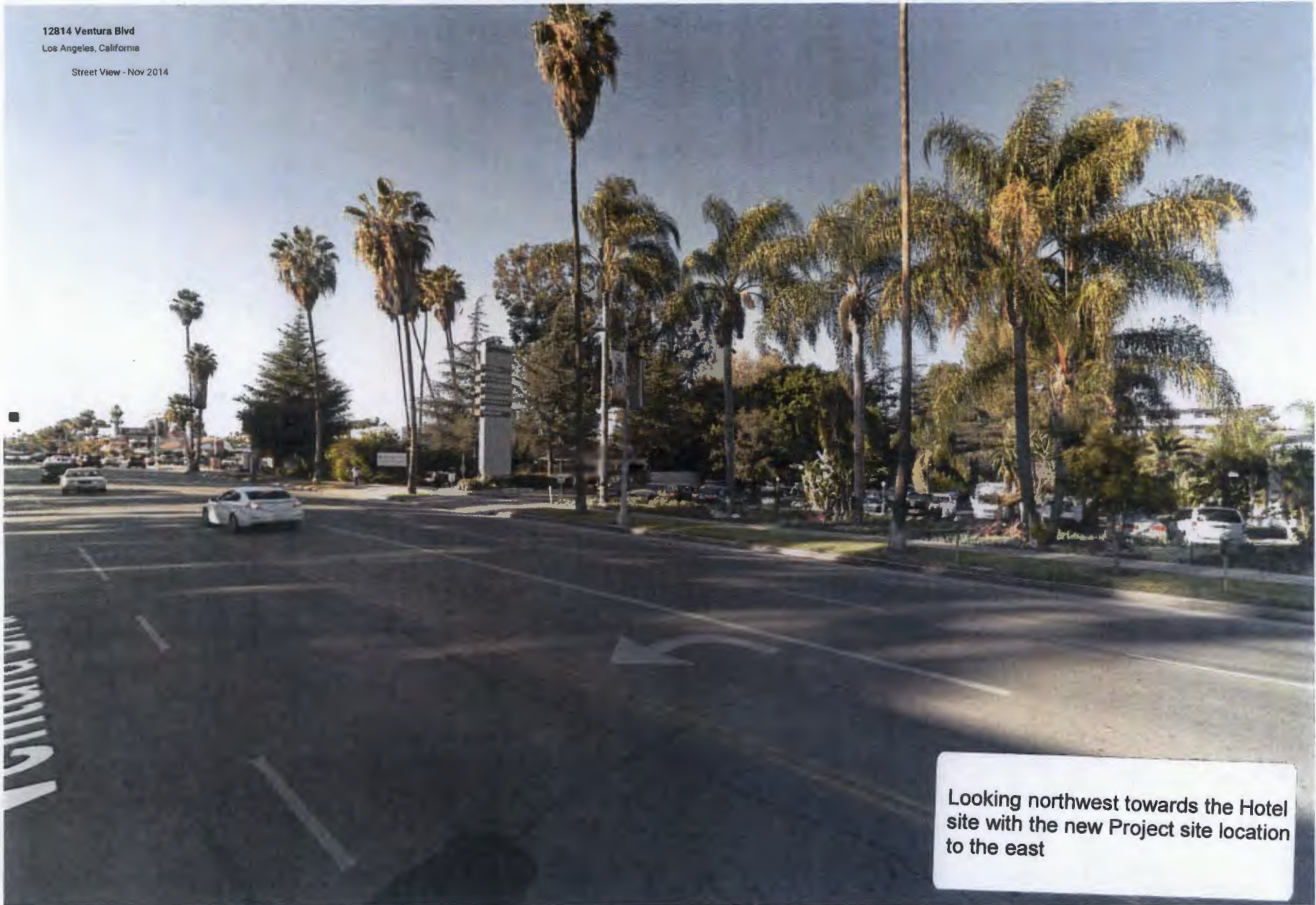
Subject site looking north at the entrance to the existing Hotel



Image capture: Sep 2014 © 2015 Google



Image capture: Nov 2014 © 2015 Google



Looking northwest towards the Hotel site with the new Project site location to the east

Image capture: Nov 2014 © 2015 Google



12825 Ventura Blvd
Los Angeles, California
Street View - Nov 2014

Entrance to the parking lot to the Subject Site

Image capture: Nov 2014 © 2015 Google



Image capture: Nov 2014 © 2015 Google



4274 Coldwater Canyon Ave
Los Angeles, California
Street View - Nov 2014

View of the Subject site from
Coldwater Canyon Avenue looking
south adjacent to the Los Angeles
River

Image capture: Nov 2014 © 2015 Google



Exit from the parking lot for the Subject Site off of Coldwater Canyon Avenue by the LA River

Image capture: Nov 2014 © 2015 Google



Image capture: Nov 2014 © 2015 Google



Address: 4220 N COLDWATER CANYON
AVE

Tract: P M 353

Zoning: C1.5-1VL-RIO

APN: 2375021022

Block: None

General Plan: Neighborhood Office Commercial

PIN #: 165B161 920

Lot: A

Arb: 1





(E) 2-STORY
RESIDENTIAL

(E) 5-STORY
RETAIL

GOODLAND AVE

(E) 5-STORY
RETAIL

ALCOVE AVE

VENTURA BLVD

(E) 1-STORY
GAS STATION

PROPOSED
1-STORY
COMM.

PROPOSED
1-STORY
COMM.

PROPOSED 1-STORY COMMERCIAL

PROPOSED
1-STORY
COMM.

PROPOSED
2-STORY
COMM.

PROPOSED
2-STORY
COMMERCIAL

COLDWATER CANYON AVE

(E) 2-STORY HOTEL

HOTEL SITE

(E) 5-STORY HOTEL

PROPOSED
2-STORY
COMMERCIAL

PROJECT SITE

LOS ANGELES RIVER

BIKE PATH

(E) 1-STORY
RETAIL

Exhibit C

Project Plans

**(See Enlarged Plan Set Attached at the
end of this Report)**



Exhibit D

ENV-2014-887-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 2
--	------------------------------

PROJECT TITLE ENV-2014-887-MND	CASE NO. DIR-2014-886-SPP-SPPA
--	--

PROJECT LOCATION
12833 West Ventura Boulevard

PROJECT DESCRIPTION
 The proposed project is the construction of a new, multi-structure, two-story, 33-foot tall, 97,598 square-foot health club, retail and restaurant complex on a 249,958 square-foot site. The site is located at the northeast corner of Ventura Boulevard and Coldwater Canyon Avenue and the Los Angeles River. The site is currently occupied by a banquet hall that is adjacent to a related hotel and the banquet hall will be demolished as a result of the proposed Project. Note: The Sportsman's Lodge Hotel is not part of the Project and no parking for the Project will occur on the Hotel site. There will be five (5) buildings on the subject site with the following square footage: a two-story building that is 57,181 square feet, a one-story building that is 18,389 square feet, a two-story building that is 12,040 square feet, a one-story building that is 7,209 square feet and a one-story building that is 2,769 square feet. The project will have a Floor Area Ratio of 0.39:1.0 and a lot coverage of 29%. The project requires 1,840 cubic yards of grading on-site. The proposed project requires a Specific Plan Adjustment to permit a building height of 33 feet, in lieu of the 30 feet permitted by the Ventura/Cahuenga Boulevard Corridor Specific Plan and a Project Permit Compliance. As part of the Project Permit Compliance, the project seeks determination from the Director to permit shared parking across six lots and the establishment of a sign program. LAMC would require 702 parking spaces but a shared parking analysis was completed by the applicant that demonstrated that the Project needs 440 spaces at the peak and will accommodate those spaces on-site. As a result of the shared parking agreement, the applicant is proposing 446 parking spaces through tandem/mechanical lifts and a valet program.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
 Richard Weintraub
 Sportsmen's Lodge
 12833 Ventura Boulevard
 Los Angeles, California 91604

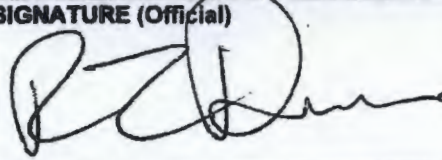
FINDING:
 The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance
 (CONTINUED 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	TITLE	TELEPHONE NUMBER
JENNIFER DRIVER	Planning Assistant	(818) 374-9918

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		DECEMBER 1, 2014

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 open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

I-50. Aesthetics (Surface Parking)

- Environmental impacts may result from project implementation due to excessive ambient heat gain resulting from the new open-spaced parking lot. However, these impacts will be mitigated to a less than significant level by the following measures:
- The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.
- Palm trees shall not be considered in meeting this requirement.
- The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No. 170,978), Guidelines K - Vehicular Use Areas.
- A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four surface parking spaces. (Note: The required trees shall be dispersed throughout the parking lot and not within the shopping center.)

I-80. Aesthetics (LA River)

- Environmental impacts to the Los Angeles River may result in substantial degradation of the existing visual character or quality of the site and its surroundings. However, the impacts will be mitigated to a less than significant level by the following measures:
- Design requirements to minimize visibility of parking areas from the river right-of-way.
- A "front door" must be accessible from the river to the structure. This may be in addition to the buildings primary "front door".
- Maximize opportunities to provide sightlines to the river from within the building and from outdoor areas.
- Design requirements to maintain a consistent fence height along the river right-of-way and/or riverpark where a fence is deemed allowable and necessary.
- The applicant shall provide a landscaped buffer adjacent to the river frontage that shall include landscaping beneath the cantilevered parking deck, pocket landscaping with planter boxes, or decorative fencing comprised of welded wire fencing or other architectural fencing that does not exceed 42 inches in height. The landscaped buffer may also include tree wells that provide a tree and its root system direct access to the ground below the parking deck.
- The Project shall comply with ORD-183144 and 181345 as follows: Landscaping. Indicate the drawing sheet that illustrates the percentage of new landscaped area and the associated plant species. The drawing should identify whether a plant is either a native species, Watershed Wise and/or from the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes. An exception is also made for herbs, fruits or vegetable plants. 2. Screening/Fencing. a. Loading/Off-Street Parking. For a project with any loading areas and/or off-street parking facilities that contain three or more spaces indicate the drawing sheet that illustrates the location of the parking/loading areas and the location, height and design of the screen/fence that shields views of the parking/loading from the abutting right-of-ways and the River. b. Equipment. For a project that includes any exterior equipment (electrical transformers, mechanical units, water meters) indicate the drawing sheet(s) that illustrate the location of each equipment and any associated screening so that the equipment is screened from public view. c. Exterior Trash Enclosures. For a project that includes a trash disposal unit indicate the drawing sheet that illustrates the location of the unit(s) and the design of any enclosure(s). d. Fencing. For any project, with the exception of single family homes (but including homes built as part of the small lot ordinance) that faces a street that crosses the river or terminates at the river or a river frontage road and/or faces a river frontage road and includes a fence within the front or side yards that is visible from the street indicate the drawing sheet that illustrates the location and design of the fence.

- In addition, to satisfy compliance with ORD-183144 and 183145, the Project shall comply with the following: 1. Exterior Site Lighting. Indicate the drawing sheet that illustrates the location and design characteristics of any site and building mounted lighting. 2. Projects within Inner Core: a. Landscape Buffer. Indicate the drawing sheet that illustrates the location of the 10' buffer. b. Fence. Indicate the drawing sheet that illustrates the location and design, and height of any fence at or within the 10' buffer area. c. Fence Height. See (b) above. d. Gates. Indicate the drawing sheet that illustrates the location, height design and operation of the gate(s). e. Noise. Projects subject to a conditional use permit for the sale of dispensing of alcoholic beverages, including beer and wine, shall indicate the drawing sheet that illustrates the location and design of all noise-attenuating features that operational sounds shall not exceed 5 decibels above the existing or presumed ambient levels of the property line(s) of properties on the opposite bank. f. River Access. See (d) above. g. Riverfront Door. Indicate the drawing sheet that illustrates the location of a doorway visible to, (not necessarily parallel to) and accessible from the river corridor or frontage road.

I-90. Aesthetics (Vandalism)

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:
- 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.

I-100. Aesthetics (Signage)

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:
- Multiple temporary signs in store windows and along building walls are not permitted.
- On-site signs shall be limited to the maximum allowable under the Municipal Code and the Ventura/Cahuenga Corridor Specific Plan.

I-110. Aesthetics (Signage on Construction Barriers)

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:
- 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.

I-120. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

I-130. Aesthetics (Glare)

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

I-140. Aesthetics (LA River - Light/Glare)

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area
- Lighting abutting the river right-of-way shall not impose undue glare to the area such that it may harm a users enjoyment and/or safety.

- Lighting abutting the river right-of-way shall not impose undue glare to the area such that it may harm a users enjoyment and/or safety. In addition, all lighting along the river shall be downward facing.

I-150. Aesthetics

- The project will result in aesthetic impacts. However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s):
- In order to comply with Section 7E-1f of the Ventura/Cahuenga Corridor Specific Plan, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15-foot increment, or portion of that increment, above 25 feet, has at least a ten foot setback from the roof perimeter.

III 0. Air Filtration

-
- *The project will result in land use and/or planning impact(s). However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s): *An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

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:
- 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.
- If project activities cannot feasibly avoid the breeding season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall prepare an initial study to detect any native birds on the project site. If no native birds are found on the project site, no additional action needs to be taken by the applicant to satisfy this condition during project construction.

IV-40. Biology (LA River)

- Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.
- Install habitat consistent with the Los Angeles County approved landscape guidelines within the river frontage setback.
- Maintain landscape in a manner suitable to a riparian habitat.

IV-50. Tree Report

-
- Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

IV-60. Tree Preservation (Grading Activities)

-
- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

IV-100. Biological Resources

- The project will result in impact(s) to biological resources. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- 1) The applicant shall contact the Bureau of Engineering, River Office, within the Board of Public Works (City of Los Angeles) to determine if any policies or programs related to the LARRMP are applicable to the project site. The applicant shall provide written documentation of the communication with, and shall implement all recommendation from the Bureau of Engineering, River Office. 2) All landscaping, including site design and plant material shall conform to the most recent LARMP Landscape Guidelines.

V 0. CF02-2698 Compliance

-
- Due to the historic conditions of the site, and pursuant to the Historic Resources Assessment Report prepared by PCR Services Corporation dated October 2014, the Applicant shall comply with the volunteered conditions that were approved by the Los Angeles City Council through Council Motion CF02-2698. The owner shall have the Cultural Heritage Commission review building plans for the Project to ensure that the Project includes a permanent landscaped garden area, not to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities. The garden area of the Project shall be designed by a licensed landscape architect in consultation with the City Council Office where the property is located to commemorate the look and feel of the former Sportsman Lodge garden. The garden area shall be open to the public during business hours, shall be conveniently accessible from Ventura Boulevard and shall feature a plaque, monument, or display case commemorating the history of the Sportsmen's Lodge and surrounding community.

V-20. Cultural Resources (Archaeological)

- Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.

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- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-30. Cultural Resources (Paleontological)

- Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
 - d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-40. Cultural Resources (Human Remains)

- Environmental impacts may result from project implementation due to discovery of unrecorded human remains.
- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - a. 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)
 - b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - d. 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.
 - e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

VI-10. Seismic

- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
- 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.

VI-20. Erosion/Grading/Short-Term Construction Impacts

- Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:
- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

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- 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. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
- b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

VI-70. Liquefaction Area

- Environmental impacts may result due to the proposed project's location in an area with liquefaction potential. However, these potential impacts will be mitigated to a less than significant level by the following measures:
- 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 project shall comply with the Uniform Building Code Chapter 18, Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. 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.

VI-90. Expansive Soils Area

- Environmental impacts may result from project implementation due to the location of the project in an area with expansive soils. However, these impacts can be mitigated to a less than significant level by the following measure:
- 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.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.
- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs for the restrooms and shower facilities.

IX-10. Groundwater Quantity (Dewatering System)

- Environmental impacts to groundwater quantity may result from implementation of the proposed project through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capacity. The Department of Building and Safety requires, when feasible, that applicants modify the structural design of a building so as not to need a permanent dewatering system. When a permanent dewatering system is necessary, the Department of Building and Safety require the following measures to mitigate the impacts to a less than significant level:
- Prior to the issuance of any permit for excavation, the applicant shall, in consultation with the Department of Building and Safety, submit a Dewatering Plan to the decision-maker for review and approval. Such plan shall indicate estimates for how much water is anticipated to be pumped and how the extracted water will be utilized and/or disposed of.
- Extracted groundwater shall be pumped to a beneficial on-site use such as, but not limited to: 1) landscape irrigation; 2) decorative fountains or lakes; 3) toilet flushing; or 4) cooling towers.

- Return water to the groundwater basin by an injection well.
- IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)**
- - Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
 - Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
 - All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
 - Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
 - Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- IX-100. Hydrology and Water Quality (LA River)**
- 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.
 - Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
 - Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
 - Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
 - Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
 - Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
 - Promote natural vegetation by using parking lot islands and other landscaped areas.
 - Preserve riparian areas and wetlands.
 - The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- IX-120. Flooding/Tidal Waves**
- Environmental impacts may result due to the location of the proposed project in an area which is potentially subject to flood hazards. However, any flood hazard that exists will be mitigated to a less than significant level by the following measure:
 - The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.
- X 0. Shared Parking Requirement**
- - There shall be at least 440 legal, physical, tandem, mechanically lifted or stand alone parking spaces provided on site at all times that is managed by a valet program approved by the Department of Building and Safety and the City Planning Department. Additional parking can be provided through valet service that meets City code. No parking for the subject site shall be provided on the adjacent Sportsman Lodge Hotel site unless the Hotel site has excess parking beyond what is required for their Certificate of Occupancy.
- X-30. Environmental Plans/Policies**
- Environmental impacts may result from project implementation due to an incompatibility with applicable environmental plans or policies. However, the potential impacts can be mitigated to a less than significant level by the following measure:
 - The applicant shall comply with mitigation measures required by this MND.

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X-80. Land Use/Planning

- The project will result in land use and/or planning impact(s). However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s):
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

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

-
- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

XIV-10. Public Services (Fire)

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

XVI-10. Increased Vehicle Trips/Congestion

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:
- Implementing measure(s) detailed in said Department's communication to the Planning Department dated March 18, 2014 and attached shall be complied with. Such report and mitigation measures are incorporated herein by reference.

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):
- As determined by the Shared Parking Study released in May of 2014 for the subject site, 440 parking spaces are needed at the peak time of 6 p.m. on the weekday. As a result, there shall be at least 440 legal, physical, tandem, mechanically lifted or stand alone parking spaces provided on-site at all times that will be managed by a valet service that is approved by the Department of Building and Safety, the Department of Transportation and the Department of City Planning. Additional parking can be provided through valet service that meets City Code.

XVII-10. Utilities (Local Water Supplies - Landscaping)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- 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).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - Weather-based irrigation controller with rain shutoff
 - Matched precipitation (flow) rates for sprinkler heads
 - Drip/microspray/subsurface irrigation where appropriate

- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.
- The applicant shall submit a Landscape Documentation Package for review and approval by the decision-maker, demonstrating substantial conformance to the requirements set forth in the State's Model Water Efficient Landscape Ordinance (AB 1818).

XVII-20. Utilities (Local Water Supplies - All New Construction)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-30. Utilities (Local Water Supplies - New Commercial or Industrial)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- All restroom faucets shall be of a self-closing design.

XVII-60. Utilities (Local Water Supplies - Restaurant, Bar, or Nightclub)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Install/retrofit high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install/retrofit restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Install/retrofit and utilize only restroom faucets of a self-closing design.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-80. Utilities (Water Treatment or Distribution)

- Environmental impacts may result from project implementation due to the creation of additional demand for local or regional water treatment or distribution facilities. However, the potential impacts can be mitigated to a less than significant level by the following measures:
- A grey water system to reuse wastewater from the project.
- Offset excess wastewater generation by restricting the wastewater generation of other land uses within the same service area (e.g., by dedicating open space); and
- New wastewater treatment or conveyance infrastructure, or capacity enhancing alterations to existing systems.

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- The project shall follow the City's Best Management Practices (BMP) as required by the City's Wastewater Division. The Project may include a holding tank large enough to hold three times the project daily wastewater flow so that the tank would hold all project wastewater during peak wastewater flow periods for discharge into the wastewater collection system during off-peak hours.

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: 2	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2014-887-MND	RELATED CASES: DIR-2014-886-SPP-SPPA	
PREVIOUS ACTIONS CASE NO.: DIR-2010-1000-SPP-SPPA	<input checked="" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: PROPOSED CONSTRUCTION OF 5 NEW 1 & 2 STORY COMMERCIAL BUILDINGS OF UP TO 33' IN HEIGHT FOR RETAIL, RESTAURANT, AND FITNESS FACILITIES WITH SHARED PARKING WITH (E) HOTEL AND SIGN PROGRAM		
ENV PROJECT DESCRIPTION: The proposed project is the construction of a new, multi-structure, two-story, 33-foot tall, 97,598 square-foot health club, retail and restaurant complex on a 249,956 square-foot site. The site is located at the northeast corner of Ventura Boulevard and Coldwater Canyon Avenue and the Los Angeles River. The site is currently occupied by a banquet hall that is adjacent to a related hotel and the banquet hall will be demolished as a result of the proposed Project. Note: The Sportsman's Lodge Hotel is not part of the Project and no parking for the Project will occur on the Hotel site. There will be five (5) buildings on the subject site with the following square footage: a two-story building that is 57,191 square feet, a one-story building that is 18,389 square feet, a two-story building that is 12,040 square feet, a one-story building that is 7,209 square feet and a one-story building that is 2,769 square feet. The project will have a Floor Area Ratio of 0.39:1.0 and a lot coverage of 29%. The project requires 1,840 cubic yards of grading on-site. The proposed project requires a Specific Plan Adjustment to permit a building height of 33 feet, in lieu of the 30 feet permitted by the Ventura/Cahuenga Boulevard Corridor Specific Plan and a Project Permit Compliance. As part of the Project Permit Compliance, the project seeks determination from the Director to permit shared parking across six lots and the establishment of a sign program. LAMC would require 702 parking spaces but a shared parking analysis was completed by the applicant that demonstrated that the Project needs 440 spaces at the peak and will accommodate those spaces on-site. As a result of the shared parking agreement, the applicant is proposing 446 parking spaces through tandem/mechanical lifts and a valet program.		
ENVIRONMENTAL SETTINGS: The project site is an irregularly-shaped 249,956 square-foot lot, consisting of six (6) parcels. Five (5) of the parcels are owned by the applicant while the sixth, which fronts on Coldwater Canyon Avenue, is occupied by a LA City Fire Station and its use for the subject project is contingent of final sale to the subject applicant. The subject site is currently developed with a banquet hall that was built in 1936 that has some potentially historically significant landscape elements that were reviewed by the Los Angeles City Council (see CF02-2698). The Project will include landscaping as required by this motion. The property surrounds an existing hotel (Sportsman Lodge) that has a frontage on Ventura Boulevard of approximately 275 feet. On the west side of the hotel, the subject site has approximately 240 feet of linear frontage on Ventura Boulevard and approximately 90 feet of linear frontage on the east side of the hotel. Fronting the Los Angeles River, the subject site has approximately 760 feet of linear frontage. Along Coldwater Canyon Avenue, the subject site has approximately 320 feet of frontage (including the 63 feet of frontage that the fire station lot occupies). The project is located in the Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan, the Ventura/Cahuenga Boulevard Corridor Specific Plan and the Los Angeles River Revitalization Master Plan. The project is located within a Very High Fire Hazard Severity Zone, is 2.6 km from the Hollywood Fault Line and in a Liquefaction Zone. The land use and zoning within a 500 foot radius of the subject site are as follows: there is a grocery store zoned C2-1VL and a retail complex zoned C1.5-1VL to the south, the LA-River to the north, a retail complex zoned C1.5-1VL to the east and a commercial		

development zoned C1.5-1VL and CR-1VL to the west.

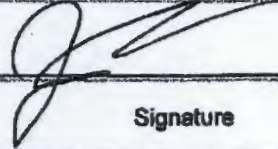
Ventura Boulevard is designated as a Major Class II Highway and Coldwater Canyon Avenue is designated as a Secondary Highway.

PROJECT LOCATION: 12833 West Ventura Boulevard		
COMMUNITY PLAN AREA: SHERMAN OAKS - STUDIO CITY - TOLUCA LAKE - CAHUENGA PASS STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: SOUTH VALLEY	CERTIFIED NEIGHBORHOOD COUNCIL: STUDIO CITY
EXISTING ZONING: C1.5-1VL	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1.25:1	LA River Adjacent: YES
GENERAL PLAN LAND USE: NEIGHBORHOOD OFFICE COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:	
	PROPOSED PROJECT DENSITY:	

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.

	Planning Assistant	(818) 374-9916
Signature	Title	Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less 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 checked="" type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" 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"/> UTILITIES AND SERVICE SYSTEMS <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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<p>INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)</p> <p><i>Background</i></p> <p>PROPONENT NAME: Richard Weintraub</p> <p>APPLICANT ADDRESS: Sportsmen's Lodge 12833 Ventura Boulevard Los Angeles, California 91604</p> <p>AGENCY REQUIRING CHECKLIST: Department of City Planning</p> <p>PROPOSAL NAME (if Applicable): Equinox at the Sportsmen's Lodge</p>		<p>PHONE NUMBER: (818) 769-4700</p> <p>DATE SUBMITTED: 03/17/2014</p>
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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 Game 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 Game or US 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	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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. 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?			✓	
XVIII. 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?			✓	
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-2014-887-MND** and the associated case(s), **DIR-2014-886-SPP-SPPA**. 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:
JENNIFER DRIVER	Planning Assistant	(818) 374-9916	10/27/2014

Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED WITHIN OR ADJACENT TO A SCENIC VISTA. NO IMPACT WOULD OCCUR.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER, WHICH IS PART OF THE CITY . THEREFORE, THE PROJECT COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER AND QUALITY OF THE SITE AND ITS SURROUNDINGS.	I-80, I-140 RECOMMENDATIONS OF THE BOARD OF PUBLIC WORKS, PURSUANT TO BIOLOGICAL RESOURCES, MAY MODIFY THE LA RIVER PEDESTRIAN MOBILITY MITIGATION MEASURE. BICYCLE PARKING SPACES IS BASED ON THE REQUIRED 440 PARKING SPACES.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT IS REQUESTING A SHARED PARKING AGREEMENT FOR THE PROPOSED USES WITH A TOTAL OF 446 PARKING SPACES. THE PROJECT WOULD EXCEED THE ALLOWABLE BUILDING HEIGHT OF 30 FEET, AS PERMITTED BY THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN. THEREFORE, THE PROJECT COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER AND QUALITY OF THE SITE AND ITS SURROUNDINGS.	I-10, I-50, I-90, I-100, I-110, I-150 ALL LANDSCAPING MUST CONFORM TO THE GUIDELINES PROVIDED IN THE LOS ANGELES RIVER MASTER PLAN (LARMP - LOS ANGELES COUNTY), THE LOS ANGELES RIVER REVITALIZATION MASTER PLAN (LARRMP - CITY OF LOS ANGELES), AND THE VENTURA-CAHUENGA CORRIDOR SPECIFIC PLAN, AS REQUIRED UNDER MITIGATION MEASURE I-80, X-60 AND IV-100.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THIS PROPERTY LIES ADJACENT TO THE LOS ANGELES RIVER AND APPROPRIATE DESIGN GUIDELINES MUST BE INCORPORATED INTO THE PROJECT TO ENSURE CONSISTENCY WITH THE CITY'S EFFORTS FOR ITS REVITALIZATION. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A	I-120, I-130, I-140 ALL LIGHTING MUST CONFORM TO THE GUIDELINES PROVIDED IN THE LOS ANGELES RIVER MASTER PLAN (LARMP - LOS ANGELES COUNTY), THE LOS ANGELES RIVER REVITALIZATION MASTER PLAN (LARRMP - CITY OF LOS ANGELES), AND THE VENTURA - CAHUENGA CORRIDOR SPECIFIC PLAN, AS REQUIRED UNDER MITIGATION MEASURES I-80, X-60 AND IV-100.

Impact?	Explanation	Mitigation Measures
	<p>249,956 SQUARE-FOOT LOT. THE PROJECT IS REQUESTING A SHARED PARKING AGREEMENT FOR THE PROPOSED USES WITH A TOTAL OF 446 PARKING SPACES. THE PROJECT WOULD EXCEED THE ALLOWABLE BUILDING HEIGHT OF 30 FEET, AS PERMITTED BY THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN. THEREFORE, THE PROJECT COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER AND QUALITY OF THE SITE AND ITS SURROUNDINGS.</p>	
II. AGRICULTURE AND FOREST RESOURCES		
a.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED ON OR ADJACENT TO AGRICULTURAL LAND OR FOREST RESOURCES. NO IMPACT WOULD OCCUR.
b.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED ON OR ADJACENT TO AGRICULTURAL LAND OR FOREST RESOURCES. NO IMPACT WOULD OCCUR.
c.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED ON OR ADJACENT TO AGRICULTURAL LAND OR FOREST RESOURCES. NO IMPACT WOULD OCCUR.
d.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED ON OR ADJACENT TO AGRICULTURAL LAND OR FOREST RESOURCES. NO IMPACT WOULD OCCUR.
e.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED ON OR ADJACENT TO AGRICULTURAL LAND OR FOREST RESOURCES. NO IMPACT WOULD OCCUR.
III. AIR QUALITY		
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT. THE PROJECT IS REQUESTING A SHARED PARKING AGREEMENT FOR THE PROPOSED USES WITH A TOTAL OF 446 PARKING SPACES. THE PROJECT

Impact?	Explanation	Mitigation Measures
	<p>WOULD EXCEED THE ALLOWABLE BUILDING HEIGHT OF 30 FEET, AS PERMITTED BY THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN. THEREFORE, THE PROJECT COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER AND QUALITY OF THE SITE AND ITS SURROUNDINGS. THE PROJECT DOES NOT REQUIRE A ZONE CHANGE OR GENERAL PLAN AMENDMENT AND WOULD COMPLY WITH ALL STANDARDS REQUIRED BY THE DEPARTMENT OF BUILDING AND SAFETY RELATING TO AIR QUALITY. THEREFORE, PROJECT IMPACTS ARE CONSIDERED TO BE LESS THAN SIGNIFICANT.</p>	
<p>b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT. THE PROJECT IS REQUESTING A SHARED PARKING AGREEMENT FOR THE PROPOSED USES WITH A TOTAL OF 446 PARKING SPACES. THE PROJECT WOULD EXCEED THE ALLOWABLE BUILDING HEIGHT OF 30 FEET, AS PERMITTED BY THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN. THEREFORE, THE PROJECT COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER AND QUALITY OF THE SITE AND ITS SURROUNDINGS. THE PROJECT DOES NOT REQUIRE A ZONE CHANGE OR GENERAL PLAN AMENDMENT AND WOULD COMPLY WITH ALL STANDARDS REQUIRED BY THE DEPARTMENT OF BUILDING AND SAFETY RELATING TO AIR QUALITY. THEREFORE, PROJECT IMPACTS ARE CONSIDERED TO BE LESS THAN SIGNIFICANT.</p>	<p>III 0 IN ORDER TO MITIGATE ANY POTENTIAL AIR QUALITY CONCERNS THE PROJECT SHALL COMPLY WITH THE AIR FILTERING REQUIREMENTS INCLUDED IN THIS ENVIRONMENTAL.</p>
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH</p>	

Impact?	Explanation	Mitigation Measures
	<p>AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT. THE PROJECT IS REQUESTING A SHARED PARKING AGREEMENT FOR THE PROPOSED USES WITH A TOTAL OF 446 PARKING SPACES. THE PROJECT WOULD EXCEED THE ALLOWABLE BUILDING HEIGHT OF 30 FEET, AS PERMITTED BY THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN. THEREFORE, THE PROJECT COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER AND QUALITY OF THE SITE AND ITS SURROUNDINGS. THE PROJECT DOES NOT REQUIRE A ZONE CHANGE OR GENERAL PLAN AMENDMENT AND WOULD COMPLY WITH ALL STANDARDS REQUIRED BY THE DEPARTMENT OF BUILDING AND SAFETY RELATING TO AIR QUALITY. THEREFORE, PROJECT IMPACTS ARE CONSIDERED TO BE LESS THAN SIGNIFICANT.</p>	
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT. THE PROJECT IS REQUESTING A SHARED PARKING AGREEMENT FOR THE PROPOSED USES WITH A TOTAL OF 446 PARKING SPACES. THE PROJECT WOULD EXCEED THE ALLOWABLE BUILDING HEIGHT OF 30 FEET, AS PERMITTED BY THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN. THEREFORE, THE PROJECT COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER AND QUALITY OF THE SITE AND ITS SURROUNDINGS. THE PROJECT DOES NOT REQUIRE A ZONE CHANGE OR GENERAL PLAN AMENDMENT AND WOULD COMPLY WITH ALL STANDARDS REQUIRED BY THE DEPARTMENT OF BUILDING AND SAFETY RELATING TO AIR QUALITY. THEREFORE, PROJECT IMPACTS ARE CONSIDERED TO BE LESS THAN SIGNIFICANT.</p>	

Impact?	Explanation	Mitigation Measures
e. LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON 249,956 SQUARE-FOOT LOT. THE PROJECT IS REQUESTING A SHARED PARKING AGREEMENT FOR THE PROPOSED USES WITH A TOTAL OF 446 PARKING SPACES. THE PROJECT WOULD EXCEED THE ALLOWABLE BUILDING HEIGHT OF 30 FEET, AS PERMITTED BY THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN. THEREFORE, THE PROJECT COULD SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER AND QUALITY OF THE SITE AND ITS SURROUNDINGS. THE PROJECT DOES NOT REQUIRE A ZONE CHANGE OR GENERAL PLAN AMENDMENT AND WOULD COMPLY WITH ALL STANDARDS REQUIRED BY THE DEPARTMENT OF BUILDING AND SAFETY RELATING TO AIR QUALITY. THEREFORE, PROJECT IMPACTS ARE CONSIDERED TO BE LESS THAN SIGNIFICANT.</p>	
IV. BIOLOGICAL RESOURCES		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A TREE REPORT NEEDS TO BE SUBMITTED BY A CERTIFIED ARBORIST DOCUMENTING THE TREES THAT ARE CURRENTLY ON-SITE AND THOSE THAT WILL BE REMOVED BY THE PROJECT.</p>	<p>IV-20, IV-40 The project is located along the Los Angeles River and native species may be affected by the development and the surrounding neighborhood needs to be monitored.</p>
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER. THEREFORE, THE PROJECT WOULD HAVE A SUBSTANTIAL ADVERSE IMPACT ON AN EXISTING RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY.</p>	<p>IV-20, IV-40 WHILE SOME JURISDICTIONS MAY NOT HAVE ADOPTED SPECIFIC REGULATIONS RELATING TO THE LOS ANGELES RIVER, EXISTING ORDINANCES, INCLUDING THE LOS ANGELES RIVER MASTER PLAN (LARMP - LOS ANGELES COUNTY) AND THE LOS ANGELES RIVER REVITALIZATION MASTER PLAN (LARRMP - CITY OF LOS ANGELES) ARE APPLICABLE.</p>
c. LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT IS NOT LOCATED ON OR ADJACENT TO ANY FEDERALLY PROTECTED WETLANDS. FURTHERMORE, IMPACTS ASSOCIATED WITH THE LOS ANGELES RIVER AND STORMWATER</p>	

Impact?	Explanation	Mitigation Measures
	RUNOFF WOULD BE MITIGATED THROUGH THE IMPLEMENTATION OF MEASURES REQUIRED IN THIS MND. THEREFORE IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
d. LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER, AND THEREFORE MAY RESULT IN IMPACTS TO WILDLIFE MOVEMENTS. THAT BEING SAID, ANY POTENTIAL IMPACTS WILL BE MITIGATED BY THE OTHER MITIGATIONS CONTAINED HEREIN.	
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THIS PROPERTY LIES ADJACENT TO THE LOS ANGELES RIVER AND APPROPRIATE DESIGN GUIDELINES MUST BE INCORPORATED INTO THE PROJECT TO ENSURE CONSISTENCY WITH THE CITY'S EFFORTS FOR ITS REVITALIZATION.	IV-50, IV-60, IV-70, IV-100 The removal of any tree, protected or not, would conflict with the City's Million Trees Initiative.
f. LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS NOT LOCATED ON OR ADJACENT TO ANY FEDERALLY PROTECTED WETLANDS. FURTHERMORE, IMPACTS ASSOCIATED WITH THE LOS ANGELES RIVER AND STORMWATER RUNOFF WOULD BE MITIGATED THROUGH THE IMPLEMENTATION OF MEASURES REQUIRED IN THIS MND. THEREFORE IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
V. CULTURAL RESOURCES		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,698 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. CF02-2698 WILL ADDRESS ANY POTENTIAL HISTORIC ASPECTS OF THE SITE.	V 0 After the Project completion and implementation of the corresponding mitigation measures, the level of impacts to any potential historical resources would be less than significant. As conditioned herein, the owner shall provide a new permanent landscaped garden area, that does not have to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities. The garden area in the new Project shall retain existing healthy mature trees, commemorate the look and feel of the former Sportsmen's Lodge garden, and shall include two man-made lakes connected by a stream in approximately the same location as the existing lakes which shall be open to the public during business hours, shall be conveniently accessible from Ventura Boulevard, and shall feature a

Impact?	Explanation	Mitigation Measures
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		<p>plaque, monument, or display case commemorating the history of the Sportsmen's Lodge and surrounding community. The garden area may be integrated into the new Project and may satisfy, in whole or in part, applicable City landscaping or open space requirements.</p>
b.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT. WHILE THE PROJECT INCLUDES 1,840 CUBIC YARDS OF GRADING, IMPACTS TO ANY UNKNOWN ARCHAEOLOGICAL RESOURCE ARE UNLIKELY. THEREFORE, PROJECT IMPACTS WILL BE MITIGATED BY THE FOLLOWING MITIGATION MEASURES.</p> <p>V-20 Site is currently developed with a banquet hall that was built in 1936 and has not had any identified archaeological resources, but if archaeological resources are discovered during the construction, applicant shall abide by the current law.</p>
c.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT. WHILE THE PROJECT INCLUDES 1,840 CUBIC YARDS OF GRADING, IMPACTS TO ANY UNKNOWN PALEONTOLOGICAL RESOURCE ARE UNLIKELY. THEREFORE, PROJECT IMPACTS WILL BE MITIGATED BY THE FOLLOWING MITIGATION MEASURES.</p> <p>V-30 Site is currently developed with a banquet hall that was built in 1936 and has not had any identified archaeological resources, but if paleontological resources are discovered during the construction, applicant shall abide by the current law.</p>
d.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT. WHILE THE PROJECT INCLUDES 1,840 CUBIC YARDS OF GRADING, IMPACTS TO ANY UNKNOWN HUMAN REMAINS ARE UNLIKELY. THEREFORE, PROJECT IMPACTS WILL BE MITIGATED BY THE FOLLOWING MITIGATION MEASURES.</p> <p>V-40 Site is currently developed with a banquet hall that was built in 1936 and has not had any identified human remains on-site, but if any human remains are discovered during the construction, applicant shall abide by the current law.</p>

VI. GEOLOGY AND SOILS

Impact?	Explanation	Mitigation Measures	
a.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED WITHIN THE ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE. NO IMPACT WOULD OCCUR.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS LOCATED IN A SEISMICALLY ACTIVE AREA. THEREFORE, THE PROJECT MAY RESULT IN SUBSTANTIAL, ADVERSE IMPACTS TO PEOPLE AND STRUCTURES DUE TO SEISMIC GROUND SHAKING.	VI-10, VI-20 THE DEPARTMENT OF BUILDING AND SAFETY SHALL REVIEW AND APPROVE ANY PROPOSED GEOLOGY AND SOILS REPORT.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS LOCATED IN A LIQUEFACTION ZONE. THEREFORE, THE PROJECT MAY RESULT IN SUBSTANTIAL, ADVERSE IMPACTS TO PEOPLE AND STRUCTURES DUE TO LIQUEFACTION.	VI-70 THE DEPARTMENT OF BUILDING AND SAFETY SHALL REVIEW AND APPROVE ANY PROPOSED GEOLOGY AND SOILS REPORT.
d.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT IS NOT LOCATED IN A LANDSLIDE AREA. THEREFORE, THE PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
e.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED MULTI-STRUCTURED, SED PROJECT IS THE CONSTRUCTION OF A NEW, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT WOULD RECONFIGURE THE EXISTING SURFACE PARKING LOT, BUT WOULD NOT REQUIRE A SUBSTANTIAL AMOUNT OF GRADING. THEREFORE, PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS LOCATED IN AN AREA SUSCEPTIBLE TO LIQUEFACTION. THEREFORE, THE PROJECT MAY RESULT IN SUBSTANTIAL, ADVERSE IMPACTS DUE TO LIQUEFACTION.	VI-70 MITIGATION MEASURE VI-70 WOULD REDUCE PROJECT IMPACTS TO LESS THAN SIGNIFICANT.
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS LOCATED IN AN AREA WITH THE POTENTIAL FOR EXPANSIVE SOILS. THEREFORE, THE PROJECT MAY RESULT IN SUBSTANTIAL, ADVERSE IMPACTS TO PEOPLE AND STRUCTURES DUE TO EXPANSIVE SOILS.	VI-90 THE DEPARTMENT OF BUILDING AND SAFETY SHALL REVIEW AND APPROVE ANY PROPOSED GEOLOGY AND SOILS REPORT.
h.	NO IMPACT	THE PROPOSED PROJECT DOES NOT INCLUDE THE USE OF A SEPTIC TANK. NO IMPACT WOULD OCCUR.	

Impact?	Explanation	Mitigation Measures
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VII. GREEN HOUSE GAS EMISSIONS

a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT WOULD RESULT IN GREENHOUSE GAS EMISSIONS, HOWEVER NO THRESHOLD HAS BEEN ESTABLISHED TO DETERMINE THE LEVEL OF SIGNIFICANCE. IN ADDITION, MITIGATION MEASURES ASSOCIATED WITH POLICIES RELATING TO GREENHOUSE GAS EMISSIONS WOULD REDUCE GREENHOUSE GAS EMISSIONS. THEREFORE, PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THEREFORE, THE PROJECT MAY CONFLICT WITH POLICIES OUTLINED IN CALIFORNIA STATE ASSEMBLY BILL 32 (GLOBAL WARMING SOLUTIONS ACT OF 2006).	VII-10 WHILE THE CITY OF LOS ANGELES HAS NOT ADOPTED SPECIFIC REGULATIONS RELATING TO GREENHOUSE GAS EMISSIONS, THE POLICIES SET FORTH IN AB 32 ARE APPLICABLE.

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THEREFORE, IMPACTS RESULTING FROM THE ROUTINE TRANSPORT OF HAZARDOUS MATERIALS WOULD BE LESS THAN SIGNIFICANT.	
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Impact?	Explanation	Mitigation Measures	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. NO CONDITION INVOLVING THE RELEASE OF HAZARDOUS MATERIALS IS REASONABLY FORESEEABLE. THEREFORE, PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT IS LOCATED WITHIN ONE QUARTER MILE OF HAVARD-WESTLAKE SCHOOL. THEREFORE, PROJECT IMPACTS MAY BE SIGNIFICANT.	
d.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED ON A SITE LISTED ON THE CORTESE LIST (GOVERNMENT CODE 65962.5). NO IMPACT WOULD OCCUR.	
e.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN. NO IMPACT WOULD OCCUR.	
f.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP. NO IMPACT WOULD OCCUR.	
g.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THEREFORE, PROJECT IMPACTS TO EMERGENCY EVACUATION WOULD BE LESS THAN SIGNIFICANT.	
h.	LESS THAN SIGNIFICANT IMPACT	WHILE THE PROJECT ABUTS THE LOS ANGELES RIVER, NO SIGNIFICANT AREA OF WILDLAND IS DIRECTLY ADJACENT TO THE SITE. THEREFORE, PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
IX. HYDROLOGY AND WATER QUALITY			

Impact?	Explanation	Mitigation Measures	
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION MEASURES ASSOCIATED WITH QUESTION IX.B.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	AS THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING, ENVIRONMENTAL IMPACTS IN THE FORM OF INCREASED POLLUTANT RUNOFF MAY RESULT FROM OPERATION OF THE PROPOSED PROJECT NEXT TO THE LOS ANGELES RIVER. THEREFORE, A DIMINUTION OF GROUNDWATER RECHARGE MAY RESULT FROM THE PROJECT.	IX-10, IX-20, IX-100 The Board of Public Works, Bureau of Engineering and Bureau of Sanitation shall review and approve any storm water mitigation plan.
c.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION MEASURES ASSOCIATED WITH QUESTION IX.B.	
d.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT	

Impact?	Explanation	Mitigation Measures
	RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION MEASURES ASSOCIATED WITH QUESTION IX.B.	
e. LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION MEASURES ASSOCIATED WITH QUESTION IX.B.	
f. LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION MEASURES ASSOCIATED WITH QUESTION IX.B.	
g. NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED WITHIN A FLOOD ZONE. NO IMPACT WOULD OCCUR.	
h. NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED WITHIN A FLOOD ZONE. NO IMPACT WOULD OCCUR.	
i. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER. THEREFORE, THE PROJECT MAY RESULT IN SUBSTANTIAL, ADVERSE IMPACTS TO PEOPLE AND STRUCTURES DUE TO FLOODING.	IX-120 THE DEPARTMENT OF BUILDING AND SAFETY SHALL DETERMINE CONFORMANCE TO THE FLOOD HAZARD MANAGEMENT SPECIFIC PLAN.

Impact?	Explanation	Mitigation Measures	
j.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS LOCATED WITHIN A TSUNAMI AND INUNDATION ZONE. THEREFORE, THE PROJECT MAY RESULT IN SUBSTANTIAL, ADVERSE IMPACTS TO PEOPLE AND STRUCTURES DUE TO INUNDATION. HOWEVER, PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION MEASURES ASSOCIATED WITH QUESTION IX.i.	
X. LAND USE AND PLANNING			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER, BUT IS LOCATED IN A BUILT-UP, URBAN AREA. PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS LOCATED WITHIN THE VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN AND ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT SITE WITH 1,840 CUBIC YARDS OF GRADING. THE VENTURA/CAHUENGA CORRIDOR SPECIFIC PLAN WOULD REQUIRE 702 PARKING SPACES FOR THE NEW CONSTRUCTION (NOT INCLUDING THE ADJACENT HOTEL SITE), BUT THE PROJECT IS ONLY PROVIDING 446 SPACES ON-SITE. THEREFORE, THE PROJECT WOULD RESULT IN SIGNIFICANT, ADVERSE IMPACTS TO THE VENTURA/CAHUENGA CORRIDOR SPECIFIC PLAN LAND USE REGULATIONS, LOS ANGELES COUNTY AND CITY POLICIES FOR THE LOS ANGELES RIVER. AS PROPOSED, THE PROJECT INCLUDES A SHARED PARKING ARRANGEMENT TO ACCOMMODATE AT LEAST 446 PARKING SPACES ON-SITE (AS DETERMINED BY THE SHARED PARKING STUDY PREPARED BY OVERLAND TRAFFIC CONSULTANTS, INC, MAY 2014). IN ADDITION, THE SHERMAN OAKS – STUDIO CITY –	X 0, X-60 DURING ESTIMATED PEAK-HOUR PARKING DEMAND FOR THE HEALTH CLUB, RESTAURANTS AND RETAIL SHOPS (6 PM ON WEEKDAYS AND 6 PM ON WEEKENDS), THE EXISTING SITE SHOWS A MAXIMUM PARKING DEMAND OF 440 CARS. THEREFORE, THE ANTICIPATED PEAK-HOUR PARKING DEMAND FOR THE SITE, INCLUDING THE HEALTH CLUB, RESTAURANTS AND RETAIL, WOULD BE 440 PARKING SPACES AND SHOULD NOT BE REDUCED. AS PROPOSED, THE APPLICANT PROPOSES 431 SPACES ON-SITE WITH 15 SPACES ACCOMMODATED BY THE REQUIRED VALET SERVICE (THEY ARE ALREADY PROPOSING SEVERAL TANDEM AND MECHANICAL LIFT SPACES WHICH REQUIRES A VALET SERVICE). AS VALET CANNOT ACCOUNT FOR THE ADDITIONAL NINE (9) SPACES REQUIRED BY THE SHARED PARKING STUDY, THE SITE PLAN SHALL BE REVISED TO ACCOUNT FOR NINE (9) MORE SPACES FOR A TOTAL OF 440 SPACES (NOTE, ADDITIONAL SPACES CAN BE ACCOMMODATED THROUGH VALET OFF-SITE OR ON-SITE THROUGH VALET SO LONG AS THERE ARE AT LEAST 440 SPACES DELINEATED IN THE PARKING LOT). IN ADDITION, THE PROJECT SHALL COMPLY WITH THE SHERMAN OAKS – STUDIO CITY – TOLUCA LAKE – CAHUENGA PASS

Impact?	Explanation	Mitigation Measures
	<p>TOLUCA LAKE – CAHUENGA PASS COMMUNITY PLAN INCLUDES RELEVANT LAND USE ISSUES, GOALS, OBJECTIVES, POLICIES, AND PROGRAMS THAT MUST BE CONSIDERED IN EVALUATING THE PROPOSED PROJECT. THE DECISION MAKER NEEDS TO DETERMINE IF THE PROPOSED PROJECT CONFORMS TO THE COMMUNITY/GENERAL PLAN WITH SUCH ISSUES PERTAINING TO THE DETERIORATION OF THE STREETScape, INADEQUATE TRANSITION BETWEEN COMMERCIAL AND RESIDENTIAL USES, THE LA RIVER, URBAN DESIGN, CREATING PEDESTRIAN-FRIENDLY SHOPPING AREAS BY INCORPORATING STREET TREES, BENCHES, CONVENIENT PARKING/ACCESS AND TO COMPLEMENT ANY UNIQUE EXISTING DEVELOPMENT/USES TO REINFORCE DESIRABLE DESIGN CHARACTERISTICS AND USES, DEVELOPMENT OF SHOPPING AREAS WITH CONVENIENT PARKING ACCESS AND UPDATED SIGNAGE TO BEAUTIFY THE AREA AND TO PROVIDE AN IDENTITY WHICH ATTRACTS CONSUMERS TO SERVICE BUSINESSES, AND ANY OTHER PERTINENT COMMUNITY ISSUES. AS THE COMMUNITY PLAN NOTES, THE POLICIES THAT SHOULD BE IMPLEMENTED INCLUDE: REQUIRING THAT ANY PROPOSED DEVELOPMENT BE DESIGNED TO ENHANCE AND BE COMPATIBLE WITH ADJACENT DEVELOPMENT BY IMPLEMENTING CONFORMANCE WITH APPLICABLE DESIGN STANDARDS IDENTIFIED IN THE URBAN DESIGN POLICIES OF THE PLAN; REQUIRING THAT PROJECTS BE DESIGNED AND DEVELOPED TO ACHIEVE A HIGH LEVEL OF QUALITY, DISTINCTIVE CHARACTER, AND COMPATIBILITY WITH EXISTING USES AND DEVELOPMENT BY UTILIZING THE URBAN DESIGN POLICIES IN THE COMMUNITY PLAN; AND BY PRESERVING COMMUNITY CHARACTER, SCALE, AND ARCHITECTURAL DIVERSITY AND IMPROVING SAFETY AND AESTHETICS OF PARKING AREAS IN</p>	<p>COMMUNITY PLAN DESIGN POLICIES, CHAPTER V. URBAN DESIGN REQUIREMENTS FOR COMMERCIAL PROJECTS WHICH SHOULD BE USED IN ORDER TO MITIGATE ANY IMPACT THE PROJECT MAY HAVE ON THE COMMUNITY PRESENTLY OR IN THE FUTURE.</p>

Impact?	Explanation	Mitigation Measures
c. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>COMMERCIAL AREAS.</p> <p>THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER AND SUBJECT TO ANY APPLICABLE PROVISIONS OF THE LOS ANGELES RIVER MASTER PLAN (LARMP - LOS ANGELES COUNTY) AND THE LOS ANGELES RIVER REVITALIZATION MASTER PLAN (LARRMP - CITY OF LOS ANGELES). THEREFORE, THE PROJECT MAY CONFLICT WITH APPLICABLE HABITAT AND NATURAL CONSERVATION PLANS.</p>	<p>X-30, X-60 MITIGATION MEASURE IV-100 WOULD REDUCE PROJECT IMPACTS TO LESS THAN SIGNIFICANT.</p>
XI. MINERAL RESOURCES		
a. NO IMPACT	<p>THE PROJECT SITE DOES NOT CONTAIN ANY KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION. NO IMPACT WOULD OCCUR.</p>	
b. NO IMPACT	<p>THE PROJECT SITE DOES NOT CONTAIN ANY KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO A LOCAL LAND USE PLAN. NO IMPACT WOULD OCCUR.</p>	
XII. NOISE		
a. LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT ABUTS THE LOS ANGELES RIVER AND IS LESS THAN 200 FEET FROM RESIDENTIAL PROPERTIES TO THE NORTH. NONETHELESS, THE PROJECT WOULD NOT BE ALLOWED TO EXCEED NOISE LEVELS PERMITTED BY THE LAMC. THEREFORE, PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT.</p>	
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT ABUTS THE LOS ANGELES RIVER AND IS LESS THAN</p>	<p>XII-20 THE DEPARTMENT OF BUILDING AND SAFETY SHALL ENSURE THAT MITIGATION MEASURES ARE COMPLIED WITH.</p>

Impact?	Explanation	Mitigation Measures
	<p>200 FEET FROM RESIDENTIAL PROPERTIES TO THE NORTH. THEREFORE, THE PROJECT MAY EXPOSE PEOPLE TO EXCESSIVE GROUNDBOURNE VIBRATION OR NOISE LEVELS, ESPECIALLY DURING CONSTRUCTION.</p>	
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT ABUTS THE LOS ANGELES RIVER AND IS LESS THAN 200 FEET FROM RESIDENTIAL PROPERTIES TO THE NORTH. THEREFORE, THE PROJECT WOULD RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS ABOVE THE EXISTING NOISE LEVELS.</p>	
<p>d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT ABUTS THE LOS ANGELES RIVER AND IS LESS THAN 200 FEET FROM RESIDENTIAL PROPERTIES TO THE NORTH. THEREFORE, THE PROJECT WOULD RESULT IN A SUBSTANTIAL TEMPORARY INCREASE IN AMBIENT NOISE LEVELS ABOVE THE EXISTING NOISE LEVELS.</p>	<p>XII-20 MITIGATION MEASURE XII-20 WOULD REDUCE PROJECT IMPACTS TO LESS THAN SIGNIFICANT.</p>
<p>e. NO IMPACT</p>	<p>THE PROPOSED PROJECT IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN. NO IMPACT WOULD OCCUR.</p>	
<p>f. NO IMPACT</p>	<p>THE PROPOSED PROJECT IS NOT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP. NO IMPACT WOULD OCCUR.</p>	
<p>XIII. POPULATION AND HOUSING</p>		

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS TO INCREASED HOUSING DEMAND WOULD BE LESS THAN SIGNIFICANT.	
b.	NO IMPACT	THE PROPOSED PROJECT DOES NOT INVOLVE THE REMOVAL OF HOUSING. NO IMPACT WOULD OCCUR.	
c.	NO IMPACT	THE PROPOSED PROJECT DOES NOT INVOLVE THE REMOVAL OF HOUSING. NO IMPACT WOULD OCCUR.	

XIV. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THEREFORE, THE PROJECT WOULD RESULT IN SIGNIFICANT ADVERSE IMPACTS TO FIRE SERVICES.	XIV-10 THE FIRE DEPARTMENT SHALL REVIEW AND APPROVE THE PROPOSED SITE AND BUILDING PLANS.
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS TO POLICE SERVICES WOULD BE LESS THAN SIGNIFICANT.	
c.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS TO SCHOOL	

Impact?	Explanation	Mitigation Measures	
		SERVICES WOULD BE LESS THAN SIGNIFICANT.	
d.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS TO PARK SERVICES WOULD BE LESS THAN SIGNIFICANT.	
e.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS TO OTHER GOVERNMENTAL SERVICES WOULD BE LESS THAN SIGNIFICANT.	
XV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS TO RECREATIONAL FACILITIES WOULD BE LESS THAN SIGNIFICANT.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. PROJECT IMPACTS TO RECREATIONAL FACILITIES WOULD BE LESS THAN SIGNIFICANT.	
XVI. TRANSPORTATION/TRAFFIC			

Impact?	Explanation	Mitigation Measures
<p>a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER WHICH IS DESIGNATED AS A CLASS 1 BIKE ROUTE AND IS PART OF THE EXISTING BICYCLE PLAN. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT WILL GENERATE 2,001 NEW DAILY TRIPS WITH 104 NEW TRIPS IN THE A.M. PEAK HOUR AND 136 NEW TRIPS IN THE P.M. PEAK HOUR. THE TRAFFIC STUDY DONE BY THE LOS ANGELES CITY DEPARTMENT OF TRANSPORTATION DETERMINED THAT THE PROJECT WOULD HAVE SIGNIFICANT IMPACTS ON THE SURROUNDING NEIGHBORHOOD, BUT PROPOSED MITIGATION MEASURES TO REDUCE IT TO LESS THAN SIGNIFICANT. IN ADDITION, PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION MEASURES ASSOCIATED WITH QUESTIONS XVI.B AND XVI.F. WHILE THE PROJECT DEVELOPMENT SCHEMATIC WOULD REQUIRE 704 PARKING SPACES (AS DETERMINED BY LAMC AND THE VENTURA/CAHUENGA CORRIDOR SPECIFIC PLAN), THE PROJECT HAS SUBMITTED A SHARED PARKING ANALYSIS DEMONSTRATING THAT THE 97,598 SQUARE-FOOT DEVELOPMENT CAN MEET THE ANTICIPATED PARKING DEMAND WITH 440 PARKING SPACES.</p>	<p>XVI-10, XVI-80 THE PROPOSED MITIGATION MEASURES WILL ENSURE TRAFFIC REDUCTION AND PROVIDE ADEQUATE PARKING FOR THE MIXED USE SHOPPING CENTER.</p>
<p>b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT WILL GENERATE 2,001 NEW DAILY TRIPS WITH 104 NEW TRIPS IN THE A.M. PEAK HOUR AND 136 NEW TRIPS IN THE P.M. PEAK</p>	<p>XVI-10, XVI-80 IMPLEMENTATION OF THE MITIGATION MEASURE SHALL BE ADMINISTERED THROUGH THE B-PERMIT PROCESS and through review by the Department of Transportation.</p>

Impact?	Explanation	Mitigation Measures
	<p>HOUR. THE TRAFFIC STUDY DONE BY THE LOS ANGELES CITY DEPARTMENT OF TRANSPORTATION DETERMINED THAT THE PROJECT WOULD HAVE SIGNIFICANT IMPACTS ON THE SURROUNDING NEIGHBORHOOD, BUT PROPOSED MITIGATION MEASURES TO REDUCE IT TO LESS THAN SIGNIFICANT. IN ADDITION, BASED ON THE TRAFFIC STUDY PROVIDED BY THE APPLICANT, AND REVIEWED BY THE DEPARTMENT OF TRANSPORTATION, THE PROJECT WOULD RESULT IN SIGNIFICANT, ADVERSE IMPACTS TO THE INTERSECTION AT COLDWATER CANYON AVENUE AND VENTURA BOULEVARD.</p>	
c. NO IMPACT	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THEREFORE, NO IMPACT TO AIR TRAFFIC PATTERNS WOULD OCCUR.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>THIS PROPERTY LIES ADJACENT TO THE LOS ANGELES RIVER AND APPROPRIATE DESIGN GUIDELINES MUST BE INCORPORATED INTO THE PROJECT TO ENSURE PUBLIC AND EMERGENCY ACCESS.</p>	
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THE PROJECT WILL GENERATE 2,001 NEW DAILY TRIPS WITH 104 NEW TRIPS IN THE A.M. PEAK HOUR AND 136 NEW TRIPS IN THE P.M. PEAK HOUR. THE TRAFFIC STUDY DONE BY THE LOS ANGELES CITY DEPARTMENT OF TRANSPORTATION DETERMINED THAT THE PROJECT WOULD HAVE SIGNIFICANT IMPACTS ON THE SURROUNDING NEIGHBORHOOD, BUT PROPOSED MITIGATION MEASURES TO REDUCE</p>	<p>XVI-10, XVI-80 THE PROPOSED MITIGATION MEASURES WILL REDUCE THE POTENTIAL IMPACT TO LESS THAN SIGNIFICANT.</p>

Impact?	Explanation	Mitigation Measures
	IT TO LESS THAN SIGNIFICANT. THEREFORE, THE PROJECT MAY RESULT IN INADEQUATE FIRE DEPARTMENT ACCESS DUE TO ITS SIZE AND LOCATION.	
f. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING. THEREFORE, THE PROJECT MAY CONFLICT WITH ADOPTED POLICIES REGARDING ALTERNATIVE TRANSPORTATION.	XVI-10, XVI-80 RECOMMENDATIONS OF THE BOARD OF PUBLIC WORKS, PURSUANT TO BIOLOGICAL RESOURCES, MAY MODIFY LA RIVER PEDESTRIAN MOBILITY MITIGATION MEASURE. BICYCLE PARKING SPACES IS BASED ON THE REQUIRED 440 PARKING SPACES.
XVII. UTILITIES AND SERVICE SYSTEMS		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING AND 446 PARKING SPACES. AS SUCH, THE PROJECT MAY EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD.	XVII-10, XVII-20, XVII-30, XVII-80 MITIGATION MEASURE XVII-10, XVII-20, XVII-30, XVII-80 WOULD REDUCE PROJECT IMPACTS TO LESS THAN SIGNIFICANT.
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING AND 446 PARKING SPACES. AS SUCH, THE PROJECT WOULD REQUIRE THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.	XVII-10, XVII-30, XVII-80 MITIGATION MEASURE XVII-10, XVII-20, XVII-30, XVII-80 WOULD REDUCE PROJECT IMPACTS TO LESS THAN SIGNIFICANT.

Impact?	Explanation	Mitigation Measures	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING AND 446 PARKING SPACES. THEREFORE, THE PROJECT WOULD REQUIRE THE CONSTRUCTION OF NEW STORM WATER DRAINAGE FACILITIES WHICH MAY HAVE A SIGNIFICANT ADVERSE IMPACT ON THE ENVIRONMENT.	XVII-80 THE BOARD OF PUBLIC WORKS, BUREAU OF ENGINEERING AND BUREAU OF SANITATION SHALL REVIEW AND APPROVE ANY WATER TREATMENT OR DISTRIBUTION SYSTEM.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	CALIFORNIA STATE ASSEMBLY BILL 1881 (Model Water Efficient Landscape Ordinance) FOUND THAT THE WATERS OF THE STATE ARE OF LIMITED SUPPLY AND ARE SUBJECT TO EVER INCREASING DEMANDS AND REQUIRES THAT ALL NEW LANDSCAPING OVER 2,500 SQUARE FEET COMFORM TO A STRUCTURE FOR PLANNING, DESIGNING, INSTALLING, MAINTAINING AND MANAGING WATER EFFICIENT LANDSCAPES IN NEW CONSTRUCTION. THEREFORE, THE PROJECT MAY CONFLICT WITH THE STANDARDS SETFORTH IN AB 1881 WHICH AIM TO CONSERVE EXISTING WATER RESOURCES.	XVII-10, XVII-20, XVII-30 THE LANDSCAPE DOCUMENTATION PACKAGE SHALL BE SUBMITTED TO BUILDING AND SAFETY DURING THE BUILDING PERMIT PROCESS
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING AND 446 PARKING SPACES. AS SUCH, THE PROJECT MAY RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT THERE MAY BE INADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND.	XVII-10, XVII-20, XVII-30, XVII-60, XVII-80 MITIGATION MEASURE XVII-10, XVII-20, XVII-30, XVII-80 WOULD REDUCE PROJECT IMPACTS TO LESS THAN SIGNIFICANT.

Impact?	Explanation	Mitigation Measures	
f.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS CURRENTLY SERVICE BY THE SUNSHINE CANYON LANDFILL WHICH. INCREASED SOLID WASTE DEMAND WOULD BE MINIMAL AND THEREFORE PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
g.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS CURRENTLY SERVICE BY THE SUNSHINE CANYON LANDFILL WHICH. INCREASED SOLID WASTE DEMAND WOULD BE MINIMAL AND THEREFORE PROJECT IMPACTS WOULD BE LESS THAN SIGNIFICANT.	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT IS LOCATED WITHIN THE VENTURA/CAHUENGA CORRIDOR SPECIFIC PLAN AND ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING AND 446 PARKING SPACES.</p> <p>PROJECT-SPECIFIC IMPACTS WOULD BE MITIGATED THROUGH THE IMPLEMENTATION OF MEASURES REQUIRED IN THIS MND.</p> <p>THEREFORE, CUMULATIVE IMPACTS WOULD BE LESS THAN SIGNIFICANT.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT IS LOCATED WITHIN THE VENTURA/CAHUENGA CORRIDOR SPECIFIC PLAN AND ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING AND 446 PARKING SPACES.</p> <p>PROJECT-SPECIFIC IMPACTS WOULD BE MITIGATED THROUGH THE IMPLEMENTATION OF MEASURES REQUIRED IN THIS MND.</p> <p>THEREFORE, CUMULATIVE IMPACTS</p>	

Impact?	Explanation	Mitigation Measures
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		WOULD BE LESS THAN SIGNIFICANT.	
c.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROPOSED PROJECT IS LOCATED WITHIN THE VENTURA/CAHUENGA CORRIDOR SPECIFIC PLAN AND ABUTS THE LOS ANGELES RIVER. THE PROPOSED PROJECT IS THE CONSTRUCTION OF A NEW, MULTI-STRUCTURED, TWO-STORY, 33-FOOT TALL, 97,598 SQUARE-FOOT RETAIL, RESTAURANT AND HEALTH CLUB SPACE, ON A PROPERTY WITH AN EXISTING BANQUET HALL, ON A 249,956 SQUARE-FOOT LOT WITH 1,840 CUBIC YARDS OF GRADING AND 446 PARKING SPACES.</p> <p>PROJECT-SPECIFIC IMPACTS WOULD BE MITIGATED THROUGH THE IMPLEMENTATION OF MEASURES REQUIRED IN THIS MND.</p> <p>THEREFORE, CUMULATIVE IMPACTS WOULD BE LESS THAN SIGNIFICANT.</p>	

DIR-2014-886-SPP-SPPA-2A - Appeal
12833-12835 W. Ventura Boulevard, 4218-4230 N. Coldwater Canyon Avenue

Exhibit E

Director's Project Permit Compliance
and Adjustment Determination Letter
dated December 22, 2014

**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

ROBERT L. AHN
MARIA CABILDO
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
DANA M. PERLMAN
MARTA SEGURA

JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

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INFORMATION
www.planning.lacity.org

**VENTURA/ CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN
PROJECT PERMIT COMPLIANCE REVIEW**

December 22, 2014

Applicant/Owner Richard
Weintraub
Sportsmen's Lodge REW, LLC
Post Office Box 6528
Malibu, CA 90264

Representative
Fred Gaines
Gaines and Stacey, LLP
16633 W. Ventura Boulevard, Ste.
1220
Encino, CA 91436

Case No. DIR-2014-886-SPP-SPPA
CEQA: ENV-2014-887-MND
Location: 12833-12835 W. Ventura
Boulevard, 4218-4230 N.
Coldwater Canyon Avenue

Council District: 2
Neighborhood Council Studio City
Community Plan Area: Sherman Oaks – Studio City –
Cahuenga Pass – Toluca Lake
Land Use Designation: Neighborhood and General
Commercial

Zone: C1.5-1VL
Legal Description: Portion of Lot 5, Tract 1368, Arb
2; Parcel Map 353, Lots A-C,
Arb 1

Last Day to File an Appeal: January 6, 2015

DETERMINATION

Pursuant to Los Angeles Municipal Code Section 11.5.7 C, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve with Conditions a Project Permit Compliance Review to permit the construction of a new 97,807 square-foot mixed-use shopping center with 24,251 square feet of restaurant space, 37,518 square feet of retail space, 30,000 square feet of health club space and 6,038 square feet of accessory space (i.e. hallways, elevators etc.) with 446 parking spaces. The 446 parking spaces shall be shared as approved and permitted by Section 7.F.4 of the Specific Plan; and,

Pursuant to LAMC Section 11.5.7.E and the Ventura/Cahuenga Boulevard Corridor Specific Plan (Ordinance No. 174,052), I hereby:

Approve with Conditions a Specific Plan Adjustment to allow the construction of a new building with a maximum height of 33 feet in lieu of the maximum 30 feet allowed by the Specific Plan.

The project approval is subject to the attached Conditions of Approval and is based upon the attached Findings:

Background

Project Summary

The site currently consists of several one-story buildings attached to each other (creating one large complex), a smaller detached one-story building, and fire station. The remainder of the Project Site is improved with two small connected lakes in a garden setting adjacent to the Sportsmen's Lodge on the northeast, two porte-cochères attached to the south and north entrances of the Sportsmen's Lodge, bridges and walkways and an extensive parking area that continues north and east along the bank of the Los Angeles River. The Project Site is bounded on the north by the Los Angeles River, on the south by Ventura Boulevard, on the west by Coldwater Canyon Avenue, and on the east by the Sportsmen's Lodge Hotel, which is a separate property. There is a gasoline station on the northeast side of the intersection of Ventura Boulevard and Coldwater Canyon Drive, adjacent to the Project Site. There is a fire station on the west side of the Project Site along Coldwater Canyon Drive, which is incorporated into the proposed project.

The subject proposal requests to remove the event/banquet component of the original Sportsmen's Lodge site but the hotel will remain and is not part of the subject project. The proposed project also includes the option to remove the fire station at 4230 Coldwater Canyon Blvd, but that is still subject to approval. The Project consists of five new one- and two-story commercial buildings to be leased as retail, restaurant, and fitness facilities by Sportsmen's Lodge REW, LLC. The new buildings are situated on the west-end side of the site, currently the location of the one-story Sportmen's Lodge Banquet Facility. The proposed structure is architecturally styled as "mid-century modern" with gestures to other Valley midcentury structures, and aims to complement the existing massing and materials of the adjacent Sportsmen's Lodge Hotel. The project proposes to include extensively re-landscaped garden areas with integrated, but re-imagined water amenities. Historically significant trees will be left untouched within the newly landscaped garden areas. A new pocket park is proposed to be located on the northwest corner of the site, providing a direct connection to the proposed Los Angeles River bike paths. The proposed buildings have a frontage of approximately 234 feet along both Ventura Boulevard and 170 feet along Coldwater Canyon Avenue.

Historical Background

The facility was originally a small local fishing site, which eventually evolved into a restaurant where customers could rent fishing equipment and fish for trout in the ponds within the site. The restaurant would then cook and serve the trout if a restaurant customer asked. As the surrounding area developed the popularity of the site grew, more dining room space and banquet facilities were added. In the late 1960s, fishing for trout ceased, but the restaurant and banquet facilities continued operating and expanding. Throughout the years the facility underwent multiple

upgrades and remodeling campaigns, most which were made in the mid-1990s and in 2006. Today, the Sportsmen's Lodge still operates as a restaurant and banquet center but little resembles its 1950s and 1960s appearance.

In September 2002, an application was initiated to designate the Sportsmen's Lodge as a Los Angeles Cultural Historic Monument ("LAHCM") of the City of Los Angeles. On December 4, 2002 the Cultural Heritage Commission recommended the subject property as a LAHCM.¹ Between September 2002 and January 2006, the City of Los Angeles conducted proceedings to evaluate the merits of the LAHCM application. On January 24, 2006, the Planning and Land Use Management Committee recommended that the City Council disapprove the recommendation of the Cultural Heritage Commission from December 4, 2002 and recommended that they deny the nomination application.² At the conclusion of the proceedings, the City Council determined that there was not substantial evidence to warrant the designation of the subject property as a LAHCM. As a result, the City concluded the subject improvements did not need to be retained and the removal of the subject improvements would not result in any historical impacts. On July 31, 2006, the City Council denied the LAHCM application to designate the subject property.³

On January 31, 2006, a covenant and agreement running with the land was enacted for the subject property. The covenant stipulated that the owner will include a permanent landscaped garden area, not to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities designed by a licensed landscape architect, to commemorate the original Sportsmen's Lodge garden, which would be open to the public as a part of the new Project. Additionally, the garden area will be accessible from Ventura Boulevard and feature a plaque, monument, or display case to commemorate the history of the Sportsmen's Lodge and surrounding community. The garden area may be incorporated into the new project plans and may satisfy, in whole or in part, applicable City landscaping or open space requirements for the new project. The Cultural Heritage Commission is required to review building plans to ensure the described landscape feature is incorporated into a new Project.⁴ In 2013, the Sportsmen's Lodge was assigned a 3S, 3CS, and 5S3 status code during the SurveyLA and found the property potentially eligible for the National Register, California Register, and local listing through survey evaluation under history.⁵ The subject property was found potentially eligible as "rare and early private recreational facility in the San Fernando Valley" and "important and popular gathering place for people working in the entertainment industry."

¹ Planning and Land Use Management Committee Report, Sportsmen's Lodge, File No. 02-2698, January 24, 2006, adopted January 31, 2006.

² Planning and Land Use Management Committee Report, Sportsmen's Lodge, File No. 02-2698, January 24, 2006, adopted January 31, 2006.

³ Covenant and Agreement Running with the Land for 12833 Ventura Boulevard, studio City, between Daledo Company, LLC and the City of Los Angeles (January 31, 2006).

⁴ Covenant and Agreement Running with the Land for 12833 Ventura Boulevard, Studio City, Between Daledo Company, LLC and City of Los Angeles (January 31, 2006).

⁵ Historic Resources Group, SurveyLA Los Angeles Historic Resources Survey Report: Sherman Oaks – Studio City – Toluca Lake. Prepared for the City of Los Angeles Department of City Planning, Office of Historic Resources (January 2013).

A report was prepared by PCR Services Corporation in October, 2014⁶ to report on the historical aspects of the site and whether the subject project would be a hindrance to any historical aspect or qualify for a federal, state or local register and concluded the following:

"The Sportsmen's Lodge lacks integrity to exemplify historical or architectural significance during its 1940 to 1970 period of significance for individual listing or as a contributor to a district under any of the applicable federal, state or local eligibility criteria. The Sportsmen's Lodge building complex does not resemble its appearance during its 1940 to 1970 period of significance, and lacks integrity of design, workmanship, materials, and feeling. However, the Sportsmen's Lodge retains integrity of location, setting and association. In addition, the setting retains some historic feeling and association because the two lakes and the surrounding mature trees remain extant. The Sportsmen's Lodge does not represent the broad patterns of economic and development history of Studio City and the San Fernando Valley. The Sportsmen's Lodge is not identified with historic personages or with important events. Because it is an highly altered example of a recreational fishing site and restaurant, the Sportsmen's Lodge does not appear eligible for listing in the national, state or local registers as an exceptional, distinctive, outstanding, or singular example of its type or style. Therefore, the Sportsmen's Lodge is assigned a California Historic Resources Status Code of 6Z and is "...found ineligible for the National Register, California Register, or Local designation through survey evaluation...."

After Project completion the level of impacts to historical resources would be less than significant. As discussed above, and pursuant to CEQA, there would be no impacts to historical resources. The owner shall provide a new permanent landscaped garden area, not to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities. The garden area of the new Project shall retain existing healthy mature trees to commemorate the look and feel of the former Sportsmen's Lodge garden. Two man-made lakes connected by a stream in approximately the same location as the existing lakes shall be open to the public during business hours and conveniently accessible from Ventura Boulevard. A plaque, monument, or display case commemorating the history of the Sportsmen's Lodge and surrounding community shall be installed on site. The garden area may be integrated into the new Project and may satisfy, in whole or in part, applicable City landscaping or open space requirements. With these recommendations incorporated, the Project would meet the requirements of the 2006 landscape covenant.

A. CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Plan Implementation Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
2. **Demolition.** This approval shall allow for the demolition of 56,000 square feet of privately owned restaurant/convention use and the demolition of a 3,102 square-foot fire station.

⁶ Historical Resources Assessment Report, prepared by PCR Services Corporation, October, 2014.

The resulting plans shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A", and attached to the subject case file.

3. **New Construction.** This approval shall allow for the construction of a 97,807 square-foot mixed-use shopping center with 24,251 square feet of restaurant space, 37,518 square feet of retail space, 30,000 square feet of health club space, and 6,036 square feet of accessory space with 446 parking spaces. The resulting plans shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A", and attached to the subject case file.
4. **Height.** The project shall not exceed a total structure height of 33 feet. The measurement shall be taken from the lowest grade to the highest point of the roof, structure, or the parapet wall, or any mechanical equipment, whichever is highest, as shown on the project plans, Exhibit "A". Note: this condition confers approval of a Specific Plan Project Permit Adjustment to Section 7.E.1.b.3.i of the Ventura-Cahuenga Boulevard Corridor Specific Plan.
5. **Mechanical and Rooftop Equipment Screening.** No mechanical or rooftop equipment shall be visible and shall be screened behind architectural elements.
6. **Lot Coverage.** The lot coverage shall not exceed 29%, as shown on stamped "Exhibit A".
7. **Floor Area Ratio.** The Floor Area Ratio shall not exceed 0.39:1, as shown on stamped "Exhibit A".
8. **Landscape Buffer.** Per Section A.1-d, of the Specific Plan, the applicant shall provide a varying 5-foot to 15-foot landscaped buffer adjacent to the river frontage utilizing a combination of the top and bottom of the parking deck, the buffer need not be contiguous. The landscaping shall be compatible with riparian plantings and shall be consistent with the approved Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes. Any decorative fencing shall be comprised of welded wire fencing or other architectural fencing (chain link fencing is prohibited). The applicant shall make provisions for public access from the future bike path to the building on the lot or to the front lot line when the bike path and any public open space along the river is built.
9. **Automobile Parking.**
 - a. As a result of the new construction and the shared parking study, the site shall maintain a total of 446 compact, standard, and handicapped parking spaces on-site and not on the property with APN 2375021008.
 - b. The spaces can be accounted for through stand-alone stalls, through tandem parking or through the stacking of two or more vehicles via a mechanical lift or computerized parking structure, pursuant to the provisions of LAMC Section 12.21.A.5(m) and to the satisfaction of the Department of Building and Safety.
 - c. The applicant shall provide a parking attendant to park all on-site vehicles at the times the businesses are open for use. The parking attendant shall be responsible for the use of the mechanical lift or computerized parking structure.

- d. All tandem parking spaces shall be available to patrons and employees via a free parking attendant. A sign shall be provided on-site stating the availability of the free parking attendant service (no tipping permitted).
 - e. No parking shall be designated for specific tenants or employees.
 - f. Prior to clearance of the change of use permit by the Planning Department, the applicant shall provide documentation (i.e. an employment contract) that a parking attendant has been secured to park and move cars.
10. **Bicycle Parking.** As a result of the new construction, the site shall maintain at least 49 long-term bike racks and 49 short-term bike racks.
11. **Circulation.** Prior to Planning clearance, the applicant shall submit a traffic circulation plan to the Department of Transportation for review and approval of parking, and vehicle traffic circulation.
12. **Parking Lot Landscaping.** As a result of the new construction, the project shall be landscaped as follows:
- a. At least 15% of the total area of a surface parking lot shall be landscaped.
 - b. One (1) tree shall be provided for every four parking spaces. The trees shall be shade producing trees of a minimum 30 inch box size, no less than 10 feet in height at maturity with a minimum tree canopy of 50% of the height of the tree. These trees shall be evenly distributed throughout the parking lot so as to shade the surface parking area.
 - c. The applicant shall maintain the landscape in a good, healthy condition by performing daily maintenance, removing trash, and replacing any dead plant materials, broken irrigation sprinklers and watering devices.
13. **Front yard Setback.** At least an 18" landscaped setback is required along Ventura Boulevard and Coldwater Canyon Avenue for the ground floor.
14. **Streetscape Improvements.** All streetscape improvements such as street trees, street lighting, street furniture, sidewalk brickwork treatments, placement of bicycle racks etc., shall be to the satisfaction of the Department of Public Works, Bureau of Street Services; Street Tree Division; and Bureau of Street Lighting, and in compliance with the Studio City/Cahuenga Pass Streetscape Plan and Design Guidelines. Prior to obtaining a building permit, the applicant shall provide a copy of the approved project streetscape improvement plan to the Director of Planning for inclusion in the administrative file DIR-2014-886-SPP-SPPA.
15. **Street Dedication and Improvements.** The Department of Transportation (DOT) requires that the applicant comply with the following mitigation measures:
- a. Mitigation Measures for Coldwater Canyon Boulevard and Ventura Boulevard.

- i. The proposed project will significantly impact the intersection of Coldwater Canyon Avenue and Ventura Boulevard, which will be mitigated to a level of insignificance by widening five (5) feet along the north side of Ventura Boulevard east of Coldwater Canyon Avenue for approximately 150 feet to install an exclusive westbound right-turn-only lane. Restripe south of Ventura Boulevard east of Coldwater Canyon Avenue for approximately 100 feet to allow for the installation of an eastbound right-turn only lane.

Relocate and modify any existing street lighting, signal, striping, power poles, trees, signs, curbs, gutter, utilities, etc. as required.

b. Mitigation Measures for Whitsett Avenue and Ventura Boulevard.

- i. The proposed project will significantly impact the intersection of Whitsett Avenue and Ventura Boulevard, which will be mitigated to a level of insignificance by widening five (5) feet along the north side of Ventura Boulevard east of Whitsett Avenue for approximately 150 feet to install an exclusive westbound right-turn-only lane.

Relocate and modify any existing street lighting, signal, striping, power poles, trees, signs, curbs, gutter, utilities, etc. as required.

c. Pursuant to Section 10 of the Specific Plan, the applicant shall make certain street and highway dedication and improvements to the satisfaction of DOT and the Department of Public Works, Bureau of Engineering. The dedications and improvements, as indicated below, are required of this project:

- i. Ventura Boulevard is a designated Major Highway – Class II in the Street and Highways Element of the City's General Plan. The north side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 35-foot half roadway and a 15-foot sidewalk. The standard cross section for a major highway in the Specific Plan is a 57-foot half right-of-way on Ventura Boulevard from the most west corner of the property on Ventura Boulevard (about 140 feet of frontage), excluding the portion of the property on Ventura Boulevard to bring the right-of-way up to the standard required by the Specific Plan. Also, the applicant shall widen Ventura Boulevard about five (5) feet for the installation of an exclusive right-turn-only lane.

Coldwater Canyon Avenue is designated as a Secondary Highway in the Street and Highways Element of the City's General Plan. The east side of Coldwater Canyon Avenue currently consists of a 43-foot half right-of-way with variable half roadway and sidewalks. The standard cross section for a secondary highway is a 45-foot half right-of-way with a 35-foot half roadway and a 10-foot sidewalk. The applicant shall dedicate two (2) feet of land for the most northern portion of the property on Coldwater Canyon Avenue (about 165 feet of frontage) to bring the right-of-way up to the standard required by the standard plan.

The above transportation improvements shall be guaranteed through the B-permit process of the Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final

certificate of occupancy, to the satisfaction of DOT and the Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator at (213) 928-9663, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

Additionally, street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works, to determine any other requirements. Any street dedications shall be completed through Quyen Phan, the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 977-6955, before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced as soon as possible.

16. **Fencing.** All gates and fencing along the Los Angeles River shall be consistent with the existing gates and fencing for the Los Angeles River Plan.
17. **Cargo/Storage Containers.** Cargo/storage containers can only be permitted on the site for two (2) consecutive, six (6)-month periods, for each three (3) year segment that the project is operating. The temporary containers shall be subject to the following regulations after approval by the Planning Department and Building and Safety:
 - a. Temporary containers shall be located on that portion of a lot where open storage is allowed by the Los Angeles Municipal Code;
 - b. The use of a temporary container shall be limited to incidental storage for an existing commercial use;
 - c. The use of a temporary container shall not allow human occupancy;
 - d. The temporary container shall not be located so as to block, obstruct, or reduce any required parking spaces of the existing buildings on the lot, loading area or required exits, windows or vent shafts;
 - e. The temporary containers shall not be visible from any adjacent public right-of-way;
 - f. A site shall be limited to one (1) temporary container with a maximum of 400 square feet of floor area for each 5,000 square foot of the lot area;
 - g. Each temporary container shall not exceed 10 feet in height, 10 feet in width and 40 feet in length and shall have no wall openings except for an access door opening at one end of the unit. Temporary containers shall not be stacked on each other; and,
 - h. Access to a temporary container for the disabled shall meet Title 24 requirements relating to handicap access.

18. **Transportation Demand Mitigation (TDM).**

- a. As per Section 12.26 J.3 (b) of the LAMC for development in excess of 50,000 square feet of new non-residential gross floor area, the owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:
 - i. A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). This area shall include at least ten percent of the parking spaces required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit;
 - ii. One permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area;
 - iii. Parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles.
 - iv. No signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking;
 - v. A statement that preferential carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board;
 - vi. Bicycle parking shall be provided in conformance with Section 12.21A16 of this Code.
- b. **Monitoring of the TDM.** The Department of Transportation shall be responsible for monitoring the owner/applicant's continual implementation and maintenance of the project trip reduction features required by this ordinance.
- c. **Enforcement of the TDM.** Applicants shall execute and record a Covenant and Agreement that the trip reduction features required by this ordinance will be maintained, that required material specified in Subdivision 3 (a) (1)-(5) will be continually posted, and that additional carpool/vanpool spaces within the designated preferential area will be signed and striped for the use of ridesharing employees based on demand for such spaces. The Covenant and Agreement shall be acceptable to the Department of Transportation.

19. **Historic Preservation.** The Applicant shall comply with the volunteered conditions that were approved by the Los Angeles City Council through Council Motion CF02-2698. The owner shall have the Cultural Heritage Commission review building plans for the Project to ensure that the Project includes a permanent landscaped garden area, not to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities. The garden area of the Project shall be designed by a licensed landscape architect in consultation with the City Council Office where the property is located to commemorate the look and feel of the former Sportsmen's Lodge garden. The garden area shall be open to the public during business hours, shall be conveniently accessible from Ventura Boulevard and shall feature a plaque, monument, or display case commemorating the history of the Sportsmen's Lodge and surrounding community.
20. **Los Angeles River Improvements:** Prior to the submittal of plans, the applicant/developer shall consult with the Department of City Planning, the L.A. River Office (within the Bureau of Engineering) and the Santa Monica Mountains Conservancy (SMMC) to coordinate improvements , including landscaping, bike and pedestrian circulation within the Los Angeles River right-of-way as follows:
- a. The applicant/developer shall comply with ORD-183,144, ORD-183,145, the Ventura/Cahuenga Boulevard Corridor Specific Plan for work done on-site and obtain approval from the Los Angeles County Department of Public Works and the Bureau of Engineering, River Office for any construction within the Los Angeles River right-of-way. All of the improvements within the Los Angeles right-of-way shall be to the satisfaction of the Department of City Planning and the Bureau of Engineering. Improvements to the portions of the property fronting or along the Los Angeles River shall be as follows:
 - i. Provide physical and legal access to allow for a disabled access ramp to the Los Angeles River at Coldwater Canyon Avenue adjacent to the subject site's parking area, to the satisfaction of the Bureau of Engineering, River Office. The access ramp may require the demolition and removal of parking spaces at the western most cantilevered parking area. The applicant shall conduct such demolition and removal as needed for the construction of the access ramp. The access ramp will include the use of a triangular area along the northwest corner portion of the Sportsmen's Lodge property that is part of a County easement for access and shall include, at a minimum, a stabilized decomposed granite path, two (2) public benches, one (1) public bicycle rack and one (1) trash receptacle;
 - ii. In order to improve the parking lot's grade beams and footings, the project shall reduce drainage and erosion by diverting surface run-off storm water away from the river where it now drains from the existing parking lot;
 - iii. Provide direct pedestrian access at the northeastern portion of the site to the Los Angeles River;
 - iv. Develop a landscape plan for the adjacent Los Angeles River that integrates the native landscaping along the Los Angeles River into the project. Planting in areas adjacent to the River shall comply with the County's Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes. In addition, the applicant shall

coordinate with the City on the plantings along the pedestrian ramp as the City's proposed retaining wall may be affected by the installed tree roots or site drainage;

- v. Develop a mitigation plan for the live water creek and access to bike paths during construction to ensure potential impacts if any are needed;
 - vi. Develop an on-site pedestrian and bicycle plan that will incorporate improved cross walks and pedestrian/bicycle-only paths to eliminate the many existing hazardous conditions affecting pedestrians and bicyclists and their ability to connect to the river;
 - vii. Allow the City temporary use of a portion of the subject property for construction staging to execute the LA-RIO Plan;
 - viii. Remove the existing trees growing under the subject property's cantilevered parking lot and adjacent to its footings; and,
 - ix. In order to secure that the space under the existing cantilevered parking lot is not inhabited by people, that trash/debris does not accumulate, and to reduce any health or fire risks, the project shall provide security under the parking structure by installing a fence/wall, or similar barrier, to close the void under the parking structure. The wall/fence shall be set back enough (approximately three (3) feet to accommodate additional planting to screen the wall/fence to reduce graffiti and/or climbing. In addition, the project shall work with the City in developing a river themed art piece on the enclosure.
- b. The buildings shall be designed with articulated facades providing at least 20 feet of relief to a minimum depth of two feet every 40 feet of the length of the building wall facing the river;
 - c. The buildings facing the river shall employ different materials, colors, textures or architectural features to distinguish the articulations ;
 - d. There shall be a consistent fence height along the river right-of-way and/or river park where a fence is deemed allowable and necessary;
 - e. Parking areas in the line of sight from the river right-of-way shall be screened;
21. **Sign Program.** Prior to issuance of any sign permit, each future tenant/applicant shall submit two (2) copies of sign plans to the Department of Planning for review and approval.
- a. The plans shall include a detailed Site Plan and Elevation showing sign placement, storefront width, sign colors, materials, dimensions and copy. Prior to Planning clearance, revised plans shall be submitted showing no signage for the subject project on the property with APN 2375021008 (i.e. the sign labeled as P2 on the plans dated June 6, 2014 shall not be part of this program as shown in "Exhibit A").
 - b. The type, style, design, colors and materials of the signs shall be compatible and be consistent throughout the building.

- c. Written evidence of review by the property owner regarding the proposed location, colors, materials, and design (and any recommendations thereto), shall be submitted as part of the application. Drawings shall be submitted for approval via PDF and shall be approved by the landlord prior to fabrication. All property permits must be acquired at the sole cost of the tenant.
- d. The maximum amount of wall and projecting signage on the building shall not exceed 930 square feet, based on the frontage along Coldwater Canyon Avenue. Prior to clearance for new signage, a sign inventory shall be submitted identifying the size and location of all the signs on the project site.
- e. Per the Studio City Streetscape Plan, signs are limited to the following:
 - i. Signs are to be located in the area above the individual store front or perpendicular to it in an area at least 8' above sidewalk level.
 - ii. Signage for individual businesses is limited to one sign per business on each façade that the business fronts in accordance with Section 8 of the Ventura/Cahuenga Boulevard Corridor Specific Plan. The signs are allowed only for business identification (note, no advertising of products, sales, phone numbers are permitted etc.).
 - iii. Signs are to be coordinated with the design of the building including materials, color, size, and existing signage. In each streetscape district, signs should be in keeping with the intended character of the area. Sign submittals must include a building or center sign inventory, photographs, and evidence of conformity with a building sign program.
 - iv. Signs should be well maintained and repaired when deteriorated or damaged.
 - v. Window displays are permitted to augment individual business signage. These displays can help catch the eye of the shopper, identify the store and feature merchandise. These displays are not intended to promote signage for sales or discounts. No window signs are permitted, except as permitted by Section 8 of the Ventura/ Cahuenga Boulevard Corridor Specific Plan.
 - vi. Total signage, including wall signs, and projecting/perpendicular signs, should not exceed two square feet per linear foot of street frontage of the lot.
- f. The future wall signs, shall be channel letters or cabinet signs and shall conform to the following:
 - i. No wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave.
 - ii. A tenant is allowed a second wall sign facing the parking lot, Ventura Boulevard, Coldwater Canyon Avenue or a private walkway (so long as the sign facing the private walkway is not visible from either Coldwater Canyon Avenue or Ventura Boulevard).

- iii. All letters must be mounted to a raceway. The Landlord shall specify the specific paint color to use.
 - iv. Channel letters shall be limited to the following:
 - 1. Front lit letters
 - 2. Halo lit letters
 - 3. Open pan channel letters with exposed neon
 - 4. Compound channel letters
 - v. Channel letters shall not exceed a ratio of 2:1 (2 square feet of linear foot of lease line frontage), 85% of the lease line frontage and the sign/letter heights cannot exceed 30".
 - vi. No decals shall be visible except as required by local codes and ordinances.
 - vii. No animated, flashing or audible signs shall be permitted.
 - viii. All sign drawings shall be subject to review by landlord prior to submittal for Planning Department approval. Tenant/applicant shall submit two copies of sign plan for approval.
 - ix. All other permits and government approvals shall be obtained by lessee.
 - x. Signs shall only be illuminated from twilight to 11:00 P.M., or later if approved by the landlord.
 - xi. For all new signs, the sign copy shall be limited to the business name and/or logo for the tenant's business.
- g. Projecting sign regulations:
- i. No more than one (1) projecting sign is allowed per each standalone building.
 - ii. The sign area of a projecting sign shall be limited to 16 square feet.
 - iii. Projecting signs may only be placed at a public entrance to a building where the entrance fronts on a public street, private walkway, plaza, or alley.
 - iv. No projecting sign shall extend above the lowest point of the roof eave visible from the street.
 - v. No projecting sign shall project more than 48 inches from the building face or a distance from the building face equal to one-half of the width of the adjacent public sidewalk or walkway, whichever is less.
- h. Temporary Sign Regulations:

i. All other temporary signs shall be submitted to the landlord for approval prior to fabrication and will be produced at the sole cost of the tenant.

i. Roof Sign Regulations:

i. No roof signs are approved as a result of this project.

j. Each tenant shall provide their own electrical circuit to the sign and be controlled by a time clock. The circuit must be connected to the tenant's electrical subpanel.

k. Leasing Sign:

The following conditions shall apply to any future leasing sign:

i. Real Estate Signs shall be limited to temporary non-illuminated signs which pertain to rent, lease, or sale of property only.

ii. Real estate signs shall not exceed five square feet in sign area.

iii. Real Estate signs shall not exceed a height of six feet above the ground level or adjacent sidewalk, whichever is lower.

l. Window Signs:

All Window signs shall not exceed 10% of the window they occupy and be limited to the store name, store hours, security signs, or logos, and holiday paintings only, provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday.

m. Repair.

Prior to installation of any sign, any wall defects, holes, faded paint areas, or impressions made from the removal of previous signs shall be repaired, filled and painted to match the material and color finishes of the existing exterior wall.

n. Illegal signs. Prior to the Department of Building and Safety issuance of a final sign-off on any sign approved, any existing exterior signs, temporary banners, window signs, and signs used for advertising products, merchandise and services which are not permitted by the Ventura-Cahuenga Boulevard Corridor Specific Plan shall be removed from the business or multi-tenant storefronts by the respective tenants, property manager, or the property owner.

22. **Project Impact Assessment Fee.** Prior to Planning clearance, the applicant shall meet with the Department of Transportation (DOT) for assessment of this change-of-use project. A "Project Impact Assessment" (PIA) fee may be required and paid to the satisfaction of DOT for the purpose of funding the Specific Plan improvements and services, as well as pedestrian improvements which are intended to mitigate the cumulative impacts of new developments within the Specific Plan area.

NOTE: PIA fees to be paid are subject to change due to increases to the Annual Indexing as determined by the DOT.

23. **Lighting.** Lighting shall be directed onto the site, and be adequately aimed and shielded so as to not spill over onto adjacent properties, especially into areas planned and zoned for residential uses.
24. **Specific Plan Covenant and Agreement.** A Covenant and Agreement shall be recorded with the Los Angeles County Recorder acknowledging the contents and limitations of the Ventura/Cahuenga Boulevard Corridor Specific Plan, as well as the conditions of approval established herein. The Covenant and Agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns and shall be submitted to the Department of City Planning for approval prior to being recorded. After recording, a copy bearing the County Recorder's number and date shall be provided to the Department of City Planning for attachment to the administrative file.
25. **Modifications.** Any modifications, change-of-use or increase in floor area of the property shall be cause for separate discretionary review pursuant to Section 11.5.7 of the LAMC and other applicable statutory requirements.

B. Shared Parking Conditions

1. **Plan Approval** – The applicant or individual operator shall file a Plan Approval with the Department of City Planning to provide for re-examination of this shared parking approval no sooner than 12 months (1 year) and no later than 18 months (1.5 years) from after the issuance of a Certificate of Occupancy for at least 80% of the subject Project to determine the effect of the shared parking on the surrounding community. The Plan Approval shall be accompanied by the payment of appropriate fees, pursuant to Section 19.01 C of the Municipal Code, and must be accepted as complete by the Department of City Planning. The Plan Approval process shall require a public hearing. At the time of filing the Plan Approval application, the applicant shall provide appropriate documentation, including an updated parking impact analysis prepared by a licensed traffic engineer, to substantiate adequate parking for the subject property. The analysis shall also study the parking conditions at the shared parking lots and recommend any changes required to the agreement to reduce adverse effects on the community. The updated parking impact analysis shall be conducted on an hourly basis during the hours of operation of all uses on site, for seven (7) consecutive days during the month of February, and for seven (7) consecutive days.
2. Upon any subsequent changes-of-use or changes of hours for any tenant on-site that results in an increase in the number of required on-site parking spaces, a new shared parking analysis shall be conducted. The updated shared parking analysis shall be prepared by a licensed traffic engineer and shall demonstrate that there is adequate parking for the subject property as a result of the proposed uses. The analysis shall recommend any changes required to the agreement to reduce adverse effects on the community, which may include its termination for the protection of persons in the surrounding neighborhoods or occupants of adjacent properties. The updated shared parking analysis shall be conducted on an hourly basis during the hours of operation of all uses on-site, for seven (7) consecutive days.

3. The applicant shall provide a minimum of 446 parking spaces. All parking in tandem parking spaces shall be available to patrons via free valet service. A sign shall be provided on site noting the availability of free valet service. This condition shall qualify the tandem parking from being restrictive.
4. Parking Management Plan - Prior to the issuance of any Certificate of Occupancy, the applicant shall prepare and submit for approval to the Director of Planning and DOT a parking management plan that can include a program for transit subsidies for employees, or programs for carpool, vanpool and other employee parking. The plan shall address parking peak demand for all of the uses on site.
5. All parking for employees shall be provided on site to ensure that there will be no employee parking spilling out into the adjacent residential neighborhoods.
6. All employees shall be notified not to park on adjoining residential streets.
7. The project site shall not be operated as a commercial automobile parking lot.
8. A Shared Parking Agreement pursuant to section 7.F (LAMC 12.24-X,20(a)) of the Specific Plan shall be executed.
9. The shared parking authorization shall be in effect so long as the subject uses, and the land use allocations described in the application, are maintained on the site.
10. No special event permits shall be authorized on the surface parking lot being utilized for the shared parking unless approved by the Director of Planning, or their designee.
11. There shall be no signs reserving specific parking spaces for individual tenants.
12. If there is a time restriction for how long a car can be parked in one spot, that time limit shall apply to all parking spaces on-site.
13. Prior to Planning clearance, the applicant shall submit documentation of the proposed hours of operation of the tenants.

C. Environmental Mitigation Conditions

1. Aesthetics (Landscape Plan)

- a. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

2. Aesthetics (Surface Parking)

- a. The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.

- b. Palm trees shall not be considered in meeting this requirement. The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.
- c. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four surface parking spaces. (Note: The required trees shall be dispersed throughout the parking lot and not within the shopping center.)

3. Aesthetics (LA River)

- a. Include design elements to minimize visibility of parking areas from the river right-of-way.
- b. A "front door" must be accessible from the river to the structure. This may be in addition to the buildings primary "front door".
- c. Maximize opportunities to provide sightlines to the river from within the building and from outdoor areas.
- d. Design requirements to maintain a consistent fence height along the river right-of-way and/or riverpark where a fence is deemed allowable and necessary.
- e. The applicant shall provide a landscaped buffer adjacent to the river frontage that shall include landscaping beneath the cantilevered parking deck, pocket landscaping with planter boxes, or decorative fencing comprised of welded wire fencing or other architectural fencing that does not exceed 42 inches in height. The landscaped buffer may also include tree wells that provide a tree and its root system direct access to the ground below the parking deck.
- f. The Project shall comply with ORD-183,144 and 183,145 as follows:

- i. Landscaping.

The applicant shall indicate the drawing sheet that illustrates the percentage of new landscaped area and the associated plant species. The drawing should identify whether a plant is either a native species, Watershed Wise and/or from the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes. An exception is also made for herbs, fruits or vegetable plants.

- ii. Screening/Fencing

Loading/Off-Street Parking: The plans shall illustrates the location of the parking/loading areas and the location, height and design of the screen/fence that shields views of the parking/loading from the abutting right-of-ways and the River.

Equipment: For a project that includes any exterior equipment (electrical transformers, mechanical units, water meters) the applicant shall indicate the drawing sheet(s) that illustrate the location of each equipment and any associated screening so that the equipment is screened from public view.

Exterior Trash Enclosures: For a project that includes a trash disposal unit, the applicant shall indicate the drawing sheet that illustrates the location of the unit(s) and the design of any enclosure(s).

Fencing: The applicant shall indicate the drawing sheet that illustrates the location and design of the fence facing the river.

g: In addition, to satisfy compliance with ORD-183,144 and 183,145, the Project shall comply with the following:

i. **Exterior Site Lighting:**

The applicant shall indicate the drawing sheet that illustrates the location and design characteristics of any site and building mounted lighting.

ii. **As the project is within the Inner Core, the following conditions are required:**

Landscape Buffer: The applicant shall provide a varying 5-foot to 15-foot landscaped buffer adjacent to the river frontage utilizing a combination of the top and bottom of the parking deck; the buffer need not be contiguous.

Fence: Indicate the drawing sheet that illustrates the location and design, and height of any fence at or within the buffer area.

Gates: The applicant shall indicate the drawing sheet that illustrates the location, height, design and operation of the gate(s).

Riverfront Door: The applicant shall indicate the drawing sheet that illustrates the location of a doorway visible to, (not necessarily parallel to) and accessible from the river corridor or frontage road.

4. Aesthetics (Vandalism)

- a. 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.
- b. 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.

5. Aesthetics (Signage)

- a. Multiple temporary signs in store windows and along building walls are not permitted.

- b. On-site signs shall be limited to the maximum allowable under the Municipal Code and the Ventura/Cahuenga Corridor Specific Plan.

6. Aesthetics (Signage on Construction Barriers)

- a. 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".
- b. Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- c. 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.

7. Aesthetics (Light)

- a. Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

8. Aesthetics (Glare)

- a. The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

9. Aesthetics (LA River - Light/Glare)

- a. Lighting abutting the river right-of-way shall not impose undue glare to the area such that it may harm a user's enjoyment and/or safety. In addition, all lighting along the river shall be downward facing.

10. Aesthetics

- a. In order to comply with Section 7E-1f of the Ventura/Cahuenga Corridor Specific Plan, buildings abutting a major or secondary highway may only exceed 30 feet in height, if, for each 15-foot increment, or portion of that increment, above 25 feet, has at least a ten foot setback from the roof perimeter.

11. Air Filtration

- a. An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

- 12. 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).

- 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 of 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:
- c. 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.
- d. 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.
- e. 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.
- f. If project activities cannot feasibly avoid the breeding season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall prepare an initial study to detect any native birds on the project site. If no native birds are found on the project site, no additional action needs to be taken by the applicant to satisfy this condition during project construction.

13. Biology (LA River)

- a. Install habitat consistent with the Los Angeles County approved landscape guidelines within the river frontage setback.
- b. Maintain landscape in a manner suitable to a riparian habitat.

14. Tree Report

- a. Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such

report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

15. Tree Preservation (Grading Activities)

- a. "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

16. Tree Removal (Non-Protected Trees)

- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

17. Biological Resources

- a. The applicant shall contact the Bureau of Engineering, River Office, within the Board of Public Works (City of Los Angeles) to determine if any policies or programs related to the LARRMP are applicable to the project site. The applicant shall provide written documentation of the communication with, and shall implement all recommendation from the Bureau of Engineering, River Office.
- b. All landscaping, including site design and plant material shall conform to the most recent LARMP Landscape Guidelines.

18. CF02-2698 Compliance

- a. Due to the historic conditions of the site, and pursuant to the Historic Resources Assessment Report prepared by PCR Services Corporation dated October 2014, the Applicant shall comply with the volunteered conditions that were approved by the Los Angeles City Council through Council Motion CF02-2698. The owner shall have the Cultural Heritage Commission review building plans for the Project to ensure that the Project includes a permanent landscaped garden area, not to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities. The garden area of the Project shall be designed by a licensed landscape architect in consultation with the City Council Office where the property is located to commemorate the look and

feel of the former Sportsman Lodge garden. The garden area shall be open to the public during business hours, shall be conveniently accessible from Ventura Boulevard and shall feature a plaque, monument, or display case commemorating the history of the Sportsmen's Lodge and surrounding community.

19. Cultural Resources (Archaeological)

- a. If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
 - i. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - ii. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - iii. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
 - iv. Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
 - v. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
 - vi. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

20. Cultural Resources (Paleontological)

- a. If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - i. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - ii. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - iii. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

- iv. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- b. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- c. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

21. Cultural Resources (Human Remains)

- a. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - i. 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).
 - ii. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - iii. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - iv. 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.
 - v. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - vi. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- b. *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

22. Seismic

- a. 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.

23. Erosion/Grading/Short-Term Construction Impacts

- a. The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- b. 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:
 - i. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
 - ii. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

24. Liquefaction Area

- a. 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 project shall comply with the Uniform Building Code Chapter 18, Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. 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.
- b. 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.

25. Expansive Soils Area

- a. 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.

- b. 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.

26. Green House Gas Emissions

- a. Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.
- b. Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs for the restrooms and shower facilities.

27. Groundwater Quantity (Dewatering System)

Environmental impacts to groundwater quantity may result from implementation of the proposed project through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capacity. The Department of Building and Safety requires, when feasible, that applicants modify the structural design of a building so as not to need a permanent dewatering system. When a permanent dewatering system is necessary, the Department of Building and Safety require the following measures to mitigate the impacts to a less than significant level:

- a. Prior to the issuance of any permit for excavation, the applicant shall, in consultation with the Department of Building and Safety, submit a Dewatering Plan to the decision-maker for review and approval. Such plan shall indicate estimates for how much water is anticipated to be pumped and how the extracted water will be utilized and/or disposed of.
- b. Extracted groundwater shall be pumped to a beneficial on-site use such as, but not limited to:
 - i. Landscape irrigation;
 - ii. Decorative fountains or lakes;
 - iii. Toilet flushing; or 4) cooling towers.
- c. Return water to the groundwater basin by an injection well.

28. Stormwater Pollution (Demolition, Grading, and Construction Activities)

- a. Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.

- b. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- c. All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- d. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- e. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

29. Hydrology and Water Quality (LA River)

The project may 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.

- a. Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- b. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- c. Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- d. Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- e. Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- f. Promote natural vegetation by using parking lot islands and other landscaped areas.
- g. Preserve riparian areas and wetlands.
- h. The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

30. Flooding/Tidal Waves

- a. The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

31. Shared Parking Requirement

- a. There shall be at least 446 legal, physical, tandem, mechanically lifted or stand alone parking spaces provided on site at all times that is managed by a valet program approved by the Department of Building and Safety and the City Planning Department. Additional parking can be provided through valet service that meets City code.

32. Increased Noise Levels (Demolition, Grading, and Construction Activities)

- a. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- b. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- c. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

33. Public Services (Fire)

- a. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

34. Increased Vehicle Trips/Congestion

An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:

- a. Implementing measure(s) detailed in said Department's communication to the Planning Department dated March 18, 2014 and attached shall be complied with. Such report and mitigation measures are incorporated herein by reference.

35. Utilities (Local Water Supplies - Landscaping)

- a. 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).
- b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - i. Weather-based irrigation controller with rain shutoff
 - ii. Matched precipitation (flow) rates for sprinkler heads
 - iii. Drip/microspray/subsurface irrigation where appropriate
 - iv. Minimum irrigation system distribution uniformity of 75 percent
 - v. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials Use of landscape contouring to minimize precipitation runoff
 - vi. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.
- c. The applicant shall submit a Landscape Documentation Package for review and approval by the decision-maker, demonstrating substantial conformance to the requirements set forth in the State's Model Water Efficient Landscape Ordinance (AB 1818).

36. Utilities (Local Water Supplies - All New Construction)

- a. If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- b. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- c. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- d. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat

from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

37. Utilities (Local Water Supplies - New Commercial or Industrial)

- a. All restroom faucets shall be of a self-closing design.

38. Utilities (Local Water Supplies - Restaurant, Bar, or Nightclub)

- a. Install/retrofit high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- b. Install/retrofit restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- c. Install/retrofit and utilize only restroom faucets of a self-closing design.
- d. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- e. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

39. Utilities (Water Treatment or Distribution)

- a. A grey water system to reuse wastewater from the project.
- b. Offset excess wastewater generation by restricting the wastewater generation of other land uses within the same service area (e.g., by dedicating open space); and
- c. New wastewater treatment or conveyance infrastructure, or capacity enhancing alterations to existing systems.
- d. The project shall follow the City's Best Management Practices (BMP) as required by the City's Wastewater Division. The Project may include a holding tank large enough to hold three times the project daily wastewater flow so that the tank would hold all project wastewater during peak wastewater flow periods for discharge into the wastewater collection system during off-peak hours.

D. Administrative Conditions

- 1. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans

that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

2. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
3. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
4. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
5. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
6. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
7. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
8. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees relating to or to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

PROJECT PERMIT COMPLIANCE FINDINGS

1. **The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

The proposed project complies with all applicable development requirements of the Ventura/Cahuenga Boulevard Corridor Specific Plan, as follows:

- a. **Uses.**

The project is the construction of 97,807 square feet of commercial space, including a 30,000 square-foot fitness facility, 24,251 square feet of restaurant space, 37,518 square feet of retail facilities and 6,036 square feet of accessory space. The proposed uses are not restricted in this area of the Specific Plan. As conditioned herein, the uses have been designed to reduce any potential impacts on the surrounding communities.

In addition, as conditioned herein, the proposed project enhances the stable single-family neighborhood immediately to the north of the project site by providing a desirable transitional buffer. The project follows good planning principles by scaling back height where it is closest to the single-family homes. As shown on the plans and conditioned herein, elevations, and renderings submitted with the instant application, the proposed project uses articulations, step backs, recesses, surface perforations, and complementary building materials on all façades, and provides varying design to visually define various floors/portions of the proposed building. Additionally, roof top equipment is screened, and trash/recycling rooms are located in the building's interior.

- b. **FAR.**

The project is located within the Neighborhood and General Commercial plan designation and is limited to a FAR development right not to exceed 1:1. The proposed project is 97,807 square feet on a 249,956 square foot lot. Therefore, the proposed project would lead to a FAR of 0.39, which is below the maximum permitted and complies with the Specific Plan.

- c. **Yards.**

As conditioned herein, the project will incorporate into its design setbacks that do not exceed 10 feet from Ventura Boulevard or Coldwater Canyon Avenue. In addition, as conditioned by this grant, the project shall include a varying 5-foot to 15-foot landscaped buffer adjacent to the river frontage utilizing a combination of the top and bottom of the parking deck; the buffer need not be contiguous.

- d. **Lot Coverage.**

The project involves new construction of 97,807 square feet of new buildings and structures that are located in a Neighborhood and General Commercial designated area and shall cover no more than 60 percent of the lot area. As the subject Property area is 249,956, no more than a 149,974 square-foot building footprint would be allowed. The proposed project with a building footprint of

73,588 square feet leads to a total lot coverage of 29%, which complies with the maximum lot coverage restriction.

e. Driveways.

The project will utilize the existing ingress and egress driveways to the site from Ventura Boulevard and Coldwater Canyon Avenue.

f. Landscaping.

As conditioned by this grant, the project shall include a varying 5-foot to 15-foot landscaped buffer adjacent to the river frontage utilizing a combination of the top and bottom of the parking deck; the buffer need not be contiguous. In addition the parking lot shall be landscaped as conditioned herein.

In addition, due to the historic conditions of the site, and pursuant to the Historic Resources Assessment Report prepared by PCR Services Corporation dated October 2014, as conditioned herein, the Applicant shall comply with the volunteered conditions that were approved by the Los Angeles City Council through Council Motion CF02-2698. The owner shall have the Cultural Heritage Commission review building plans for the Project to ensure that the Project includes a permanent landscaped garden area, not to exceed one-half acre, featuring landscaping, waterscaping, and pedestrian amenities. The garden area of the Project shall be designed by a licensed landscape architect in consultation with the City Council Office where the property is located to commemorate the look and feel of the former Sportsmen's Lodge garden. The garden area shall be open to the public during business hours, shall be conveniently accessible from Ventura Boulevard and shall feature a plaque, monument, or display case commemorating the history of the Sportsmen's Lodge and surrounding community.

g. Height.

The project is located within the Studio City community along the north side of Ventura Boulevard. The height limit for buildings or structures along this portion of Ventura Boulevard is 30 feet. The proposed building has a maximum building height of 33 feet.

The structure height of 33 feet is permitted pursuant to LAMC Section 11.5.7.E, Project Permit Adjustments, which permits project height to exceed the designated height limitation on the property involved by less than ten percent (see Project Permit Adjustment findings herein).

h. Parking.

See Shared Parking Findings, submitted concurrently.

i. Signs.

Pursuant to Section 5.A.2 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the proposed sign project must comply with the applicable development requirements

of Sections 8 and 9 of the Plan. Section 8 relates to the sign regulations and Section 9 relates to the Project Permit Compliance process.

As conditioned by this grant, the project consists of the implementation of a sign program as conditioned herein that would permit each of the tenants to share an aggregate of 930 sf. ft. of wall and projecting signage. The project will allow for future tenants to obtain up to two (2) wall signs, to allow for each standalone building to have one (1) projecting sign and the lot to have one (1) monument sign for every 200 feet of lot frontage along Ventura Boulevard and Coldwater Canyon Avenue. Therefore, as conditioned herein, the proposal complies with the requirements and design provisions of the Ventura/Cahuenga Boulevard Corridor Specific Plan.

2. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.

- a. On December 1, 2014, the project was issued a Mitigated Negative Declaration, ENV-2014-887-MND, pursuant to the City's CEQA Guidelines and has included mitigation measures that will reduce any potential significant adverse effects to a less than significant level.

Subsequent to the release of the environmental document, eight (8) letters in support of the proposed project were received from five (5) neighbors and three (3) neighborhood groups. The groups include the following:

- 1) Studio City Improvement Association;
- 2) Studio City Neighborhood Council; and,
- 3) Studio City Chamber of Commerce

The supportive comments concluded that the project would be an advantageous development in the area and would provide needed amenities, create a pedestrian oriented area and would not create an adverse impact to the community.

In addition, 24 individuals, including the applicant, sent correspondence with the following concerns that could result from the project and the wording of the proposed Mitigated Negative Declaration:

- 1) Potential noise increase;
- 2) Increased traffic;
- 3) Potential overflow parking in residential areas, particularly because of the gym;
- 4) Pedestrian safety when crossing the street;
- 5) Inadequate review time of the project;

- 6) Need for an ALTA survey to document how the hotel site is not involved or impacted by the subject project;
 - 7) Events at the Sportsman's Lodge Hotel will still occur and parking may flow over to the proposed project site;
 - 8) Location of storage containers;
 - 9) Concerns over the shared parking analysis study and whether it was accurate and whether there will be adequate parking;
 - 10) That condition I-80 referred to the incorrect Ordinance number and that the last bullet point in that condition should refer to ORD-183,145 not ORD-181,345;
 - 11) That there were conflicts with implementing a landscape buffer along the Los Angeles River and where that should be located;
 - 12) That the Environmental review should note that the project is located within 0.6 miles of Harvard Westlake School, that the maximum FAR should be noted as 1.5:1 and that the project without the shared parking approval would require 702 parking spaces per the Code and the Specific Plan;
 - 13) That there were concerns about the staging of storage containers on the north side of the property;
 - 14) That there were concerns that the adjacent hotel does not have enough parking as a result of the proposed project as their required parking may be located on the subject site; and,
 - 15) Concerns that parking for tour buses would remove vehicle parking spaces on the subject site.
- b. In light of the comments, the Department of City Planning reviewed the proposed mitigation measures and development conditions and determined that they could mitigate the proposed concerns with the conditions included herein. The review took into consideration the proposed project and found the following:
- i. The mitigation measures would require that the project either comply with the maximum city-wide noise requirements or would actually reduce the noise impacts from the existing operating conditions;
 - ii. That the street improvements and parking restrictions required by the Department of City Planning, the Department of Transportation and the Bureau of Engineering would mitigate any traffic concerns;
 - iii. That the shared parking analysis demonstrates that the project could accommodate the anticipated parking demand;
 - iv. That the traffic mitigation measures and river improvements would increase pedestrian safety;

- v. That four buses will not be allowed to occupy any of the parking required as a result of the shared parking analysis;
 - vi. That any parking required by the adjacent hotel site will not be located on the subject site; and,
 - vii. That permits for storage containers can only be permitted on the site for two (2), six (6)-month periods, for each three (3) year segment of the projects' operation.
- c. The Director of Planning is correcting a typographical error in condition I-80 which referenced ORD-181,135 in lieu of ORD-183-145 and it should read ORD-183-145.
 - d. In addition, conditions have been incorporated in the development conditions of approval to address these potential issues.

SHARED PARKING ANALYSIS/FINDINGS

Analysis

The concept for shared parking is that a single parking space can be used to serve two or more individual land uses without a conflict. The following information, provided by the applicant and used in making the decision to approve the shared parking request, was developed pursuant to the City of Los Angeles' Special Instruction for Shared Parking, Parking Exceptions, Parking Management Plans.

Analysis of parking demand as required by Ordinance 165,773 (Codified at Los Angeles Municipal Code ("LAMC") Section 12.21)

The applicant's parking consultants, Overland Traffic Consultants, INC., prepared an analysis of the parking demand with the proposed project for the weekday and weekend peak parking use. The results were analyzed using the parking demand per use added together in a shared parking model, using established hourly parking demand percentages determined by the Urban Land Institute (ULI), to estimate the overall parking demand for the shopping center. The results of the shared parking model showed a peak weekday parking demand of 440 parking spaces occurring at 6:00 p.m. and a peak weekend parking demand of 396 parking spaces occurring at 6:00 p.m. during the month of December (See Tables 1 and 2 below).

Table 1 below shows the highest estimated weekday peak-hour parking demand for all of the uses on-site. The estimates are based on the Urban Land Institute's parking demand data included in their Shared Parking Report. Table 2 shows the highest estimated weekend peak-hour parking demand for all of the uses on-site.

TABLE 1						
ULI Time of Day Weekday Estimated Peak-Hour Parking Demand						
	3:00 P.M.	4:00 PM	5:00 PM	6:00 PM	7:00 P.M.	8:00 P.M.
	110	125	141	157	141	125
	11	11	15	15	11	8
	71	68	60	50	39	28
	20	20	19	19	19	18
	47	58	87	110	116	116
	17	17	23	23	23	23
	30	30	51	54	54	54
	9	9	12	12	12	12
	258	281	339	371	350	323
	57	57	69	69	65	61
	315	338	408	440	415	384

	3:00 P.M.	4:00 PM	5:00 PM	6:00 PM	7:00 P.M.	8:00 P.M.
	39	72	132	125	79	39
	5	7	10	10	7	5
	79	75	67	55	47	39
	23	23	22	20	19	18
	53	53	70	105	111	117
	16	16	22	22	22	22
	27	30	40	47	47	43
	9	9	12	12	12	12
	198	230	309	332	284	238
	53	55	66	64	60	57
	251	285	375	396	344	295

Based on these estimates, the parking analysis concludes that the peak parking demands of the shopping center with the construction of a 97,807 square-foot shopping center can be accommodated by the 446 on-site parking spaces, with valet service and mechanically operated parking spaces, and 98 bicycle spaces, using a shared parking agreement for the entire site development.

Plans showing the locations of all buildings or uses sharing the parking as well as the Shared Parking Facility.

The parking analysis and the Plot Plans both show that all the tenants in the new Shopping Center, will share a surface parking lot. A copy of the Plot Plans (Exhibit "A") and parking analysis are attached in the administrative file.

A description of the nature of the uses, hours of operation, parking requirements, allocation of parking spaces and an explanation to show that required parking will be available during the hours of operation shown for each use.

As stated in Response 1 above, the Shared Parking Demand Analysis shows that the peak parking demand for the shopping center, can be accommodated by the 446 on-site parking spaces using a shared parking agreement for the entire site development, with the conditions included under this grant. The shared parking model shows a peak weekday parking demand of 440 parking spaces (Table 1) at 6:00 p.m. and peak weekend parking demand of 396 parking spaces (Table 2) at 6:00 p.m.

Indicate how a lower total number of parking spaces will provide adequate parking for the uses on the site.

As stated in Response 1 above, the Shared Parking Demand Analysis shows that the peak parking demands of the Shopping Center can be accommodated by the 446 on-site parking spaces using a shared parking agreement for the entire site development, with the conditions included under this grant. The shared parking model shows a peak weekday parking demand of 440 parking spaces (Table 1) at 6:00 p.m. and peak weekend parking demand of 396 parking spaces at 6:00 p.m.

Findings

- 1. The shared parking request will be in conformity with the public necessity, convenience, general welfare and good zoning practice.**

The shared parking analysis, prepared for the applicant by Overland Traffic Consultants, projected that during the estimated peak hour demand for the commercial center (6 p.m. on weekdays and 6 p.m. on weekends), a maximum of 446 parking spaces would be needed. This number was obtained from data accumulated by the Urban Land Use Institute. The ULI has studied trip demand for various uses in different city/town contexts and with the project at hand, the ULI study determined that December would demand the peak amount of parking. Based on this information, the anticipated peak hour demand for the site, and the fact that guests/employees of the hotel are not allowed to park on the subject site, the proposed 446 automobile parking spaces would suffice with the proposed valet and mechanical lift program.

In addition, conditions have been imposed herein for the shared parking agreement to ensure that any impacts resulting from the request will be mitigated to a less than significant level. As a result, the shared parking request will be in conformity with public necessity, convenience, general welfare and good zoning practice.

- 2. The proposed shared parking use will be in substantial conformance with the various elements and objectives of the General Plan.**

The request for shared parking will not adversely affect any element of the General Plan, specifically the Ventura Cahuenga Boulevard Corridor Specific Plan and the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. The shared parking demand for the project can be accommodated by the on-site parking spaces using a shared parking agreement for the entire site development.

- 3. A lower total number of parking spaces than would otherwise be required will provide adequate parking for the requested use. Such determination is based upon an analysis of parking demand.**

The shared parking analysis, prepared for by the applicant by Overland Traffic Consultants, projected that during the estimated peak hour demand of the project (6pm on weekdays and weekends), the anticipated peak hour demand for the site would be 440 parking spaces, and 446 parking spaces are proposed. Conditions have been imposed herein for the shared parking to ensure that any impacts resulting from the request will be mitigated to a less than significant level.

4. **The maximum distance between each participating parking area and the subject uses is 750 feet or less, measured as provided in Section 12.21 A.4(g) of the Municipal Code.**

All of the shared parking locations are within 750-feet of the proposed project as the 446 proposed spaces are located on-site.

5. **The applicant and parties operating the shared parking facility shall submit written evidence in a form satisfactory to the Director of Planning which describes the nature of the uses, hours of operation, parking requirements, and the allocation of parking spaces, and which demonstrates that the required parking for each use will be available taking into account their hours of operation.**

The shared parking Demand Analysis performed by Overland Traffic Consultants, Inc show that the shopping center can provide adequate parking for the uses provided on-site based on the hours of operation and the parking requirements.

6. **The reserved or otherwise restricted spaces shall not be shared.**

As all spaces are to be shared, conditions A-9,d-e prohibit reserving spaces for a specific use/tenant.

PROJECT PERMIT ADJUSTMENT FINDINGS

1. **That there are special circumstances applicable to the project or project site which make strict application of the specific plan regulation(s) impractical.**

The "Sportsmen's Landing" project consists of a set of five (5) new one (1) and two (2)-story commercial buildings to be leased as retail, restaurant, and fitness facilities by Sportsmen's Lodge REW, LLC. The new buildings are situated on the west-end side of the site, which is currently developed with the one (1) story Sportsmen's Lodge Banquet Facility and fire station. The proposed structure is architecturally styled as "mid-century modern" with gestures to other Valley mid-century structures, and compliments the existing massing and materials of the adjacent Sportsmen's Lodge Hotel. The new buildings front approximately 234 feet along both Ventura Boulevard and 170 feet along Coldwater Canyon Avenue, and create a pedestrian friendly street frontage on both streets since the buildings are located close to the street.

The project is within the Ventura-Cahuenga Boulevard Corridor Specific Plan, and falls within the Neighborhood and General Commercial plan designation and as proposed and conditioned herein, the project adheres to the plan's requirements for setbacks, lot coverage, landscaping, and signage. The subject project is proposing a building height of 33 feet which is three (3) feet, or a 10% increase, above the allowable 30-foot height permitted by the Ventura/Cahuenga Boulevard Corridor Specific Plan along Ventura Boulevard and Coldwater Canyon Avenue and a Project Permit Adjustment is required. Note, the Ventura/Cahuenga Corridor Specific Plan height limitations include rooftop structures, which are normally exempt from height calculations in the LAMC, in order to protect the view of the portions of the Plan on Ventura Boulevard that are designated a Scenic Highway. However, this portion of Ventura Boulevard is not designated as a Scenic Highway and as a result the view of the Scenic Highway is not a concern as it is in other portions of the Plan. The permitted rooftop enclosures are also set back 10 feet from the front of the building, thus reducing visibility from the Boulevard.

Part of the intent of the Specific Plan in limiting the height of buildings in this area to 30 feet is to protect single-family residences adjacent to Ventura Boulevard from the impacts of large commercial buildings on the Boulevard. However, the subject property is unique from other properties fronting on Ventura Boulevard in that it is relatively deep, with the northern most point of the property measuring approximately 500 feet from Ventura Boulevard. Moreover, the property slopes downward from Ventura Boulevard. In addition, the nearest residential neighborhood is to the north of the river, nearly 150 feet north of the subject property.

This retail/dining/fitness facility will be an amenity to the neighborhood community of Studio City, and will include extensively re-landscaped garden areas with integrated, but re-imagined water amenities in lieu of the removed landscaped areas. Historically significant trees will be left untouched within the newly landscaped garden areas. A new pocket park is also proposed, located on the north-west corner of the site, providing a direct connection to the L.A. River bike paths.

The Specific Plan contains building and site design standards to promote attractive

commercial development and to limit the massing of development. These standards, however, including building height regulations, do not take into account the location and design of a project located on a significantly large parcel. Because the proposed new buildings are situated at the southwest portion of the subject site and the building nearest to the north property line is set back from that property line by approximately 150 feet, any impacts to the single family residents to the north caused by the additional three feet in height are insignificant.

Moreover, strict application of the Specific Plan in this instance would be impractical. The Applicant would have been limited to designing a building that is a maximum of 27 feet measured from Ventura Boulevard to accommodate the rooftop equipment. This would result in undesirably low floor to ceiling heights for the affected tenants. In addition, two of the proposed buildings are connected at the second floor on the sloping site, which adds more complexity to the architectural design. The requested height adjustment provides flexibility to accommodate such complications.

In addition, the height of the proposed new building is compatible to the height of the existing buildings on neighboring properties.

These are special circumstances that are applicable to the project which make the strict application of the Specific Plan regulations impractical. The project meets the spirit and intent of the Specific Plan.

- 2. That in granting the Project Permit Adjustment, the Director has imposed project requirements and/or decided that the proposed project will substantially comply with all applicable specific plan regulations.**

The Director has imposed project specific requirements that will result in a project that will meet the intent of the Specific Plan.

- 3. That in granting the Project Permit Adjustment, the Director has considered and found no detrimental effects of the adjustment on surrounding properties and public rights-of-way.**

The project as proposed will not have any detrimental effects on any surrounding properties or on the surrounding public rights-of-way. The Specific Plan contains building and site design standards to promote attractive commercial development and to limit the massing of development. These standards, however, including building height regulations, do not take into account the location and design of a project located on a significantly large parcel. Because the proposed project is situated at the west portion of the subject site and the building nearest to the north property line is set back from that property line by approximately 80 feet, any impacts to the single family residents to the north caused by the additional three feet in height are insignificant. Moreover, no portions of the proposed project encroach onto the surrounding rights-of-way or surrounding properties.

- 4. That the project incorporates mitigation measures, monitoring of measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The project as proposed will not have any detrimental effects on any surrounding properties or on the surrounding public rights-of-way. The Specific Plan contains building and site design standards to promote attractive commercial development and to limit the massing of development. These standards, however, including building height regulations, do not take into account the location and design of a project located on a significantly large parcel. Because the proposed project is situated at the southwest portion of the subject site and the building nearest to the north property line is set back from that property line by approximately 80 feet, any impacts to the single family residents to the north caused by the additional three feet in height are insignificant. In addition, the conditions herein will mitigate any developmental or environmental impacts.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES - TIME EXTENSION

All terms and conditions of the Director's Determination for the Specific Plan Project Permit Compliance shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within three years after the effective date of this determination, and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person, tenant or corporation other than the applicant, it is incumbent that you disclose all the conditions of this Director Determination.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 11.00 M of the Los Angeles Municipal Code states in part: "It shall be unlawful to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction."

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license, and any permits and license required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code.

All appeals shall be filed pursuant to procedures established under LAMC Section 11.5.7.C.6. Per LAMC Section 11.5.7.C.4(c), the determination in this matter will become effective 15 calendar days

from the date of mailing of the written decision, unless an appeal is filed on the decision within that period with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at cityplanning.lacity.org. City Planning Department public offices are located at:

Figueroa Plaza
201 North Figueroa Street, #400
Los Angeles, CA 90012
(213) 482-7077

Marvin Braude Constituent Service Center
6262 Van Nuys Boulevard, Room 251
Van Nuys, CA 91411
(818) 374-5050

MICHAEL LOGRANDE
Director of Planning

APPROVED BY:



Robert Z. Duenas
Senior City Planner

PREPARED BY:



Jennifer Driver
City Planning Assistant

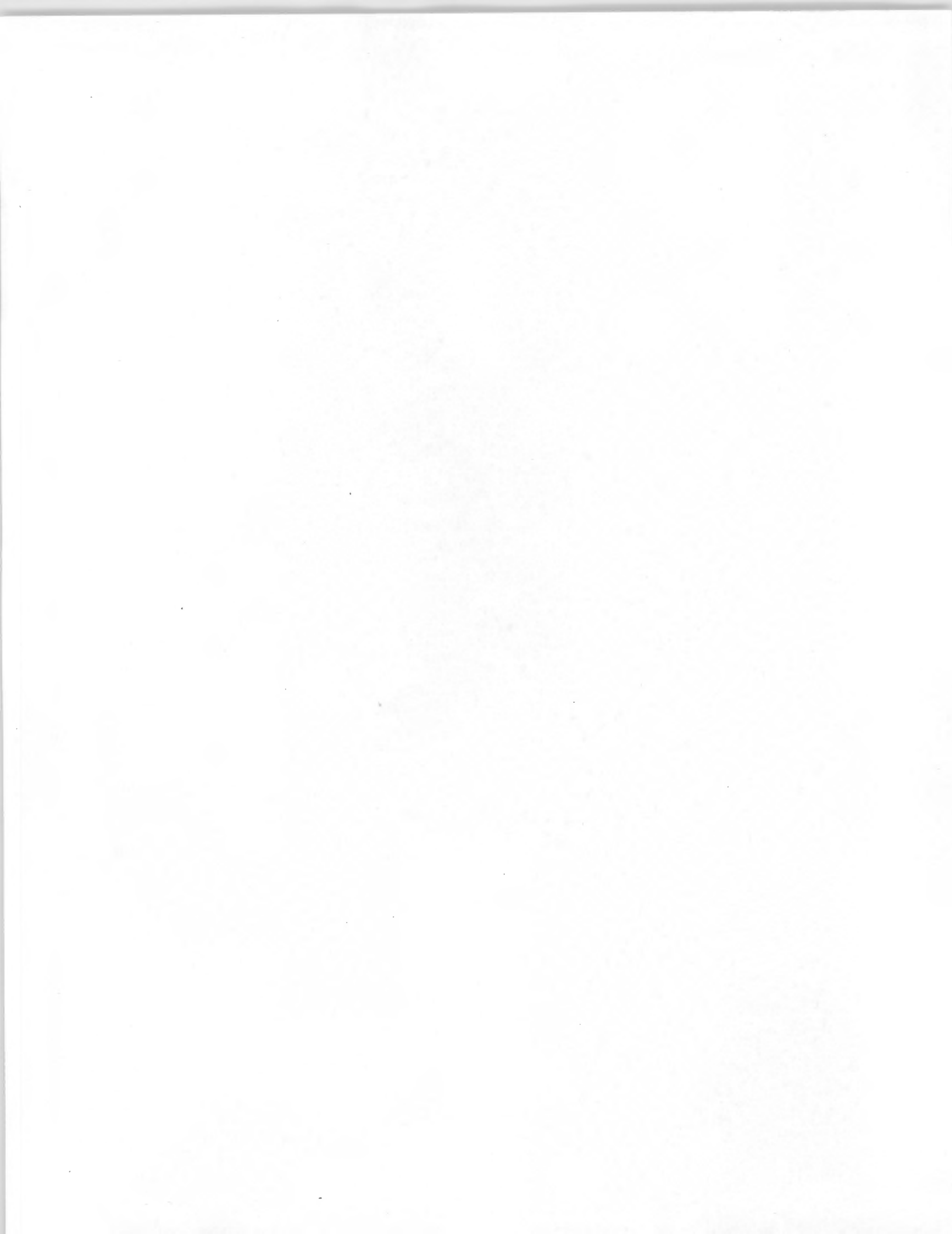
cc: Council Office, District 2
Department of Building and Safety
Department of Transportation

Adjoining Property Owners
Studio City Neighborhood Council

N:\PlanImp\ValleyNP\SVNP\Specific Plans\Ventura Blvd. Specific Plan\DIR cases\2014\Development\DIR-2014-886 Sportsman Lodge\DIR-2014-886-SPP-SPPA 12-18-14 ver draft.docx

Exhibit F

Appeals dated February 19, 2015 (five (5) individual appeals), February 20, 2015 (one (1) individual appeal) and February 23, 2015 (three (3) individual appeals)



MASTER APPEAL FORM

City of Los Angeles - Department of City Planning

APPEAL TO THE: SOUTH VALLEY PLANNING COMMISSION
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: DIR 2014-886-SAP-SPPA

PROJECT ADDRESS: 12833-12835 W. VENTURA BL
4218-4230 N. COLDWATER S.C. 91604

FINAL DATE TO APPEAL: 2/23/15

- TYPE OF APPEAL:
1. Appeal by Applicant
 2. Appeal by a person, other than the applicant, claiming to be aggrieved
 3. Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION - Please print clearly

Name: PATRICE BERLIN

- Are you filing for yourself or on behalf of another party, organization or company?

Self Other: _____

Address: 4205 ALCOVE AVENUE

STUDIO CITY, CALIF Zip: 91604

Telephone: 818.613.4948 E-mail: PATRICEBERLIN@MAC.COM

- Are you filing to support the original applicant's position?

Yes No

REPRESENTATIVE INFORMATION

Name: _____

Address: _____

Zip: _____

Telephone: _____ E-mail: _____

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

Entire

Part

Your justification/reason must state:

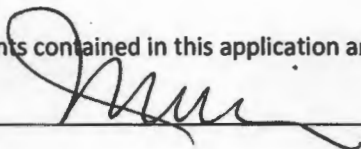
- The reasons for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

ADDITIONAL INFORMATION/REQUIREMENTS

- Eight (8) copies of the following documents are required (1 original and 7 duplicates):
 - Master Appeal Form
 - Justification/Reason for Appealing document
 - Original Determination Letter
- Original applicants must provide the original receipt required to calculate 85% filing fee.
- Original applicants must pay mailing fees to BTC and submit copy of receipt.
- Applicants filing per 12.26 K "Appeals from Building Department Determinations" are considered original applicants and must provide notice per 12.26 K 7.
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the City (Area) Planning Commission must be filed within 10 days of the written determination of the Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (i.e. ZA, APC, CPC, etc...) makes a determination for a project that is not further appealable.

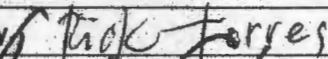

*"If a nonelected decision-making body of a local lead agency certifies an environmental impact report, approves a negative declaration or mitigated negative declaration, or determines that a project is not subject to this division, that certification, approval, or determination may be appealed to the agency's elected decision-making body, if any."
 –CA Public Resources Code § 21151 (c)*

I certify that the statements contained in this application are complete and true:

Appellant Signature: 

Date: 2/18/15

Planning Staff Use Only

Amount	\$106.80	Reviewed and Accepted by		Date	2-19-15
Receipt No.	0203199281	Deemed Complete by		Date	2/19/15



Determination Authority Notified



Original Receipt and BTC Receipt (if original applicant)

MASTER APPEAL FORM

City of Los Angeles – Department of City Planning

APPEAL TO THE: South Valley Planning Commission

(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: DIR-2014-886-SPP-SPPA

PROJECT ADDRESS: 12833-12835 W. Ventura Blvd./4218-4230 N. Coldwater Canyon S.C. 91604

FINAL DATE TO APPEAL: 02/23/15

TYPE OF APPEAL:

1. Appeal by Applicant
2. Appeal by a person, other than the applicant, claiming to be aggrieved
3. Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION – Please print clearly

Name: Sandy Fox

- Are you filing for yourself or on behalf of another party, organization or company?

Self

Other:

concerned Studio City Residents

Address: 4225 Alcove Ave.

Studio City

Zip: 91604

Telephone: (818) 692-2292

E-mail: littlefox@earthlink.net

- Are you filing to support the original applicant's position?

Yes

No

REPRESENTATIVE INFORMATION

Name: _____

Address: _____

Zip: _____

Telephone: _____ E-mail: _____

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

Entire

Part

Your justification/reason must state:

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ADDITIONAL INFORMATION/REQUIREMENTS

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--CA Public Resources Code § 21151 (c)

I certify that the statements contained in this application are complete and true:

Appellant Signature: Sandy Fox Date: 02/18/15

Planning Staff Use Only

Amount	Reviewed and Accepted by	Date
Receipt No.	Deemed Complete by	Date

Determination Authority Notified Original Receipt and BTC Receipt (if original applicant)

MASTER APPEAL FORM

City of Los Angeles – Department of City Planning

APPEAL TO THE: South Valley Planning Commission

(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: DIR-2014-886-SPP-SPPA

PROJECT ADDRESS: 12833-12835 W. Ventura Blvd./4218-4230 N. Coldwater Canyon S.C. 91604

FINAL DATE TO APPEAL: 02/23/15

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1. Appeal by Applicant
 2. Appeal by a person, other than the applicant, claiming to be aggrieved
 3. Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION – Please print clearly

Name: Pam Friedman

- Are you filing for yourself or on behalf of another party, organization or company?

Self

Other: _____

Address: 4218 Alcove Ave.

Studio City

Zip: 91604

Telephone: (818) 506-1497

E-mail: pam.friedman4@gmail.com

- Are you filing to support the original applicant's position?

Yes

No

REPRESENTATIVE INFORMATION

Name: _____

Address: _____

Zip: _____

Telephone: _____

E-mail: _____

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

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Part

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ADDITIONAL INFORMATION/REQUIREMENTS

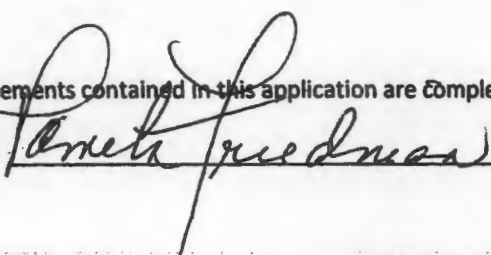
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—CA Public Resources Code § 21151 (c)

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____



Date: 02/18/15

Planning Staff Use Only

Amount	Reviewed and Accepted by	Date
Receipt No.	Deemed Complete by	Date

Determination Authority Notified

Original Receipt and BTC Receipt (if original applicant)

MASTER APPEAL FORM

City of Los Angeles – Department of City Planning

APPEAL TO THE: South Valley Planning Commission

(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: DIR-2014-886-SPP-SPPA

PROJECT ADDRESS: 12833-12835 W. Ventura Blvd./4218-4230 N. Coldwater Canyon S.C. 91604

FINAL DATE TO APPEAL: 02/23/15

TYPE OF APPEAL:

1. Appeal by Applicant
2. Appeal by a person, other than the applicant, claiming to be aggrieved
3. Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION – Please print clearly

Name: Marilyn Harris

- Are you filing for yourself or on behalf of another party, organization or company?

Self

Other: _____

Address: 4210 Alcove Ave.

Studio City

Zip: 91604

Telephone: 818-766-6465

E-mail: marilynharris@earthlink.com

- Are you filing to support the original applicant's position?

Yes

No

REPRESENTATIVE INFORMATION

Name: _____

Address: _____

Zip: _____

Telephone: _____

E-mail: _____

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

Entire

Part

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--CA Public Resources Code § 21151 (c)

I certify that the statements contained in this application are complete and true:

Appellant Signature: Marilyn Harris Date: 02/18/15

Planning Staff Use Only

Amount	\$106.80	Reviewed and Accepted by	Jack Torres	Date	2-19-15
Receipt No.	0203199278	Deemed Complete by	[Signature]	Date	2/19/15



Determination Authority Notified



Original Receipt and BTC Receipt (if original applicant)

MASTER APPEAL FORM

City of Los Angeles – Department of City Planning

APPEAL TO THE: South Valley Planning Commission
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: DIR-2014-886-SPP-SPPA

PROJECT ADDRESS: 12833-12835 W. Ventura Blvd./4218-4230 N. Coldwater Canyon S.C. 91604

FINAL DATE TO APPEAL: 02/23/15

- TYPE OF APPEAL:
1. Appeal by Applicant
 2. Appeal by a person, other than the applicant, claiming to be aggrieved
 3. Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION – Please print clearly

Name: Abbie Phillips

- Are you filing for yourself or on behalf of another party, organization or company?
- Self Other: _____

Address: 12706 Milbank St.
Studio City, CA Zip: 91604

Telephone: 818 985-9246 E-mail: Allanabbie@gmail.com

- Are you filing to support the original applicant's position?
- Yes No

REPRESENTATIVE INFORMATION

Name: _____

Address: _____

Zip: _____

Telephone: _____ E-mail: _____

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

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—CA Public Resources Code § 21151 (c)

I certify that the statements contained in this application are complete and true:

Appellant Signature: Abbe Phillips Date: 2.22.15

Planning Staff Use Only

Amount <u>\$106.80</u>	Reviewed and Accepted by <u>Anne M. Vidot</u>	Date <u>2/23/15</u>
Receipt No. <u>0202199892</u>	Deemed Complete by <u>[Signature]</u>	Date <u>2/23/15</u>

Determination Authority Notified

Original Receipt and BTC Receipt (if original applicant)

APPEAL FORM

City of Los Angeles – Department of City Planning

APPEAL TO THE: South Valley Planning Commission
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: DIR-2014-886-SPP-SPPA

PROJECT ADDRESS: 12833-12835 W. Ventura Blvd./4218-4230 N. Coldwater Canyon S.C. 91604

FINAL DATE TO APPEAL: 02/23/15

- TYPE OF APPEAL:
1. Appeal by Applicant
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APPELLANT INFORMATION – Please print clearly

Name: MICHAEL & ANDREA SHER

- Are you filing for yourself or on behalf of another party, organization or company?
- Self Other: _____

Address: 4019 GOODLAND AVE
STUDIO CITY Zip: CA 91604

Telephone: 818 763-3434 E-mail: ma.sher27@gmail.com

- Are you filing to support the original applicant's position?
- Yes No

REPRESENTATIVE INFORMATION

Name: _____

Address: _____

Zip: _____

Telephone: _____ E-mail: _____

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JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

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Part

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--CA Public Resources Code § 21151 (c)

I certify that the statements contained in this application are complete and true:

Appellant Signature: *Michael A. Alhe* Date: 2-22-15

Planning Staff Use Only

Amount: <u>\$106.90</u>	Reviewed and Accepted by <u>Anita M. Vidal</u>	Date <u>2/23/15</u>
Receipt No. <u>02021199891</u>	Deemed Complete by <u>Jennings</u>	Date <u>2/23/15</u>

Determination Authority Notified

Original Receipt and BTC Receipt (if original applicant)

MASTER APPEAL FORM

City of Los Angeles - Department of City Planning

APPEAL TO THE: SOUTH VALLEY PLANNING COMMISSION
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: DIR 2014-886-SPP-SPPA

PROJECT ADDRESS: 12833-12835 W VENTURA BL
4218-4230 N. COLDWATER S.C 91604

FINAL DATE TO APPEAL: 2-23-15

- TYPE OF APPEAL:
- Appeal by Applicant
 - Appeal by a person, other than the applicant, claiming to be aggrieved
 - Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION - Please print clearly

Name: GOLAN YOSEF

- Are you filing for yourself or on behalf of another party, organization or company?

Self Other: _____

Address: 4215 ALCOVE AVE

STUDIO CITY CA Zip: 91604

Telephone: 818 8551124 E-mail: GOLAN.LEA@YAHOO.COM

- Are you filing to support the original applicant's position?

Yes No

REPRESENTATIVE INFORMATION

Name: _____

Address: _____

Zip: _____

Telephone: _____ E-mail: _____

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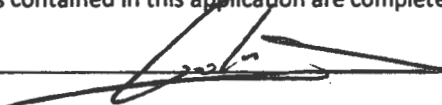
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–CA Public Resources Code § 21151 (c)

I certify that the statements contained in this application are complete and true:

Appellant Signature:  Date: 2/18/15

Planning Staff Use Only

Amount	Reviewed and Accepted by	Date
Receipt No.	Deemed Complete by	Date



Determination Authority Notified



Original Receipt and BTC Receipt (if original applicant)

Justification of Appeal to LA Department of City Planning (South Valley Planning Commission)
(Case number: DIR-2014-886-SPP-SPPA)

This appeal is made on the grounds that the Approval with Conditions of determination letter for the project proposed in the for the above referenced application provides insufficient protection of the public good & commons, and the enjoyment and value of adjacent single family and multi-family residential uses in the following broad categories:

1. Conditions of approval are insufficient to protect the attractive, safe and secure public use and enjoyment of the Los Angeles River and public ways adjacent thereto.
2. Conditions of approval are insufficient to protect adjacent residential uses from the deleterious effects of:
 - a) Traffic congestion and parking overflow from the project site.
 - b) Noise pollution emanating from the project site.
 - c) Light pollution emanating from the project site.

Broadly, the level of detail presented in the applicant's "Exhibit A" makes it impossible to fully evaluate a number of the critical aspects of the project. Notable omissions from the plans are clear descriptions of locations and dimensions of loading areas, trash enclosures, and other services necessary to the proposed project, as well as necessary to the adjacent hotel which presently shares these same services on the project site.

The edge of the project abutting the Los Angeles River is enormously important to the success of the project on a number of levels, yet when compared to the level of detail presented for other parts of the project, the applicant's proposal seems naive and poorly considered. There seems to be little recognition of the complexities of this edge, which fronts the public way along the river separating the project from adjacent residential uses. Further more, the proposal puts a major vehicular access point in immediate conflict with the terminus of pedestrian and bicycle access to the river immediately adjacent to the narrow sidewalk at the Coldwater Canyon Boulevard bridge crossing the river.

A checklist of conditions, many with divergent qualitative performance criteria will not ensure the protections enumerated above, and the applicant should be required to describe a design solution which demonstrates for public evaluation and commentary how these divergent qualitative performance criteria will be met in a balanced and effective manner.

Shared Parking Proposal:

The conditions of approval provide insufficient protections to ensure the availability of the indicated number of parking spaces exclusivity for the project proposed on the subject sites. The condition prohibiting parking of any vehicles related to the use of the adjacent hotel site is will be exceedingly difficult to enforce. The likelihood of parking overflow from the project site is significant.

The parking spaces available on the adjacent hotel site have been systematically removed and relocated to the subject parcels based on discretionary approvals granted in the 1960's which were granted in part based on parallel approval of parking to be provided on these adjacent sites. The "double-counting" of these parking spaces is significantly exacerbated by the fact that the present day operation of the hotel is significantly different (demonstrable more intense) than what was

envisioned when the original parking reduction was granted. The hotel is under-parked according to the measure of the present intensity of use and the specific plan. The application and approval consider the logical continuation of shared uses such as trash areas and common vehicular ingress/egress and internal circulation. Given these facts, and the fact that the conditions of approval require that parking spaces for the subject project not be marked, there is no meaningful way to enforce parking limitations by the hotel use on the subject sites.

The Department's prohibition of "special events" in parking areas also lacks definition. It is unclear what constitutes a "special event" on private property, and what permits must be obtained under what circumstances.

The approval, while requiring a performance review of the shared parking arrangement, offers neither meaningful definition of what would constitute a "failure" in the evaluation of that arrangement, nor the consequences of such failure once the entitled square footage is constructed.

A major justification for the applicant's case in favor of the shared parking proposal is that, increasingly, visitors and employees will be arriving by public transportation. And yet, there is no recognition of that fact in the arrangement of access point(s) to the project. The project should be required to integrate a transit oasis concept with connecting to the interior of the development at street frontages in coordination with transit agencies. See Urban Design Requirements for Commercial Projects.

Noise:

ENV-2014-887-MND on page 38 of 46 evaluation matrix finds "THE PROJECT ABUTS THE LOS ANGELES RIVER AND IS LESS THAN 200 FEET FROM RESIDENTIAL PROPERTIES TO THE NORTH. THEREFORE, THE PROJECT WOULD RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS ABOVE THE EXISTING NOISE LEVELS" Yet, there are no conditions recommended to mitigate such substantial permanent increase to noise levels adjacent to residential properties. Given the lack of detailed attention to design along the project's northern boundary, the project should simply be conditioned to locate routine sources of noise such as from deliveries and trash collection away from the residential uses, and toward the commercial uses along Ventura Boulevard. This would be consistent with other concerns such as protecting the river from hazardous runoff from oil and refuse.

Sound monitoring measures should also be required, to establish a baseline for future measurement of sound emanating from the proposed project.

The Determination Letter for the case references correspondence from the Neighborhood Council. During the review process by this agency, the applicant presented "Sportsmen's Landing Developers Voluntary Conditions (6/11/14), yet these conditions are not referenced specifically in the Determination Letter.

Item number three from that list is "Developer shall implement sound mitigation measures to ensure that noise caused by the use or operation of the Sportsmen's Landing project shall not exceed the ambient noise level on the premises of any adjacent single family home by more than five (5) decibels, in compliance with LA City Noise Ordinance." This condition should be specifically included for project approval.

MASTER APPEAL FORM

City of Los Angeles – Department of City Planning

APPEAL TO THE: South Valley Planning Commission
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: DIR-2014-886-SPP-SPPA

PROJECT ADDRESS: 12833-12835 W. Ventura Blvd./4218-4230 N. Coldwater Canyon S.C. 91604

FINAL DATE TO APPEAL: 02/23/15

- TYPE OF APPEAL:
1. Appeal by Applicant
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APPELLANT INFORMATION – Please print clearly

Name: JUDY MILLAR

- Are you filing for yourself or on behalf of another party, organization or company?
 Self Other: _____

Address: 4216 BABCOCK AVENUE
STUDIO CITY, CA Zip: 91604

Telephone: 818-505-0220 E-mail: judy millar@aol.com

- Are you filing to support the original applicant's position?
 Yes No

REPRESENTATIVE INFORMATION

Name: _____

Address: _____

Zip: _____

Telephone: _____ E-mail: _____

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

Entire

Part

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 --CA Public Resources Code § 21151 (c)

I certify that the statements contained in this application are complete and true:

Appellant Signature: Judy Miller Date: 2-21-2015

Planning Staff Use Only

Amount <u>\$106.80</u>	Reviewed and Accepted by <u>Ann M. Vidar</u>	Date <u>2/23/15</u>
Receipt No. <u>0202199800</u>	Deemed Complete by <u>Jessie L. [Signature]</u>	Date <u>2/23/15</u>

Determination Authority Notified

Original Receipt and BTC Receipt (If original applicant)

Justification of Appeal to LA Department of City Planning (South Valley Planning Commission)
(Case number: DIR-2014-886-SPP-SPPA)

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2. Conditions of approval are insufficient to protect adjacent residential uses from the deleterious effects of:
 - a) Traffic congestion and parking overflow from the project site.
 - b) Noise pollution emanating from the project site.
 - c) Light pollution emanating from the project site.

d) change in wind currents & climate changes due to increased development, building height & location

Broadly, the level of detail presented in the applicant's "Exhibit A" makes it impossible to fully evaluate a number of the critical aspects of the project. Notable omissions from the plans are clear descriptions of locations and dimensions of loading areas, trash enclosures, and other services necessary to the proposed project, as well as necessary to the adjacent hotel which presently shares these same services on the project site.

The edge of the project abutting the Los Angeles River is enormously important to the success of the project on a number of levels, yet when compared to the level of detail presented for other parts of the project, the applicant's proposal seems naive and poorly considered. There seems to be little recognition of the complexities of this edge, which fronts the public way along the river separating the project from adjacent residential uses. Further more, the proposal puts a major vehicular access point in immediate conflict with the terminus of pedestrian and bicycle access to the river immediately adjacent to the narrow sidewalk at the Coldwater Canyon Boulevard bridge crossing the river.

A checklist of conditions, many with divergent qualitative performance criteria will not ensure the protections enumerated above, and the applicant should be required to describe a design solution which demonstrates for public evaluation and commentary how these divergent qualitative performance criteria will be met in a balanced and effective manner.

Shared Parking Proposal:

The conditions of approval provide insufficient protections to ensure the availability of the indicated number of parking spaces exclusivity for the project proposed on the subject sites. The condition prohibiting parking of any vehicles related to the use of the adjacent hotel site, will be exceedingly difficult to enforce. The likelihood of parking overflow from the project site is significant.

The parking spaces available on the adjacent hotel site have been systematically removed and relocated to the subject parcels based on discretionary approvals granted in the 1960's which were granted in part based on parallel approval of parking to be provided on these adjacent sites. The "double-counting" of these parking spaces is significantly exacerbated by the fact that the present day operation of the hotel is significantly different (demonstrable more intense) than what was

envisioned when the original parking reduction was granted. The hotel is under-parked according to the measure of the present intensity of use and the specific plan. The application and approval consider the logical continuation of shared uses such as trash areas and common vehicular ingress/egress and internal circulation. Given these facts, and the fact that the conditions of approval require that parking spaces for the subject project not be marked, there is no meaningful way to enforce parking limitations by the hotel use on the subject sites.

The Department's prohibition of "special events" in parking areas also lacks definition. It is unclear what constitutes a "special event" on private property, and what permits must be obtained under what circumstances.

The approval, while requiring a performance review of the shared parking arrangement, offers neither meaningful definition of what would constitute a "failure" in the evaluation of that arrangement, nor the consequences of such failure once the entitled square footage is constructed.

A major justification for the applicant's case in favor of the shared parking proposal is that, increasingly, visitors and employees will be arriving by public transportation. And yet, there is no recognition of that fact in the arrangement of access point(s) to the project. The project should be required to integrate a transit oasis concept with connecting to the interior of the development at street frontages in coordination with transit agencies. See Urban Design Requirements for Commercial Projects.

Noise:

ENV-2014-887-MND on page 38 of 46 evaluation matrix finds "THE PROJECT ABUTS THE LOS ANGELES RIVER AND IS LESS THAN 200 FEET FROM RESIDENTIAL PROPERTIES TO THE NORTH. THEREFORE, THE PROJECT WOULD RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS ABOVE THE EXISTING NOISE LEVELS" Yet, there are no conditions recommended to mitigate such substantial permanent increase to noise levels adjacent to residential properties. Given the lack of detailed attention to design along the project's northern boundary, the project should simply be conditioned to locate routine sources of noise such as from deliveries and trash collection away from the residential uses, and toward the commercial uses along Ventura Boulevard. This would be consistent with other concerns such as protecting the river from hazardous runoff from oil and refuse.

Sound monitoring measures should also be required, to establish a baseline for future measurement of sound emanating from the proposed project.

The Determination Letter for the case references correspondence from the Neighborhood Council. During the review process by this agency, the applicant presented "Sportsmen's Landing Developers Voluntary Conditions (6/11/14), yet these conditions are not referenced specifically in the Determination Letter.

Item number three from that list is "Developer shall implement sound mitigation measures to ensure that noise caused by the use or operation of the Sportsmen's Landing project shall not exceed the ambient noise level on the premises of any adjacent single family home by more than five (5) decibels, in compliance with LA City Noise Ordinance." This condition should be specifically included for project approval.

**CITY OF LOS ANGELES
PLANNING DEPARTMENT**

MASTER APPEAL FORM

APPEAL TO THE: South Valley Area Planning Commission

REGARDING CASE NO.: DIR-2014-886-SPP-SPPA

This application is to be used for any authorized appeals of discretionary actions administered by the Planning Department. Appeals must be delivered in person with the following information filled out and be in accordance with the Municipal Code. A copy of the action being appealed must be included. If the appellant is the original applicant, a copy of the receipt must also be included.

APPELLANT INFORMATION: PLEASE PRINT CLEARLY

Name Ventura Blvd. Associates; c/o: Midwood Investment & Development / STEVEN SCHWARTZ
 Mailing Address 430 Park Avenue, Suite 505
New York, NY Zip: 10022-3505
 Work Phone: (212) 682-9595 Home Phone: (646) 292-4910

- a) Are you or do you represent the original applicant?
 (Circle One) YES NO
- b) Are you filing to support the original applicant's position?
 (Circle One) YES NO
- c) Are you filing for yourself or on behalf of other parties, an organization or company?
 (Circle One) SELF OTHER
- d) If "other" please state the name of the person(s), organization or company (print clearly or type)

REPRESENTATIVE

Name Benjamin Reznik, Esq. of Jeffer Mangels Butler & Mitchell LLP
 Mailing Address _____
1900 Avenue of the Stars, 7th Floor
Los Angeles, CA Zip 90067
 Work Phone: (310) 201-3572 Home Phone : () _____

APPEAL INFORMATION

A complete copy of the decision letter is necessary to determine the final date to appeal, under what authorizing legislation, and what, if any, additional materials are needed to file the appeal.

Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the City (Area) Planning Commission must be filed within 10 days of the written determination of the Commission.

Final Date to Appeal: February 23, 2015

REASONS FOR APPEALING

Are you appealing the entire decision or parts of it?

Entire Part

Indicate: 1) How you are aggrieved by the decision; and 2) Why do you believe the decision-maker erred or abused their discretion? If you are not appealing the whole determination, please explain and specifically identify which part of the determination you are appealing.

Attach additional sheets if necessary.

See Attachment

ADDITIONAL INFORMATION

- Original receipt required to calculate 85% filing fee from original applicants.
- Original applicants must pay mailing fees to BTC and submit copy of receipt.
- Any additional information or materials required for filing an appeal must be provided in accordance with the LAMC regulations as specified in the original determination letter. **A copy of the determination/decision letter is required.**
- Acceptance of a complete and timely appeal is based upon successful completion and examination of all the required information.
- **Seven copies and the original appeal are required.**

I certify that the statements contained in this application are complete and true:

Appellant *[Signature]*

OFFICIAL USE ONLY

Receipt No. 0203/99595 Amount \$106⁰⁰ Date 2/20/15

Application Received DENNIS CHEW

Application Deemed Complete Juanita C. [Signature]

Copies provided: Determination PHONE D.O.D Receipt (original applicant only)

Determination Authority Notified (if necessary)

DIR-2014-866-SPP-SPPA

12833-12835 W. Ventura Boulevard

4218-4230 N. Coldwater Canyon Avenue

Attachment to Appeal of Planning Director's Conditional Approval

February 20, 2015

Appellant, Ventura Blvd. Associates, submits this appeal, pursuant to Los Angeles Municipal Code ("LAMC") Section 11.5.7 C.6, of the entire decision of the Planning Director (the "Director") involving Project Permit Compliance and Specific Plan Adjustment to the Ventura-Cahuenga Boulevard Corridor Specific Plan (the "Specific Plan") for the Property referenced above.

I. THE POINTS AT ISSUE.

- The Shared Parking Study is flawed and incomplete.
- The Mitigated Negative Declaration is flawed.
- Noise impacts on the surrounding residential neighborhood.
- Private agreements conflict with the approval.

II. THE REASON FOR THE APPEAL.

Appellant's interests in the Sportsmen's Lodge Hotel are severely damaged by the Director's decision. The impacts on the surrounding neighborhood are not mitigated.

III. THE DIRECTOR ERRED AND ABUSED HIS DISCRETION.

A. The Shared Parking Study relies on assumptions not supported by any evidence.

The Director erred by accepting an incomplete shared parking study. Section 7.F.4 of the Specific Plan provides for the Director's authority to permit shared parking as a part of a Project Permit Compliance "so long as he or she finds that the application meets all of the requirements of LAMC Section 12.24 X.20(a)." This Section provides, among other required findings, that:

"The applicant and parties operating the shared parking facility shall submit written evidence in a form satisfactory to the Office of Zoning Administration which describes the nature of the uses, hours of operation, parking requirements, and the allocation of parking spaces, and which demonstrates that the required parking for each use will be available taking into account their hours of operation."

The Parking Study merely calculates a number of estimated parking spaces at peak hour demand without considering the actual hours of operation, the parking allocation for each use or whether the spaces would actually be available during the hours of operation. At p. 37 of the Shared Parking Study, it is concluded that "[b]ased on these estimates . . . the peak parking demands of the shopping center can be accommodated by the 446 on-site parking spaces, with valet service and mechanically operated parking spaces, and 98 bicycle spaces" The Director adopted this conclusion without requiring a parking plan or circulation plan. There is no limit, for example, on how many of the 446 spaces would be provided by mechanical lift or arranged in tandem on the Sportsmen's Landing Property ("Landing Property"). Thus, there is no indication of where the different types of spaces would be arranged on the Landing Property and what impact would result to the operation and patrons of the Sportsmen's Lodge Hotel Property ("Hotel Property").

Additionally, approval of the Shared Parking Study did not take into account the internal parking circulation. Condition No. A. 11 at p. 6 of the December 22, 2014 approval letter (the "Approval Letter") provides that:

"Prior to Planning clearance, the applicant shall submit a traffic circulation plan to the Department of Transportation for review and approval of parking, and vehicle traffic circulation."

Further yet, Condition No. B. 1 at p. 15 of the Approval Letter requires a Plan Approval 12 and 18 months after the issuance of a Certificate of Occupancy ("C of O") for at least 80% of the project "to determine the effect of the shared parking on the surrounding community."

Conditions Nos. A. 11 and B. 1 make it clear that the decision to allow shared parking was based on insufficient evidence. How can a nearly 100,000 square foot development be approved when the layout and circulation of the parking is unknown and the impacts unmitigated or, at the least, deferred until further study after the C of O's for the buildings are issued?

A parking and circulation plan must be required before the project is approved. The Hotel Property is completely surrounded by the Landing Property. As currently approved, the project will severely impact the Hotel operation and parking area. Patrons entering from Ventura Boulevard will clearly seek out the most convenient parking they see. Certainly, without clear conditions restricting circulation, drivers entering from Ventura Boulevard will traverse across the Hotel parking lot, either to park there or to access parking at the easterly side of the Landing Property.

B. The approval does not take into consideration the limitations of standing private legal agreements affecting the parking and circulation.

There are significant conflicts with existing and active private parking agreements between the Sportsmen's Landing property and the Sportsmen's Lodge property. Although Condition A. 9.a at p. 5 of the Approval Letter requires all 446 spaces to be located on the Landing Property and not on the Hotel Property, the Shared Parking Study, at pp. 1 and 2, assumes that "overflow" Hotel parking will be accommodated with valet parking spaces on the Landing Property. This assumption is inconsistent with the condition requiring the parking for the respective properties to be independent of each other. And the condition requiring independent parking is inconsistent with shared ingress and egress and parking easements in place and enforceable on both properties.

The Shared Parking Study refers to a private agreement between the Hotel Property and the Landing Property. That agreement is a non-exclusive parking easement reserved in a 1962 recorded document¹. The easement covers the aisle of approximately 70 parking spaces on the eastern edge of the Hotel Property. Per the Specific Plan, the Hotel Property needs one space for each guest room and an additional employee space for every 10 guest rooms. The Shared Parking Study makes no attempt to show that the Hotel Property would continue to have access to the requisite number of spaces in the easement. The Shared Parking Study also overstates the number of parking spaces existing on the Hotel Property by assuming more spaces than currently exist, e.g., spaces shown along Ventura Boulevard (where none currently exist) and the "valet" spaces, not existing at the Hotel Property now.

Project Permit Compliance Finding No. 1.e at p. 32 of the Approval Letter recognizes that access to the Landing Property will be from the existing driveway on Ventura Boulevard. What is not considered is the fact that the Ventura Boulevard driveway is a shared ingress-egress point (by legal easement) for both the Hotel Property and the Landing Property. Unless effectively conditioned, use of that driveway will overburden the easement as well as invite patrons and/or valets of the Landing Property to use the prime parking spaces in front of the Hotel building and traverse the Hotel parking area to go to and from the parking spaces at the easterly end of the Landing Property.

C. The Shared Parking Study does not consider operational impacts to the Hotel Property, Hotel Guests and the Hotel parking.

As a separate matter, the Shared Parking Study does not address the impact of Landing Property parking on the Hotel Property. Patrons to the Landing Property entering on Ventura Boulevard will surely park at the nearest spaces, i.e., spaces in front of the Hotel, which will deprive Hotel guests of convenient parking. The valets will have to shuttle

¹ A true and correct copy of the 1962 recorded document is attached hereto.

cars across the Hotel Property to park on the eastern end of the Landing Property, interfering with Hotel guests' use of the prime parking in front of the Hotel. There are also congestion problems from the valets interfering with the Hotel's use of the shared driveway from Ventura Boulevard. None of these practical operational issues are addressed in the Shared Parking Study or the Approval Letter.

Although Condition A. 9(e) at p. 6 of the Approval Letter provides that no parking spaces be designated for specific tenants or employees, additional assurance is required. The lease for the Equinox project considered approximately four years ago "required" that spaces be designated specifically for Equinox use. At the very least, the condition should be modified to include that no lease for any tenant allow or require designated parking.

IV. THE MITIGATED NEGATIVE DECLARATION IS INADEQUATE.

A. The Environmental review did not study parking and circulation impacts on the adjoining properties.

The Project Description for Mitigated Negative Declaration ENV-2014-887-MND (the "MND") states that the Hotel Property is not part of the Project and no parking for the Project will occur on the Hotel Property. However, the approved Shared Parking Study assumes there will be some overlap of parking and circulation between the two properties by stating that "overflow" parking from the Hotel will utilize valet parking on the Landing Property. The MND did not take into consideration the operational impacts on the Hotel Property parking or its guests.

B. Mitigation of the parking and circulation impacts is improperly deferred.

Requiring a circulation plan later, after 80% of the buildings are constructed and occupied, defers mitigation in violation of the California Environmental Quality Act ("CEQA"). Conditions A. 11 and B. 1, at pp. 6 and 15 of the Approval Letter, respectively, put off mitigation of the inevitability of impacts associated with the unknowns of the yet to be completed parking layout and circulation plan until after the majority of the project is completed. At that point, it is unclear as to whether any of the impacts could be adequately mitigated at all.

C. No comprehensive traffic impact study was conducted.

No. XVI-10 at p. 9 of the MND addresses "**Increased Vehicle Trips/Congestion**" and declares the Department of Transportation has identified significant project-related impacts that can be mitigated to a less than significant level by "[i]mplementing measure(s) detailed in said Department's communication to the Planning Department dated March 18, 2014 and attached shall be complied with. Such report and mitigation measures are incorporated herein by reference."

No such communication is attached to either the MND document retrieved from the Planning Department files or the Approval Letter. Nor is there any indication that a comprehensive and detailed study was conducted by the Department of Transportation or any other professional traffic engineer. Details of unique issues are warranted in this case. For example, the Project Description includes demolishing the existing banquet hall on the Landing Property. As an initial point, a still active and enforceable agreement between the Hotel Property and the Landing Property requires that a banquet facility comparable to the existing banquet facility be maintained on the Landing Property. As described, the project does not include replacing the banquet facility planned to be demolished. Further, specifically from a traffic point of view, consideration must be given to the fact that the proposed replacement floor area will have a much greater traffic impact than a banquet facility which is dormant most of the time.

D. The MND does not take into consideration the unique characteristics of the adjoining residential properties with respect to noise impacts.

The residential neighborhood located to the north of the Project is separated from the Landing Property by the Los Angeles River. There is no natural or manufactured sound barrier of any type between the residential neighborhood and the new shopping center. As such, these unique characteristics must be taken into account when mitigating noise impacts to the residential neighborhood.

At p. 9 of the MND, only construction related noise is considered and only standard mitigation measures are included. In this case, it is imperative that the lack of sound buffer between the Landing Property and the northerly residential neighborhood should be taken into account and appropriate mitigation should be imposed. Additionally, post-construction operational noise impacts must be considered and appropriately mitigated.

#1424 D1480-605

BEST COPY

SPACE ABOVE THIS LINE FOR RECORDERS USE

1424

PLACE ANY NECESSARY STAMPS IN THIS SPACE

Corporation Quitclaim Deed

AS, I. N. S. I.

FOR A VALUABLE CONSIDERATION, each of which is hereby acknowledged,

SPORTSMAN'S HAVEN, INC., a California

SEE 3.00 3 R

a corporation organized under the laws of the state of California

hereby REMISE, RELEASE AND WARRANT to

DALEDO CO., a partnership composed of DAVID HARTIG, LEONARD HARTIG and DONALD YRLE,

imparting to said partnership all property, interests and claims therein

That certain property in the County of Los Angeles,

State of California, as described in Exhibit "A"

attached hereto and by this reference incorporated

herein,

RECORDED IN THE COUNTY OF LOS ANGELES, CALIFORNIA
ON 10/18/61 AT 9 AM
BY S. L. L. COUNTY RECORDER

In Witness Whereof, said corporation has caused its corporate name and seal to be signed hereon and this instrument to be executed by its President and Secretary

President and Secretary

SPORTSMAN'S HAVEN, INC.

President

Secretary

Dated: November 26, 1961

NEW YORK

CITY OF NEW YORK

NEW YORK

NEW YORK

Nov 27 24 1961

before me, the undersigned a Notary Public in and for said County and State, personally appeared

LEONARD HARTIG

known to me to be the

LEONARD HARTIG

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SPACE ABOVE THIS LINE FOR RECORDERS USE ONLY

1424

ATTEST: My commission expires on the 24th day of _____, 1961.
LEONARD HARTIG
Notary Public in and for the County of Los Angeles, State of California

The Order No. 5079967
Known as Logo No.

LEONARD HARTIG, President and Secretary
389 North Beverly Drive
Beverly Hills, California

EXHIBIT "A"

That portions of lots 1 and 4 of Tract No. 156, in the city of Los Angeles, county of Los Angeles, state of California, as per map recorded in book 18 page 76 of maps, in the office of the county recorder of said county, described as follows:

Beginning at a point in the southerly line of said lot 3 that is distant along the southerly lines of lots 5, 4 and 1 of said Tract No. 156, South 79° 41' 31" East 701.66 feet from the southwesterly corner of said lot 5; thence north to a point in the southerly line of the land described in parcel 1304 of the Decree of Condemnation entered in Superior Court Los Angeles County Case No. 54785, a certified copy of which was recorded on April 6, 1951 as Instrument No. 2757 in book 15990 page 167 of Official Records of said county, said last mentioned point being the true point of beginning of this description; thence westerly along said last mentioned southerly line being along that certain curve therein concave southerly and having a radius of 1100 feet, to a line bearing North 0° 09' 13" East from a point in the southerly line of said lot 4 that is distant along the southerly lines of said lots 5 and 4, South 79° 41' 31" East 458.76 feet from the southwesterly corner of said lot 5; thence South 69° 13' West along said line, to a curve concave southerly and having a radius of 1040 feet, said last mentioned curve being concave with that curve in the southerly line of parcel 1303 of said Decree of Condemnation heretofore described as having a radius of 1100 feet, thence easterly along said concentric curve to a line parallel with said distant westerly 27', 35 feet, measured at right angles from the easterly line of said lot 4; thence southerly along said parallel line to the northerly line of Ventura Boulevard, 100 feet wide; thence easterly along said Ventura Boulevard to that certain course heretofore described as having a bearing of "North"; thence along said last mentioned course north to said true point of beginning.

(continued)

EXHIBIT "A"

1424

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EXCEPTING and reserving to the grantor herein and to its
successors and assigns an easement for ingress, egress and parking
to be used in common with grantor, its successors and assigns.

Exhibit G

Shared Parking Analysis dated May,
2014, and the addendum, dated
October 16, 2014



SHARED PARKING DEMAND ANALYSIS FOR SPORTSMEN'S LANDING

Located at 12825 - 12833 Ventura Boulevard
in the City of Los Angeles



Prepared for:
Sportsmen's Lodge REW, LLC

Prepared by:
Overland Traffic Consultants, Inc.
24325 Main Street #202
Santa Clarita, California 91321
(661) 799-8423

MAY 2014

**SHARED PARKING ANALYSIS FOR THE
SPORTSMEN'S LANDING**

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In the City of Los Angeles**

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(661) 799 - 8423**

May 2014



EXECUTIVE SUMMARY

This report provides the results of a study evaluating the hourly parking demand for the proposed Sportsmen's Landing commercial project. The proposed commercial project consists of removing the existing Sportsmen's Lodge Event Center and constructing a commercial center with a 30,000 square foot health club, approximately 36,003 square feet of retail and 25,766 square feet of restaurant floor area. The project will be situated west of the Sportsmen's Lodge (a 196 - room hotel) which will remain.

The project site is located near the northeast corner of Coldwater Canyon Avenue and Ventura Boulevard in the Studio City community of the City of Los Angeles, as shown in the following aerial photo. The project site is also located within the Ventura – Cahuenga Boulevard Corridor Specific Plan (VCBCSP) area.

The focus of this parking demand study is to document the code parking requirements for the Sportsmen's Landing project based on the sum of the individual uses, and to estimate its peak hour parking demand using the Urban Land Institute (ULI) shared parking demand model created for the Sportsmen's Landing.

After completion of the Sportsmen's Landing project, 619 parking spaces (594 marked spaces and a minimum of 25 valet spaces) will be provided for the Sportsmen's Land and the Sportsmen's Lodge, an increase of 52 parking spaces above the existing 567 parking spaces currently provided by the Sportsmen's Lodge and Event Center.

Looked at separately, the Sportsmen's Landing site will have 431 marked spaces and 15 valet spaces for a total 446 spaces. The hotel site will have 163 marked spaces will 10 additional spaces for valet if necessary with minimum of 7 overflow valet spaces on the Sportsmen's Landing site at all times.

A separate analysis has been conducted to show the relationship between Sportsmen's Landing parking demand and the hotel parking demand because of a private agreement between the hotel site owner and the lodge site owner.



This supplemental analysis shows that the peak parking demand generated by the Sportsmen's Landing can be fully supported by the parking located on the Sportsmen's Landing parcels (peak parking demand of 440 spaces with 446 spaces available, see Table 3). Whereas the hotel's peak parking at night and during the early morning hours of 163 parking spaces can be supported by the hotel parking supply with additional valet parking and overflow parking on the Sportsmen's Landing via the owners agreement. The different peak hours allows the two uses to co-existing without providing more parking than necessary.

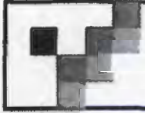
As shown in the following analysis, the peak parking demands for the Sportsmen's Landing project can be accommodated by providing 440 parking spaces. As part of the modification to the site, it is proposed that 430 marked parking spaces and up to 15 valet spaces be constructed to accommodate the Sportsmen's Landing peak parking demands. The following summarizes the key findings of this parking demand study:

I. SHARED PARKING DEMAND FOR SPORTSMEN'S LANDING PROJECT

1. Weekday Peak Parking Demand - The weekday hourly parking demand per use has been added together in the ULI shared parking model to estimate the peak parking demand for the Sportsmen's Landing project. The shared parking model for Sportsmen's Landing shows a peak weekday parking demand of 440 parking spaces occurring at 6:00 PM.
2. Weekend Peak Parking Demand - The weekend hourly parking demand has also been calculated with a peak parking demand of 396 parking spaces also occurring at 6:00 PM.

II. SHARED PARKING DEMAND FOR SPORTSMEN'S LANDING AND LODGE

1. Weekday Peak Parking Demand - The weekday hourly parking demand for the entire site has been calculated in the ULI shared parking model. The calculated peak weekday parking demand is 554 parking spaces at 6:00 PM.



2. **Weekend Peak Parking Demand** - The weekend parking demand for the entire site using the shared parking model shows a peak weekend parking demand of 540 parking spaces at 6:00 PM.

III. CODE PARKING FOR SPORTSMEN'S LANDING

1. The LA City Code parking requirements have been calculated by the applying the Ventura-Cahuenga Boulevard Corridor Specific Plan ("VCBCSP", Ord. #174.052) parking rates for the retail and restaurant uses. The Zoning Code Section 12.21.A.4.C.2 has been used for the proposed health club use. Using this approach, the sum of the individual parking requirements would be 702 parking spaces (144 spaces for the retail at 1 space / 250 s.f., 300 spaces for the health club at 1 space / 100 s.f. and 258 spaces for the restaurants (1 space / 100 s.f.).

IV. CODE PARKING FOR SPORTSMEN'S LODGE

1. A 196 - hotel room in the Specific Plan area under the VCBCSP would require 216 parking spaces (1 parking space for each guest room and 1 additional employee parking space for every 10 guest rooms (Section 7.1.d).

V. JUSTIFICATION FOR ADJUSTMENT TO ZONING CODE PARKING FOR SPORTSMEN'S LANDING

1. Pursuant to Section 7 F4 of the VCBCSP Ordinance and Section 12.24 X 20(a) of the Los Angeles City Zoning Code, the Director of Planning may permit shared parking as part of a Project Permit Compliance determination and reduce the number of required parking spaces provided that sufficient parking is provided based on a shared parking demand analysis. The Sportsmen's Landing project is planning to provide 445 parking spaces with a peak parking demand of 440 spaces.
2. The requested shared parking agreement and reduction in code parking for the Sportsmen's Landing project is justified based on evidence that health club uses like the Equinox Club do not generate parking demands as per the LA City Code. Parking demand surveys have been conducted for Equinox health clubs at

several locations in Southern California. These surveys all show Equinox health




clubs generate parking demand significantly below the LA Code parking rate for gyms.

3. The parking demand model shows that the Sportsmen's Landing project will not impact the Sportsmen's Lodge hotel during peak hours.



1/2008

PROJECT SETTING

 **Overland Traffic Consultants, Inc.**

27201 Toumey Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



SECTION 1

INTRODUCTION

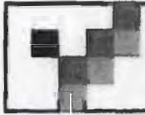
The existing Sportsmen's Lodge and Event Center consists of restaurants, banquet facilities and a 196 - room hotel and 567 parking spaces. The proposed project is to remove the 50,900 square foot event center and construct the approximately 91,769 square foot Sportsmen's Landing commercial center. The 196 - room hotel will remain in its current configuration. The Sportsmen's Landing and Lodge will provide up to 602 parking spaces parking spaces upon completion of the project.

The Sportsmen's Lodge and Event Center is located in the Studio City community of the City of Los Angeles near the northeast corner of Coldwater Canyon Avenue and Ventura Boulevard. The location of the project site is shown in Figure 1. The site plan is illustrated in Figure 2.

The focus of this parking demand study is to document the project's code parking requirements based on the sum of the individual uses and to estimate the peak hour parking demand using a shared parking demand model created for the Sportsmen's Landing project. An expanded analysis was also conducted to ensure the parking demand for the entire site can be accommodated.

City code parking requirements have been calculated based on the sum of the peak parking demands for each individual use. This calculation assumes all individual uses generate their peak parking demand at the same time during the day. It is generally accepted, however, that the parking demand of each use does not peak at the same time. Therefore, simply adding the peak parking demand for each individual use assuming no variation in parking demand produces an overall parking demand value that is generally too high for many development project.

The concept for shared parking is that a single parking space can be used to serve two or more individual uses without conflict. In other words, hourly parking demand differs between uses so that one space may provide parking for several uses during different times of the day.



Opportunities for shared parking within a project can be evaluated by creating hourly parking demand profiles for each use using data from the Urban Land Institute Shared Parking report. The creation of hourly parking demand profiles for each individual use provides the information necessary to more accurately evaluate the opportunities for shared parking during different times of the day within a development project.

Code parking ratios assume that nearly all users arrive by auto with typical auto occupancy. Parking demand data for different uses is provided in the Urban Land Institute (ULI) Shared Parking database documents adjustments to the parking ratios due to the effects of mode split, auto occupancy (persons per car) and captive market. The recommended adjustments in the ULI Shared Parking report provide a systematic way to apply appropriate adjustments to the parking ratios.

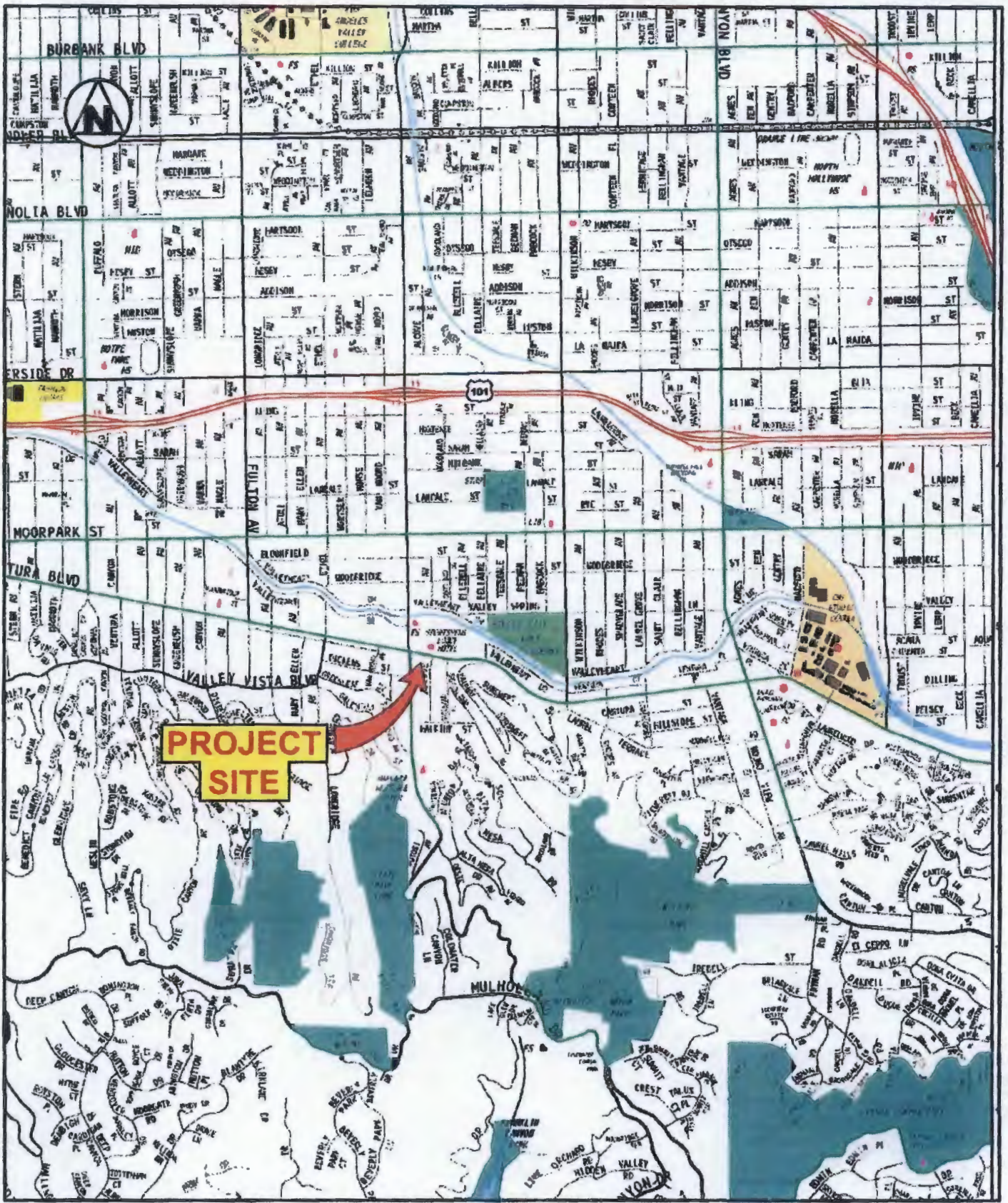
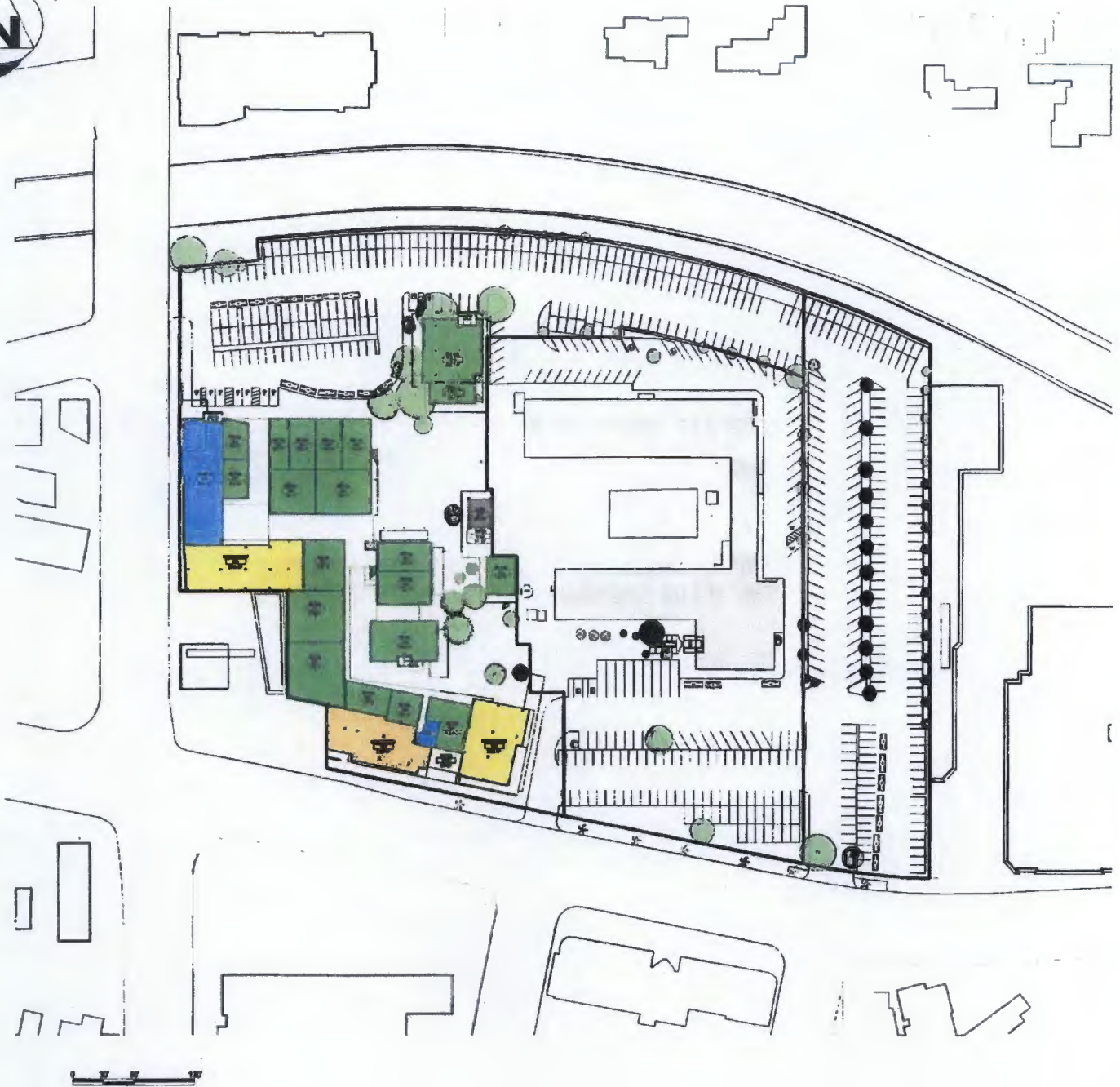


FIGURE 1

01/05/2008

PROJECT LOCATION

Overland Traffic Consultants, Inc.
 27201 Tourney Road #206, Santa Clara, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



SPORTSMEN'S LANDING: 431 MARKED SPACES AND 15 VALET SPACES MINIMUM
SPORTSMEN'S LODGE: 163 SPACES AND 10 VALET SPACES MINIMUM
TOTAL ON - SITE: 594 MARKED SPACES AND 25 VALET MINIMUM
(619 PARKING SPACES WITH TOTAL PEAK PARKING DEMAND OF 554 SPACES)

FIGURE 2

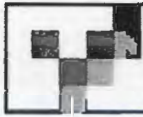
DATE

**SPORTSMEN'S LANDING
CONCEPT PLAN AND PARKING LAYOUT**



Overland Traffic Consultants, Inc.

24325 Main Street, #202, Santa Clarita, CA 91321
(661) 799-8423, OTC@overlandtraffic.com



SECTION 2

CITY CODE PARKING REQUIREMENTS

City parking requirements for the sum of the individual uses have been calculated by applying the VCBCSP (Section 7.F.1) and Zoning Code (Section 12.21A.4) parking rates. VCBCSP parking rates were applied to the retail, restaurant and hotel uses with Zoning Code parking rates applied to the health club use. A total of 702 parking spaces have been calculated for the sum of the individual uses within the Sportsmen's Landing project with an additional 216 spaces for the Sportsmen's Lodge, Table 1 below shows the parking requirements per use using the code sections.

Table 1
Sportsmen's Landing and Sportsmen's Lodge
City of Los Angeles Code Parking Requirements

<u>Use, Size</u>	<u>Code Parking Rates</u>	<u>Parking Spaces</u>
Retail, 36,003 s.f.	1 space / 250 s.f.	144
Restaurant, 25,766 s.f.	1 space / 100 s.f.	258
Health Club, 30,000 s.f.	1 spaces / 100 s.f.	300
		702 spaces
Hotel, 196 rooms	1 space / room & 1 employee space / 10 rooms	216
		918 spaces

The requested shared parking agreement and reduction in code parking for the Sportsmen's Landing project is justified based on parking demand surveys of similar health clubs in Los Angeles, Pasadena and Beverly Hills. These surveys document that health clubs similar to Equinox and Sports Club LA generate parking demand significantly below the LA Code parking rate for gyms which is 10 spaces / 1,000 s.f. The base health club rate used in this study for the weekday per the ULI database is 7.0 spaces / 1,000 s.f. The findings of the local health club parking data is summarized below and included in the appendix of this study. Also included in the appendix is the ITE parking data for health clubs which indicates an average peak weekday parking rate of 5.27 parking spaces per 1,000 s.f.:

Westwood Equinox - 5.16 spaces / 1,000 s.f.

Santa Monica Equinox - 4.77 spaces / 1000 s.f.

Beverly Hills Sports Club LA - 3.65 spaces / 1000 s.f.

Pasadena Equinox - 4.08 spaces / 1,000 s.f., and

Woodland Hills Equinox - 4.03 spaces / 1,000 s.f.)

SECTION 3

SHARED PARKING DEMAND ANALYSIS

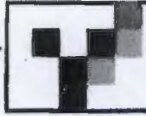
The shared parking concept for a development project recognizes that combining compatible land uses in a single development results in less parking demand than would be required for separate freestanding developments of similar size. Section 7.F.4 of the VCBCSP and Section 12.24 X 20 of the Los Angeles City Zoning Code allows for a reduction in parking based on a shared parking analysis.

Shared parking is defined as a parking space that can be used to provide parking for more than one land use. Since hourly demand differs between uses the opportunity exists for several uses to share a parking space during different hours of the day. This variation in the peak accumulation of parking demand by different hours of the day for different uses allows the implementation of shared parking.

Parking demand data from the Urban Land Institute Shared Parking Report has been applied to estimate employee and visitor peak parking demand requirements. The ULI report is also the main data source for the creation of the individual parking accumulation profiles, mode and captive market adjustments. Table 2 below shows the default ULI parking demand factors for each individual use.

Table 2
Sportsmen's Landing
ULI Peak Parking Demand Rates – Weekday & Weekend

<u>Use</u>	<u>Weekday Parking Rates</u>	<u>Weekend Parking Rates</u>
Restaurant	10 spaces / 1,000 s.f.	10 spaces / 1,000 s.f.
Retail	3.6 spaces / 1,000 s.f.	4 spaces / 1,000 s.f.
Hotel	1.15 spaces / room	1.18 spaces / room
Health Club	7.0 spaces / 1,000 s.f.	5.75 spaces / 1,000 s.f.



Parking demand data for different users is provided in the Urban Land Institute (ULI) Shared Parking database. Adjustment data for parking ratios is provided to account for mode split and captive market, such as: (1) employee transit use, carpool or to be dropped off and picked up by others, (2) captive market effect from registered hotel guest use of the on-site health club, retail and restaurants, and (4) hotel guests usage of hotel shuttles, taxi services and public transportation. Following the recommendations by ULI, downward adjustments to the default peak hour parking demand factors have been made to both visitors and employee parking demands. The ULI adjustments include a 10% mode adjustment (non-auto and auto occupancy) for employees and 5% for all others and 10% captive adjustments (visitors already present on-site and are likely patrons of a second use).

The ULI parking accumulation profiles show the variation in the parking demand during different hours of the day for each use. The hourly parking demand for each use is then combined in the shared parking model to estimate the parking demand by the project.

The ULI hourly parking accumulation profiles for the Sportsmen's Landing are shown in Table 3 for the weekday and weekend. The results of the ULI shared parking model are shown graphically in Figures 3 and 4 for the weekday and weekend, respectively. ULI defines the weekend to include Friday evenings and all day Saturday.

The total parking demand profile for the entire site including the Sportsmen's Lodge hourly parking profiles are presented in Table 4 and illustrated in Figures 5 and 6 for the weekday and weekend, respectively.



Overland Traffic Consultants, Inc.

Table 3
Sportsmen's Landing
ULI Time - of - Day Parking Demand Per User

Weekday																			
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center	1	4	7	14	28	46	64	71	71	71	68	60	50	39	28	18	11	4	-
Employee	2	3	8	15	17	19	20	20	20	20	20	19	19	19	18	15	8	3	-
Casual Dining Restaurant	-	-	-	-	17	47	87	87	76	47	58	87	110	116	116	116	110	87	29
Employee	5	5	11	17	20	20	20	20	20	17	17	23	23	23	23	23	23	19	8
Family Restaurant	17	34	40	51	57	61	67	61	34	30	30	51	54	54	54	40	37	34	17
Employee	6	9	11	11	13	13	13	13	13	9	9	12	12	12	12	10	8	8	4
Health Club	110	63	63	110	110	125	94	110	110	110	125	141	157	141	125	110	55	16	-
Employee	11	11	11	11	11	11	11	11	11	11	11	15	15	11	8	3	3	3	-
Sportmen's Landing Total	152	129	151	229	273	342	376	393	355	315	338	408	440	415	384	335	255	174	58
Weekend																			
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center	1	4	8	16	31	47	63	75	79	79	75	67	55	47	39	24	16	8	-
Employee	2	4	9	18	20	22	23	23	23	23	23	22	20	19	18	15	11	4	-
Casual Dining Restaurant	-	-	-	-	-	18	59	64	53	53	53	70	105	111	117	105	105	105	59
Employee	4	4	6	13	16	16	16	16	16	16	16	22	22	22	22	22	22	18	11
Family Restaurant	7	17	30	47	60	60	67	57	43	27	30	40	47	47	43	20	17	10	7
Employee	6	9	11	11	13	13	13	13	13	9	9	12	12	12	12	10	8	8	4
Health Club	105	59	46	66	46	66	66	39	33	39	72	132	125	79	39	13	1	1	-
Employee	5	5	5	5	5	5	5	5	5	5	7	10	10	7	5	2	2	2	-
Sportmen's Landing Total	130	102	115	176	191	247	312	292	265	251	285	375	396	344	295	211	182	156	81



Table 4
 Sportsmen's Landing and Sportsmen's Lodge
 ULI Time - of - Day Parking Demand Per User

Weekday																			
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center	1	4	7	14	28	46	64	71	71	71	68	60	50	39	28	18	11	4	-
Employee	2	3	8	15	17	19	20	20	20	20	20	19	19	19	18	15	8	3	-
Casual Dining Restaurant	-	-	-	-	17	47	87	87	76	47	58	87	110	116	116	116	110	87	29
Employee	5	5	11	17	20	20	20	20	20	17	17	23	23	23	23	23	23	19	8
Family Restaurant	17	34	40	51	57	61	67	61	34	30	30	51	54	54	54	40	37	34	17
Employee	6	9	11	11	13	13	13	13	13	9	9	12	12	12	12	10	8	8	4
Health Club	110	63	63	110	110	125	94	110	110	110	125	141	157	141	125	110	55	16	-
Employee	11	11	11	11	11	11	11	11	11	11	11	15	15	11	8	3	3	3	-
Hotel	110	110	105	93	81	81	76	76	81	81	87	93	99	99	105	110	110	116	116
Employee	11	11	34	34	38	38	38	38	38	38	34	26	15	8	8	8	8	8	8
Totals	273	250	290	356	392	461	490	507	474	434	459	527	554	522	497	453	373	298	182
Weekend																			
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center	1	4	8	16	31	47	63	75	79	79	75	67	55	47	39	24	16	8	-
Employee	2	4	9	18	20	22	23	23	23	23	23	22	20	19	18	15	11	4	-
Casual Dining Restaurant	-	-	-	-	-	18	59	64	53	53	53	70	105	111	117	105	105	105	59
Employee	4	4	6	13	16	16	16	16	16	16	16	22	22	22	22	22	22	18	11
Family Restaurant	7	17	30	47	60	60	67	57	43	27	30	40	47	47	43	20	17	10	7
Employee	6	9	11	11	13	13	13	13	13	9	9	12	12	12	12	10	8	8	4
Health Club	105	59	46	66	46	66	66	39	33	39	72	132	125	79	39	13	1	1	-
Employee	5	5	5	5	5	5	5	5	5	5	7	10	10	7	5	2	2	2	-
Hotel	143	143	136	121	106	106	98	98	106	106	113	121	128	128	136	143	143	151	151
Employee	8	8	24	24	26	26	26	26	26	26	24	20	16	14	14	14	12	12	8
Totals	281	253	275	321	323	379	436	416	397	383	422	516	540	486	445	368	337	319	240



Figure 3
Sportmen's Landing
Typical Weekday Peak-Hour Parking Demand

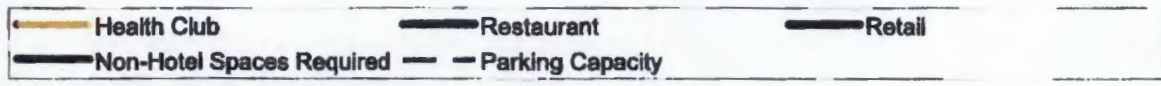
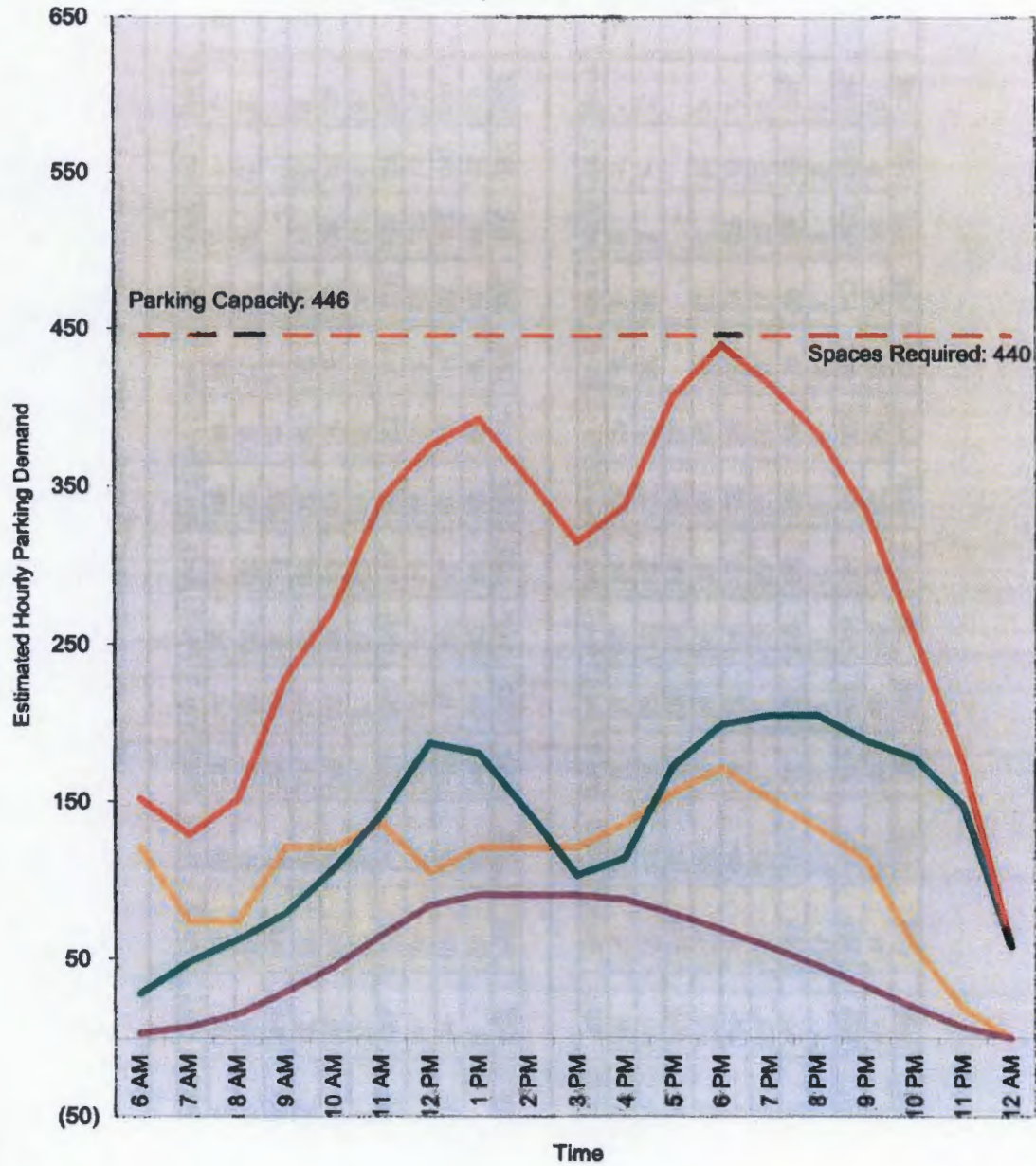


Figure 4
Sportmen's Landing
Typical Weekend Peak-Hour Parking Demand

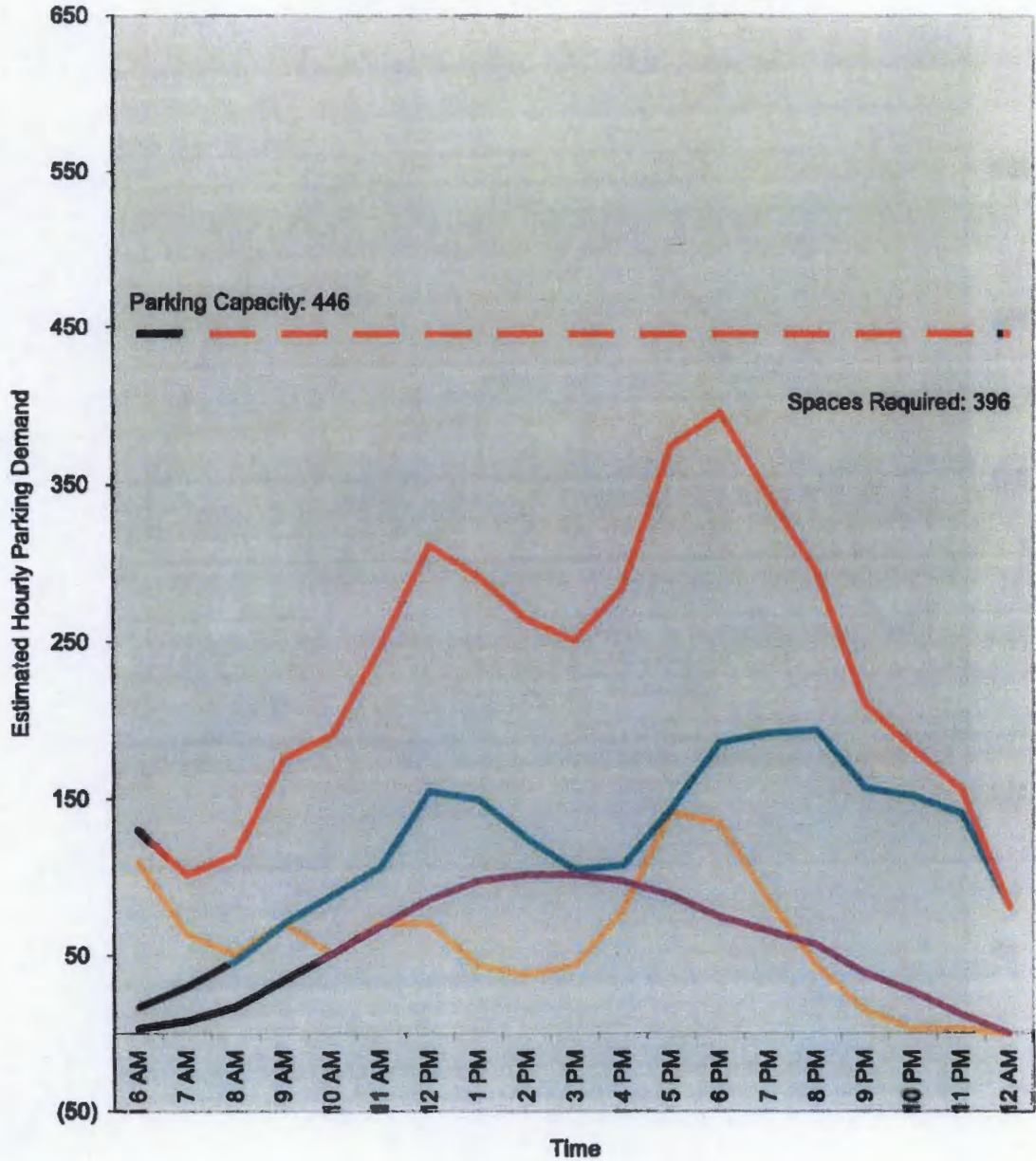
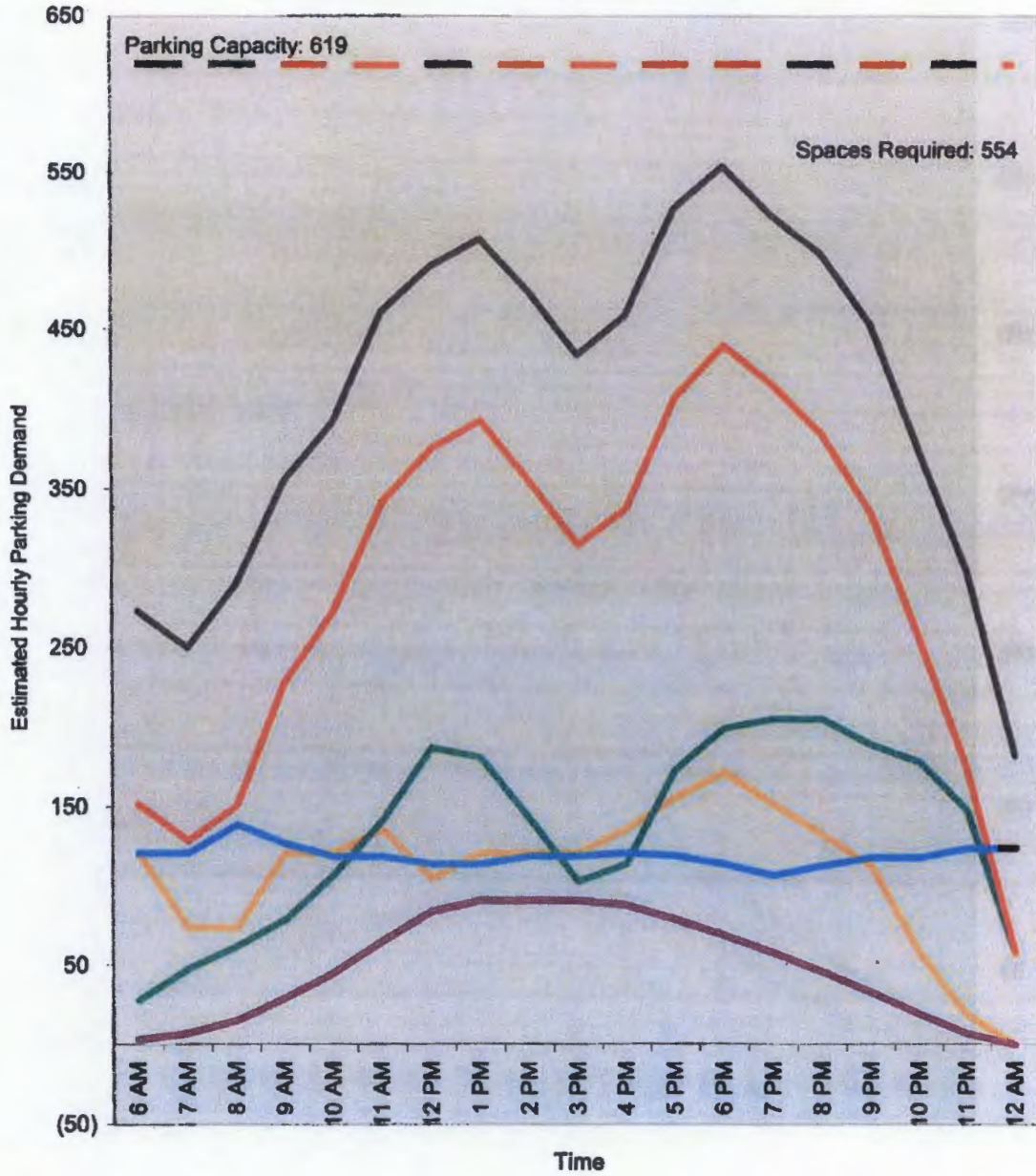




Figure 5
Total Sportmen's Landing and Lodge
Typical Weekday Peak-Hour Parking Demand



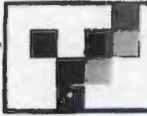
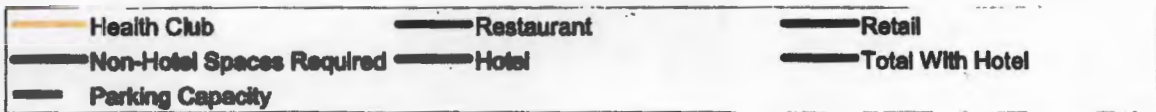
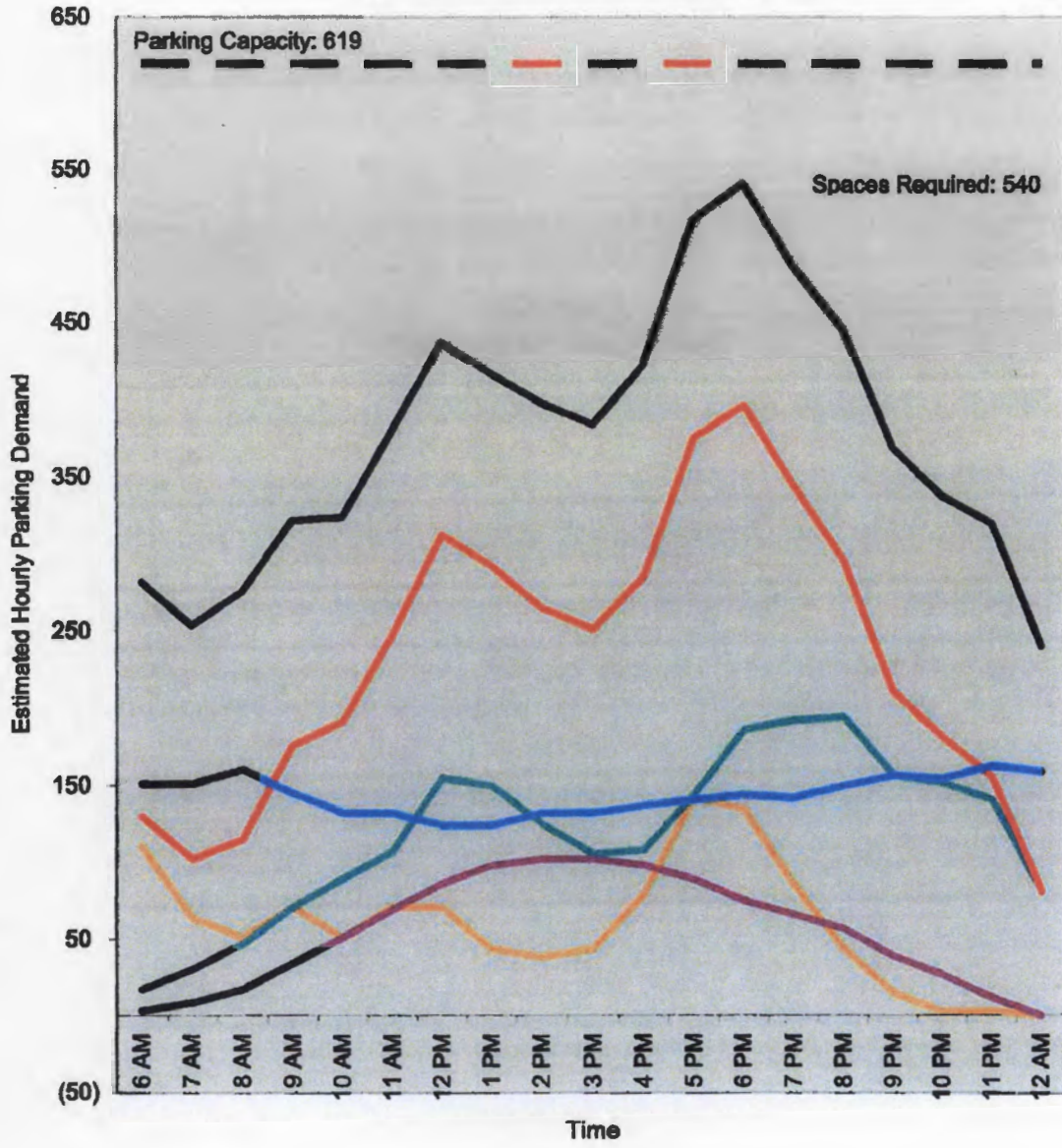


Figure 6
Sportmen's Landing and Lodge
Typical Weekend Peak-Hour Parking Demand



**Appendix
Health Club Survey Data**

**ATTACHMENT A
EQUINOX WESTWOOD (MEMBERS)
HOURLY PARKING UTILIZATION SUMMARY**

PARKING UTILIZATION (SPACES OCCUPIED)								
Hour Beginning	Saturday 5-08-10	Sunday 5-09-10	Monday 5-10-10	Tuesday 5-11-10	Wednesday 5-12-10	Thursday 5-13-10	Friday 5-14-10	Two-Day Weekday Avg. (Mon. & Tues.)
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	5	9	5	7	0	7
5:00 AM	0	0	44	75	58	61	12	60
6:00 AM	7	2	85	120	101	105	23	103
7:00 AM	45	12	111	134	131	113 *	56	123
8:00 AM	126	35	90	111	112	101	74	101
9:00 AM	181	72	114	118	98	102	98	118
10:00 AM	189 *	123 *	85	76	81	82	86	81
11:00 AM	112	86	65	64	69	66	66	65
12:00 PM	77	52	80	67	88	58	69	74
1:00 PM	73	38	72	47	52	29	58	80
2:00 PM	53	40	43	37	49	29	41	40
3:00 PM	67	42	55	60	52	39	58	58
4:00 PM	62	61	91	90	79	57	65	91
5:00 PM	52	68	203	148	137	87	121 *	176
6:00 PM	27	24	220 *	202 *	157 *	61	110	211 *
7:00 PM	1	1	126	141	111	19	48	134
8:00 PM	0	0	85	55	66	6	8	60
9:00 PM	0	0	14	14	8	2	0	14
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0

* Peak number of parking spaces occupied.

PARKING UTILIZATION AS PERCENTAGE AS PERCENTAGE OF PEAK-HOUR UTILIZATION			
Hour Beginning	Saturday	Sunday	Two-Day Weekday Avg. (Mon. & Tues.)
12:00 AM	0%	0%	0%
1:00 AM	0%	0%	0%
2:00 AM	0%	0%	0%
3:00 AM	0%	0%	0%
4:00 AM	0%	0%	3%
5:00 AM	0%	0%	28%
6:00 AM	4%	2%	49%
7:00 AM	24%	10%	58%
8:00 AM	87%	28%	48%
9:00 AM	96%	59%	55%
10:00 AM	100%	100%	38%
11:00 AM	59%	70%	31%
12:00 PM	41%	42%	35%
1:00 PM	39%	29%	28%
2:00 PM	28%	33%	19%
3:00 PM	35%	34%	27%
4:00 PM	33%	50%	43%
5:00 PM	28%	65%	83%
6:00 PM	14%	20%	100%
7:00 PM	1%	1%	64%
8:00 PM	0%	0%	28%
9:00 PM	0%	0%	7%
10:00 PM	0%	0%	0%
11:00 PM	0%	0%	0%

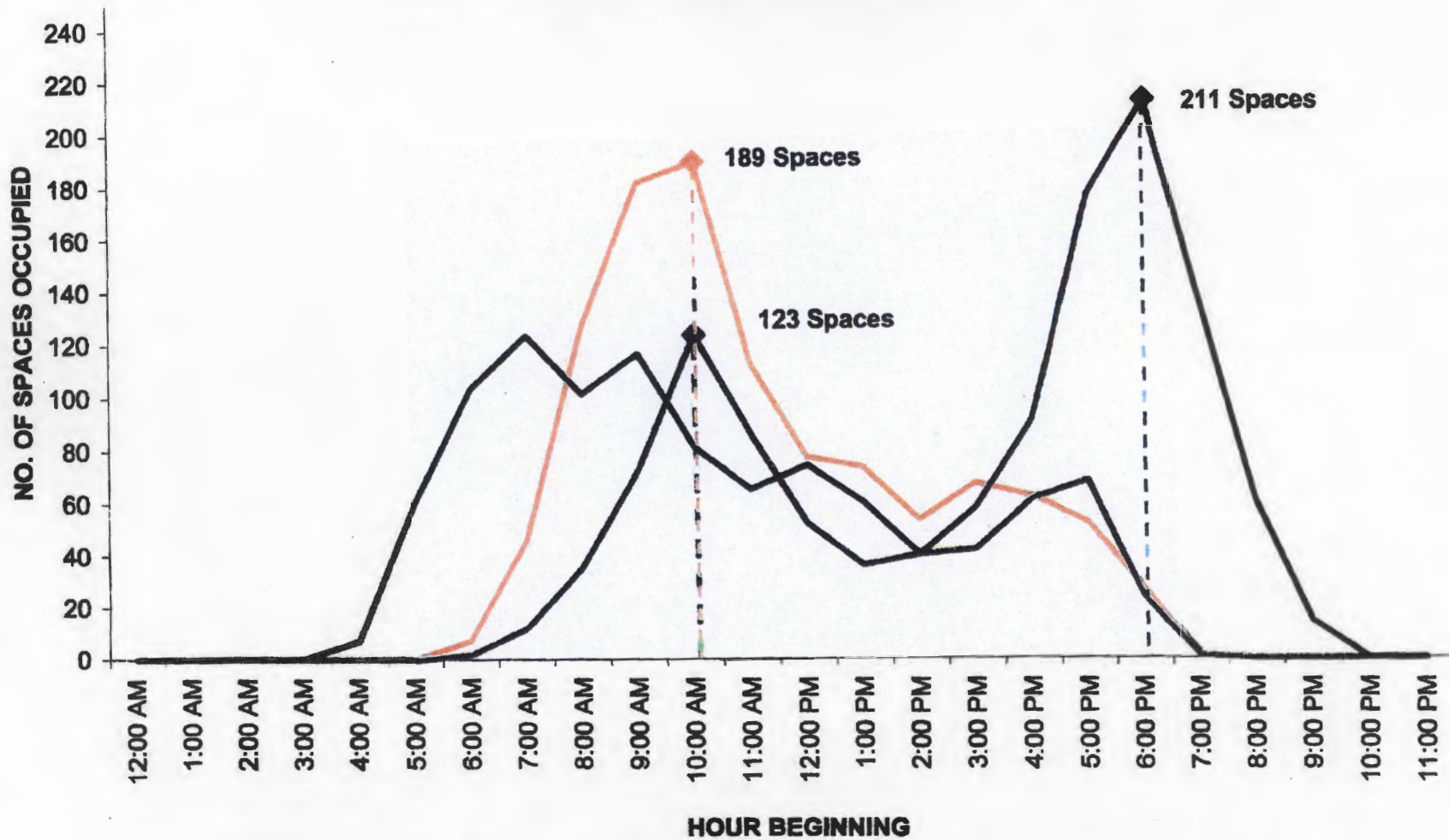
**ATTACHMENT B
EQUINOX SANTA MONICA (MEMBERS)
HOURLY PARKING UTILIZATION SUMMARY**

PARKING UTILIZATION (SPACES OCCUPIED)								
Hour Beginning	Saturday 5-08-10	Sunday 5-09-10	Monday 5-10-10	Tuesday 5-11-10	Wednesday 5-12-10	Thursday 5-13-10	Friday 5-14-10	Two-Day Weekday Avg. (Mon. & Wed.)
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0
5:00 AM	0	0	4	7	1	1	4	6
6:00 AM	0	0	13	48	22	25	26	31
7:00 AM	23	6	31	75	45	27	35	53
8:00 AM	94	60	30	81	49	46	41	56
9:00 AM	119	84 *	72	83	78	73	45	78
10:00 AM	130 *	73	61	63	50	52	46	62
11:00 AM	93	79	60	61	58	41	62	71
12:00 PM	63	52	65	44	64	38	65	55
1:00 PM	36	29	31	30	34	37	39	31
2:00 PM	36	27	29	34	37	30	28	32
3:00 PM	39	31	38	43	41	55	34	41
4:00 PM	38	39	67	63	71	71	57	60
5:00 PM	23	48	129	132	126	105 *	80 *	131
6:00 PM	7	12	152 *	136 *	141 *	104	70	147 *
7:00 PM	0	0	89	114	87	74	39	102
8:00 PM	0	0	37	40	30	27	22	39
9:00 PM	0	0	5	1	3	4	0	3
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0

* Peak number of parking spaces occupied.

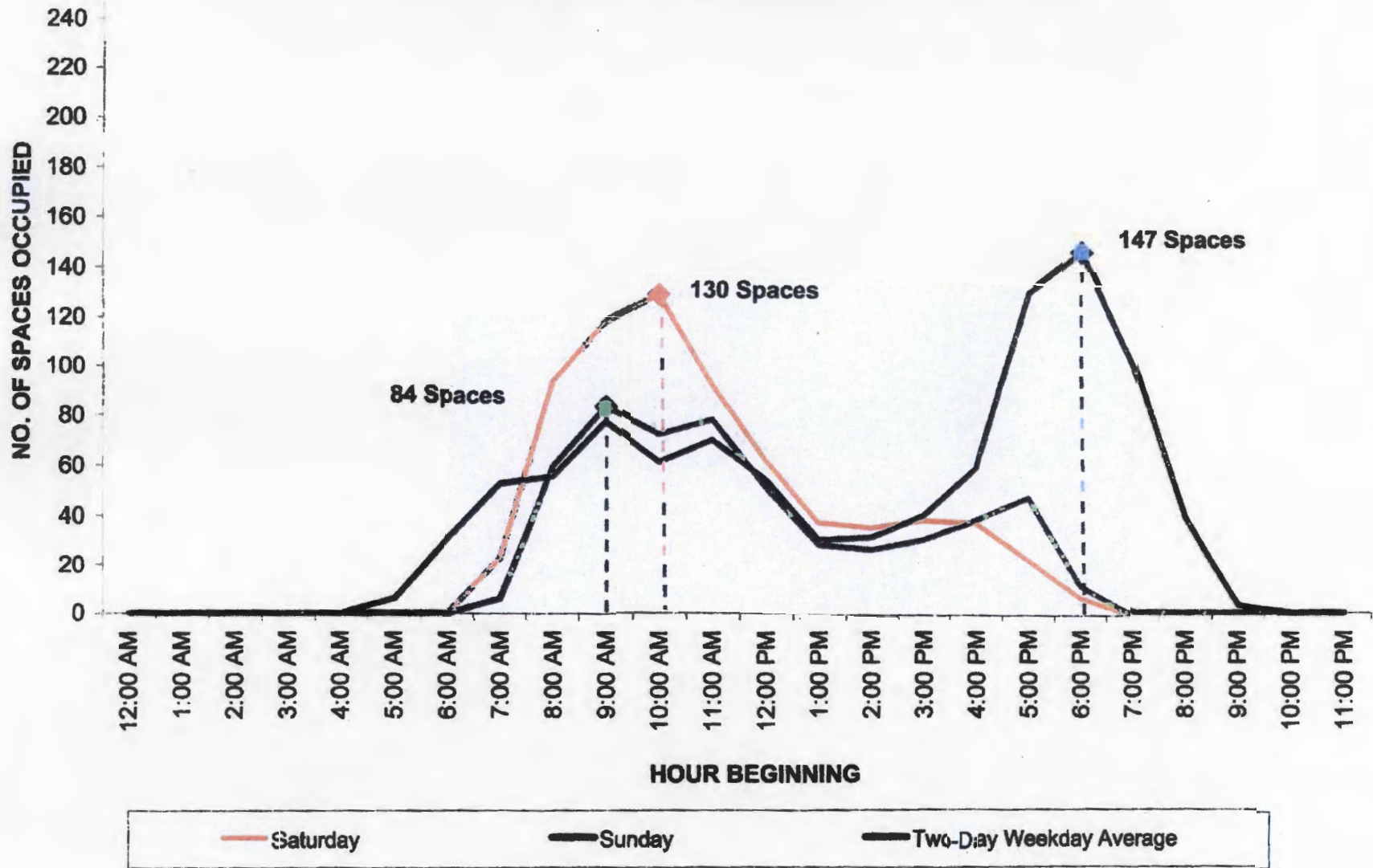
PARKING UTILIZATION AS PERCENTAGE AS PERCENTAGE OF PEAK-HOUR UTILIZATION			
Hour Beginning	Saturday	Sunday	Two-Day Weekday Avg. (Mon. & Wed.)
12:00 AM	0%	0%	0%
1:00 AM	0%	0%	0%
2:00 AM	0%	0%	0%
3:00 AM	0%	0%	0%
4:00 AM	0%	0%	0%
5:00 AM	0%	0%	4%
6:00 AM	0%	0%	21%
7:00 AM	18%	7%	36%
8:00 AM	72%	71%	38%
9:00 AM	82%	100%	53%
10:00 AM	100%	87%	42%
11:00 AM	72%	94%	48%
12:00 PM	48%	62%	37%
1:00 PM	29%	35%	21%
2:00 PM	26%	32%	22%
3:00 PM	30%	37%	26%
4:00 PM	29%	46%	41%
5:00 PM	18%	57%	89%
6:00 PM	5%	14%	100%
7:00 PM	0%	0%	68%
8:00 PM	0%	0%	27%
9:00 PM	0%	0%	2%
10:00 PM	0%	0%	0%
11:00 PM	0%	0%	0%

**ATTACHMENT C
EQUINOX WESTWOOD (MEMBERS)
PARKING UTILIZATION PROFILE
TWO-DAY WEEKDAY AVERAGE, AND SATURDAY AND SUNDAY**

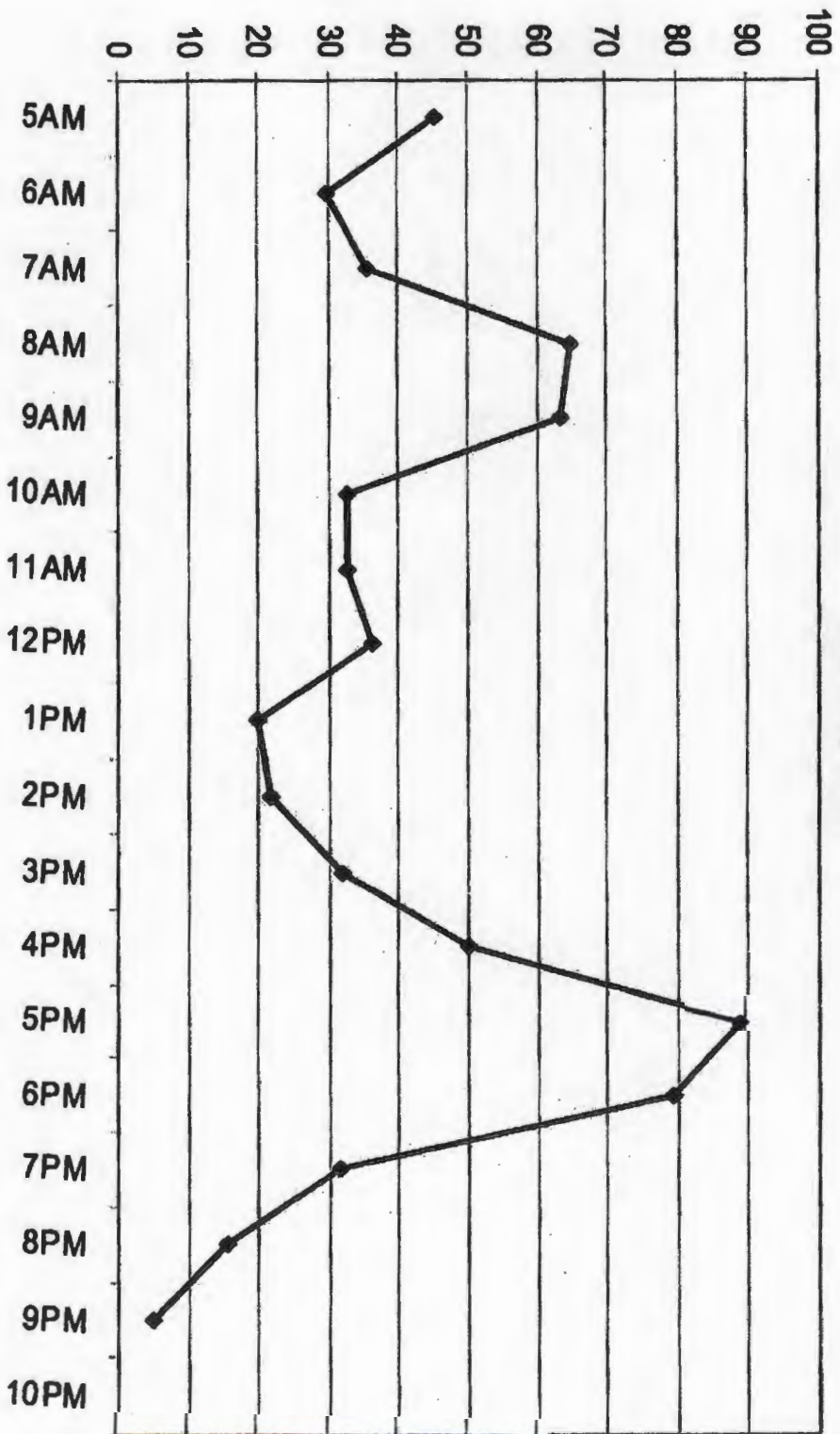


Saturday
 Sunday
 Two-Day Weekday Average

**ATTACHMENT D
EQUINOX SANTA MONICA (MEMBERS)
PARKING UTILIZATION PROFILE
TWO-DAY WEEKDAY AVERAGE, AND SATURDAY AND SUNDAY**



EQUINOX Pasadena, CA
(Pasero Colorado Shopping Center)
26,500 SF
Weekday Average Member Check-Ins
February 2010



EQUINOX PASADENA

26,500 SF

February 2010 Member Check-Ins

Day of the Month	Week Day	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
01-Feb	Mon	46	24	50	73	49	30	37	44	19	27	24	63	110	102	54	23	4	
02-Feb	Tue	45	33	42	74	67	25	44	38	20	27	29	60	98	91	48	17	6	
03-Feb	Wed	52	37	35	73	40	37	28	41	18	24	36	41	87	77	31	24	5	
04-Feb	Thu	43	33	38	75	74	27	30	26	13	22	32	45	75	88	25	18	3	
05-Feb	Fri	51	29	35	67	59	43	29	31	28	32	29	41	63	29	17	3		
06-Feb	Sat		5	68	82	108	70	82	35	42	36	38	33	32	14				
07-Feb	Sun			46	56	84	54	60	32	24	23	28	30	25	8				
08-Feb	Mon	51	33	33	62	68	35	36	40	21	28	41	62	119	108	40	16	5	
09-Feb	Tue	49	38	39	65	86	24	28	39	14	15	34	50	102	85	42	17	6	
10-Feb	Wed	48	30	31	69	41	28	33	45	18	25	43	42	105	84	38	23	4	
11-Feb	Thu	43	23	34	66	78	32	21	37	20	20	36	42	66	95	25	19	4	
12-Feb	Fri	38	27	32	61	76	33	37	20	16	13	40	40	66	38	24	3		
13-Feb	Sat		7	71	91	87	54	52	41	23	13	22	28	31	7				
14-Feb	Sun			28	39	39	41	38	14	11	17	22	40	41	4				
15-Feb	Mon	22	23	26	71	68	55	44	43	24	28	27	60	76	63	21	15	5	
16-Feb	Tue	50	30	38	58	80	31	30	36	19	13	37	51	98	85	39	23	6	
17-Feb	Wed	48	30	33	55	48	28	38	43	18	15	35	60	88	99	29	21	10	
18-Feb	Thu	41	30	43	68	72	37	27	37	22	24	27	38	82	91	28	13	4	
19-Feb	Fri	46	18	33	62	42	40	30	37	27	17	21	38	87	40	20	6		
20-Feb	Sat		5	83	88	113	63	54	40	31	36	33	21	33	5				
21-Feb	Sun			23	30	59	53	35	15	18	36	42	63	35	14				
22-Feb	Mon	51	29	40	59	59	40	46	43	24	24	25	67	116	100	33	20	8	
23-Feb	Tue	48	35	40	63	85	26	30	35	18	13	28	56	100	100	38	12	6	
24-Feb	Wed	44	29	25	54	42	35	34	33	20	28	39	36	66	96	33	19	6	
25-Feb	Thu	40	40	33	63	89	30	31	35	15	19	31	50	71	85	31	12	1	
26-Feb	Fri	47	26	32	62	46	43	23	24	30	22	28	52	72	33	16	8		
27-Feb	Sat		3	70	88	116	83	55	31	23	19	31	36	33	19				
28-Feb	Sun		3	46	42	59	46	32	30	11	21	41	41	48	8				
Weekday Average:		45	30	36	65	63	33	33	36	20	22	32	50	89	79	31	16	8	
Weekend Average			5	54	68	80	68	49	30	23	25	32	37	38	10				

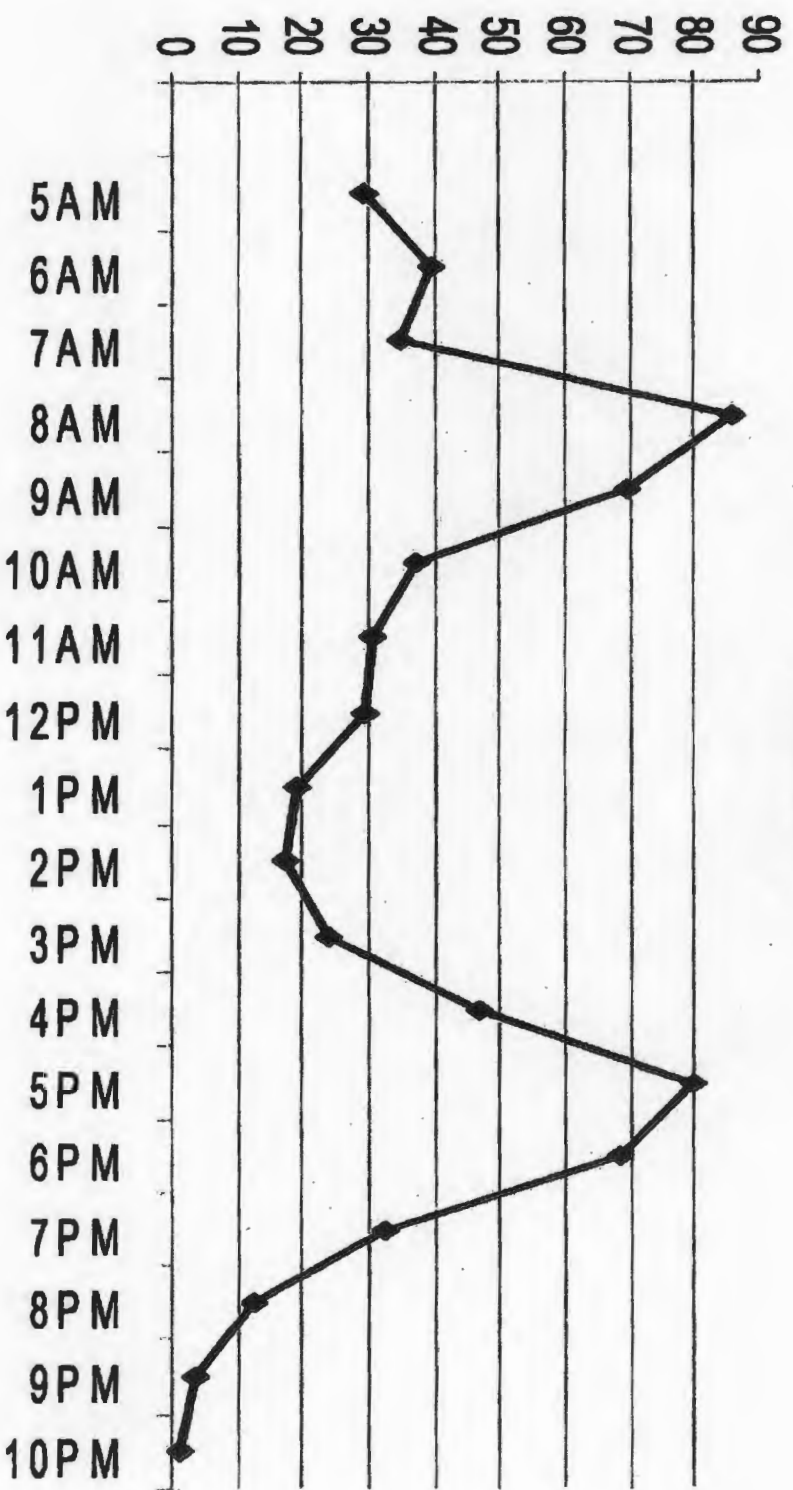
EQUINOX Woodland Hills, CA

(Warner Center)

30,000 SF

Weekday Average Member Check-ins

February 2010



EQUINOX WOODLAND HILLS (Warner Center)

30,000 SF

February 2010 Member Check-ins

Day of the Month	Week Day	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
01-Feb	Mon	34	33	39	85	61	31	30	46	21	19	24	59	121	76	49	21	4	1
02-Feb	Tue	26	40	46	87	81	34	42	30	19	20	23	60	69	81	54	11	6	
03-Feb	Wed	44	38	33	104	72	32	48	37	22	10	26	46	99	80	32	18	6	
04-Feb	Thu	23	35	38	83	63	48	31	25	23	15	23	47	61	74	35	14	9	
05-Feb	Fri	24	40	34	74	73	29	27	31	16	23	33	41	68	41	16	4		
06-Feb	Sat		1	67	83	86	90	44	27	27	37	31	28	31	9				
07-Feb	Sun		1	21	62	100	63	51	24	26	17	16	12	5	1				
08-Feb	Mon	38	32	33	82	58	57	28	28	24	13	29	45	113	70	54	13	1	
09-Feb	Tue	28	57	41	89	79	29	36	38	17	30	22	67	72	79	41	14	4	
10-Feb	Wed	43	32	38	98	66	48	27	23	16	13	28	49	93	75	35	18	1	
11-Feb	Thu	21	50	29	75	70	38	35	30	26	11	18	41	58	77	28	17	3	
12-Feb	Fri	28	30	32	80	67	36	25	25	17	20	22	35	65	32	18	3		
13-Feb	Sat		2	55	74	80	72	26	24	16	20	21	25	26	7				
14-Feb	Sun			22	41	90	39	34	15	15	19	20	18	14	4				
15-Feb	Mon	16	19	35	62	66	58	32	25	21	20	26	60	65	48	23	8	3	
16-Feb	Tue	27	43	44	85	90	31	27	31	17	18	23	54	61	76	29	10		
17-Feb	Wed	40	47	26	102	64	36	33	32	21	17	29	39	96	90	27	19	4	
18-Feb	Thu	22	46	33	83	74	36	23	20	18	14	23	58	56	78	39	6	1	
19-Feb	Fri	26	37	28	85	47	24	21	25	14	15	26	33	78	55	17	4		
20-Feb	Sat		2	70	79	84	63	40	26	36	26	26	22	30	13				
21-Feb	Sun			20	79	77	57	41	25	16	22	24	27	13	5				
22-Feb	Mon	43	41	49	71	86	57	28	34	18	23	18	43	111	74	36	23	3	
23-Feb	Tue	23	54	36	81	78	37	28	26	14	19	27	48	64	81	44	16	1	
24-Feb	Wed	42	40	25	106	66	36	36	30	21	13	25	36	96	68	35	19	1	
25-Feb	Thu	15	39	27	87	68	28	30	24	20	22	21	53	54	62	24	13	6	
26-Feb	Fri	32	36	30	94	56	25	20	26	17	19	19	37	73	52	15	4		
27-Feb	Sat		2	62	74	75	84	35	40	30	23	26	25	24	4				
28-Feb	Sun			24	58	87	52	42	22	25	20	22	31	22	5				
Weekday Average:		30	39	35	86	69	37	30	29	19	18	24	47	80	68	32	13	3	1
Weekend Average			2	43	69	85	66	39	25	24	23	23	24	21	6				

**ATTACHMENT E(1)
EQUINOX WESTWOOD (MEMBERS)
WEEKDAY PEAK PARKING DEMAND RATIO**

Equinox Westwood:	40,902 sf
Peak Parking Utilization, Two-Day Average:	211 spaces
Peak Parking Demand Ratio:	$\frac{211 \text{ spaces}}{40,902 \text{ sf}} = 5.16 \text{ spaces / 1,000 sf}$

**ATTACHMENT E(2)
EQUINOX SANTA MONICA (MEMBERS)
WEEKDAY PEAK PARKING DEMAND RATIO**

Equinox Santa Monica:	30,810 sf
Peak Parking Utilization, Two-Day Average:	147 spaces
Peak Parking Demand Ratio:	$\frac{147 \text{ spaces}}{30,810 \text{ sf}} = 4.77 \text{ spaces / 1,000 sf}$

**ATTACHMENT E(3)
SPORTS CLUB LA, BEVERLY HILLS (MEMBERS)
WEEKDAY PEAK PARKING DEMAND RATIO ***

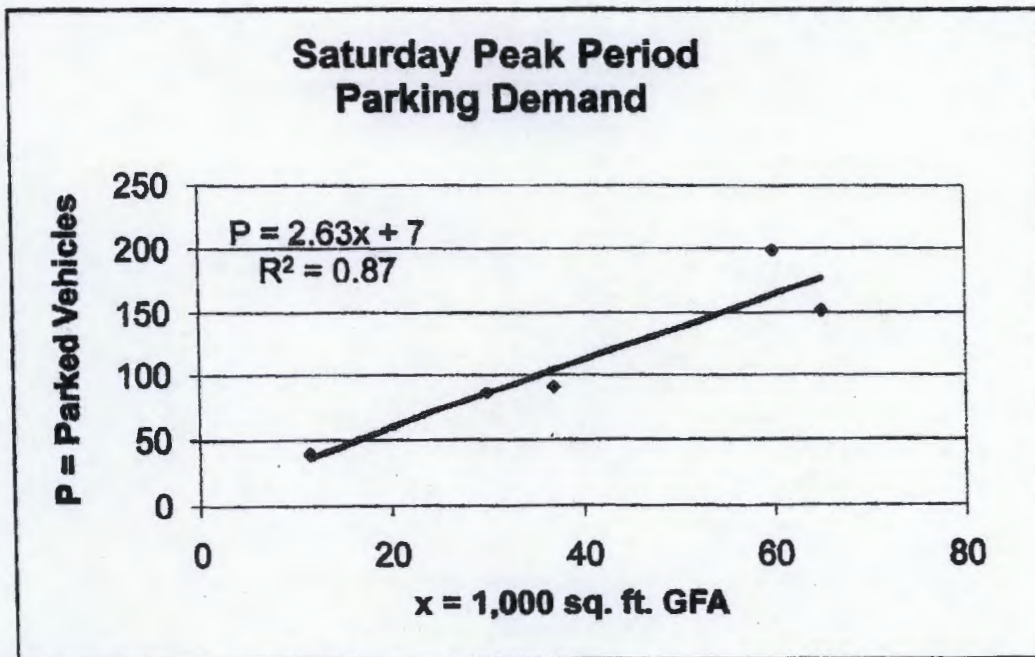
Sports Club LA, Beverly Hills:	38,921 sf
Peak Parking Utilization, March 9, 2010:	142 spaces
Peak Parking Demand Ratio:	$\frac{142 \text{ spaces}}{38,921 \text{ sf}} = 3.65 \text{ spaces / 1,000 sf}$

* Determined from technical letter, "Parking Demand Monitoring Report for The Sports Club Company," May 26, 2010, Overland Traffic Consultants.

Land Use: 492 Health/Fitness Club

Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA On a: Saturday

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–12:00 p.m.; 7:00–8:00 p.m.
Number of Study Sites	5
Average Size of Study Sites	40,700 sq. ft. GFA
Average Peak Period Parking Demand	2.89 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.50
Coefficient of Variation	17
Range	2.34–3.48 vehicles per 1,000 sq. ft. GFA
85th Percentile	3.38 vehicles per 1,000 sq. ft. GFA
33rd Percentile	2.59 vehicles per 1,000 sq. ft. GFA



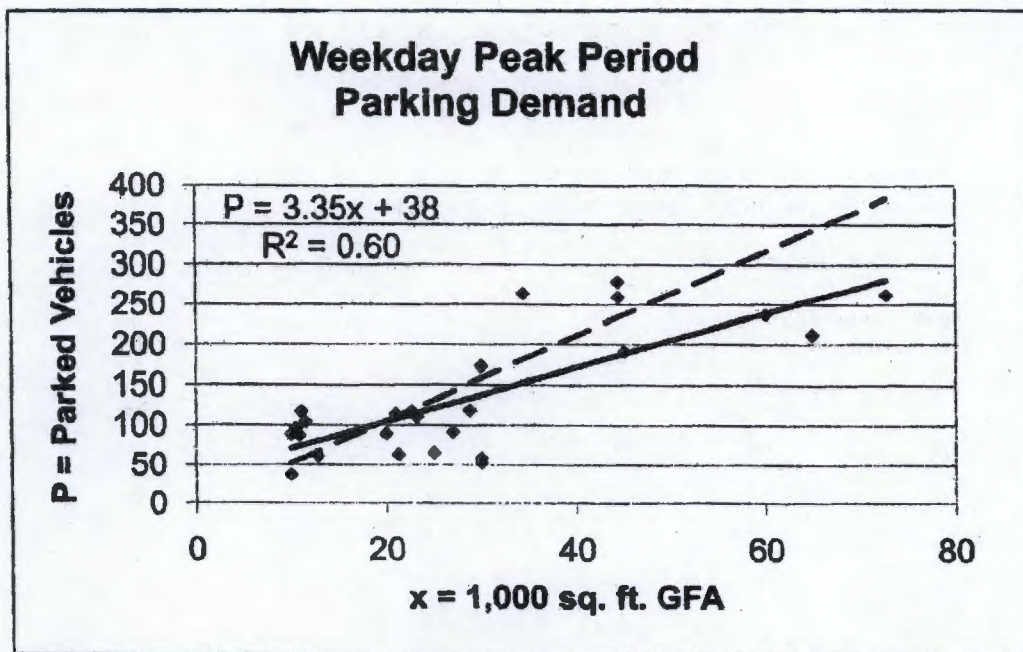
◆ Actual Data Points

— Fitted Curve/Average Rate

Land Use: 492 Health/Fitness Club

Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA On a Weekday

Statistic	Peak Period Demand
Peak Period	6:00–7:00 p.m.
Number of Study Sites	25
Average Size of Study Sites	26,000 sq. ft. GFA
Average Peak Period Parking Demand	5.27 vehicles per 1,000 sq. ft. GFA
Standard Deviation	2.41
Coefficient of Variation	46%
95% Confidence Interval	4.33–6.22 vehicles per 1,000 sq. ft. GFA
Range	1.77–10.56 vehicles per 1,000 sq. ft. GFA
85th Percentile	8.46 vehicles per 1,000 sq. ft. GFA
33rd Percentile	3.93 vehicles per 1,000 sq. ft. GFA



◆ Actual Data Points

— Fitted Curve

---- Average Rate

Land Use: 492 Health/Fitness Club

Description

Health/fitness clubs are privately owned facilities that primarily focus on individual fitness or training. Typically, they provide exercise classes; weightlifting, fitness and gymnastics equipment; spas; locker rooms; and small restaurants or snack bars. This land use may also include ancillary facilities, such as swimming pools; whirlpools; saunas; tennis, racquetball and handball courts; and limited retail. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), athletic club (Land Use 493) and recreational community center (Land Use 495) are related uses.

Database Description

The database consisted of all suburban sites with the exception of two urban sites. Parking demand rates at the two urban sites were similar to those of the suburban sites and, therefore, the data were combined and analyzed together.

- Average parking supply ratios: 5.7 spaces per 1,000 square feet (sq. ft.) gross floor area (GFA) (11 study sites) and 0.15 spaces per member (five study sites).
- Average employee density: 0.57 employees per 1,000 sq. ft. GFA (nine study sites).

The majority of the data were collected during the winter.

Parking demand counts were submitted for only single-hour observations between 6:00 and 7:00 p.m. for 14 of the 27 study sites. Multi-hour continuous counts at the other 13 study sites indicate the peak period was typically in the same hour as the single counts.

The following table presents time-of-day distribution of parking demand for the study sites.

Based on Vehicles per 1,000 sq. ft. GFA	Weekday		Saturday	
	Percent of Peak Period	Number of Data Points*	Percent of Peak Period	Number of Data Points*
Hour Beginning				
12:00-4:00 a.m.	—	0	—	0
5:00 a.m.	—	0	—	0
6:00 a.m.	20	2	—	0
7:00 a.m.	20	2	—	0
8:00 a.m.	20	2	76	2
9:00 a.m.	26	2	94	2
10:00 a.m.	51	4	95	2
11:00 a.m.	48	5	100	3
12:00 p.m.	42	5	87	3
1:00 p.m.	47	5	82	3
2:00 p.m.	38	5	78	3
3:00 p.m.	41	5	73	3
4:00 p.m.	61	5	77	3
5:00 p.m.	84	5	72	3
6:00 p.m.	91	5	68	2
7:00 p.m.	100	3	94	1
8:00 p.m.	50	1	—	0
9:00 p.m.	—	0	—	0
10:00 p.m.	—	0	—	0
11:00 p.m.	—	0	—	0

* Subset of database

May 6, 2014

Ms. Alicia B. Bartley
Gaines & Stacey LLP
16633 Ventura Boulevard, Suite 1220
Encino, CA 91436

RE: Shared Parking Conditions for the Sportsmen's Farm
(12825 – 12833 W. Ventura Boulevard)

Dear Ms. Bartley,

This memo has been prepared to document that the prior shared parking approval granted in November 22, 2010 for the project site is still applicable to the current project, Project Permit Compliance and Shared Parking Agreements (DIR 2010-1000-SPP-SPPA, attached for reference). This approval permitted 567 parking spaces for the Sportsmen's Lodge and Hotel and the proposed Fitness Club in lieu of the 1,025 parking spaces required.

The parking requirements documented in this technical memo evaluates the current project which consists of the same hotel and fitness club but with the removal of the banquet and event center and the construction of a commercial center in its place. A shared parking request for 563 parking spaces in lieu of the 923 parking spaces required.

Background

A comprehensive shared parking report for the 2010 project was completed, reviewed and approved by the City of Los Angeles Department of City Planning. Supplemental parking surveys were also conducted at the request of the City to document the event activity, event size and associated parking demand at the site. The 2010 project was conditioned to provide valet service for events over 400 attendees and reserve 180 parking spaces for the fitness club. All parking for employees was to be provided on-site. A minimum of 484 parking spaces were required for the Sportsmen's Lodge and Hotel with the fitness club added.

Current Proposal

The current shared parking request is to reduce the parking to 563 spaces in lieu of the 923 parking spaces required. The revised shared parking evaluation was included

as part of the approved traffic impact study, chapter 7, Parking Demand, attached for reference, shows a peak parking demand of 556 parking spaces on a typical weekday at 6:00 pm. No additional parking surveys are necessary since the banquet and event center is being removed.

Modified Shared Parking Demand Results

In summary, replacing the banquet event center with a commercial center requires approximately the peak same parking demand. However, the commercial center will provide the site with a higher parking space turnover rate as banquet attendees stay in the parking spaces longer, in other words, the parking space can serve more vehicles over time. The weekday parking demand for the commercial component will be slightly higher (approximately 15 parking spaces at peak) than that of the prior banquet center but lower (approximately 20 parking spaces at peak) on the weekends.

It is important to note that the proposed commercial center was sized, evaluated and designed to closely match the parking demand of the prior banquet center and site constraints for the revised project application.

Conclusion

In summary, the project is planning to provide 563 parking spaces above the calculated 556 shared peak weekday parking demand. In addition, it should be noted that the shared parking model has been shown to be conservative for the hotel use based on actual parking demand surveys of the site as documented in page 18, Table 3 of the prior Project Permit Compliance Report.

Please contact me if you have any questions.

Sincerely,


Jerry T. Overland

Attachments



Overland Traffic Consultants
24325 Main Street #202
Santa Clarita, CA 91321
Phone (661) 799 - 8423
E-mail: otc@overlandtraffic.com

October 16, 2014

Mr. Bruce McBride
Weintraub Financial Services, Inc.
P.O. Box 6528
Malibu, CA 90264

RE: Update to Parking Requirements for Restaurant to Retail Change
(Sportsmen's Landing Retail Center)

Dear Mr. McBride,

Overland Traffic Consultants has reviewed the proposed change in floor areas for the Sportsmen's Landing project resulting in a conversion of 1,515 square feet of restaurant floor area to retail floor area. The difference in the code parking requirements between restaurant and retail is 6 parking spaces per 1,000 square feet (10 parking spaces for restaurant and 4 parking spaces for retail per 1,000 square feet). At 1,515 square feet the difference is a reduction 9 parking spaces (15 - 6 parking spaces).

Below is the GLA shift has occurred with the revised scheme:

Previous Scheme

Restaurant Space: 25,766 SF
Retail Space: 36,003 SF
Health club Space: 30,000 SF
TOTAL: 91,769 SF

Revised Scheme

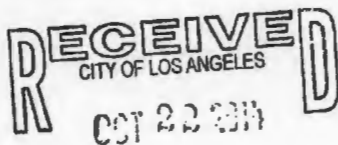
Restaurant Space: 24,251 SF
Retail Space: 37,518 SF
Health club Space: 30,000 SF
TOTAL: 91,769 SF

Change of 1,515 SF from Restaurant to Retail.

Please contact me if you have questions.

Sincerely,


Jerry Overland



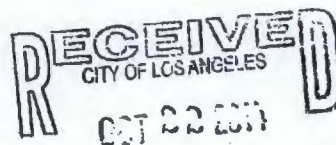
A Traffic Engineering and Transportation Planning Consulting Services Company

PROJECT DESCRIPTION

The "Sportsmen's Farm" project consists of a site of six new 1 and 2-story commercial buildings to be leased as retail, restaurant, and fitness facilities, by Sportsmen's Lodge REW, LLC. The new buildings are situated on the west-end side of the Sportsmen's Lodge site, currently the location of a 1-story Lodge Banquet Facility. The proposed new structures are architecturally styled as "mid-century modern" with gestures to other San Fernando Valley mid-century structures, and complements the existing massing and materials of the adjacent Sportsmen's Lodge Hotel. The new buildings front approximately 170' along both Ventura Boulevard and Coldwater Canyon Avenue, respectively, reinforcing a more pedestrian-friendly street frontage on both streets.

The project is within the Ventura-Cahuenga Boulevard Corridor Specific Plan, and falls within the Neighborhood & General Commercial plan designation. Within the Specific Plan guidelines, the new buildings adhere to the plan's requirements for setbacks, lot coverage, landscaping, and signs. This high-end retail/dining/ fitness facility will be an amenity to the neighborhood community of Studio City, and will include relaxing extensively re-landscaped garden areas w/ integrated, but re-imagined water amenities. Historically significant trees will be left untouched within the newly landscaped garden areas. A new pocket park is provided, located on the north-west corner of the site, providing a direct connection to the L.A. River bike paths.

The scope of work includes 91,769 SF total GLA in six new 1 and 2-story buildings - including a 30,000 SF GLA fitness facility, 24,251 SF GLA of restaurants, 37,518 SF GLA of retail spaces, and related sitework adjacent to the new facilities (including both landscape and hardscape improvements). Surface parking is provided near the new facilities, as well as by the existing adjacent Hotel. Also, the site is located near four bus transit routes from both Ventura Boulevard and Coldwater Canyon Avenue.



ENTIRE SITE - AREA SUMMARY

SITE AREA:	PROJECT SITE: 249,956 SF HOTEL SITE: 135,584 SF TOTAL: 385,540 SF
BUILDING AREA:	PROJECT SITE: 97,598 SF EXISTING HOTEL: 151,710 SF TOTAL: 249,308 SF
GLA:	FITNESS FACILITY: 30,000 SF RETAIL: 37,518 SF RESTAURANTS: 24,251 SF TOTAL: 91,769 SF
FAR, ALLOWABLE:	1.5 (ZONING) 1.0 (SPECIFIC PLAN)
FAR, ACTUAL:	PROJECT SITE: 97,598 / 249,956 SF = .39 HOTEL SITE: 151,710 / 135,584 SF = 1.12 TOTAL: 249,308 SF / 385,540 SF = .65
LOT COVERAGE: (ALLOWABLE)	PROJECT SITE: 60% x 249,956 SF = 149,974 SF HOTEL SITE: 60% x 135,584 SF = 81,350 SF TOTAL: 60% x 385,540 SF = 231,324 SF
LOT COVERAGE: (ACTUAL)	PROJECT SITE: 72,789 SF (29%) HOTEL SITE: 31,581 SF (23%) TOTAL: 104,370 SF (27%)

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CITY OF LOS ANGELES
OCT 22 2011

PROJECT SITE - PARKING/ BIKE RACK SUMMARY

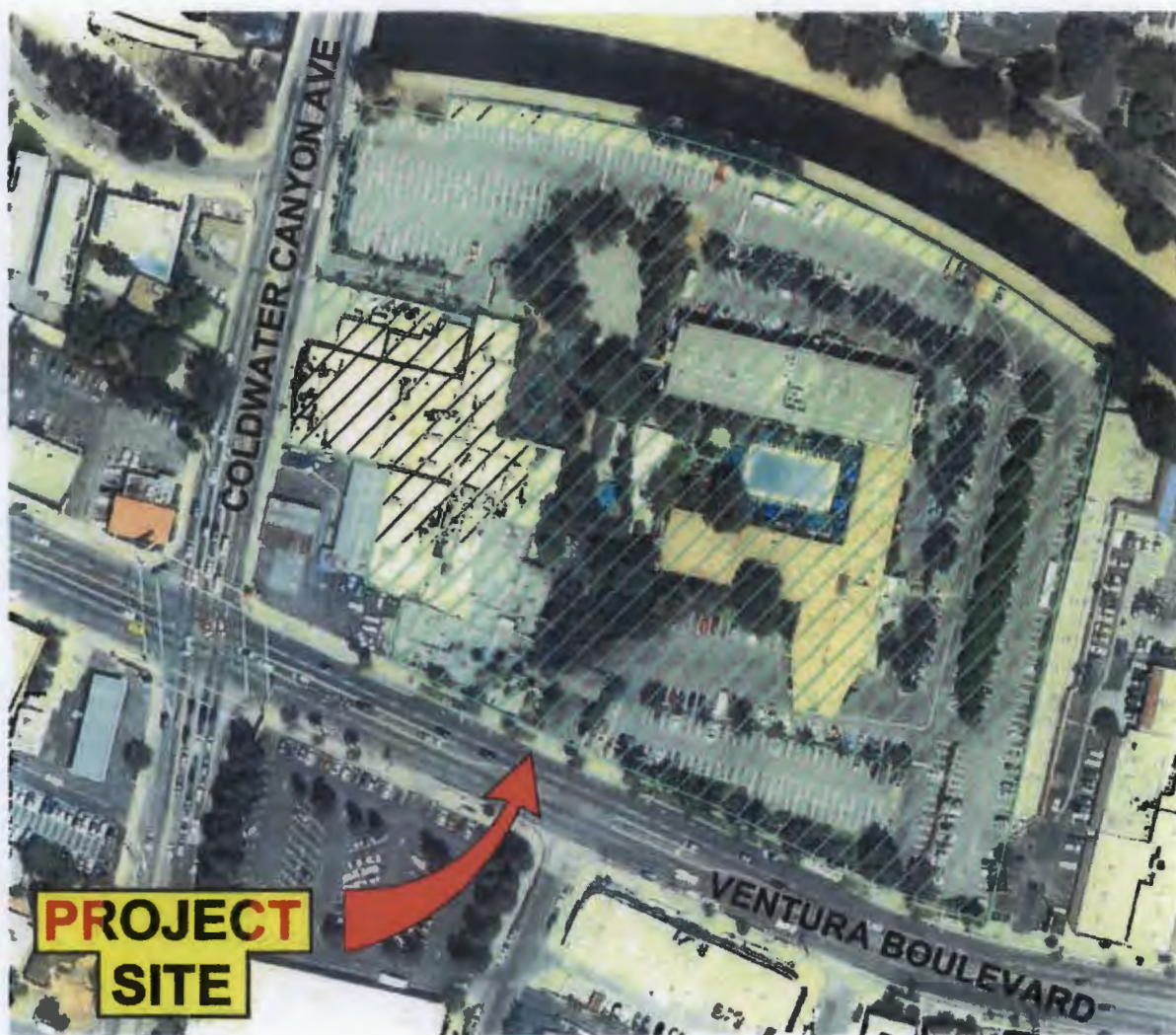
PARKING REQUIRED :	440 SPACES (FROM SHARED PARKING ANALYSIS)
PARKING PROVIDED:	STANDARD: 256 SPACES COMPACT: 153 SPACES HANDICAPPED: 9 SPACES MECH. LIFTS: 28 SPACES TOTAL: 446 SPACES
COMPACT SPACES ALLOWED:	40%
COMPACT SPACES ACTUAL:	34.3% (153/446 SPACES = 34.3%)
BIKE RACKS REQUIRED:	49 SHORT-TERM SPACES & 49 LONG-TERM SPACES (97,580 SF / 2,000 SF = 49)
BIKE RACKS PROVIDED:	49 SHORT-TERM SPACES & 49 LONG-TERM SPACES

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Overland Traffic Consultants, Inc.

TRAFFIC IMPACT ANALYSIS FOR A SHOPPING CENTER & HOTEL

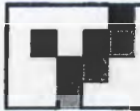
Located at 12833 Ventura Boulevard
in the City of Los Angeles



Prepared for:
Sportsmen's Farms

Prepared by:
Overland Traffic Consultants, Inc.
24325 Main Street #202
Santa Clarita, California 91321
(661) 799-8423

January 2014



The purpose of this parking demand evaluation is to document the project's code parking requirements based on the sum of the individual uses and to estimate the peak hour parking demand using a shared parking demand model created for the Sportsmen's Farm commercial center.

The following summarizes the key findings of this parking demand study:

I. SHARED PARKING DEMAND FOR PROJECT

1. **Weekday Peak Parking Demand** - The hourly weekday parking demand per use has been added together in a shared parking model using hourly parking demand percentages to estimate the overall parking demand for the Sportsmen's Farm commercial center. The results of the shared parking model shows a peak weekday parking demand of 556 parking spaces occurring at 6:00 PM (surplus of 7 spaces of the 563 parking spaces provided).
2. **Weekend Peak Parking Demand** - The hourly weekend parking demand per use has been added together in the shared parking model. The results of the shared parking model shows a peak weekend parking demand of 542 parking spaces occurring at 6:00 PM (surplus of 21 spaces of the 563 parking spaces provided).

II. CODE PARKING REQUIREMENTS FOR CURRENT SPORTSMEN'S LODGE

1. **Current Approvals** - Based on a record search of the Lodge (Event Center) and Hotel is appears, although several inconsistencies were uncovered, the site's current parking requirement is approximately 494 parking spaces (164 spaces for the Lodge and 330 parking spaces for the Hotel). Below are the results of the records search and the current code calculations.
 - a. Certificate of Occupancy (VN 55814) issued in 1970 for the Lodge (Event Center) indicates a total parking requirement of 164 parking spaces for the existing 50,900 square feet. However, a permit issued in 1992 (1992VN06717) shows a required parking of 115 spaces for the Lodge.

- b. A record search of permits and certificates of occupancy for the hotel found a Certificate of Occupancy (VN 85555-61) issued for a 200-room hotel with a total parking requirement of 330 parking spaces.

III. NEW VCBCSP AND ZONING CODE PARKING CALCULATIONS

1. Code Calculations (923 parking spaces for all new development) - City parking requirements have been calculated by the applying the Ventura-Cahuenga Boulevard Corridor Specific Plan ("VCBCSP", Ord. #174.052) parking rates per for the hotel, the retail and restaurant with the Zoning Code Section 12.21.A.4.C.2 for and health club use. If the entire site was new development and the code rates applied, the sum of the individual use parking requirements would be 923 parking spaces (267 spaces for the restaurant, 140 spaces for the retail, 216 parking spaces for the hotel and 300 spaces for the health club), as shown below.
 - a. The VCBCSP ordinance requirement of 1 parking space per 100 square feet would require 267 parking spaces for the 26,668 square feet of restaurant uses (Section 7.1.c).
 - b. The VCBCSP ordinance requirement of 1 parking space per 250 square feet would require 140 parking spaces for the 35,101 square feet of retail uses (Section 7.1.a).
 - c. A new 196 - hotel room in the Specific Plan area under the VCBCSP would require 216 parking spaces (1 parking space for each guest room and 1 additional employee parking space for every 10 guest rooms (Section 7.1.d).
 - d. A total of 30,000 square feet are proposed for the health club use. Applying the City Zoning code requirements of 1 parking space per 100 square feet would require 300 parking spaces (Code Section 12.21.A.4.C.2, note that the health club use is not listed in the VCBCSP Ordinance).



IV. Adjustments to Zoning Code Parking Calculation

1. Pursuant to Section 7 F4 of the VCBCSP Ordinance and Section 12.24 X 20(a) of the Los Angeles City Zoning Code, the Director of Planning may permit shared parking as part of a Project Permit Compliance determination and reduce the number of required parking spaces provided that sufficient parking is provided based on a shared parking demand analysis. The project is planning to provide 563 parking spaces, 7 parking spaces above the calculated shared parking weekday demand.

V. Justification for Adjustment to Zoning Code Parking Calculation

The requested shared parking agreement and reduction in code parking for the Sportsmen's Farm uses is justified based on the shared parking demand model created for the specific project uses. The two shared parking models both show typical weekday and weekend parking demand less than the 563 parking spaces being provided.

Sportsmen's Farm Parking Demand

Based on information provided from the ULI database, the amount of parking needed for this mix – use project is primarily affected by the proportion of peak parking demand created by the restaurants and health club patrons. The peak parking demand estimated by this evaluation represents the total parking demand to serve the needs of all the commercial patrons, hotel guests and employees.

The parking demand calculated for the mixed – use project is 556 parking spaces using the ULI parking demand model: The parking model shows a peak demand at 6 pm on weekdays and weekends. Peaking factors at 6 pm provides 206 spaces for the restaurants, 172 spaces for the health club, 114 spaces for the hotel and 64 spaces for the retail. The estimated hourly parking demand is shown in Table 12.



Table 12
Weekday Hourly Parking Demand Values

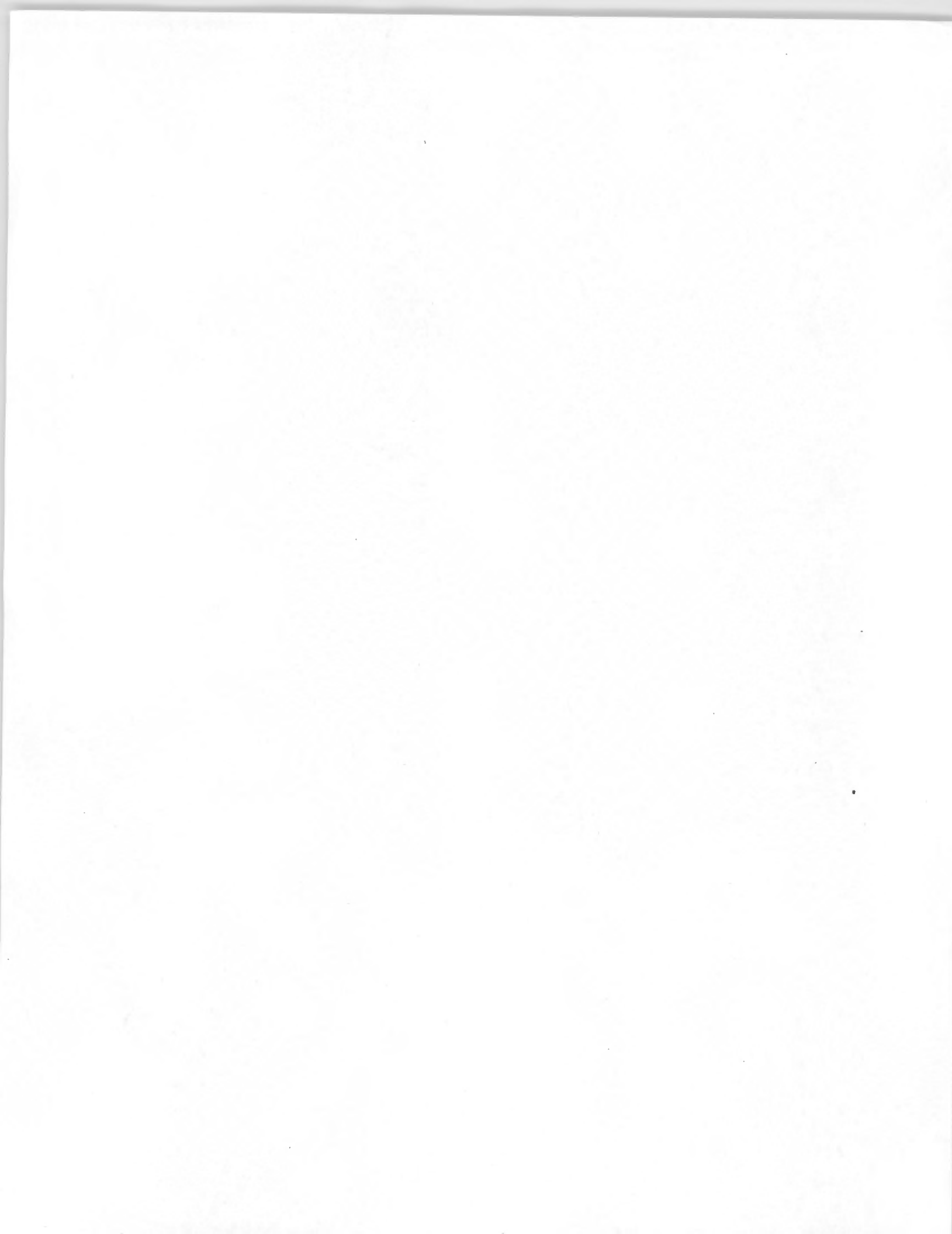
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center	1	3	7	13	27	43	60	66	66	66	63	56	46	36	27	17	10	3	-
Employee	2	3	7	14	16	18	19	19	19	19	19	18	18	18	17	14	7	3	-
Casual Dining Restaurant	-	-	-	-	19	51	95	95	82	51	63	95	120	127	127	127	120	95	32
Employee	5	5	12	18	22	22	22	22	22	18	18	24	24	24	24	24	24	21	9
Family Restaurant	16	32	38	48	54	57	63	57	32	29	29	48	51	51	51	38	35	32	16
Employee	6	9	11	11	12	12	12	12	12	9	9	11	11	11	11	9	8	8	4
Health Club	113	64	64	113	113	129	96	113	113	113	129	145	161	145	129	113	56	16	-
Employee	8	8	8	8	8	8	8	8	8	8	8	11	11	8	5	2	2	2	-
Hotel	116	116	116	93	81	81	76	76	81	81	87	93	99	99	105	110	110	116	116
Employee	11	11	34	34	38	38	38	38	38	38	34	26	15	8	8	8	8	8	8
Non-employee	246	215	225	267	294	361	390	407	374	340	371	437	477	458	439	405	331	262	164
Employee	32	36	72	85	96	98	99	99	99	92	88	90	79	69	65	57	49	42	21
Totals	278	251	297	352	390	459	489	506	473	432	459	527	556	527	504	462	380	304	185

Table 13
Weekend Hourly Parking Demand Values

	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Community Shopping Center	1	4	7	15	29	44	59	70	73	73	70	62	51	44	37	22	15	7	-
Employee	2	3	9	16	19	21	22	22	22	22	22	21	19	17	16	14	10	3	-
Casual Dining Restaurant	-	-	-	-	-	19	64	70	57	57	57	76	115	121	127	115	115	115	64
Employee	5	5	7	14	18	18	18	18	18	18	18	23	23	23	23	23	23	20	12
Family Restaurant	6	16	29	44	57	57	63	54	41	25	29	38	44	44	41	19	16	10	6
Employee	6	9	11	11	13	13	13	13	13	9	9	12	12	12	12	10	8	8	4
Health Club	107	60	47	67	47	67	67	40	34	40	74	134	127	80	40	13	1	1	-
Employee	4	4	4	4	4	4	4	4	4	4	5	7	7	5	4	1	1	1	-
Hotel	151	151	151	121	106	106	98	98	106	106	113	121	128	128	136	143	143	151	151
Employee	8	8	24	24	26	26	26	26	26	26	24	20	16	14	14	14	12	12	8
Non-employee	265	231	234	247	239	293	351	332	311	301	343	431	465	417	381	312	290	284	221
Employee	25	29	55	69	80	82	83	83	83	79	78	83	77	71	69	62	54	44	24
Totals	290	260	289	316	319	375	434	415	394	380	421	514	542	488	450	374	344	328	245

Exhibit H

**Department of Transportation Traffic
Assessment, dated March 18, 2014**

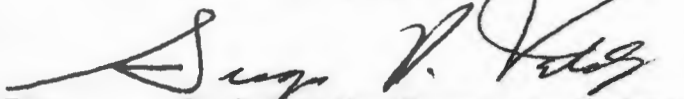


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

12833 Ventura Boulevard
DOT Case No. Ven 10-005

Date: March 18, 2014

To: Dan O'Donnell, City Planner
Department of City Planning


From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED NEW COMMERCIAL DEVELOPMENT LOCATED AT THE SPORTSMEN'S LODGE EVENT CENTER AT 12833 VENTURA BOULEVARD**

The Department of Transportation (DOT) has completed the traffic assessment for a proposed health club and the reconfiguration of the event center for the sportsmen's lodge at 12833 Ventura Boulevard in the community of Studio City. This traffic assessment is based on a traffic study prepared by Overland Traffic Consultants, Inc. dated February 2014. This traffic assessment supersedes the previous DOT's assessment letters dated March 2010. After a careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related traffic impacts of the proposed development.

DISCUSSION AND FINDINGS

The proposed project will construct and re-use the existing Sportsmen's Hotel and Event Center which consists of a restaurant and a banquet facility and a 196-room hotel. The proposed project will remove the event center and construct a 17,514 square-foot quality restaurant, a 9,154 square-foot high turn-over restaurant, a 35,101 square-foot retail, and a 30,000 square-foot health club. The proposed project will generate 2,001 daily new trips with 104 new trips in the a.m. peak hour and 136 new trips in the p.m. peak hour as shown below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project								
Hotel (310)	196 rm	1,601	61	43	104	60	58	118
Quality Restaurant (931)	17,514 sf	1,575	50	32	82	28	46	74
Pass-By Trip Reduction	10%	-158	-5	-3	-8	-3	-4	-7
High-Turnover Restaurant (932)	9,154 sf	1,164	54	45	99	54	36	90
Pass-By Trip Reduction	20%	-233	-11	-9	-20	-11	-7	-18
Retail (931)	35,101 sf	1,499	21	13	34	62	68	130
Pass-By Trip Reduction	50%	-750	-10	-7	-17	-31	-34	-65

Health Club (492)	30,000 sf	988	21	21	42	60	46	106
Pass-By Trip Reduction	20%	-750	-4	-4	-8	-12	-9	-21
Total Proposed Trips		5,488	177	131	308	207	200	407
Existing Land Use								
Hotel (310)	196 rm	1,601	61	43	104	60	58	118
Restaurant (931)	3,500 sf	315	2	1	3	17	9	26
Pass-By Trip Reduction	10%	-32	-	-	-	-2	-1	-3
Banquet Facility (495)	47,400 sf	1,603	64	33	97	64	66	130
Total Existing Trips		3,487	127	77	204	139	132	271
Total Net Trips		2,001	50	54	104	68	68	136

After a review of the pertinent data, DOT has determined that the proposed project will have a significant traffic impact at the intersections of Coldwater Canyon Avenue and Ventura Boulevard, and Whitsett Avenue and Ventura Boulevard.

Attachment A summarizes the volume-to-capacity ratios and levels of service at the studied intersections.

The Department of Transportation recommends that the following project requirements be adopted as conditions of project approval.

A. Mitigation Measure for Coldwater Canyon Boulevard & Ventura Boulevard

The proposed project will significantly impact the intersection of Coldwater Canyon Avenue and Ventura Boulevard, which will be mitigated to a level of insignificance by widening 5 feet along the north side of Ventura Boulevard east of Coldwater Canyon Avenue for approximately 150 feet to install an exclusive westbound right-turn-only lane. Restripe south of Ventura Boulevard east of Coldwater Canyon Avenue for approximately 100 feet to allow for the installation of eastbound right-turn only lane.

Relocate and modify any existing street lighting, signal, striping, power poles, trees, signs, curbs, gutter, utilities, etc. as required.

B. Mitigation Measure for Whitsett Avenue & Ventura Boulevard

The proposed project will significantly impact the intersection of Whitsett Avenue and Ventura Boulevard, which will be mitigated to a level of insignificance by widening 5 feet along the north side of Ventura Boulevard east of Whitsett Avenue for approximately 150 feet to install an exclusive westbound right-turn-only lane.

Relocate and modify any existing street lighting, signal, striping, power poles, trees, signs, curbs, gutter, utilities, etc. as required.

C. Highway Dedication and Improvements:

Pursuant to Section 10 of the Specific Plan, the applicant shall make certain street and highway dedications and improvements to the satisfaction of DOT and the Department of

Public Works, Bureau of Engineering. The dedications and improvements, as indicated below, are required of this project.

Ventura Boulevard is a designated Major Highway—Class II in the Street and Highways Element of the City's General Plan. The north side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 35-foot half roadway and a 15-foot sidewalk. The standard cross section for a major highway in the Specific Plan is a 57-foot half right-of-way with a 45-foot half roadway and a 12-foot sidewalk. The applicant shall dedicate 7 feet of land on Ventura Boulevard from the most west corner of the property on Ventura Boulevard (about 140 feet of frontage), excluding the portion of the existing building that is at the property line, and dedicate 2 feet of land for the remaining portion of the property on Ventura Boulevard to bring the right-of-way up to the standard required by the Specific Plan. Also the applicant shall widen Ventura Boulevard about 5 feet for the installation of an exclusive right-turn-only lane.

Coldwater Canyon Avenue is a designated Secondary Highway in the Street and Highways Element of the City's General Plan. The east side of Coldwater Canyon Avenue currently consists of a 43-foot half right-of-way with variable half roadway and sidewalk. The standard cross section for a secondary highway is a 45-foot half right-of-way with a 35-foot half roadway and a 10-foot sidewalk. The applicant shall dedicate 2 feet of land for the most north portion of the property on the Coldwater Canyon Boulevard (about 165 feet of frontage) to bring the right-of-way up to the standard required by the standard plan.

The above transportation improvements shall be guaranteed through the B-permit process of the Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and the Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require that the developer's engineer or contractor to contact DOT's B-Permit Coordinator at (213) 928-9663, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works, to determine any other requirements. Any street dedication shall be completed through Quyen Phan in the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 977-6955, before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced as soon as possible.

D. Project Impact Assessment (PIA) Fee:

Pursuant to Section 11 of the Specific Plan, the applicant shall pay or guarantee to pay a PIA Fee to DOT before the issuance of any building permit. The gross PIA Fee for this project is calculated below and can be paid in either a single payment or through a deferred payment plan. The gross PIA Fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for a minimum of one year between November 9, 1985 and the date of this letter. The PIA Fee shall be indexed annually, therefore, the PIA Fee may change depending on the actual date when payment is made.

Proposed Project:

Quality Restaurant Floor Area	=	17,514 square-feet
PIA Fee Rate (Category D in Studio City)	=	\$4.89 per square-foot of floor area
Proposed Project PIA Fee	=	17,514 x \$4.89
	=	\$85,643.46
 High-Turnover Restaurant Floor Area	=	 9,154 square-feet
PIA Fee Rate (Category D in Studio City)	=	\$4.89 per square-foot of floor area
Proposed Project PIA Fee	=	9,154 x \$4.89
	=	\$44,763.06
 Retail Floor Area	=	 35,101 square-feet
PIA Fee Rate (Category C in Studio City)	=	\$4.32 per square-foot of floor area
Proposed Project PIA Fee	=	35,101 x \$4.32
	=	\$151,636.32
 Health Club Floor Area	=	 30,000 square-feet
PIA Fee Rate (Category D in Studio City)	=	\$4.89 per square-foot of floor area
Proposed Project PIA Fee	=	30,000 x \$4.89
	=	\$146,700.00
 Proposed PIA Fee Subtotal	=	\$428,742.84
 Existing Use:		
Quality Restaurant Floor Area	=	3,500 square-feet
PIA Fee Rate (Category D in Studio City)	=	\$4.89 per square-foot of floor area
PIA Fee Credit	=	3,500 x \$4.89
	=	\$17,115.00
 Banquet Facility Floor Area	=	 47,400 square-feet
PIA Fee Rate (Category D in Studio City)	=	\$4.89 per square-foot of floor area
PIA Fee Credit	=	47,400 x \$4.89
	=	\$231,786.00
 Existing PIA Fee Subtotal	=	\$248,901.00
 Net PIA Fee	=	\$428,742.84 - \$248,901.00
	=	\$179,841.84

E. Site Access and Internal Circulation:

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

If you have any further questions, you may contact Albert Isagulian of my staff at (818) 374-4699.

Attachments

SV:AI c:12833VenturaRevision.wpd

- c: **Second Council District**
- Brian Gallagher, DOT East Valley District**
- B. J. Soni, DOT Accounting**
- Tim Conger, DOT Geometric Design**
- John Varghese, DOT Signal Design**
- Ali Nahass, BOE Valley District**
- Jerry Overland, Overland Traffic Consultants, Inc.**

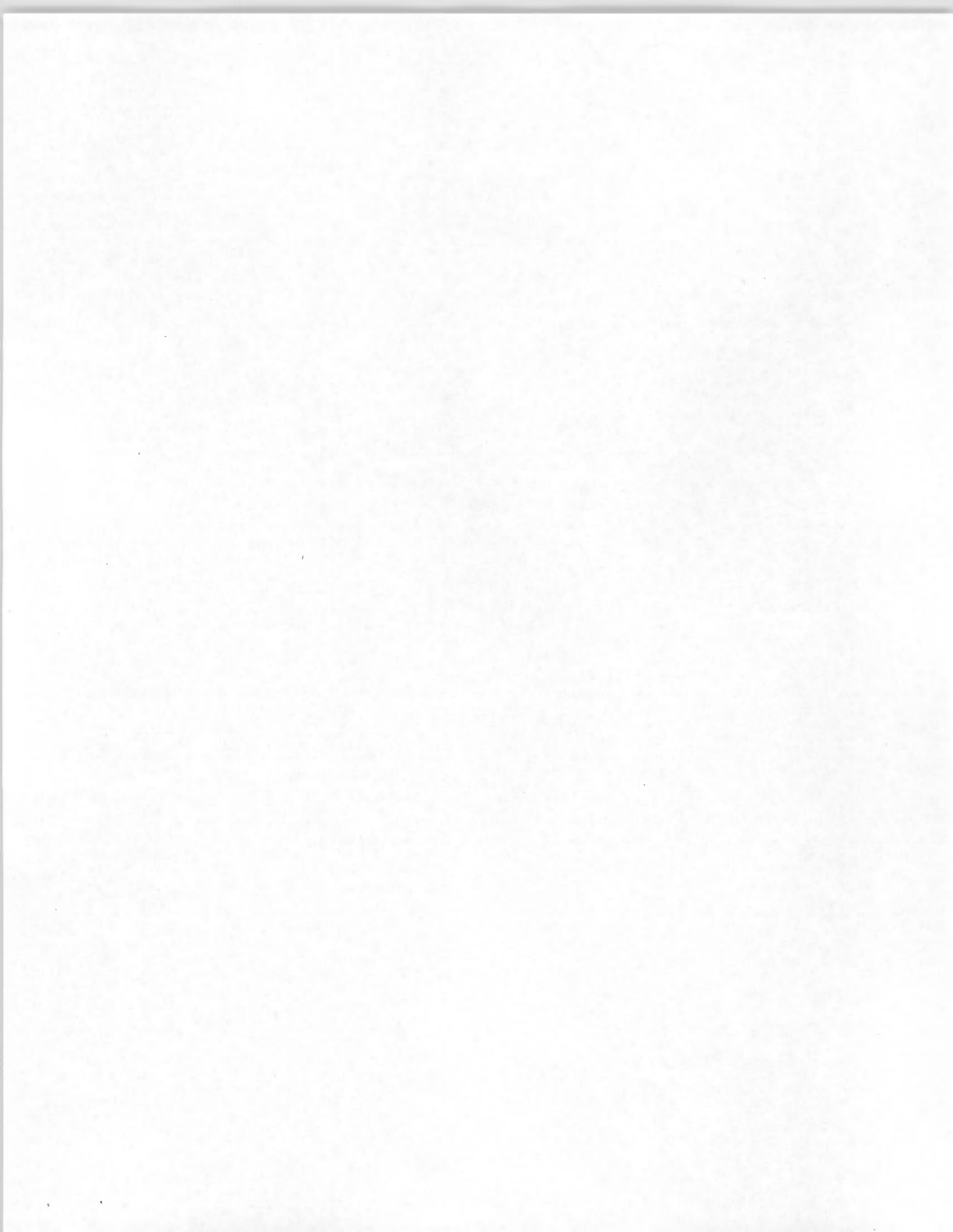
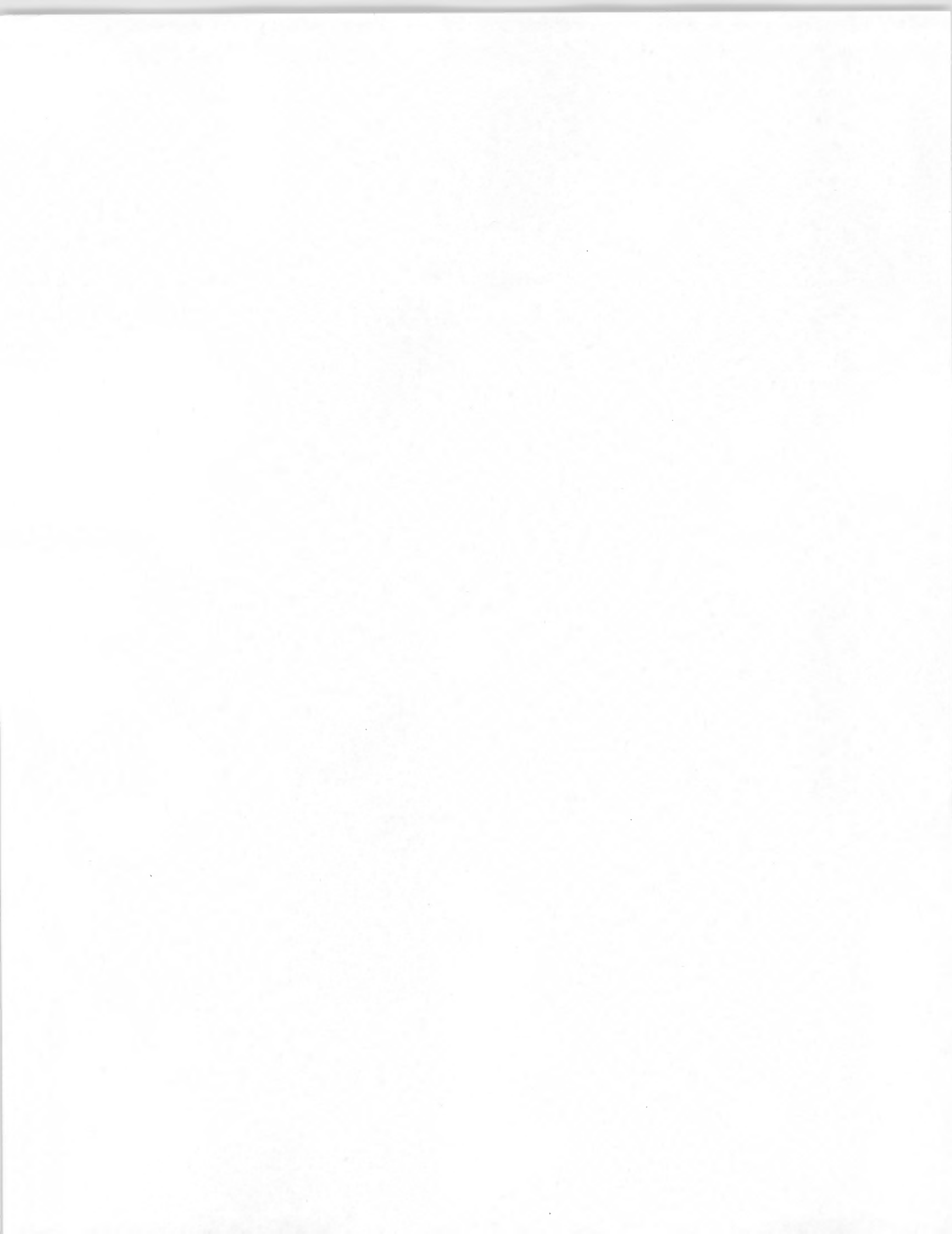


Exhibit I

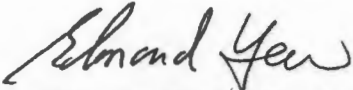
**Bureau of Engineering Report, dated
July 29, 2014**



CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: July 29, 2014

To: Mr. Michael LoGrande, Director
Department of City Planning
Attn: Bob Duenas (Senior City Planner)


From: Edmond Yew, Manager
Land Development Group
Bureau of Engineering

Subject: Case No. DIR 2014-0886 (SPP/SPPA): 12825-12833 Ventura
Boulevard and 4230 Coldwater Canyon Avenue - Sportsmans

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Specific Plan Project Permit Compliance and Specific Plan Project Permit Adjustment adjoining the area involved:

1. Dedication Required:

Ventura Boulevard (Major Highway – Class II/Dual Left Turn Lanes) – A 2-foot wide strip of land along the property frontage to complete a 52-foot half right-of-way in accordance with Major Highway – Class II standards, and, in addition, dedicate a 5-foot and variable width future street dedication utilizing a standard flare section.

Coldwater Canyon Avenue (Secondary Highway) – Two-foot and 5-foot wide strips of land along the property frontage to complete a 45-foot half right-of-way in accordance with Secondary Highway Street standards.

2. Improvements Required:

Ventura Boulevard – Construct additional surfacing to join the existing improvements to provide a 40-foot half roadway in accordance with Major Highway – Class II standards, including asphalt pavement, integral concrete curb, 2-foot gutter and a 12-foot concrete sidewalk.

Coldwater Canyon Avenue – Construct a 13-foot concrete sidewalk, remove and reconstruct any bad order asphalt pavement, and close any unused driveways or construct new driveways to comply with ADA requirements.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way area. The Bureau of Street Services Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees is required in conjunction with the street widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting and street light relocation will be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

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

Relocate traffic signals, signs parking meters and equipments to the satisfaction of the Department of Transportation (818) 374-4699.

Refer to the Department of Water and Power regarding power poles (213) 267-2715.

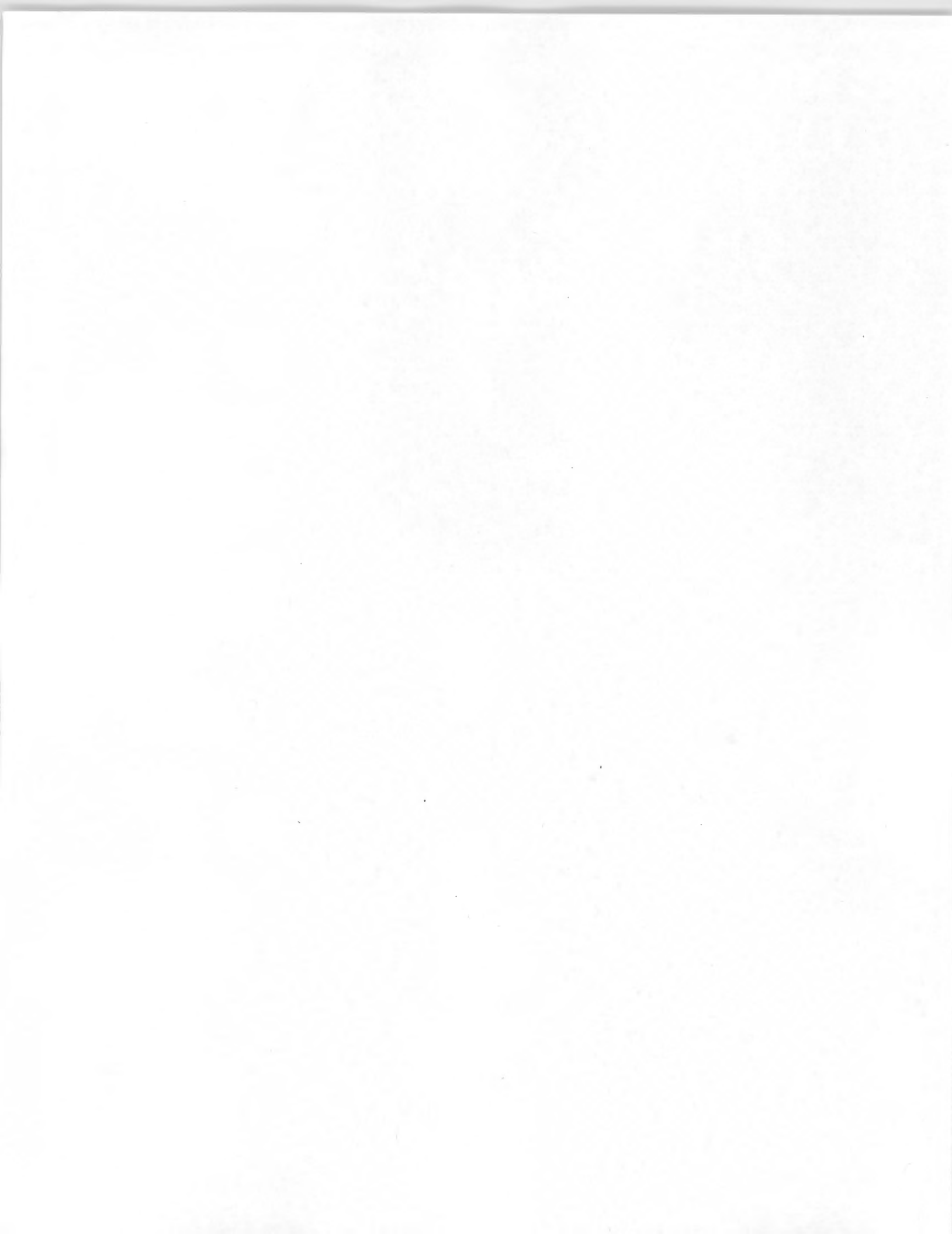
3. No major drainage problems are involved.
4. Sewer lines exist in Ventura Boulevard. Extension of the 6-inch house connection laterals to the new property line may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
5. An investigation may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering Sewer Counter (818) 374-5090.
6. Submit parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval (818) 374-5090.

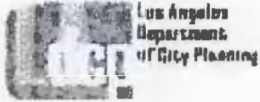
Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 202-3488.

cc: Fred Gaines
Valley District Office

Exhibit J

Applicant-submitted Commercial Citywide Design Guidelines Compliance Checklist





COMMERCIAL CITYWIDE DESIGN GUIDELINES

Pedestrian-Oriented/Commercial and
Mixed Use Projects

Checklist for Project Submittal

Submit a completed copy of this checklist with the Master Land Use Application if the project meets all of the following criteria:

A discretionary Planning Department application that:

- 1) Requires a building permit, and
- 2) The building or structure is visible from the public right-of-way, and
- 3) The project involves the construction of, addition to or exterior alteration of any building or structure.;

Single-family homes are exempt. Small lot subdivisions will be exempt when the Small Lot Design Guidelines are issued.

Refer to the Commercial Citywide Design Guidelines when filling out this checklist. The Commercial Citywide Design Guidelines are available on www.cityplanning.lacity.org or at www.UrbanDesignLA.com. It is important to remember they are performance goals, not zoning regulations or development standards and therefore do not supersede regulations in the municipal code.

Complete this checklist with respect to the proposed project. **For any "No" or "N/A" marks, applicant must supply a written justification at the end of the checklist or as an attachment. Applications that do not meet specific guidelines applicable to the project should provide rationale for the design and explain how the project will meet the overall intent of the objective.**

If an adopted and required community-specific guideline such as the Community Plan Urban Design chapter, specific plan, or Downtown Design Guideline varies from the Citywide Design Guidelines, then the community-specific guideline shall prevail.

See the Notes section at the end of the checklist for applicability and compliance.

Case Number: _____

DIR 2014-886

OBJECTIVE 1: Consider Neighborhood Context and Linkages in Building and Site Design

Indicate which (if any) of the following methodologies you applied in your project.

1.1 Site Planning:

YES NO N/A

STAFF REVIEW

- YES NO N/A Create a strong street wall by locating building frontages at the required setback or, where no setback requirement exists, at the front property line. Where additional setback is necessary or a prevailing setback exists, activate the area with a courtyard or "outdoor room" adjacent to the street by incorporating pedestrian amenities such as plazas with seating or water features, for example.
- YES NO N/A Provide direct paths of travel for pedestrian destinations within large developments. Especially near transit lines, create primary entrances for pedestrians that are safe, easily accessible, and a short distance from transit stops.
- YES NO N/A Maintain existing alleys for access. Avoid vacating alleys or streets to address project-specific design challenges.
- YES NO N/A In dense neighborhoods, incorporate passageways or paseos into mid-block developments, particularly on through blocks, that facilitate pedestrian and bicycle access to commercial amenities from adjacent residential areas. Maintain easy access to commercial areas from adjacent residential neighborhoods to avoid unnecessary or circuitous travel.
- YES NO N/A Activate mid-block passageways, pedestrian walkways, or paseos using water features, pedestrian-level lighting, murals or artwork, benches, landscaping, or special paving so that they are safe and visually interesting spaces.
- YES NO N/A Place buildings around a central common open space to promote safety and the use of shared outdoor areas. In mid- and high-rise buildings, podiums between buildings and rooftop areas can be used as common areas.
- YES NO N/A Place public use areas such as restaurant seating, reception and waiting areas, lobbies, and retail, along street-facing walls where they are visible to passersby.
- YES NO N/A Place drive-thru elements away from primary site corners and adjacent primary streets.
- YES NO N/A At gas stations, car washes, and drive-thru establishments, ensure that separate structures on the site have consistent architectural detail and design elements to provide a cohesive project site.

- Install bicycle racks and lockers, especially in multi-tenant commercial or mixed-use buildings located on Major or Secondary highways where bike routes are existing or planned. Ensure bicycle racks are placed in a safe, convenient, and well-lit location to encourage alternative modes of transport for employees and consumers with small purchases.



1.2 Building Orientation

YES NO N/A

STAFF REVIEW

- Orient the long side of large-format retail establishments parallel to the public street to physically define the street edge. Large format retail with multiple tenants should provide distinct entrances and storefronts to improve site design flexibility for future retail uses at the same location.



1.3 Entrances

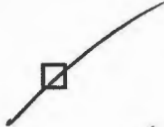
YES NO N/A

STAFF REVIEW

- Provide a logical sequence of entry and arrival as part of the site's design. Special entry treatments such as stamped or colored concrete and special planting and signage can be used to enhance entries and guide pedestrians.



- Entries should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Ensure that pedestrian entries provide shelter year-round.



- Ensure that the main entrance and entry approach can accommodate persons of all mobility levels.



- Promote pedestrian activity by placing entrances at grade level and unobstructed from view from the public right-of-way. Avoid sunken entryways below street level. Where stairs are located near the main entrance, highly visible and attractive stairs should be placed in a common area such as an atrium or lobby and integrated with the predominant architectural design elements of the main building.



- Ground floor retail establishments in mixed-use projects should maintain at least one street-facing entrance with doors unlocked during regular business hours to maintain an active street presence.



- Ensure that commercial ground floor uses provide clear and unobstructed windows, free of reflective coatings and exterior mounted gates and security grills. Ensure that landscaping does not create a barrier between pedestrians and the building frontage, nor views into buildings at the ground floor.



- Install electronic security to avoid the need for unsightly security grills and bars. If such security measures are necessary, ensure that security grills and bars recess completely into pockets at the side or top of storefronts so as to conceal the grills when they are retracted.



1.4 Relationship to Adjacent Buildings

YES	NO	N/A		STAFF REVIEW
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure that new buildings are compatible in scale, massing, style, and/or architectural materials with existing structures in the surrounding neighborhood.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Soften transitions between commercial districts and immediately surrounding residential neighborhoods with respect to building height, massing, and negative impacts of light and noise. Plant trees, shrubs, or vines to grow between property lines.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Where commercial or multi-family projects are adjacent to single-family zones, provide a sensitive transition by maintaining a height compatible with adjacent residential buildings. Mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighboring single-family yards.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	In pedestrian-oriented commercial areas with predominantly smaller storefronts (especially when a project is built over two or more lots), apply vertical breaks and pedestrian-scaled storefront bays to prevent monolithic "box-like" buildings and maintain a storefront rhythm consistent with surrounding buildings.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Break up the floor space in large retail developments to add variety, interest, and built-in flexibility to accommodate future uses of differing scales.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Soften transitions between commercial districts and immediately surrounding residential neighborhoods with respect to building height, massing, and negative impacts of light and noise. Plant trees, shrubs, or vines to grow between property lines.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Where commercial or multi-family projects are adjacent to single-family zones, provide a sensitive transition by maintaining a height compatible with adjacent residential buildings. Mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighboring single-family yards.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	In pedestrian-oriented commercial areas with predominantly smaller storefronts (especially when a project is built over two or more lots), apply vertical breaks and pedestrian-scaled storefront bays to prevent monolithic "box-like" buildings and maintain a storefront rhythm consistent with surrounding buildings.	<input checked="" type="checkbox"/>

**Does the project meet the overall intent of Objective 1:
Consider Neighborhood Context and Linkages in Building and Site Design?**

YES NO

(See page 15 for explanation)

*As conditioned by
the Department of
City Planning (DCP)*

STAFF INITIALS

JL

OBJECTIVE 2: Employ High Quality Architecture to Define the Character of Commercial Districts

Indicate which (if any) of the following methodologies you applied in your project.

2.1 Pedestrian Scale:

YES NO N/A

Maintain a human scale rather than a monolithic or monumental scale. High-rise buildings in particular should take care to address pedestrian scale at the ground floor.

STAFF REVIEW

At entrances and windows, include overhead architectural features such as awnings, canopies, trellises, or cornice treatments that provide shade and reduce daytime heat gain, especially on south-facing facades.

Differentiate the ground floor from upper floors. Changes in massing and architectural relief add visual interest and help to diminish the perceived height of buildings.

2.2 Building Façade and Form:

YES NO N/A

Vary and articulate the building façade to add scale and avoid large monotonous walls.

STAFF REVIEW

Architectural elements such as entries, porticoes, cornices, and awnings should be compatible in scale with the building massing and should not be exaggerated or made to appear as a caricature of an historic architectural style.

Layer building architectural features to emphasize certain features of the building such as entries, corners, and the organization of retail or office spaces.

- Incorporate and alternate different textures, colors, materials, and distinctive architectural treatments that add visual interest while avoiding dull and repetitive façades.
- Incorporate windows and doors with well-designed trims and details as character-defining features to reflect an architectural style or theme consistent with other façade elements.
- Treat all façades of the building with an equal level of detail, articulation, and architectural rigor.
- Integrate varied roof lines through the use of sloping roofs, modulated building heights, stepbacks, or innovative architectural solutions.
- Reinforce existing facade rhythm along the street where it exists by using architectural elements such as trim, material changes, paved walkways, and other design treatments consistent with surrounding buildings.
- In mixed-use projects, orient windows in street-facing units toward public streets, rather than inward, to contribute to neighborhood safety and provide design interest.
- In mixed-use buildings, ensure that balconies are sized and located to maximize their intended use for open space. Avoid "tacked on" balconies with limited purpose or function.

2.3 Building Materials

YES	NO	N/A		STAFF REVIEW
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Approach character-defining details in a manner that is true to a style of architecture or common theme.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Apply trim, metal- and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the building(s).	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Select building materials, such as architectural details and finishes that convey a sense of permanence. Quality materials should be used to withstand the test of time regardless of architectural style.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Apply changes in material purposefully and in a manner corresponding to variations in building mass.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Use white or reflective paint on rooftops and light paving materials to reflect heat away from buildings and reduce the need for mechanical cooling.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Use exterior surface materials that will reduce the incidence and appearance of graffiti.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Fences should incorporate changes in materials, texture, and/or landscaping to avoid solid, uninterrupted walls. Avoid materials such as chain link, wrought iron spears, and cyclone.	<input checked="" type="checkbox"/>

- Utilize landscaping to add texture and visual interest at the street level. Where limited space is available between the building and the public right-of-way, incorporate climbing vegetation as a screening method.

2.4 Storefront Character

YES	NO	N/A		STAFF REVIEW
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	In multi-tenant buildings, ensure that storefronts convey an individual expression of each tenant's identity while adhering to a common architectural theme and rhythm.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Design storefronts with a focus on window design to create a visual connection between the interior and exterior.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Incorporate traditional storefront elements in new and contemporary commercial buildings by including a solid base for storefront windows. Use high quality durable materials such as smooth stucco or concrete, ceramic tile, or stone for the window base.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide shelter from the sun and rain for pedestrians along the public right-of-way where the buildings meet the street. Extend overhead cover across driveways or provide architecturally integrated awnings, arcades, and canopies.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Align awnings with others on the block, particularly the bottom edge of the awning. Coordinate the awning color with the color scheme of the entire building front.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure that store entrances are recessed, not flush, with the edge of the building façade to articulate the storefront and provide shelter for persons entering and exiting.	<input type="checkbox"/>

**Does the project meet the overall intent of Objective 2:
Employ High Quality Architecture to Define the Character of Commercial Districts?**

YES NO (See page 15 for explanation)

STAFF INITIALS JD

As conditioned by DEP

OBJECTIVE 3: Augment the Streetscape Environment with Pedestrian Amenities

Indicate which (if any) of the following methodologies you applied in your project.

3.1 Sidewalks:

YES	NO	N/A		STAFF REVIEW
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Where a sidewalk does not currently exist, establish a new predominantly straight sidewalk along the length of the public street frontage. Create continuous and predominantly straight sidewalks and linear open space. Reconstruct abandoned driveways as sidewalks.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	On Major and Secondary Highways, provide a comfortable sidewalk and parkway; at least 10 feet in width to accommodate pedestrian flow and activity, but wider if possible. Sidewalks and parkway widths on Local and Collector streets may be narrower, but generally not less than nine feet wide.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Plant parkways separating the curb from the sidewalk with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and car doors. Brick work, pavers, gravel, and wood chips are examples of suitable permeable materials.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Create a buffer zone between pedestrians, moving vehicles, and other transit modes by the use of landscaping and street furniture. Examples include street trees, benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Plant street trees at the minimum spacing permitted by the Division of Urban Forestry, typically one tree for every 20 feet of street frontage, to create a consistent rhythm.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Broadleaf evergreen and deciduous trees should be used to maintain a continuous tree canopy. Shade producing street trees may be interspersed with an occasional non-shade tree.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	In high pedestrian use areas, install tree guards to protect tree trunks from damage.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Ensure that new developments adjacent to transit stops invest in pedestrian amenities such as trash receptacles and sheltered benches or seating areas for pedestrians that do not intrude into the accessible route.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Provide path lighting on sidewalks to encourage and extend safe pedestrian activities into the evening.	<input type="checkbox"/>

3.2 Crosswalks/Street Crossings for Large-Scale Developments

YES	NO	N/A		STAFF REVIEW
			Incorporate features such as white markings, signage, and lighting so that pedestrian crossings are visible to moving vehicles during the day and at night.	
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Improve visibility for pedestrians in crosswalks by installing curb extensions/ bump outs.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Emphasize pedestrian safety and comfort at crosswalks with devices such as pedestrian crossing signals, visible and accessible push buttons for pedestrian actuated signals, and dual sidewalk ramps that are directed to each crosswalk.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	On wide streets, employ devices that decrease the crossing distance for pedestrians. Examples include a mid-street crossing island, an area of refuge between a right-turn lane and through lane, a curb extension/bump out, or a minimal curb radius.	<input checked="" type="checkbox"/>

3.3 On-Street Parking:

YES	NO	N/A		STAFF REVIEW
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Locate curb cuts in a manner that does not reduce on-street parking.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Provide angled or parallel on-street parking to maximize the safety of bicyclists and other vehicular traffic.	<input checked="" type="checkbox"/>

**Does the project meet the overall intent of Objective 3:
Augment the Streetscape Environment with Pedestrian Amenities?**

YES	NO		STAFF INITIALS
<input type="radio"/>	<input type="radio"/>	(See page 15 for explanation)	As conditioned by <u>DD</u> DCP

OBJECTIVE 4: Minimize the Appearance of Driveway and Parking Areas

Indicate which (if any) of the following methodologies you applied in your project.

4.1 Off-Street Parking and Driveways

YES	NO	N/A		STAFF REVIEW
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Place on-site parking to the side or rear of buildings so that parking does not dominate the streetscape.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways and utilizing alleys for access and egress. Where alleys do not exist, concentrate curb cuts at side streets or mid-block.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Where alternatives to surface parking are not feasible, locate parking lots at the interior of the block, rather than at corner locations. Reserve corner locations for buildings.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Where the parking lot abuts a public sidewalk, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	When driveway placement on a front façade cannot be avoided, locate the driveway at the edge of the parcel rather than in the center. Ensure that the street-facing driveway width is minimized to 20 feet or less.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Wrap parking structures with active uses such as retail spaces or housing units on the ground floor.	<input checked="" type="checkbox"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Blend parking structure facades with nearby buildings by incorporating architectural treatments such as arches or other architectural openings and varied building materials, decorative screening, climbing vines, or green walls to provide visual interest.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Mitigate the impact of parking visible to the street with the use of planting and landscaped walls tall enough to screen headlights.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Illuminate all parking areas and pedestrian walkways to improve safety. Avoid unintended spillover impacts onto adjacent properties.	<input checked="" type="checkbox"/>
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Use architectural features, such as decorative gates and fences, in combination with landscaping to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.	<input checked="" type="checkbox"/>

**Does the project meet the overall intent of Objective 4:
Minimize the Appearance of Driveways and Parking Areas?**

YES NO

(See page 15 for explanation)

*As conditioned by
DCP*

STAFF INITIALS

TD

OBJECTIVE 5: Include Open Space to Create Opportunities for Public Gathering

Indicate which (if any) of the following methodologies you applied in your project.

5.1 On-Site Landscaping:

YES NO N/A

STAFF
REVIEW

Retain mature and healthy vegetation and trees when developing a site, especially native species.

Design landscaping to be architecturally integrated with the building and suitable to the functions of the space while selecting plant materials that complement the architectural style, uses, and form of the building.

Design open areas to maintain a balance of landscaping and paved area. Select drought tolerant, native landscaping to limit irrigation needs and conserve water. Mediterranean and local, climate-friendly plants may be used alongside native species.

Facilitate sustainable water use by using automated watering systems and drip irrigation to irrigate landscaped areas.

Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.

Provide canopy trees in planting areas in addition to street trees for shade and energy efficiency, especially on south and southwest facing façades.

Use landscape features to screen any portion of a parking level or podium that is above grade. Trees, shrubbery, planter boxes, climbing plants, vines, green walls, or berms can be used to soften views from the public right-of-way.

5.2 Open Space and Plazas:

YES NO N/A

STAFF REVIEW

- YES NO N/A Incorporate shaded open space such as plazas, courtyards, pocket parks, and terraces in large scale commercial buildings. Design open areas to be easily accessible and comfortable for a substantial part of the year.
- YES NO N/A Orient open spaces to the sun and views. Create a sense of enclosure while maintaining safety, so that open spaces and plazas feel like outdoor rooms.
- YES NO N/A Connect open spaces to other activity areas where people gather to sit, eat, or watch other people.
- YES NO N/A Locate sidewalk restaurants or outdoor dining areas on or adjacent to open spaces and pedestrian routes. Connect shops or office entrances directly to places where people gather or walk.
- YES NO N/A Landscape all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities. Landscaping may include any practicable combination of shrubs, trees, ground cover, minimal lawns, planter boxes, flowers, or fountains that reduce dust and other pollutants and promote outdoor activities, especially for children and seniors.

**Does the project meet the overall intent of Objective 5:
Include Open Space to Create Opportunities for Public Gathering?**

YES NO

STAFF INITIALS

YES NO (See page 15 for explanation) *As conditioned by DCP* JD

OBJECTIVE 6: Improve the Streetscape by Reducing Visual Clutter

Indicate which (if any) of the following methodologies you applied in your project.

6.1 Building Signage and Placement:

YES NO N/A

STAFF REVIEW

- YES NO N/A In general, a maximum of one business identification wall sign should be installed per business frontage on a public street. Rarely should more than one business identification wall sign be utilized per storefront.
- YES NO N/A Locate signs where architectural features or details suggest a location, size, or shape for the sign. Place signs so they do not dominate or obscure the architectural elements of the building or window areas.

- Include signage at a height and of a size that is visible to pedestrians and facilitates access to the building entrance.
- In commercial and mixed-use buildings with multiple tenants, develop a coordinated sign program establishing uniform sign requirements that identify appropriate sign size, placement, and materials.

6.2 Building Signage Materials:

YES NO N/A

STAFF REVIEW

- At large retail developments, provide maps and signs in public spaces showing connections, destinations, and locations of public facilities such as nearby transit stops.
Limit the total number of colors used in any one sign. Small accents of several colors make a sign unique and attractive, but competition of many different colors reduces readability.
- Limit text on signs to convey the business name or logo. Eliminate words that do not contribute to the basic message of the sign.
- Select sign materials that are durable and compatible with the design of the façade on which they are placed.
- Illuminate signs only to the minimum level required for nighttime readability.

6.3 Lighting and Security:

YES NO N/A

STAFF REVIEW

- Use ornamental lighting to highlight pedestrian paths and entrances to contribute to providing for a comfortable nighttime strolling experience while providing security by including after-hours lighting for storefronts.
- Install lighting fixtures to accent and complement architectural details. Shielded wall sconces and angled uplighting can be used at night to establish a façade pattern and animate a building's architectural features.
- Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage onto adjacent properties.

6.4 Utilities:

YES NO N/A

STAFF REVIEW

- YES NO N/A Place utilities in landscaped areas and out of the line-of-sight from crosswalks or sidewalks. Utilities such as power lines, transformers, and wireless facilities should be placed underground or on rooftops when appropriately screened by a parapet; otherwise, any mechanical or electrical equipment should be buffered by planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public streetscape.
- YES NO N/A Screen views of rooftop equipment such as air conditioning units, mechanical equipment, and vents from view from the public right-of-way.
- YES NO N/A Hide trash enclosures within parking garages so that they are not visible to passersby. Screen outdoor stand-alone trash enclosures using walls consistent with the architectural character of the main building, and locate them so that they are out of the line-of-sight from crosswalks or sidewalks.

Does the project meet the overall intent of Objective 6: Improve the Streetscape by Reducing Visual Clutter?		
YES	NO	
<input type="radio"/>	<input type="radio"/>	(See page 15 for explanation) <i>As conditioned by DCP</i>
		STAFF INITIALS <u>JD</u>

Notes

Many neighborhoods in Los Angeles have adopted guidelines as part of a Community Plan Urban Design chapter, or special zoning designations such as specific plans, community design overlay districts, designated historic properties and historic districts. This policy applies to all areas, but is particularly applicable to those areas within the City that do not currently have adopted design guidelines.

Proposed projects must substantially comply with the Citywide Design Guidelines through either the methods listed in the guidelines or through alternative methods that achieve the same objective. Applications that do not meet the specific guidelines applicable to that project should provide rationale for the design and explain how the project will meet the intent of the General Plan, the Municipal Code, and these Guidelines objectives.

In cases where site characteristics, existing improvements, or special circumstances make substantial adherence impractical, substantial compliance may not be possible. The Citywide Design Guidelines will be used to condition an approved project and not as the basis for decision makers to approve or deny it. Conditions imposed by the initial decision maker may be appealed.

WRITTEN JUSTIFICATION

**STAFF
REVIEW**

Objective 1: Consider Neighborhood Context & Linkages in Building and Site Design

1.1 No gas station, car wash or drive-thru establishments are proposed.
1.4 The project is not directly adjacent to any single-family zones.
The proposed project meets the remaining objectives.



Objective 2: Employ Distinguishable and Attractive Building Design

2.2 No residential units are proposed. The proposed project meets the remaining objectives.



Objective 3: Provide Pedestrian Connections Within and Around the Project

3.1 5' sidewalk proposed, consistent with existing parkway, which will be extended to allow more landscaping along Ventura Blvd. Pedestrian amenities such as sheltered benches and trash receptacles at the adjacent transit stop currently exist. No path lighting currently exists in the project vicinity.
3.2 The project is not a Large-Scale Development. 3.3 No curb cuts or on-street parking is proposed. The proposed project meets the remaining objectives.



Objective 4: Minimize the Appearance of Driveways and Parking Areas

4.1 No parking structure is proposed. The proposed project meets the remaining objectives.



Objective 5: Utilize Open Areas and Landscaping Opportunities to their Full Potential



Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

6.2 The proposed project is not a large retail development. The project meets the remaining objectives.



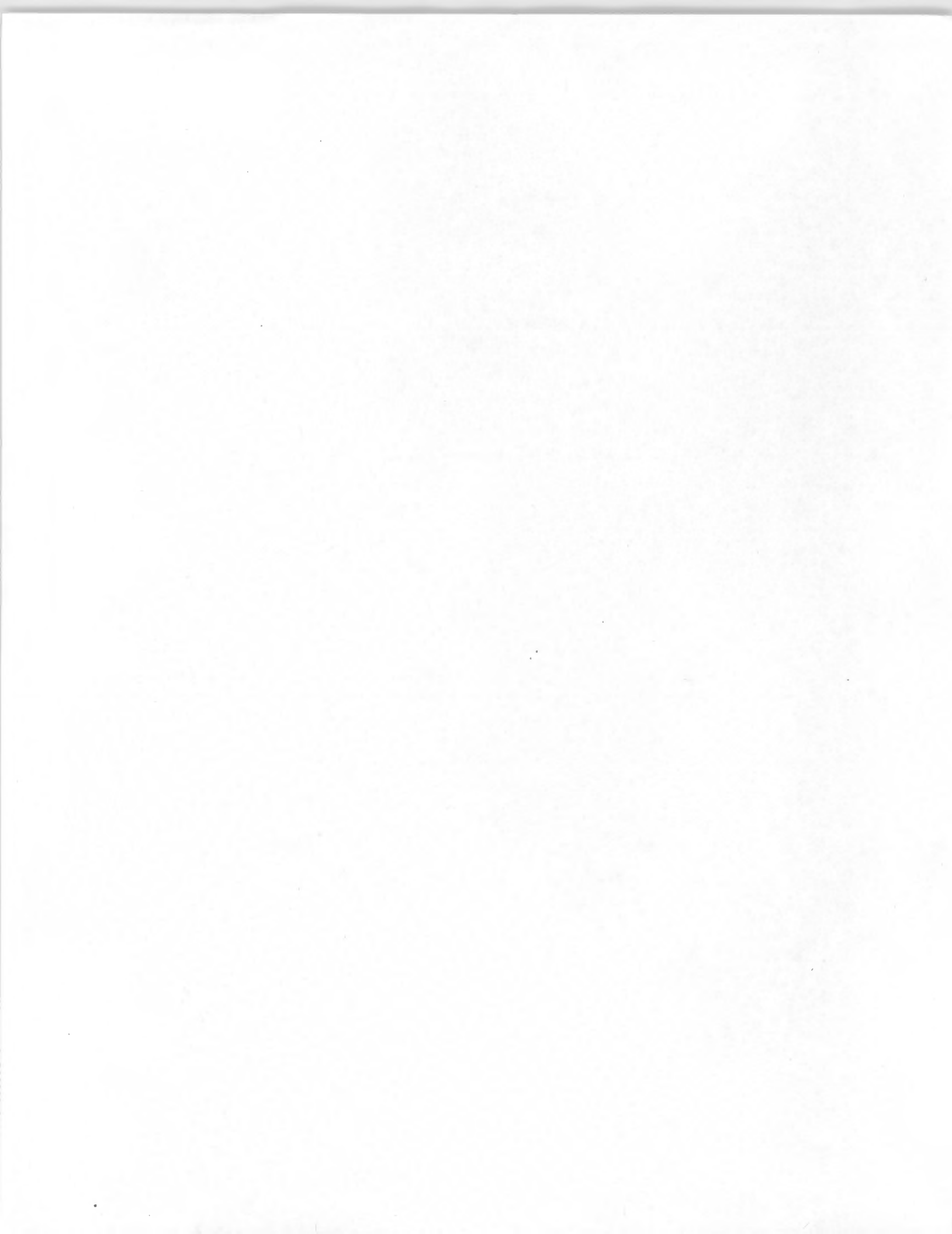
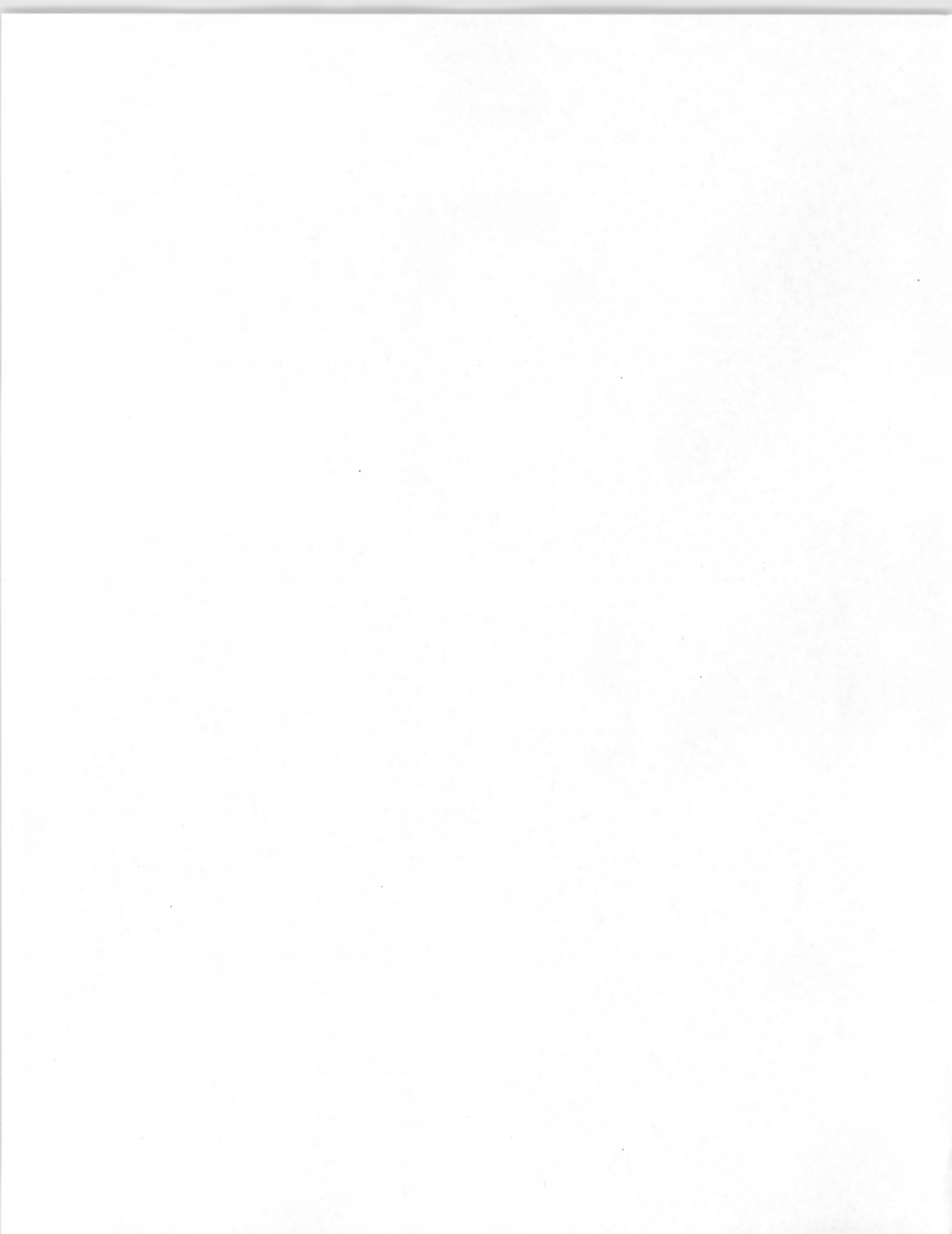
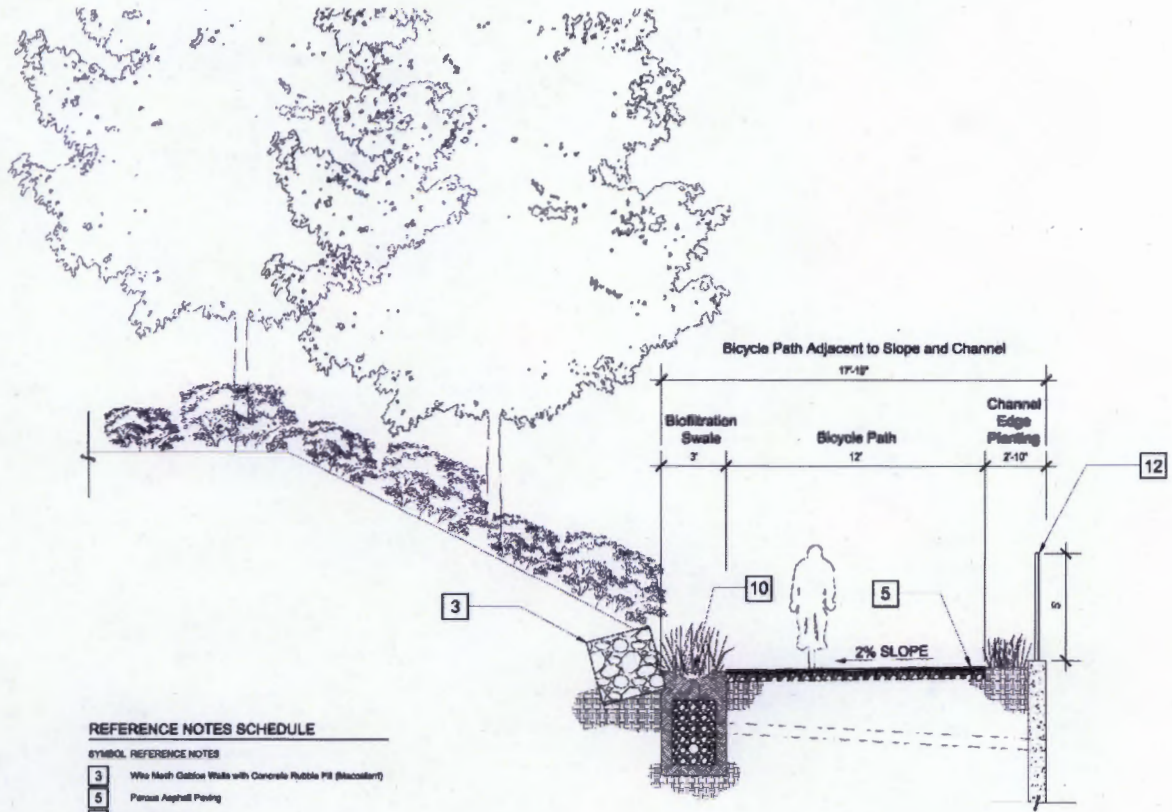


Exhibit K

**Los Angeles River Improvement Plans
adjacent to the Property (Enlarged set
attached at the end of the report)**

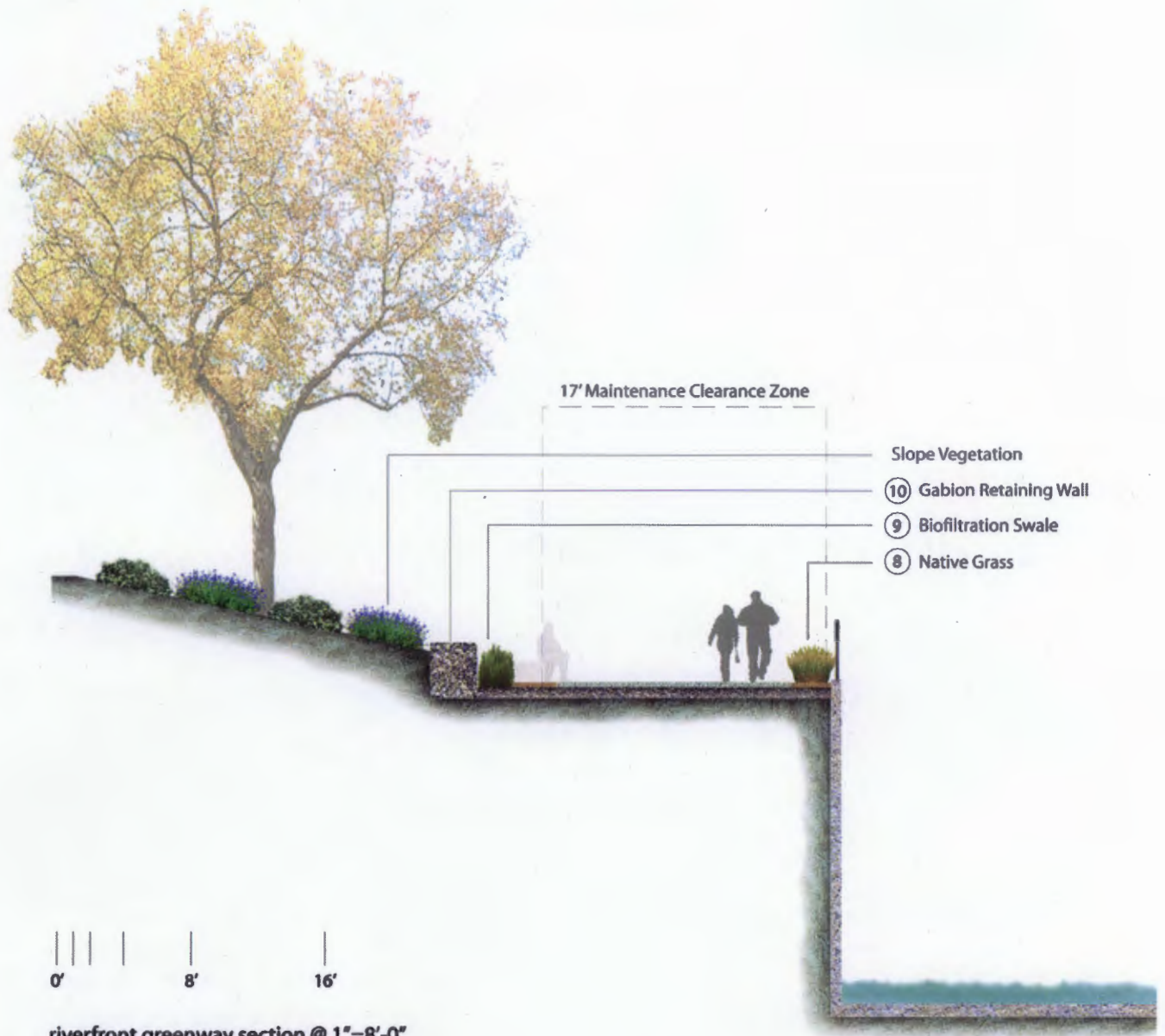




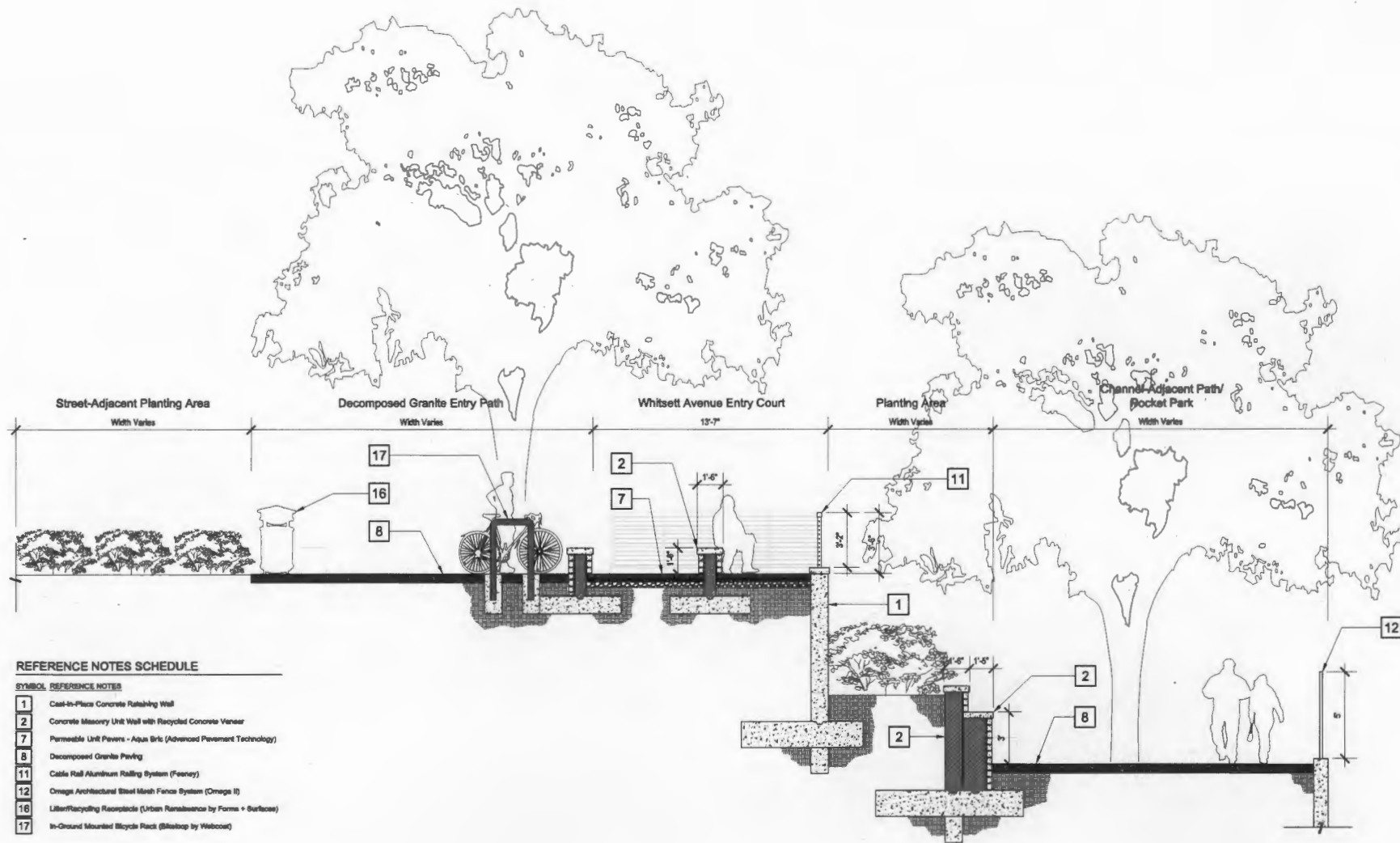
REFERENCE NOTES SCHEDULE

SYMBOL REFERENCE NOTES

3	Weld Mesh Gabion Walls with Concrete Rubble Fill (Maccaferri)
5	Porous Asphalt Paving
10	Biofiltration Swale
12	Omega Architectural Steel Mesh Fence System (Omega II)



riverfront greenway section @ 1"=8'-0"



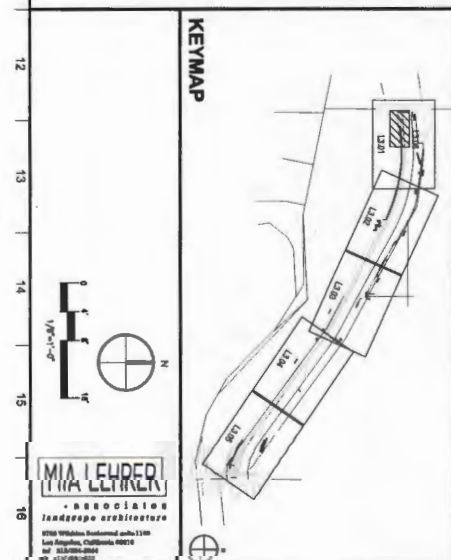
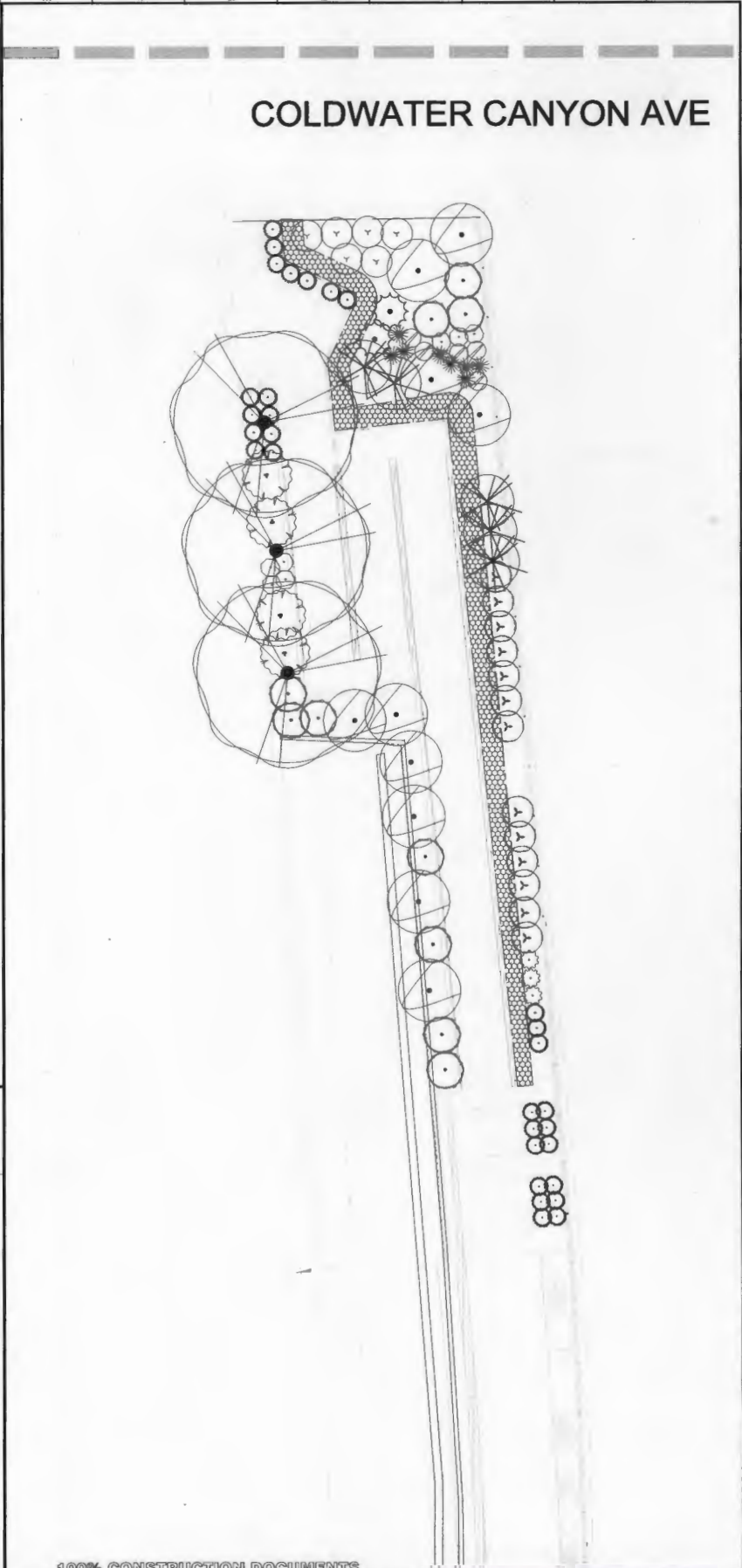
REFERENCE NOTES SCHEDULE

SYMBOL REFERENCE NOTES

1	Cast-in-Place Concrete Retaining Wall
2	Concrete Masonry Unit Wall with Recycled Concrete Veneer
7	Permeable Unit Pavers - Aqua Brics (Advanced Pavement Technology)
8	Decomposed Granite Paving
11	Cable Rail Aluminum Rolling System (Feeney)
12	Omega Architectural Steel Mesh Fence System (Omega II)
16	Litter/Recycling Receptacle (Urban Renaissance by Forma + Surface)
17	In-Ground Mounted Bicycle Rack (Bikestop by Webcor)



SEE SHEET L300 FOR PLANTING LEGEND



100% CONSTRUCTION DOCUMENTS

CITY OF LOS ANGELES DEPARTMENT OF RECREATION AND PARKS GENERAL MANAGER		DEPARTMENT OF PUBLIC WORKS CITY ENGINEER		BUREAU OF ENGINEERING DATE BY:	
GARY LEE & MOORE, P.E. LANDSCAPE ARCHITECTS 23000 GLENDALE BLVD. SUITE 100 GLENDALE, CA 91205 TEL: (818) 241-1111 FAX: (818) 241-1112 WWW.GLMOO.COM		PROJECT: LA RIVERFRONT GREENWAY PROJECT PHASE II ADDRESS: COLDWATER AVE. TO WHITSETT AVE. STUDIO CITY, CA		DESIGNED BY: JEFF HATCHER DRAWN BY: JEFF HATCHER / JOSHUA LINK CHECKED BY: JAMES NELSON APPROVED BY: MIA LEWIS	
MIA LEWIS LANDSCAPE ARCHITECT ASSOCIATES 8800 WILSON BOULEVARD SUITE 1100 LOS ANGELES, CALIFORNIA 90024 TEL: (310) 440-8800 FAX: (310) 440-8801 WWW.MIALEWIS.COM		SHEET TITLE: ENLARGEMENT A SHEET NO.: L306 PROJECT NO.: E0000591		INDEX NO. _____ STREET ID # NO. _____	

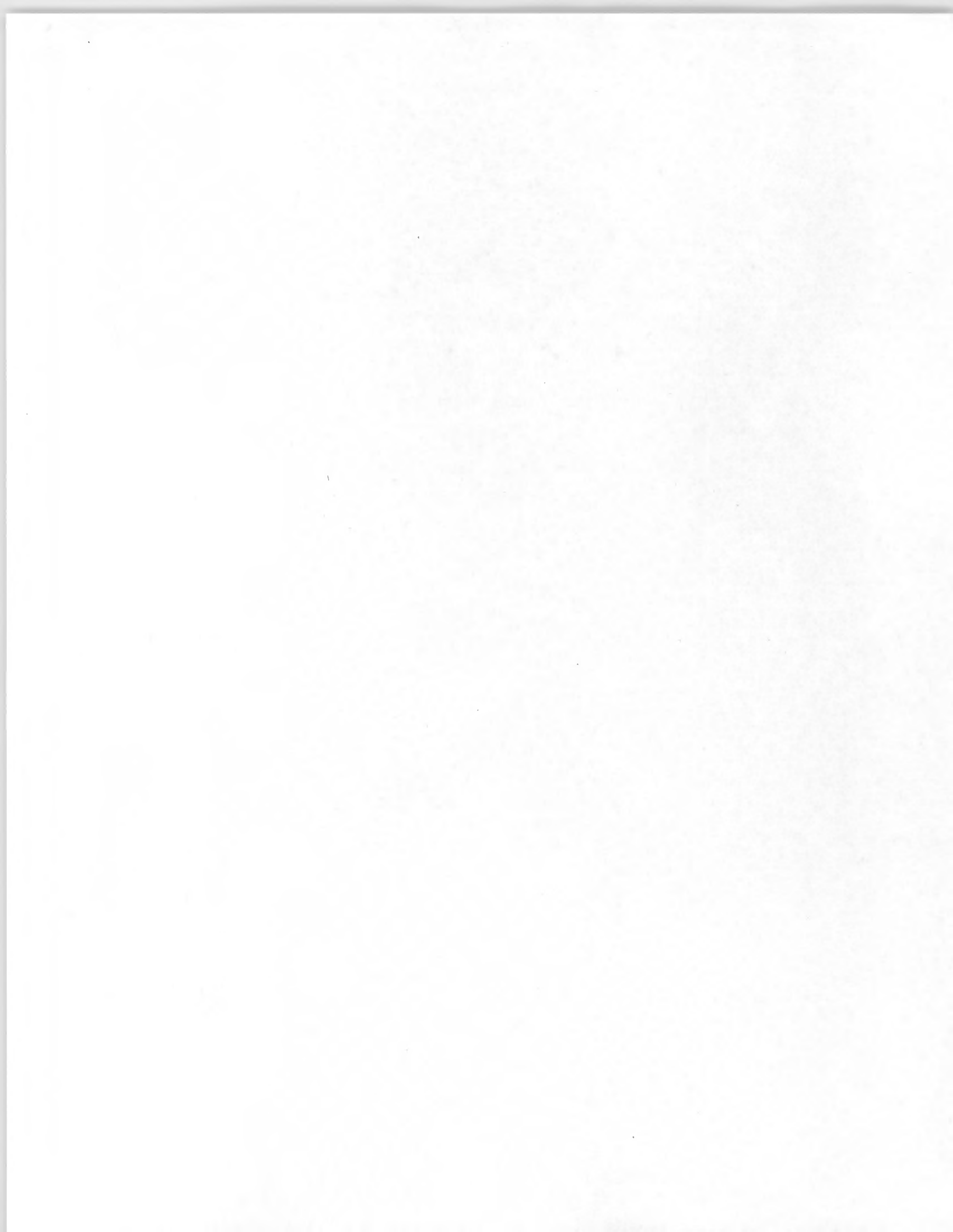
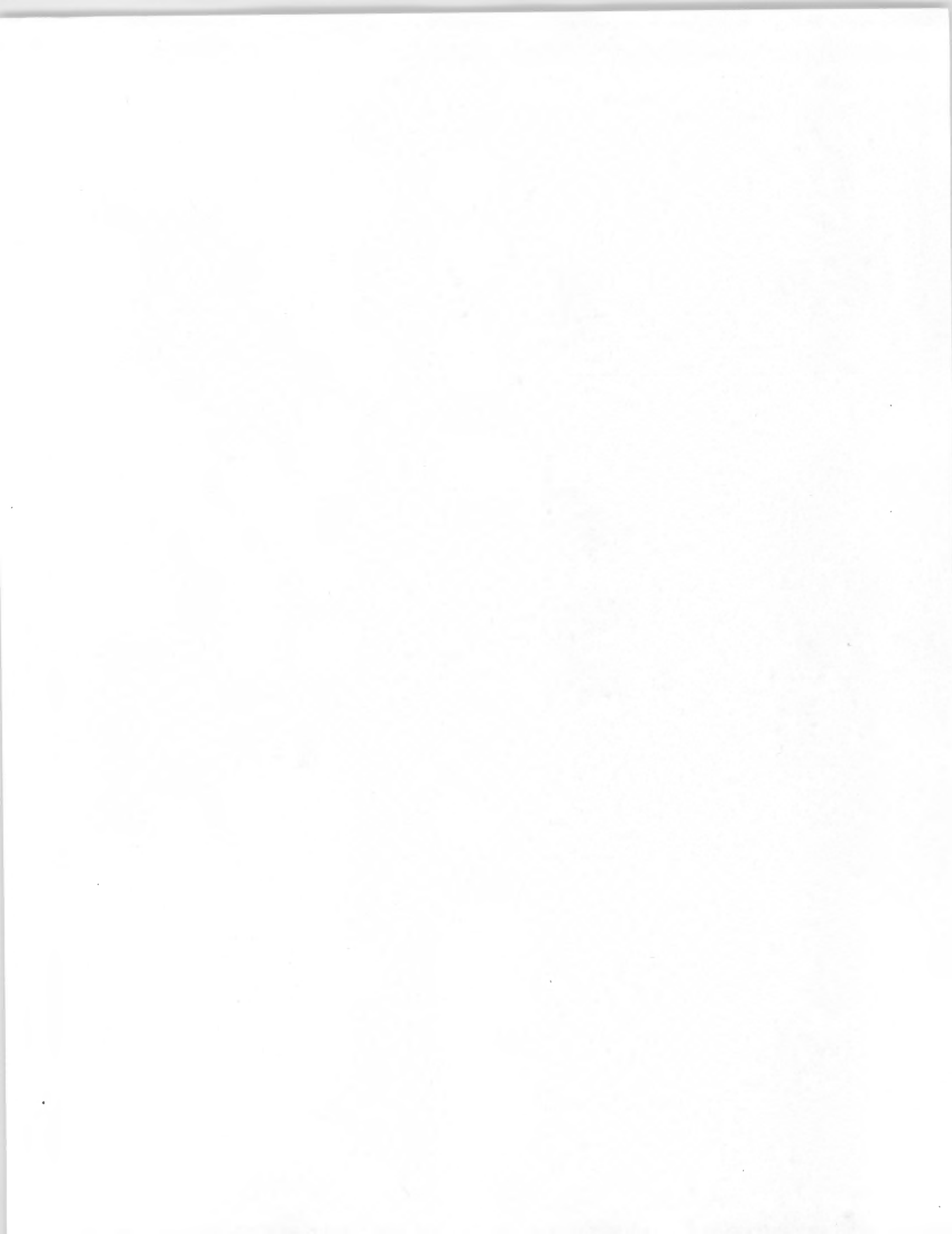


Exhibit L

**Noise Study prepared by Veneklasen
Associates on February 6, 2015 for the
existing site operations**



Revised February 6, 2015

PROJECT DELIVERY ANALYSTS

14342 Shawnee Street
 Moorpark, CA 93021

Attention: Bruce McBride, Managing Partner

Cc: Jake Jesson, Assistant Project Manager, Weintraub Real Estate Group

Subject: Sportsmen's Lodge REW
 Mechanical Equipment & Parking Lot Traffic Noise Transmission to Nearby Residences

Dear Bruce:

This report summarizes our general noise control guidelines and recommendations with respect to noise transmission from proposed rooftop equipment and parking lot traffic for the subject project to residential property lines to the north of the project site.

1.0 ROOFTOP MECHANICAL EQUIPMENT

1.1 Criteria

We understand that the high roofs of the F&B and Equinox Buildings (see Figure 1) will be 18 feet taller than the low roofs and

Chapter XI Noise Regulation of the City of Los Angeles Municipal Code, Section 112.02 limits noise levels at neighboring property lines and due to HVAC equipment to 5dBA above the ambient noise level.

Chapter XI Noise Regulation of the City of Los Angeles Municipal Code, Section 111.03 states that the following presumed ambient levels are to be used as the criteria if the actual ambient noise level is lower:

Zone	Presumed Ambient Noise Level (dBA)	
	Day	Night
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55

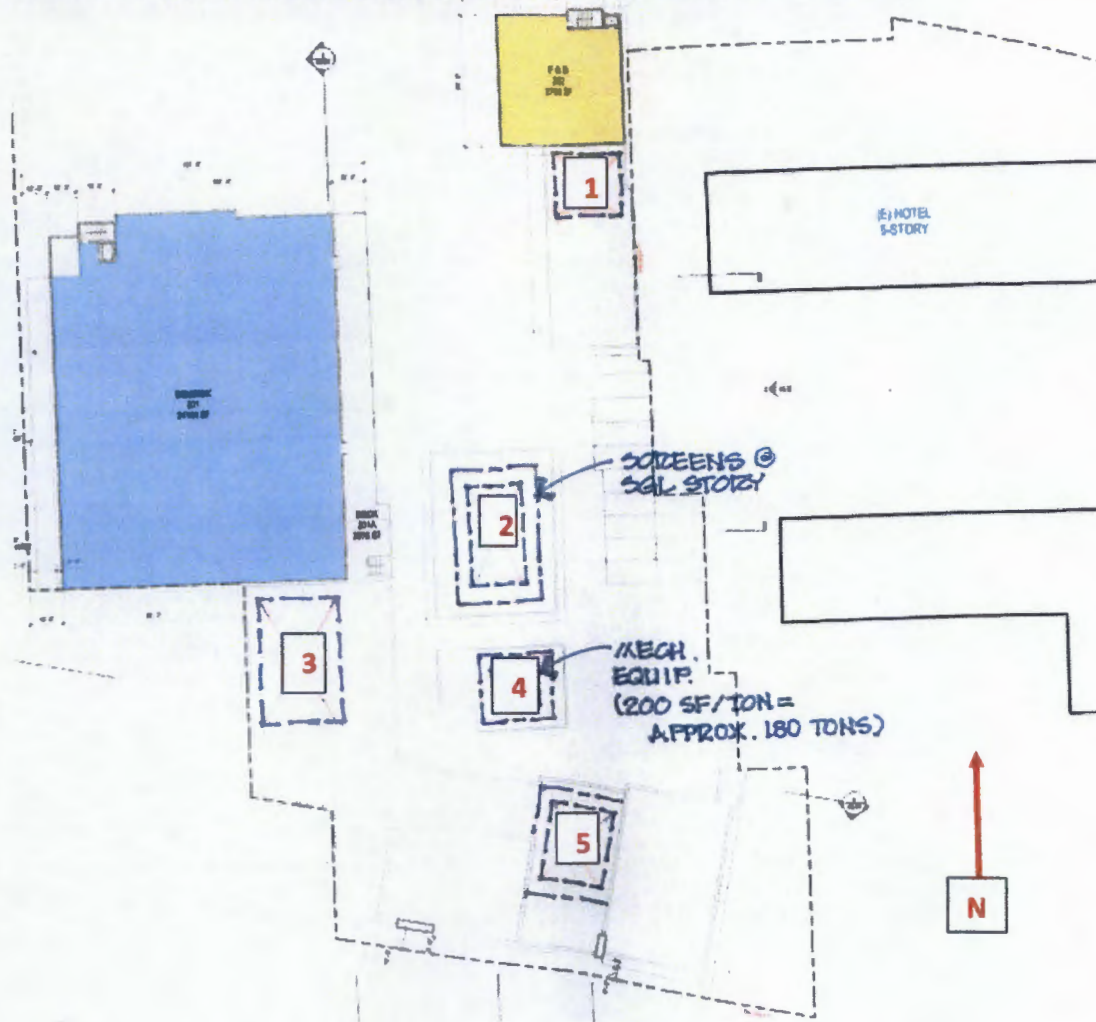
Municipal Code defines Day as 7am to 10pm and Night as 10pm to 7am. According to the Los Angeles zoning map, the subject project is in commercial zone C1.5 and the residences across the Los Angeles River to the north are in residential zones RD or R1. Municipal Code states that at the boundary between two zones, the presumed ambient levels of the quieter zone are the criteria.

Based on the results from our ambient noise monitoring between January 23 and 30, 2015, the lowest sound level measured during the daytime was 49dBA and nighttime was 43dBA. Since the lowest measured daytime ambient falls below the Code presumed ambient and nighttime is above it, the Code limit for this project at the residences to the north of the subject project is 55dBA during the day (i.e. presumed ambient of 50 + 5dBA) and 48dBA during the nighttime (i.e. measured ambient of 43 + 5dBA).

1.2 Proposed Mechanical Equipment Layout

We understand that packaged AC units are proposed in five locations on the low roofs (i.e. one story tall) of the new facility. Please reference Figure 1, below. Screens are proposed around three of these locations (i.e. locations 2, 4, and 5 in Figure 1), and Sono-Con Class 1-E exterior acoustical panels by Phoenix-E are proposed as screens. Mechanical equipment location 1 will be the closest to the residences across the L.A. River to the north at approximately 284 feet. We understand that the proposed units will all be approximately 4 feet tall.

Figure 1. Proposed Mechanical Equipment Locations 1-5 on Low Roofs of New Facility



1.3 Barrier Design

In order to be acoustically effective, noise barriers need to have substantial mass (i.e. at least 4psf), be continuous with no gaps or openings through them, and block acoustical line-of-sight between sources (e.g. proposed AC units) and receivers (e.g. residences to the north). The proposed barrier panels are massive enough to block sound from passing through it. The mechanical screens should be installed such that no gaps or openings exist between panels and should extend from the roof to at least 3 feet above the top of the tallest unit being screened. Screens are proposed on all sides of mechanical equipment locations 2 and 4 and along the north side of location 5, all of which are acoustically acceptable.

In addition, we recommend providing screens along the east and west sides of location 1 and along the east side of location 3 in order to fully block acoustical line-of-sight between mechanical equipment and residences to the north.

1.4 Building Shielding

We understand that the high roofs of the F&B and Equinox Buildings (see Figure 1) will be 18 feet taller than the low roofs and therefore will offer some shielding from mechanical equipment locations 1 and 3, which is acoustically acceptable. In general, proposed low roof mechanical equipment should be located south of two-story portions of buildings.

In addition, the existing five story hotel will also partially or fully block acoustical line-of-sight between mechanical locations 2, 4, and 5 to residences to the northeast.

1.5 Unit Manufacturer's Noise Control Options

Ideally, it is always preferred to address a sound source by providing the quietest unit possible. As such, we recommend selecting mechanical equipment with the lowest sound power levels as possible while still satisfying the HVAC needs of the project. In addition, we recommend including any noise control options that unit manufacturers provide, such as compressor jackets, if available.

1.6 Code Compliance

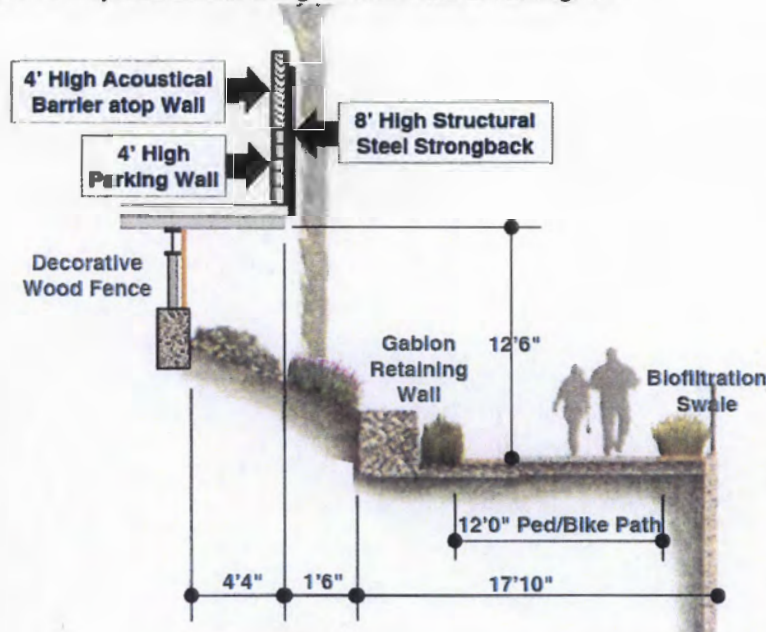
With the recommendations given in sections 1.3, 1.4, and 1.5, above, noise transmission from the proposed mechanical equipment to residences to the north of the project site are expected to be controlled adequately. However, the final unit selections and layout as well as screen locations and heights would need to be reviewed by an acoustical consultant in order to verify compliance with Code.

2.0 PARKING LOT TRAFFIC

2.1 Proposed Barrier

We understand that a 4 foot tall parking wall is proposed along the northern property line of the project and that Sono-Con Class 1-E exterior acoustical panels by Phoenix-E are proposed on top of said wall, essentially extending the total height of the wall to 8 feet. Please see Figure 2, below, for the proposed concept.

Figure 2. Proposed Barrier along Northern End of Parking Lot



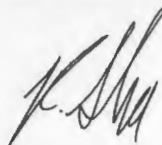
2.2 Parking Lot Traffic Noise Findings

We understand that there are no criteria or Code limits with respect to parking lot traffic noise transmission to other properties. However, it is our understanding that the owner is wanting to be a "good neighbor" by limiting parking lot noise transmission to the residential to the north of the project site.

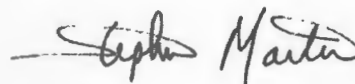
Based on our parking lot traffic noise study, our results indicate that parking lot noise will increase ambient levels by 3dBA. However, our study also indicates that the proposed noise barrier along the property line will provide approximately 6dBA of noise reduction. As such, the proposed barrier is expected to effectively limit parking lot traffic noise transmission to residences to the north of the project site.

If you have any questions or comments regarding this report, please do not hesitate to contact us.

Sincerely,
Veneklasen Associates



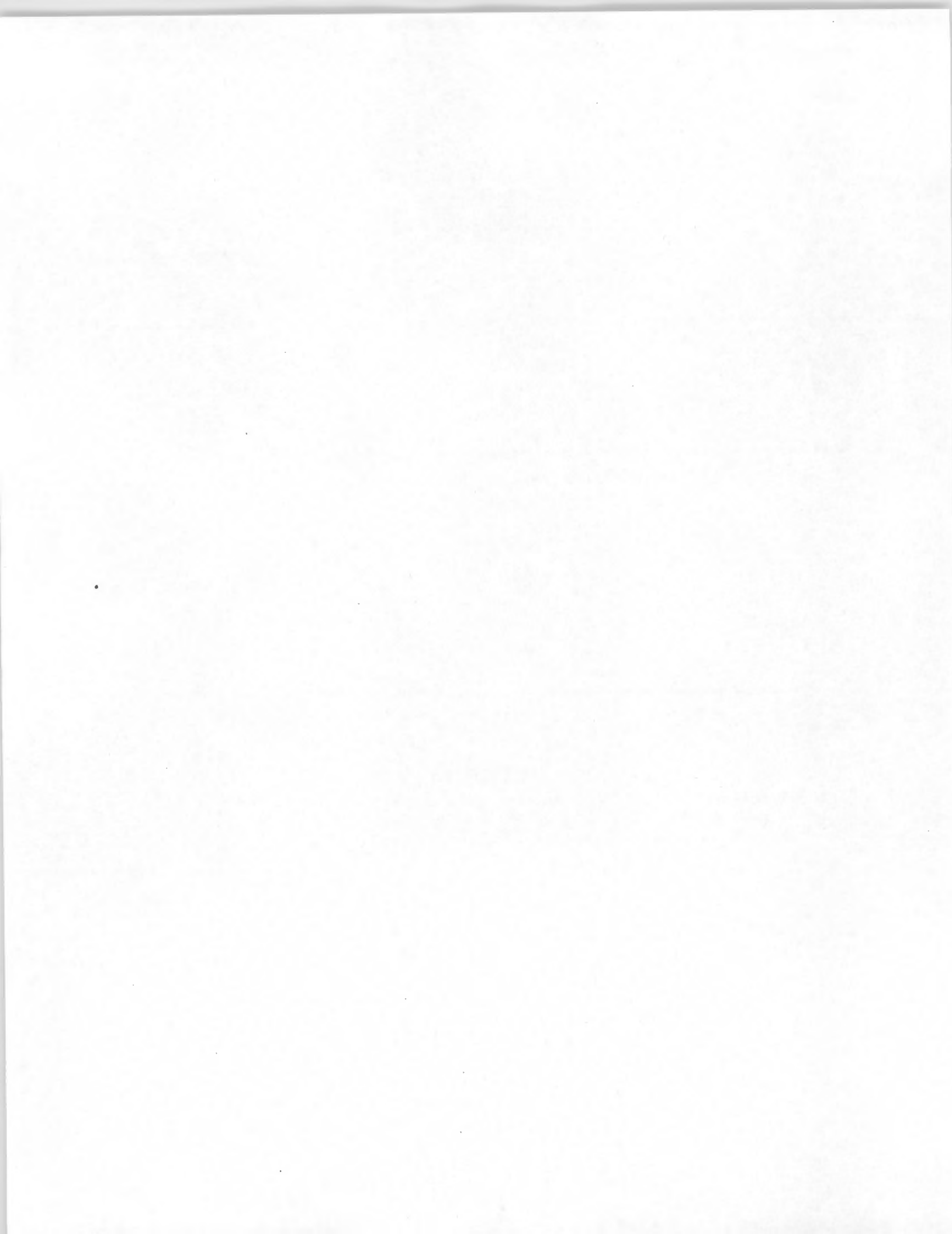
Richard H. Silva
Senior Associate



Stephen A. Martin
Senior Associate

Exhibit M

Directional signage plan



LOS ANGELES RIVER

Directional Sign Noting on each side if the Pedestrian/Vehicle/Bicycle was accessing either the Landing or Hotel Site.

COLDWATER CANYON DRIVE

Directional Signs Noting on each side if the Pedestrian/Vehicle/Bicycle was accessing either the Landing or Hotel Site.

Directional Sign Noting on each side if the Pedestrian/Vehicle/Bicycle was accessing either the Landing or Hotel Site.

VENTURA BOULEVARD





Exhibit N

**Studio City Neighborhood Council
Recommendation Report Dated
June 23, 2014**



SCNC BOARD

Lawrence Beer
Lisa Cahan Davis
Jane Drucker, Ph.D.
Jon Epstein
Alex Izbicki
Remy Kessler
Brian Mahoney
Richard Niederberg
Scott Ouellette
Steven Quat
Lisa Sarkin
Lana Shackelford
Gail Steinberg
Rita C. Villa
John T. Walker, Ph.D.
Denise Welvang



4024 Radford Ave.
Edit. Bldg. 2, Suite 6
Studio City, CA 91604
(818) 655-5400

www.StudioCityNC.org

PRESIDENT
John T. Walker, Ph.D.

VICE PRESIDENT
Lisa Sarkin

TREASURER
Remy Kessler

SECRETARY
Rita C. Villa

CORRESPONDING SECRETARY
Jane Drucker, Ph.D.

June 23, 2014

Sent by email

To: Aaron Green

Re: Sportsmen's Landing [DIR-2014-886-SPP-SPPA]

Dear Mr. Green,

At its regular meeting on June 18, 2014, the Board of the Studio City Neighborhood Council passed the following motion:

MOTION 2014.06 .12C: The Board of the Studio City Neighborhood Council supports the Sportsmen's Landing [DIR-2014-886-SPP-SPPA] 12825 Ventura Blvd. subject to Exhibit A attached, included by reference.

If you have any questions, please do not hesitate to contact us.

Sincerely yours,

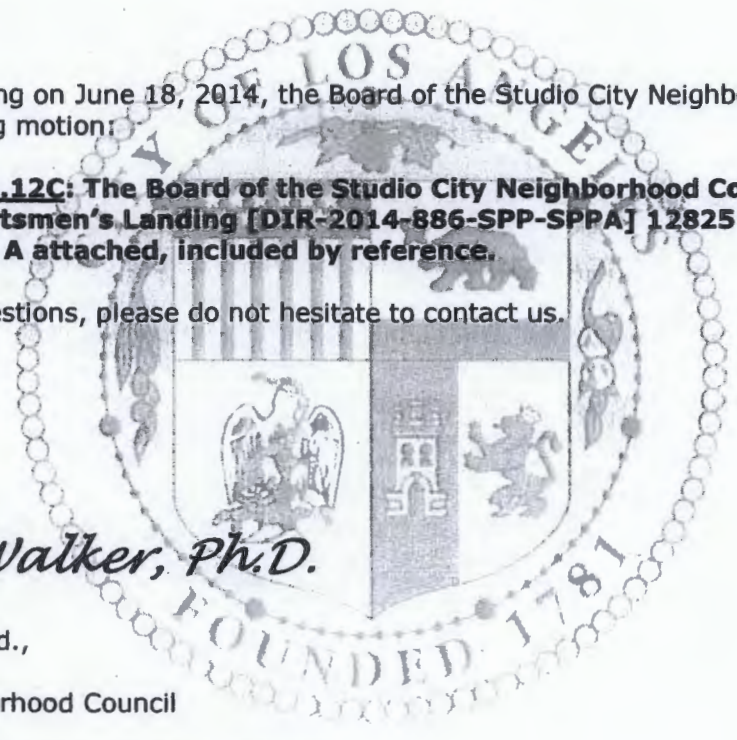
John T. Walker, Ph.D.

John T. Walker, Ph.d.,
President
Studio City Neighborhood Council

CC: Councilmember Krekorian, Karo Torossian

Attachments

JTW/jd



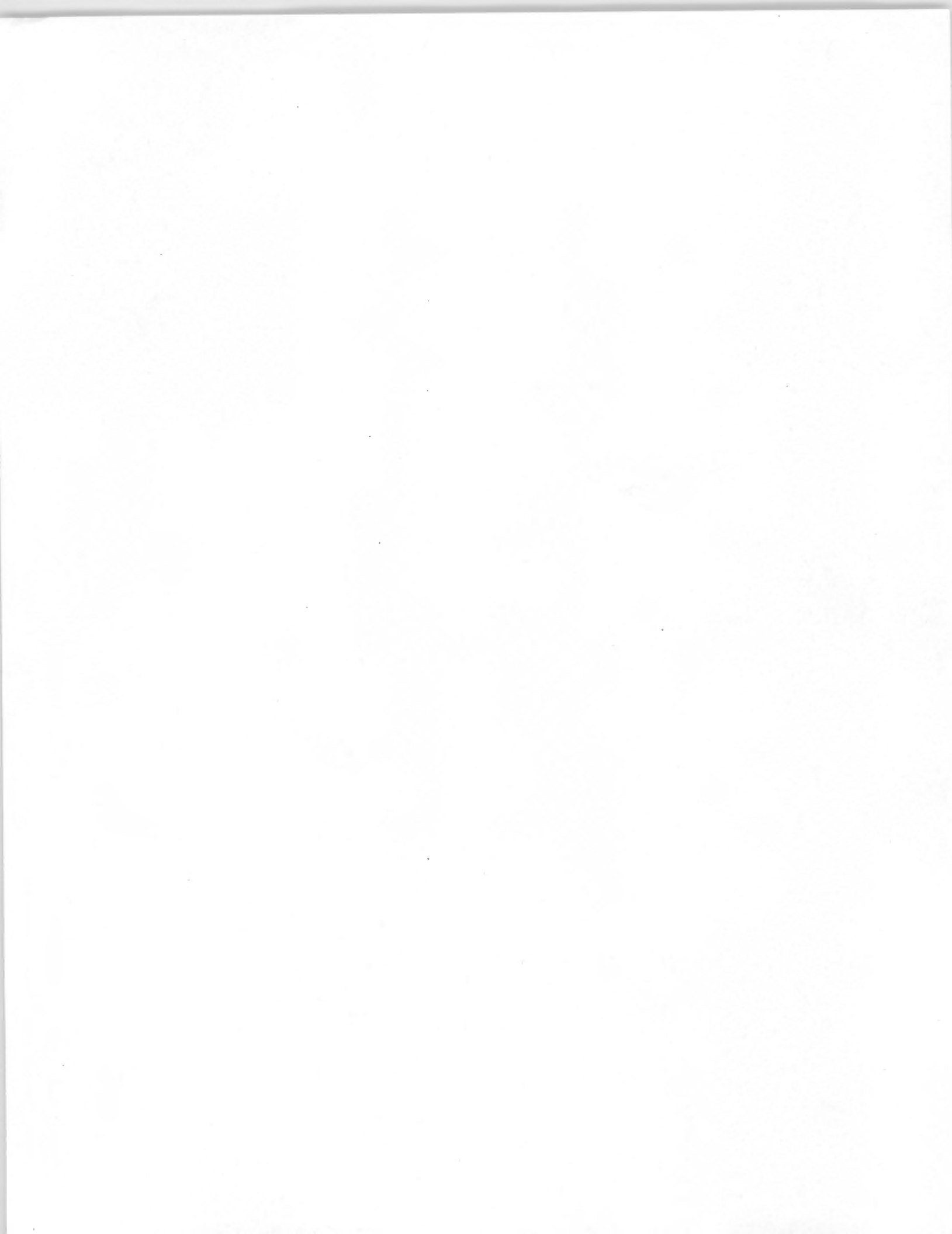
**Sportsmen's Landing
Developers Voluntary Conditions
6/11/14**

Exhibit A

1. Limit hours for deliveries (not before 7:00 AM weekdays, 8:00 AM weekends).
2. Limit hours for trash pickup (not before 7:00 AM weekdays, 8:00 AM weekends).
3. Developer shall implement sound mitigation measures to ensure that noise caused by the use or operation of the Sportsmen's Landing project shall not exceed the ambient noise level on the premises of any adjacent single family home by more than five (5) decibels, in compliance with the LA City Noise Ordinance.
4. Explore construction methods of a sound baffle wall at cantilevered deck to further block noise & car headlights.
5. Developer to contribute to City for trees and plantings on north side of river.
6. Developer to provide fully enclosed trash enclosures.
7. Provision of evening security patrols for the perimeter of the property.
8. Ensure that no bright light will spill onto adjacent single-family homes.
9. All employees are required to park on-site.

Exhibit O

Studio City Neighborhood Council Recommendation Report for a Neighborhood Shuttle Dated January 22, 2015



SCNC BOARD

Lisa Cahan Davis
Jon Epstein
Bill Harmond
Alex Izbicki
Remy Kessler
Brian Mahoney
Richard Niederberg
Steven Quat
Lisa Sarkin
Lana Shackelford
Gail Steinberg
Rita C. Villa
John T. Walker, Ph.D
Denise Weivang



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PRESIDENT
John T. Walker, Ph.D
VICE PRESIDENT
Lisa Sarkin
TREASURER
Bill Harmond
SECRETARY
Rita C. Villa
CORRESPONDING SECRETARY
Alex Izbicki

www.StudioCityNC.org

January 22, 2015

Ms. Lorena Parker

Sent by Email

Re: Shuttle Bus Services

Dear Ms. Parker,

At its special board meeting on January 21, 2015, the Board of the Studio City Neighborhood Council passed the following motion:

MOTION : The Board of the Studio City Neighborhood Council supports the concept, research and development of the Studio City Business Improvement District's efforts to begin a Shuttle Bus service serving Ventura Blvd from Carpenter Avenue to Coldwater Canyon Avenue and to improve the utilization of the Studio City Parking Garage.

If you have any questions, please do not hesitate to contact us.

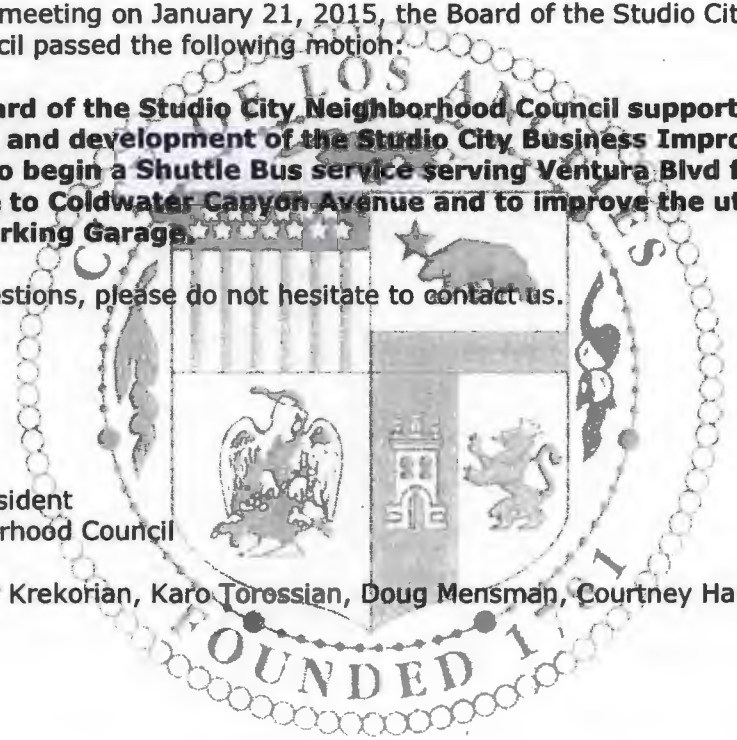
Sincerely yours,

John T. Walker

John T. Walker, President
Studio City Neighborhood Council

CC: Councilmember Krekorian, Karo Torossian, Doug Mensman, Courtney Hamilton, Jennifer Driver

JTW/ai



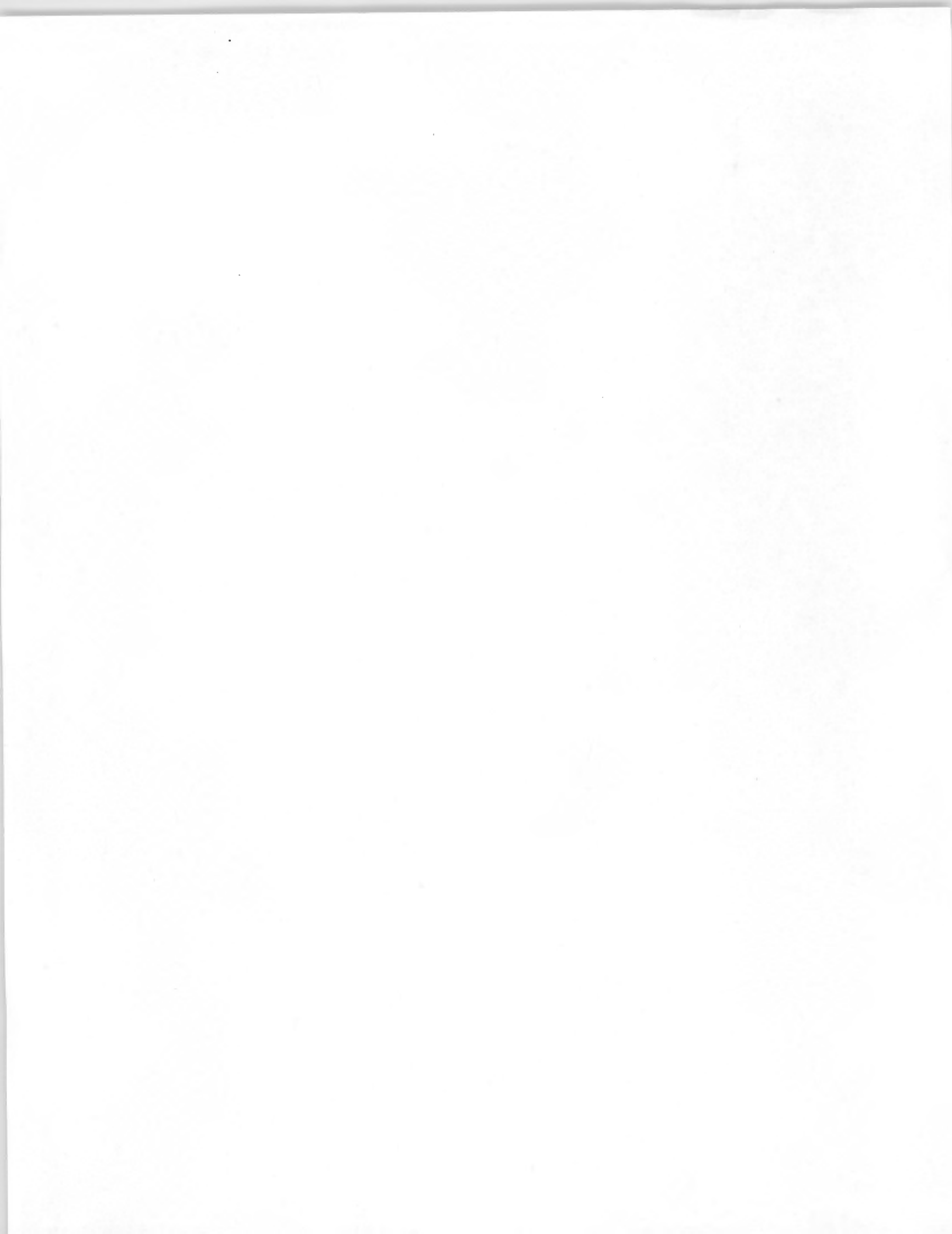


Exhibit C

[ENLARGED PLANS] Project Plans

VICINITY MAP



DRAWING LIST

A0.00	COVER				
A2.11	GROUND LEVEL PLAN				
A2.12	SECOND LEVEL PLAN				
A2.23	ROOF PLAN				
A9.01	BUILDING ELEVATIONS				
A9.02	BUILDING ELEVATIONS				
A9.03	BUILDING SECTIONS				
A9.04	BUILDING SECTIONS				
A9.05	BUILDING SECTIONS				
A12.02	PARKING / BIKE RACK PLAN				
A12.03	BIKE RACK PLAN				

L1.1	OVERALL SITE PLAN				
L1.2	EXISTING SITE PLAN				
L1.3	ENLARGED DEMO PLAN				
L1.4	PROJECT SITE PLAN				
L1.5	OVERALL SITE PLAN				
L1.6	LANDSCAPE BUFFER				
L1.7	TREE LOCATION MAP				
L1.8	OVERALL LANDSCAPE SITE PLAN				
L1.9	VENTURA BOULEVARD LANDSCAPE				
L1.10	SHADE GARDEN				
L1.11	PLAZA GARDEN				
L1.12	PLAZA GARDEN - WATER'S EDGE				
L1.13	PARKING LOT LANDSCAPE				
L1.14	L.A. RIVER LANDSCAPE BUFFER ZONE				

PROJECT DESCRIPTION

The "Sportsmen's Farm" project consists of a site of five new 1 and 2-story commercial buildings to be leased as retail, restaurant, and fitness facilities, by Sportsmen's Lodge REW, LLC. The new buildings are situated on the west-end side of the Sportsmen's Lodge site, currently the location of a 1-story Lodge Banquet Facility. The proposed new structures are architecturally styled as "mid-century modern" with gestures to other San Fernando Valley mid-century structures, and complements the existing massing and materials of the adjacent Sportsmen's Lodge Hotel. The new buildings front approximately 170' along both Ventura Boulevard and Coldwater Canyon Avenue, respectively, reinforcing a more pedestrian-friendly street frontage on both streets.

The project is within the Ventura-Cahuenga Boulevard Corridor Specific Plan, and falls within the Neighborhood & General Commercial plan designation. Within the Specific Plan guidelines, the new buildings adhere to the plan's requirements for setbacks, lot coverage, landscaping, and signs. This high-end retail/dining/fitness facility will be an amenity to the neighborhood community of Studio City, and will include relaxing extensively re-landscaped garden areas w/ integrated, but re-imagined water amenities. Historically significant trees will be left untouched within the newly landscaped garden areas. A new pocket park is provided, located on the north-west corner of the site, providing a direct connection to the L.A. River bike paths.

The scope of work includes the new 91,769 GSF, 1 and 2-story buildings, including a 30,000 GSF fitness facility, 25,766 GSF of restaurants, 36,003 GSF of retail spaces, and related sitework adjacent to the new facilities (including both landscape and hardscape improvements). Surface parking is provided near the new facilities, as well as by the existing adjacent Hotel. Also, the site is located near four bus transit routes from both Ventura Boulevard and Coldwater Canyon Avenue.

SPORTSMEN'S LODGE REW, LLC
STUDIO CITY, LOS ANGELES, CA

ARCHITECT

Gensler

500 S. Figueroa St.
Los Angeles, CA 90071
Tel: 213.327.3600
Fax: 213.327.3601
www.gensler.com

LANDSCAPE DESIGN

[place]

324 Sunset Ave., Suite E
Venice, CA 90291
Tel: 310.450.8100
Fax: 310.450.8144
www.place-c.com

PROJECT INFORMATION

PROJECT SITE

ZONING: C1.5-1VL COMMERCIAL LIMITED
ADDRESS: 12833 VENTURA BLVD, STUDIO CITY, CA 91604
TITLE REPORT: 301805
APN: APN 2375-021-022
APN 2375-021-024
APN 2375-021-900

COMMUNITY PLAN AREA: SHERMAN OAKS - STUDIO CITY - TOLUCA LAKE - CAHUENGA PASS

AREA PLANNING COMMISSION: SOUTH VALLEY
NEIGHBORHOOD DISTRICT: STUDIO CITY
COUNCIL DISTRICT: CD 2
LADBS DISTRICT OFFICE: VAN NUYS
OVERLAY DISTRICTS: ZI-2358 LOS ANGELES RIVER REVITALIZATION MASTER PLAN

LIQUEFACTION ZONE: VENTURA-CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN - NEIGHBORHOOD AND GENERAL COMMERCIAL
FIRE DISTRICT: YES
FLOOD ZONE: 78
SITE AREA: A D=N/A E=N/A PL
249,956 SF

FAR, ALLOWABLE: 1.5 (ZONING) 1.0 (SPECIFIC PLAN)
BUILDING AREA: 2-STORY WEST COMMERCIAL BUILDING: 49,204 SF
1-STORY SOUTH COMMERCIAL BUILDING: 19,756 SF
2-STORY CENTRAL COMMERCIAL BUILDING: 12,105 SF
1-STORY EAST COMMERCIAL BUILDING: 2,268 SF
1-STORY NORTH COMMERCIAL BUILDING: 8,436 SF
TOTAL: 91,769 SF

FAR, ACTUAL: 91,769 / 249,956 SF = .37
LOT COVERAGE, ALLOWABLE: 60% = (249,956 SF X .6 = 149,974 SF)
LOT COVERAGE, ACTUAL: 2-STORY WEST COMMERCIAL BUILDING: 34,507 SF
1-STORY SOUTH COMMERCIAL BUILDING: 24,110 SF
2-STORY CENTRAL COMMERCIAL BUILDING: 9,350 SF
1-STORY EAST COMMERCIAL BUILDING: 3,628 SF
1-STORY NORTH COMMERCIAL BUILDING: 6,807 SF
TOTAL: 78,402 SF (31%)

STREETSCAPE: STUDIO CITY-CAHUENGA PASS
PROPOSED AREA: NEW CONSTRUCTION: RETAIL/ RESTAURANT/ HEALTH CLUB
LEVEL 1: 56,186 SF
LEVEL 2: 35,583 SF
TOTAL: 91,769 SF

ALLOWABLE HEIGHT: 45' (ZONING), 3 STORY
30' (SPECIFIC PLAN)
PROPOSED HEIGHT: 30' (W/ ADDITIONAL 10% ALLOWED W/ PROJECT PERMIT ADJUSTMENT)
SETBACK, FRONT YARD: 10' (ZONING); 18" (SPECIFIC PLAN)
20' MAX FOR 50%, 60' MAX FOR OTHER 50% (SPECIFIC PLAN)
0' (ZONING)
SETBACK, SIDE YARD: 0' (ZONING)
SETBACK, REAR YARD: 17 FEET
EASEMENTS: YES
LOADING REQUIRED: NOT REQUIRED
PARKING REQUIRED: 440 SPACES (FROM SHARED PARKING ANALYSIS)
BICYCLE SPACES: 46 SHORT-TERM SPACES; 46 LONG-TERM SPACES

HOTEL SITE

ZONING: C1.5-1VL COMMERCIAL LIMITED
ADDRESS: 12825 VENTURA BLVD, STUDIO CITY, CA 91604
TITLE REPORT: 293887
APN: APN 2375-021-008

COMMUNITY PLAN AREA: SHERMAN OAKS - STUDIO CITY - TOLUCA LAKE - CAHUENGA PASS
SOUTH VALLEY
STUDIO CITY
CD 2
VAN NUYS
ZI-2358 LOS ANGELES RIVER REVITALIZATION MASTER PLAN

AREA PLANNING COMMISSION: SOUTH VALLEY
NEIGHBORHOOD DISTRICT: STUDIO CITY
COUNCIL DISTRICT: CD 2
LADBS DISTRICT OFFICE: VAN NUYS
OVERLAY DISTRICTS: ZI-2358 LOS ANGELES RIVER REVITALIZATION MASTER PLAN

LIQUEFACTION ZONE: VENTURA-CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN - NEIGHBORHOOD AND GENERAL COMMERCIAL
FIRE DISTRICT: YES
FLOOD ZONE: 78
SITE AREA: A D=N/A E=N/A PL
140,386 SF (GROSS)
135,584 SF (NET)

FAR, ALLOWABLE: 1.5 (ZONING) 1.0 (SPECIFIC PLAN)
BUILDING AREA: EXISTING STRUCTURES:
HOTEL: 151,710 SF
TOTAL: 151,710 SF

FAR, ACTUAL: 151,710 / 135,584 SF = 1.12 (EXISTING)
LOT COVERAGE, ALLOWABLE: 60% - (135,584 SF X .6 = 81,350 SF)
LOT COVERAGE, ACTUAL: EXISTING STRUCTURES:
HOTEL: 31,581 SF
TOTAL: 31,581 SF (23%)

STREETSCAPE: STUDIO CITY-CAHUENGA PASS
PROPOSED AREA: NONE

ALLOWABLE HEIGHT: 45' (ZONING), 3 STORY
30' (SPECIFIC PLAN)
EXISTING HEIGHT: 62' (5 STORY)
SETBACK, FRONT YARD: 10' (ZONING); 18" (SPECIFIC PLAN)
20' MAX FOR 50%, 60' MAX FOR OTHER 50% (SPECIFIC PLAN)
0' (ZONING)
SETBACK, SIDE YARD: 17 FEET
EASEMENTS: N/A
LOADING REQUIRED: N/A
PARKING REQUIRED: REFER TO SHARED PARKING ANALYSIS
BICYCLE SPACES: 2% OF PARKING STALLS

ENTIRE SITE - AREA SUMMARY

SITE AREA:	PROJECT SITE: 249,956 SF HOTEL SITE: 135,584 SF TOTAL: 385,540 SF
BUILDING AREA:	PROJECT SITE: 91,769 SF EXISTING HOTEL: 151,710 SF TOTAL: 243,479 SF
FAR, ALLOWABLE:	1.5 (ZONING) 1.0 (SPECIFIC PLAN)
FAR, ACTUAL:	PROJECT SITE: 91,769 / 249,956 SF = .37 HOTEL SITE: 151,710 / 135,584 SF = 1.12 TOTAL: 243,479 SF / 385,540 SF = .63
LOT COVERAGE (ALLOWABLE):	PROJECT SITE: 60% x 249,956 SF = 149,974 SF HOTEL SITE: 60% x 135,584 SF = 81,350 SF TOTAL: 60% x 385,540 SF = 231,324 SF
LOT COVERAGE (ACTUAL):	PROJECT SITE: 78,402 SF (31%) HOTEL SITE: 31,581 SF (23%) TOTAL: 109,983 SF (29%)

PROJECT SITE - PARKING/ BIKE RACK SUMMARY

PARKING REQUIRED:	440 SPACES (FROM SHARED PARKING ANALYSIS)
PARKING PROVIDED:	STANDARD: 256 SPACES COMPACT: 153 SPACES HANDICAPPED: 9 SPACES MECH. LIFTS: 28 SPACES TOTAL: 446 SPACES
COMPACT SPACES ALLOWED:	40%
COMPACT SPACES ACTUAL:	34.3% (153/446 SPACES = 34.3%)
BIKE RACKS REQUIRED:	46 SHORT-TERM SPACES & 46 LONG-TERM SPACES (91,769 SF / 2,000 SF = 46)
BIKE RACKS PROVIDED:	46 SHORT-TERM SPACES & 46 LONG-TERM SPACES

Date	Revision Description	By	Check
25 JULY 2014	PPC REVISIONS	JC	Checker

Project Name: SPORTSMEN'S LODGING

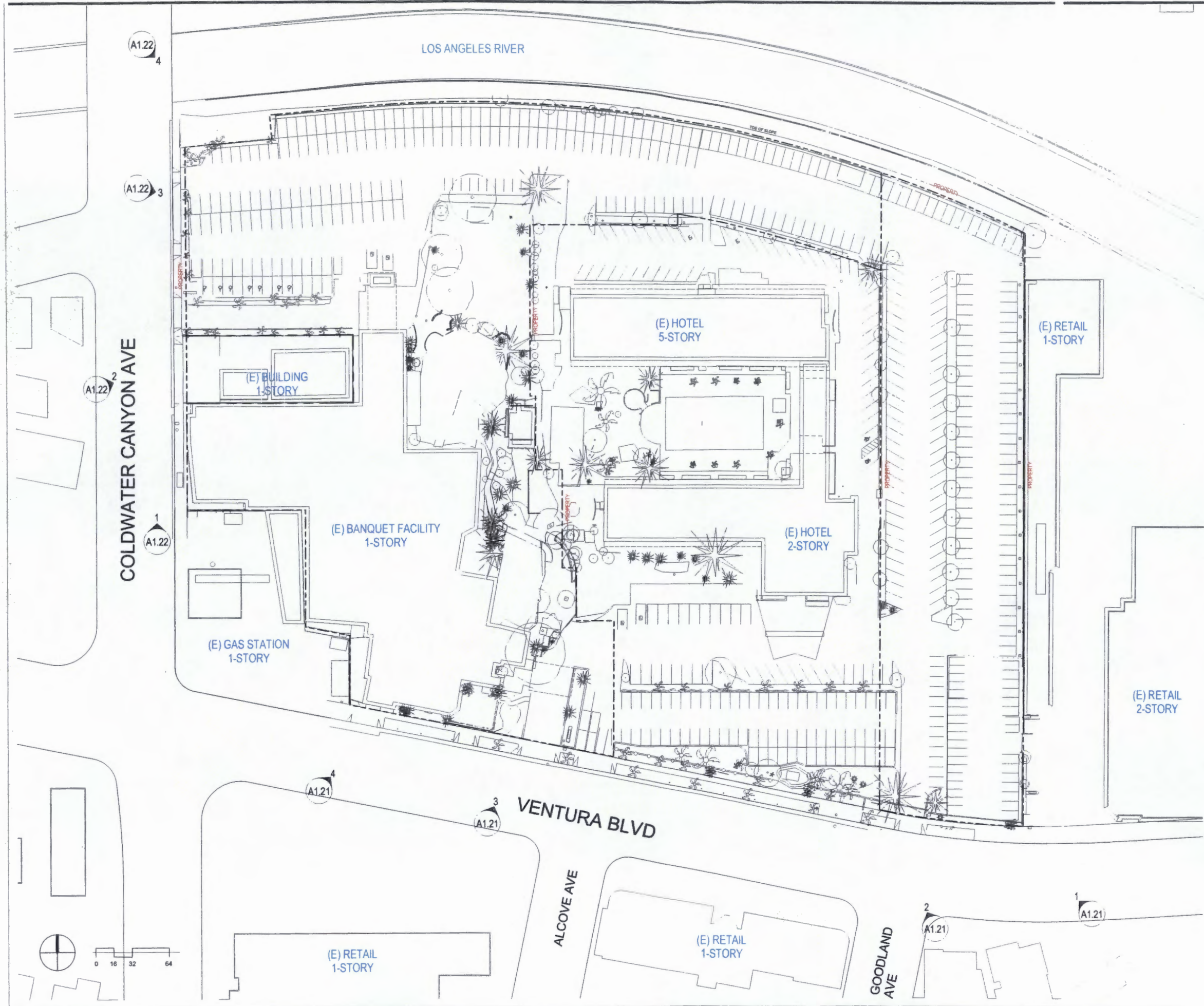
Project Number: 05.17.000

Description: GENERAL INFORMATION

Scale:

A0.10

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**SPORTSMEN'S
LODGE REW, LLC**
STUDIO CITY, LOS ANGELES, CA

ARCHITECT
Gensler
500 S. Figueroa St.
Los Angeles, CA 90071
Tel: 213.327.3600
Fax: 213.327.3601
www.gensler.com

LANDSCAPE DESIGN
[place]
324 Sunset Ave., Suite E
Venice, CA 90291
Tel: 310.450.8100
Fax: 310.450.8144
www.place-e.com
Establishing landscape and architectural collaborations

Issue	Date & Issue Description	By	Check
1	6 JUNE 2014 - PPC		Design/Checker

Seal/Signature

Project Name
SPORTSMEN'S LANDING

Project Number
05.8706.000

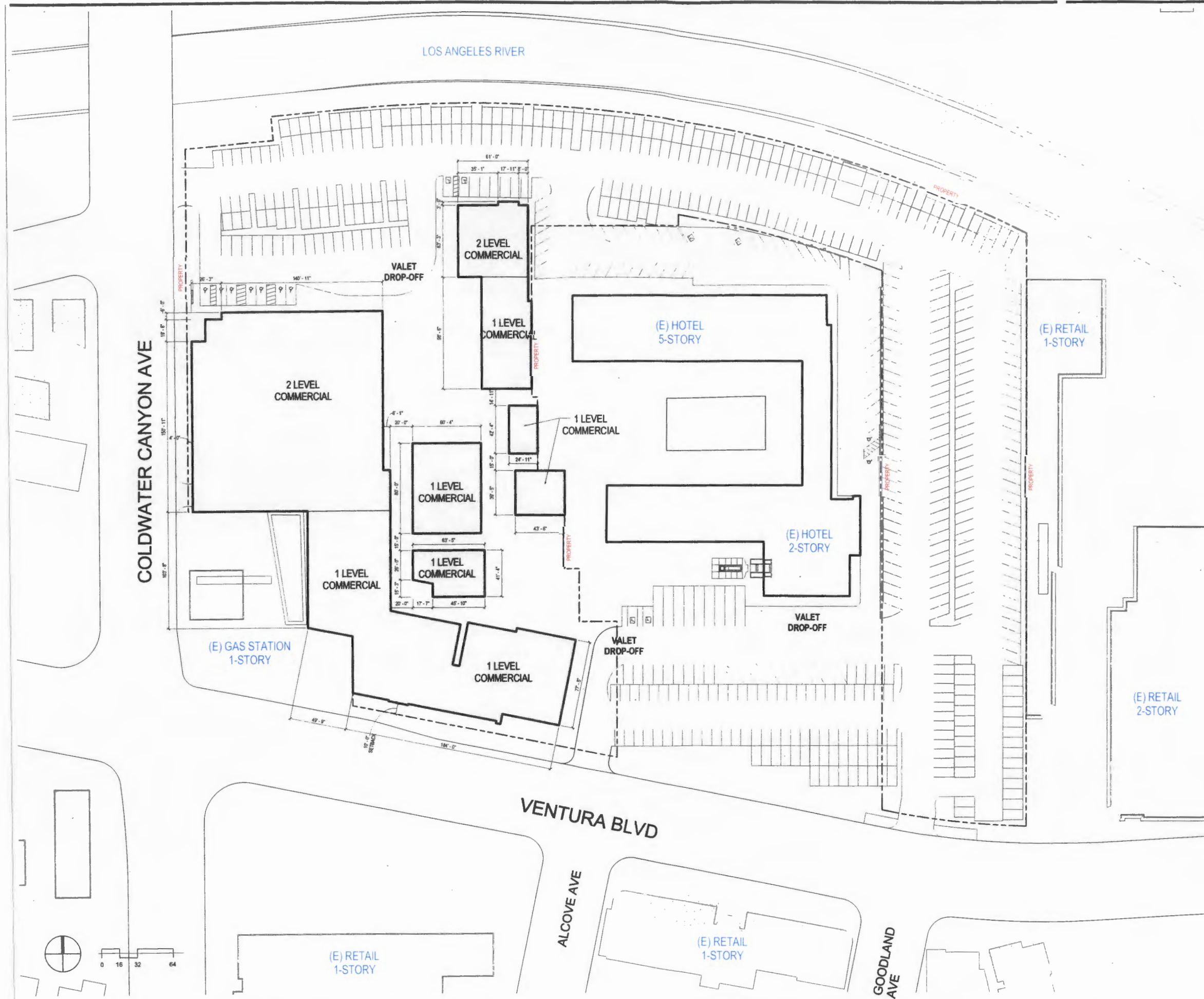
Description
EXISTING SITE PLAN

Scale
1/32" = 1'-0"

A1.10

© 2009 Gensler

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



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Tel: 310.450.8100
Fax: 310.450.8144
www.place.com
(partnering landscape and architectural collaboration)

Issue	Date & Issue Description	By	Check
1	14 NOVEMBER 2014 - PPC REVISIONS	JC	Checker

[Signature]

Project Name
SPORTSMEN'S LANDING

Project Number
05.8780.000

Description
SITE PLAN

Scale
1/32" = 1'-0"

A2.01

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Fax: 310.450.8144
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(selecting landscape and architectural collaboration)

Issue	Date & Issue Description	By	Check
1	14 NOVEMBER 2014 - PPC REVISIONS	JC	Checker

Project Name
SPORTSMEN'S LANDING

Project Number
05.8796.000

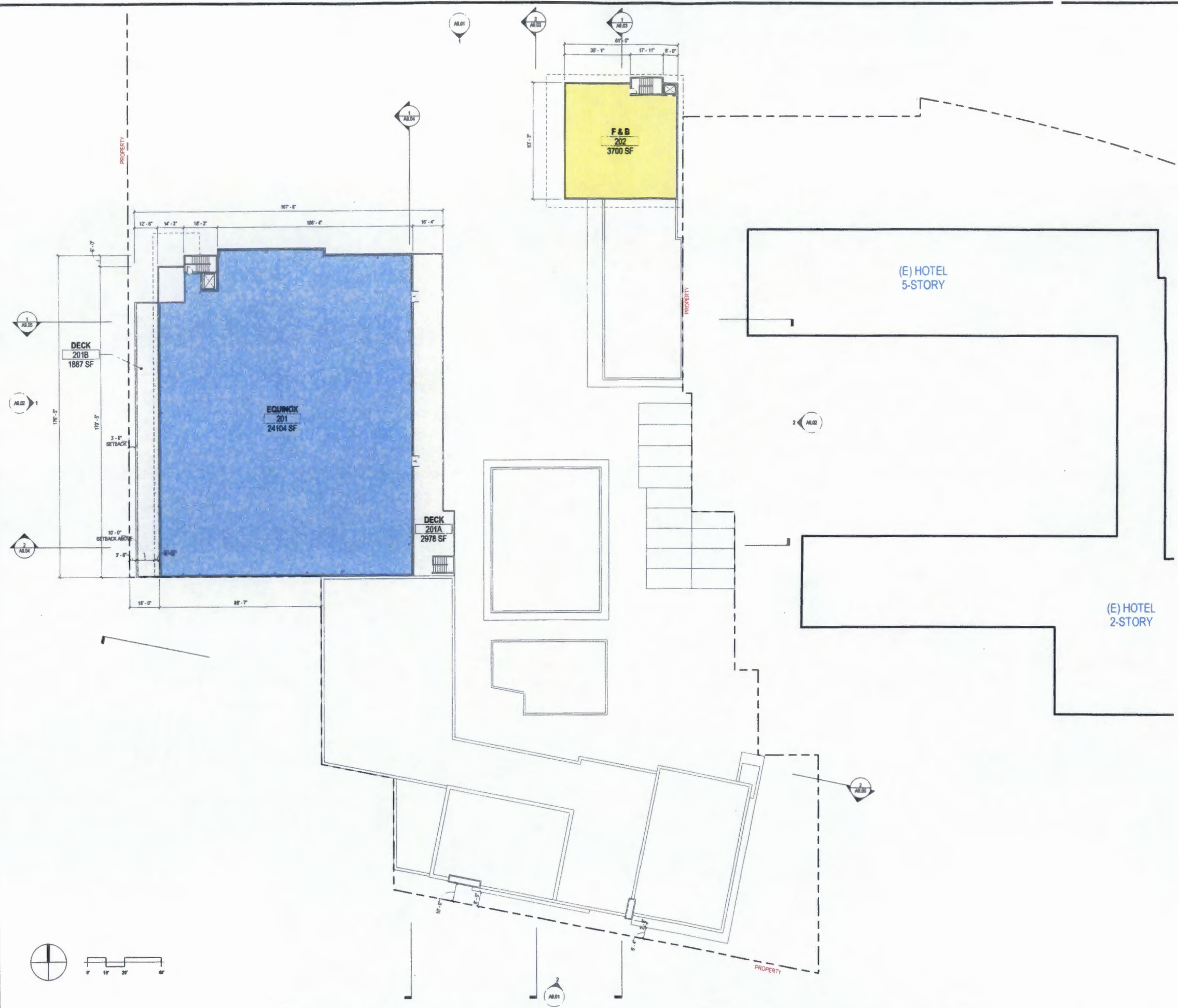
Description
GROUND LEVEL PLAN

Scale
1" = 20'-0"

A2.11

© 2009 Gensler

1 FLOOR PLAN - LEVEL 1
SCALE: 1" = 20'-0"



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LANDSCAPE DESIGN:

[place]

(a collaborative landscape and architectural collaboration)

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Venice, CA 90291
Tel: 310.450.8100
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Issue	Date & Issue Description	By	Check
1	14 NOVEMBER 2014 - PPC REVISIONS	JC	Checker

Architect/Designer

Project Name
SPORTSMEN'S LANDING

Project Number
15.8784.009

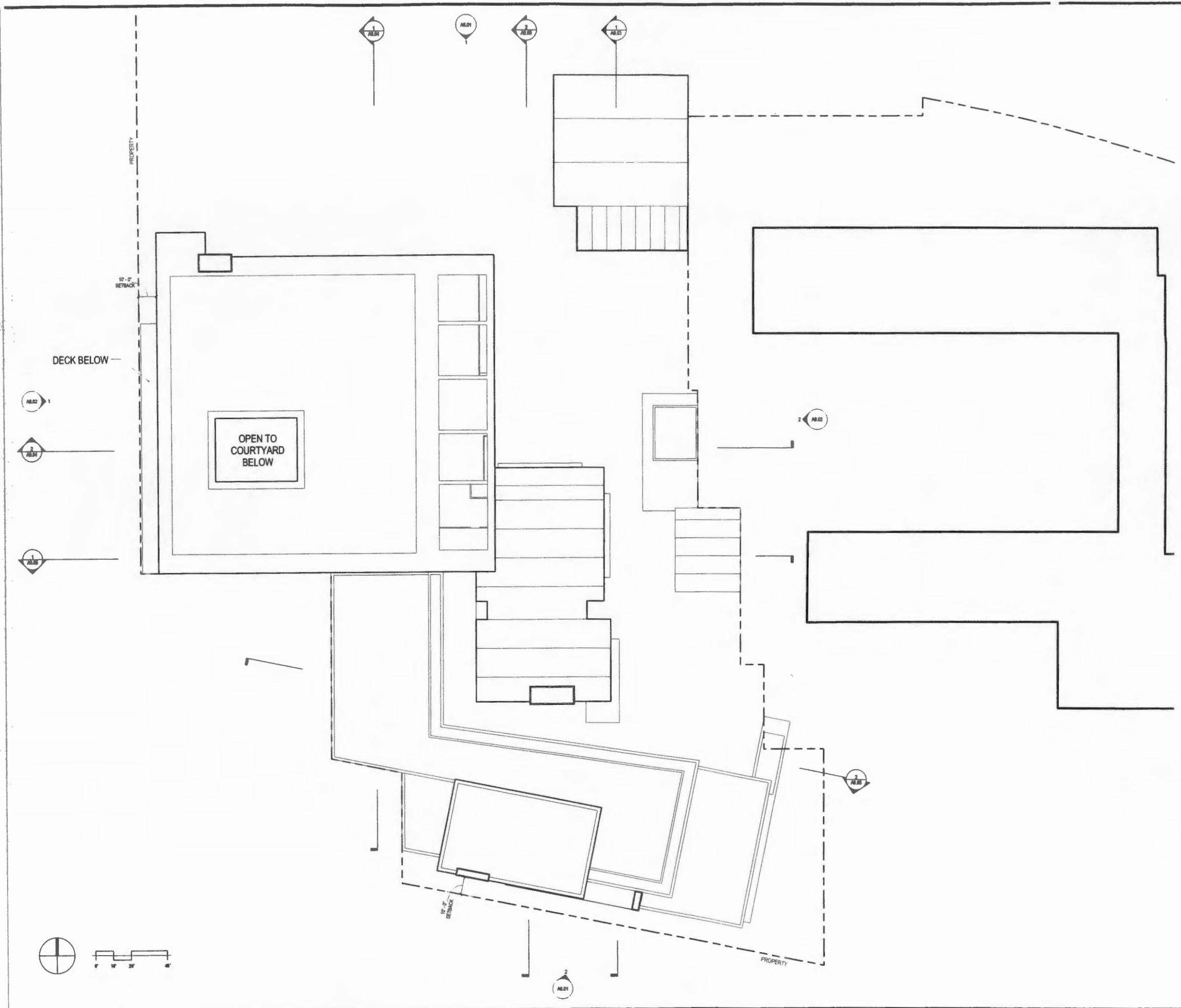
Description
SECOND LEVEL PLAN

Scale
1" = 20'-0"

A2.12

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1 FLOOR PLAN - LEVEL 2
SCALE: 1" = 20'-0"



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Fax: 310.450.8144
www.place-c.com
(landscape architecture)

Issue	Date & Issue Description	By	Check
1	6 JUNE 2014 - PPC	JC	Checker

Project Name
SPORTSMEN'S LANDING

Project Number
05.8798.000

Description
ROOF PLAN

Scale
1" = 20'-0"

A2.23

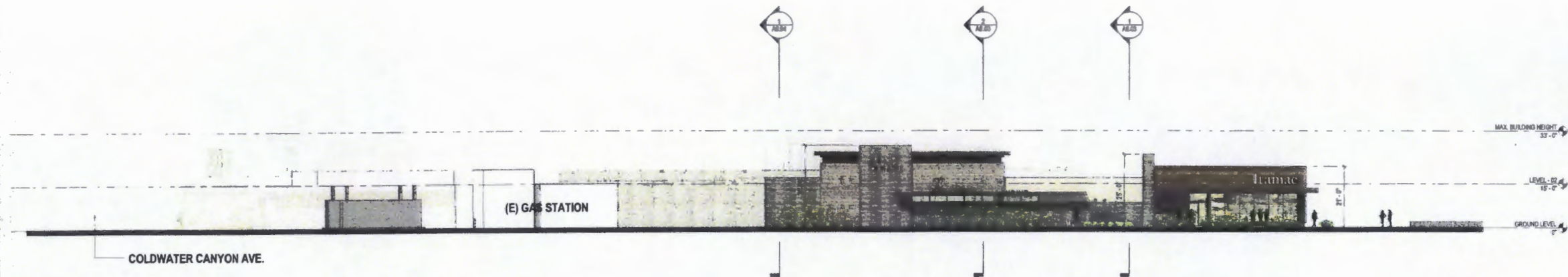
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1 FLOOR PLAN - ROOF
SCALE: 1"=20'-0"

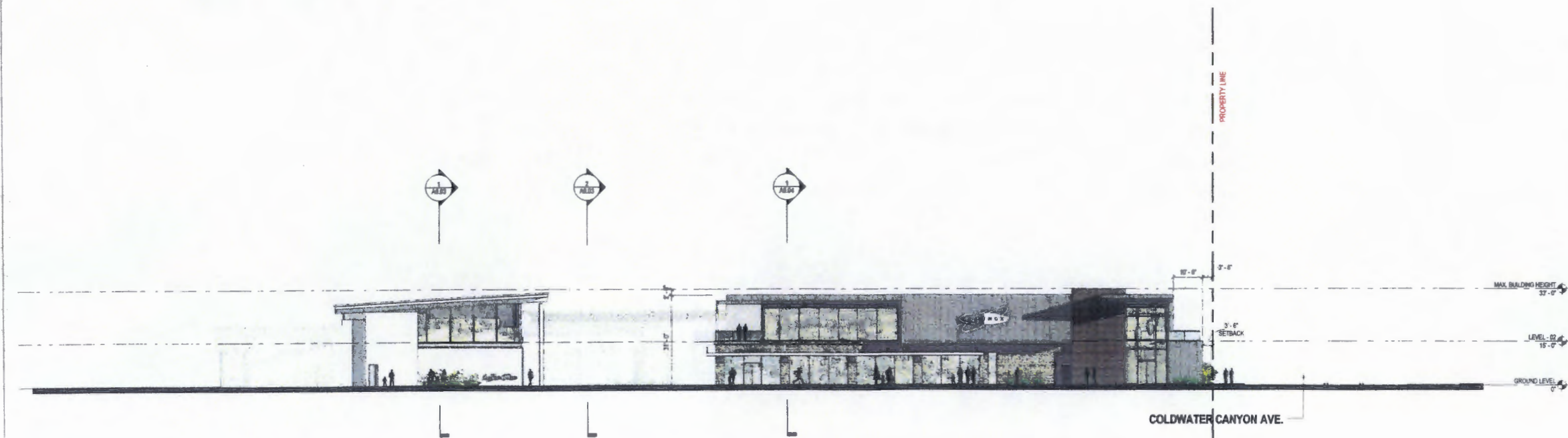
**SPORTSMEN'S
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www.place.com



2 SOUTH - ELEVATION - 01
SCALE: 1/8" = 1'-0"



1 NORTH - ELEVATION - 02
SCALE: 1/8" = 1'-0"

Issue	Date & Issue Description	By	Check
1	14 NOVEMBER 2014 - PPC REVISIONS	JC	Checker

Architect Signature

Project Name
SPORTSMEN'S LANDING

Project Number
05.076A.000

Description
BUILDING ELEVATIONS

Scale
1/8" = 1'-0"

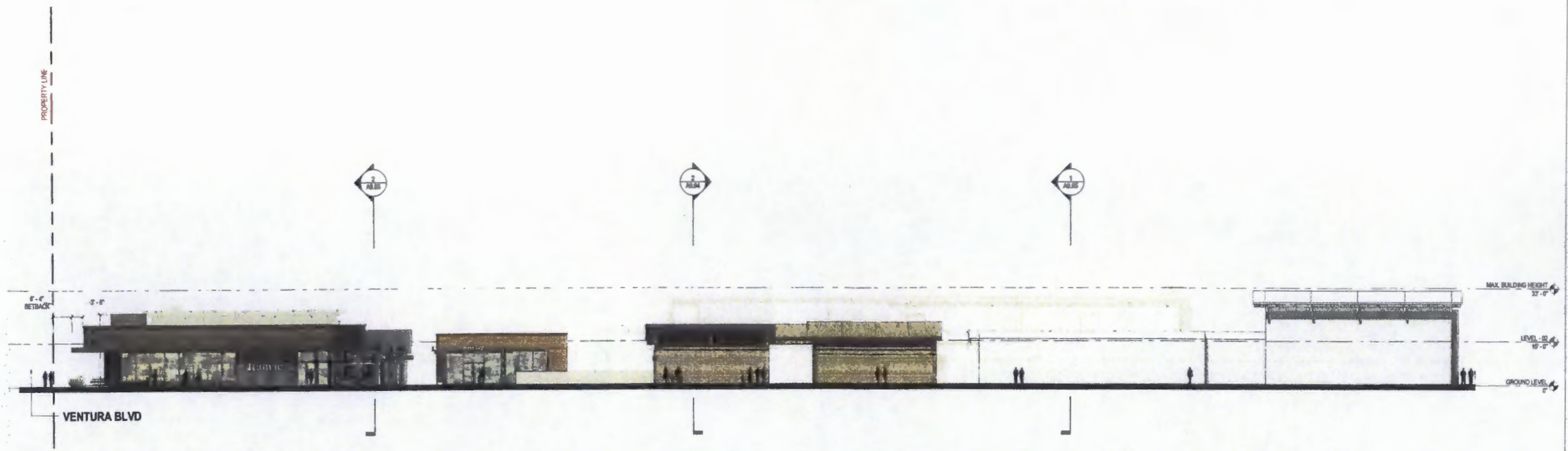
A9.01

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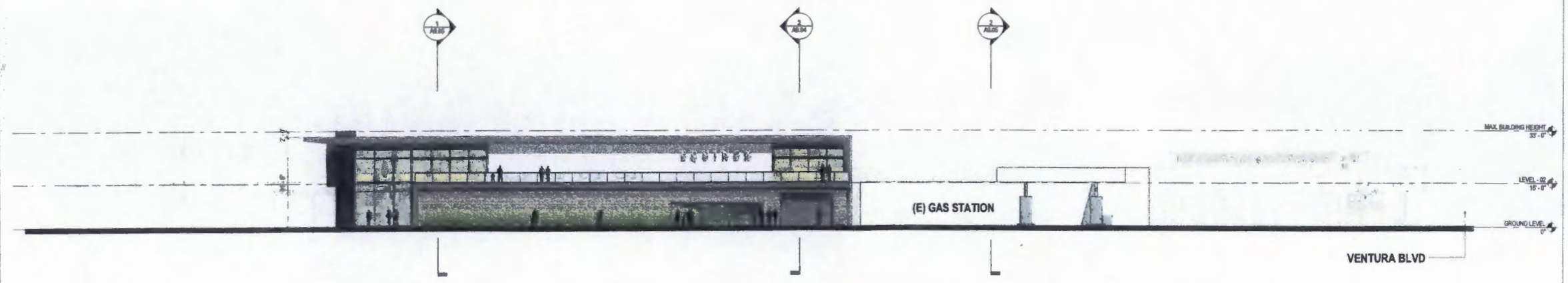
**SPORTSMEN'S
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STUDIO CITY, LOS ANGELES, CA

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Tel: 310.450.8100
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www.plac-e.com
landscape architecture and architectural collaboration



2 EAST - ELEVATION - 04
SCALE: 1/8" = 1'-0"



1 WEST - ELEVATION - 03
SCALE: 1/8" = 1'-0"

Issue	Date & Issue Description	By	Check
1	14 NOVEMBER 2014 - PPC REVISIONS	JC	Checker

Architect Signature

Project Name
SPORTSMEN'S LANDING

Project Number
05.1706.000

Description
BUILDING ELEVATIONS

Scale
1/8" = 1'-0"

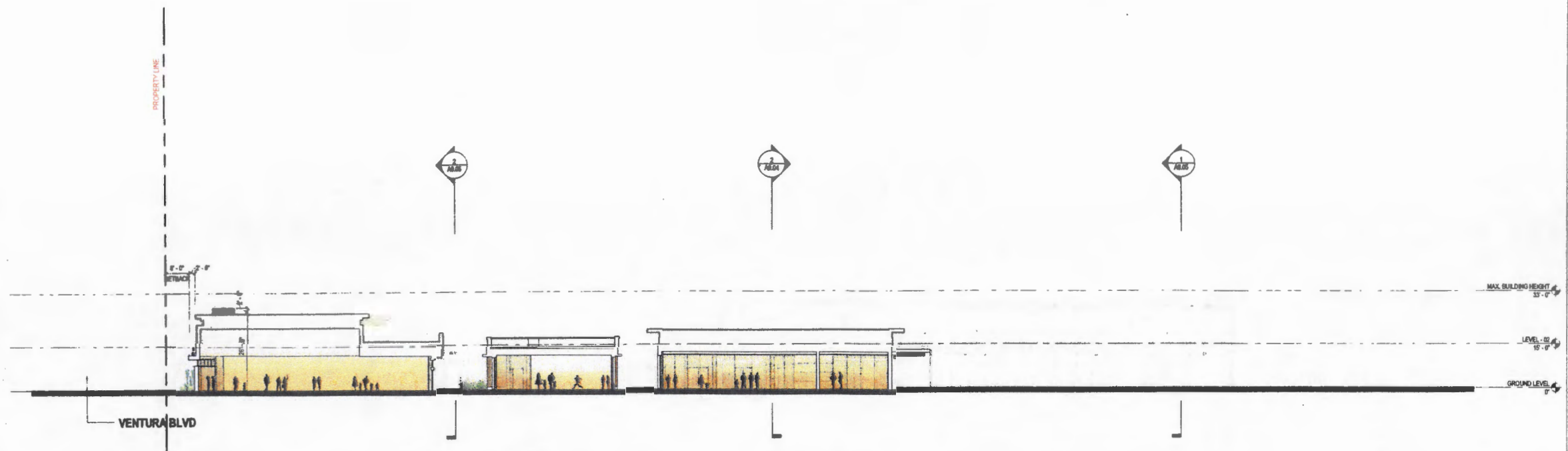
A9.02

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Venice, CA 90291
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Fax: 310.450.8144
www.place.com
(a joint venture of landscape architectural and architectural collaboration)



2 EAST - BUILDING SECTION - 06
SCALE: 1/8" = 1'-0"



1 EAST - BUILDING SECTION - 05
SCALE: 1/8" = 1'-0"

Issue	Date & Issue Description	By	Check
1	14 NOVEMBER 2014 - PPC REVISIONS	JC	Chador

Project Name
SPORTSMEN'S LANDING

Project Number
05.6786.000

Description
BUILDING SECTIONS

Scale
1/8" = 1'-0"

A9.03

**SPORTSMEN'S
LODGE REW, LLC**
STUDIO CITY, LOS ANGELES, CA

ARCHITECT

Gensler

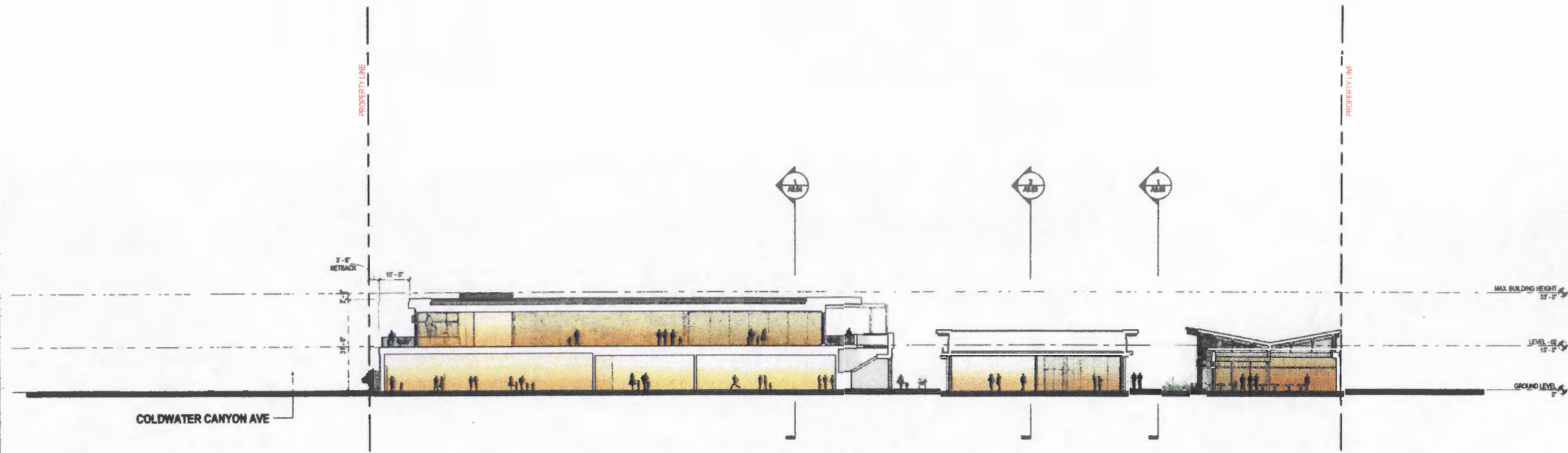
500 S. Figueroa St.
Los Angeles, CA 90071
Tel: 213.327.3600
Fax: 213.327.3601
www.gensler.com

LANDSCAPE DESIGN

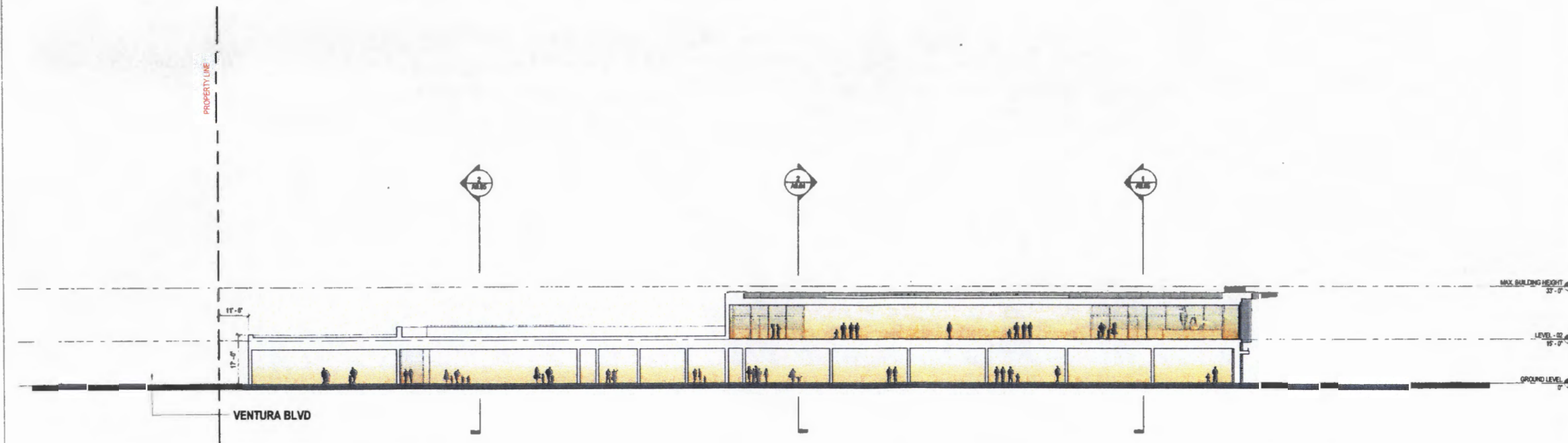
[place]

(linking landscape and architectural collaboration)

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Fremont, CA 90291
Tel: 310.450.8100
Fax: 310.450.8144
www.place-c.com



2 SOUTH - BUILDING SECTION - 08
SCALE: 1/8" = 1'-0"



1 EAST - BUILDING SECTION - 07
SCALE: 1/8" = 1'-0"

Issue	Date & Issue Description	By	Check
1	14 NOVEMBER 2014 - PPC REVISIONS	JC	Checker

Project Name
SPORTSMEN'S LANDING

Project Number
05.0788.000

Description
BUILDING SECTIONS

Scale
1/8" = 1'-0"

A9.04

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LODGE REW, LLC**
STUDIO CITY, LOS ANGELES, CA

ARCHITECT

Gensler

500 S. Figueroa St.
Los Angeles, CA 90071
Tel: 213.327.3600
Fax: 213.327.3601
www.gensler.com

LANDSCAPE DESIGN

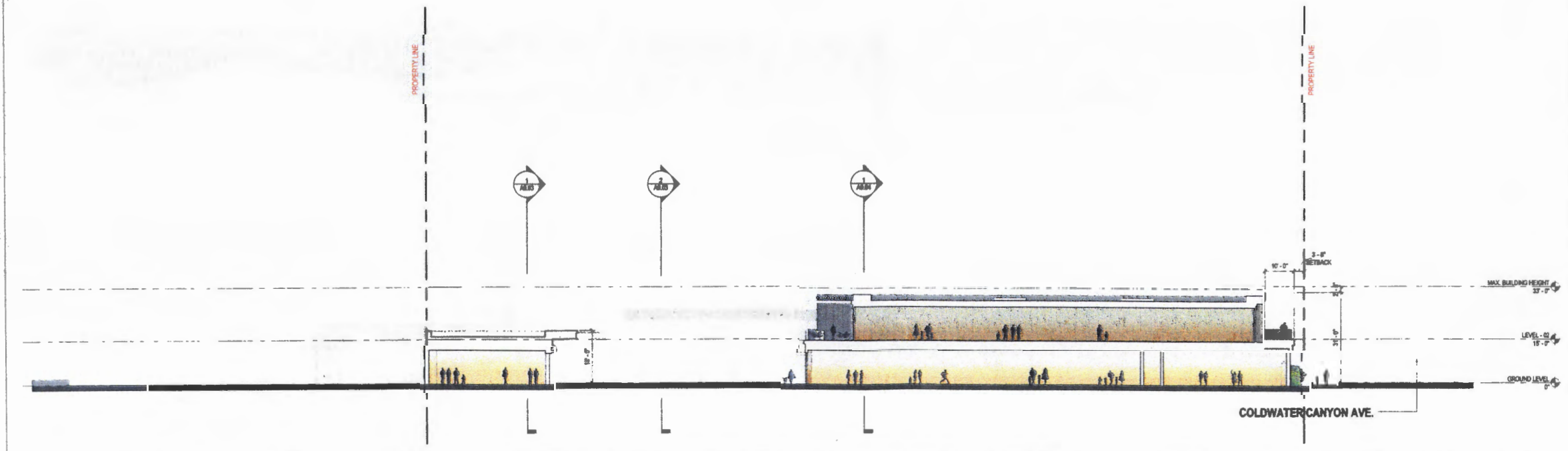
[place]

324 Sunset Ave., Suite E
Venice, CA 90291
Tel: 310.450.8100
Fax: 310.450.8144
www.place.com

(including landscape and architectural collaboration)



2 NORTH - BUILDING SECTION - 10
SCALE: 1/8" = 1'-0"



1 NORTH - BUILDING SECTION - 09
SCALE: 1/8" = 1'-0"

Issue	Date & Issue Description	By	Check
1	14 NOVEMBER 2014 - PPC REVISIONS	JC	Checker

Signature

Project Name
SPORTSMEN'S LANDING

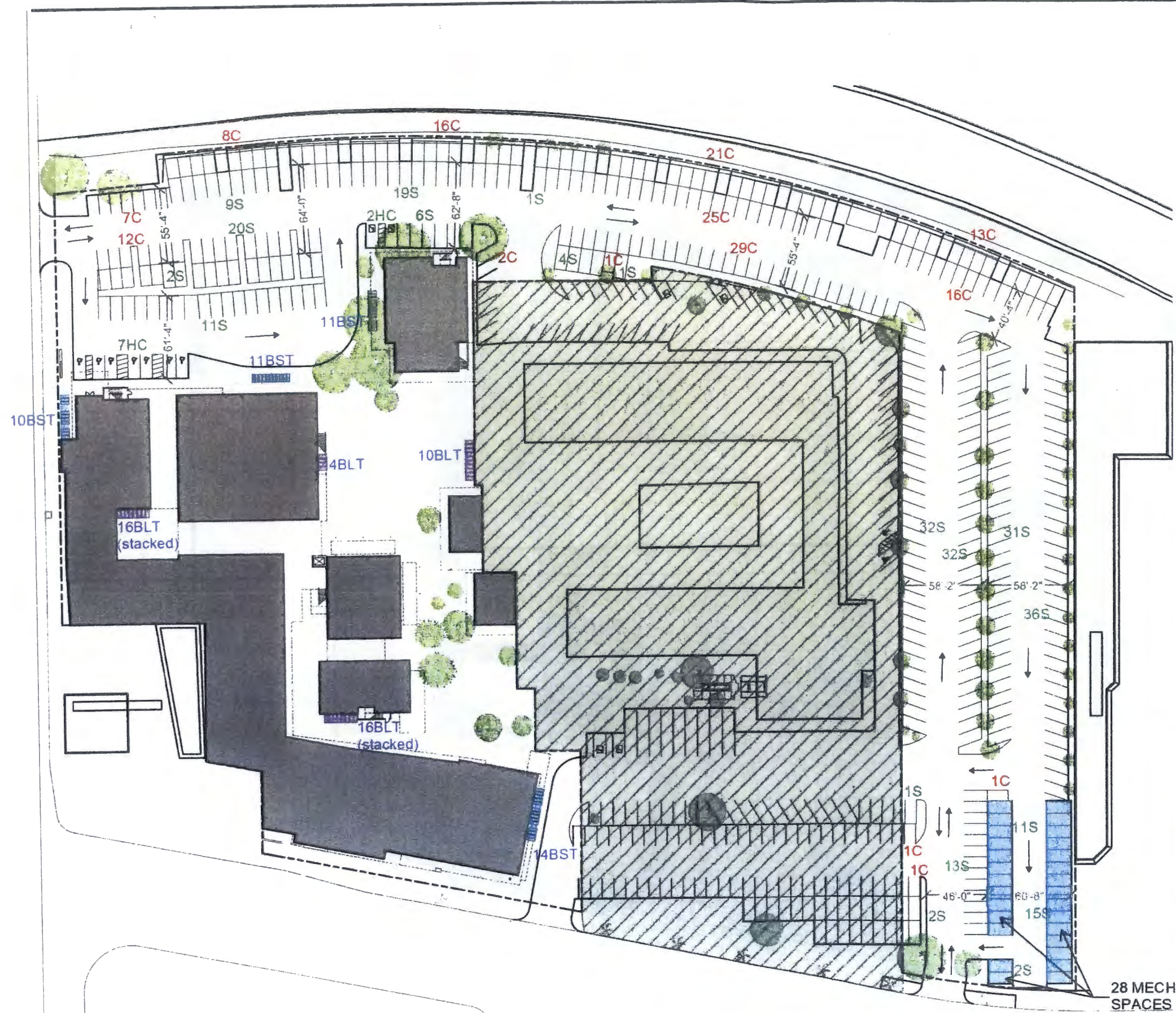
Project Number
05.0701.000

Description
BUILDING SECTIONS

Scale
1/8" = 1'-0"

A9.05

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PARKING COUNTS:	
STANDARD:	256 SPACES
COMPACT:	153 SPACES
H.C.:	9 SPACES
SUB-TOTAL:	418 SPACES
MECH. LIFTS:	28 SPACES
TOTAL:	446 SPACES
(REQUIRED: 440 SPACES)	
COMPACT SPACES - 40% ALLOWED 153 spaces / 446 spaces = 34.3%	

BIKE RACK COUNTS:	
SHORT-TERM:	46 SPACES
LONG-TERM:	46 SPACES
TOTAL:	92 SPACES
(REQUIRED: 92 SPACES)	
46 S.T. SPACES - 1 PER 2,000SF 46 L.T. SPACES - 1 PER 2,000SF	
91,769SF/2000SF = 46 S.T. SPACES = 46 L.T. SPACES	

28 MECH. LIFT SPACES

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(a) (strong landscape and architecture collaborative)

Issue	Date & Issue Description	By	Check
1	25 JULY 2014 - PPC REVISIONS		

Seal/Signature

Project Name
SPORTSMEN'S LANDING

Project Number
05.8706.000

Description
PARKING / BIKE RACK PLAN

NOT TO SCALE

A12.02

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1 PERSPECTIVE - STREET VIEW LOOKING WEST DOWN VENTURA



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www.place-e.com
Specialty in landscape and architectural collaboration

Issue	Date & Issue Description	By	Check
1	8 JUNE 2014 - PPC	JC	Checker

Signature

Project Name
SPORTSMEN'S LANDING

Project Number
05.8786.000

Description
RENDER VIEW 1

NOT TO SCALE

A0.42

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3 PERSPECTIVE - COLDWATER CANYON ENTRY VIEW LOOKING SOUTH INTO PLAZA



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Tel: 310.450.8100
Fax: 310.450.8144
www.place-e.com
(collaborating landscape and architectural co-division)

Item	Date & Issue Description	By	Check
1	6 JUNE 2014 - PPC	J.C.	Character

Architect/Designer

Project Name
SPORTSMEN'S LODGING

Project Number
65,6798.000

Description
RENDER VIEW 3

NOT TO SCALE

A0.44

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5 PERSPECTIVE - STREET VIEW LOOKING SOUTH DOWN COLDWATER CANYON

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Issue	Date & Issue Description	By	Check
1	6 JUNE 2014 - PPC	JC	Checker

Seal/Signature

Project Name
SPORTSMEN'S LANDING

Project Number
05.8781.000

Description
RENDER VIEW 5

NOT TO SCALE

A0.46

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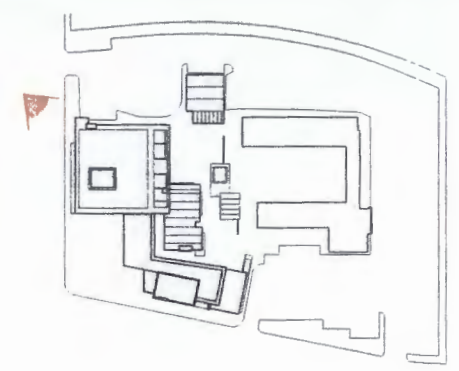


Exhibit K

[ENLARGED SET] Los Angeles River Improvement Plans adjacent to the Property



PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT	WATER USE	SETBACK	QTY
	EXI E19	Existing Tree inside work limit line / Protect in place	-			6
	HET ARB	Heteromeles arbutifolia / Toyon	15 gal	LOW	6'	10
	JUG CAL	Juglans californica / Southern California Black Walnut	15 gal	VERY LOW	6'	2
	PLA RA2	Platanus racemosa / California Sycamore	1 gal	MODERATE	6'	16
	PLA RAC	Platanus racemosa / California Sycamore	15 gal	MODERATE	6'	24
	PRU IL2	Prunus ilicifolia / Holly Leaf Cherry	1 gal	LOW	4'	5
	PRU IL1	Prunus ilicifolia / Holly Leaf Cherry	15 gal	LOW	4'	5
	QUE AG2	Quercus agrifolia / Coast Live Oak	1 gal	VERY LOW	8'	17
	QUE AGR	Quercus agrifolia / Coast Live Oak	15 gal	VERY LOW	6'	18
	QUE LOB	Quercus lobata / Valley Oak	15 gal	MODERATE	8'	5
	SAM MEX	Sambucus mexicana / Mexican Elderberry	15 gal	VERY LOW	6'	3
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT	WATER USE	SETBACK	QTY
	BAC PIG	Baccharis pilularis 'Pigeon Point' / Coyote Brush	1 gal	LOW	3'	39
	BER NEV	Berberis nevilli / Nevin's Barberrry	1 gal	VERY LOW	5'	62
	BER PIN	Berberis pinnata 'Ken Hartman' / Ken Hartman California Barberrry	1 gal	MODERATE	4'	86
	CAR PRA	Carex praegracilis / Slender Sedge	liner	MODERATE	1'	1,331
	CEA CRA	Ceanothus crassifolius / Hoaryleaf Ceanothus	1 gal	LOW	6'	16
	CEA LEU	Ceanothus leucodermis / Chaparral Whitethorn	1 gal	LOW	6'	70
	CEA MEG	Ceanothus megacarpus / Big Pod Ceanothus	1 gal	LOW	6'	89
	CEA OLI	Ceanothus oliganthus / Hairy Ceanothus	1 gal	LOW	6'	249
	DEN RIG	Dendromecon rigida / Bush Poppy	1 gal	VERY LOW	5'	43
	ERI CON	Eriophyllum confertiflorum / Golden Yarrow	1 gal	LOW	1'	99
	FRE FLA	Fremontodendron californicum / California Flannel Bush	1 gal	VERY LOW	6'	25
	HET AR2	Heteromeles arbutifolia / Toyon	1 gal	LOW	6'	53
	LEY CON	Leymus condensatus / Giant Wild Rye	1 gal	VERY LOW	2'	98
	LEY WIL	Leymus triticoides / Wild Rye	1 gal	VERY LOW	2'	858
	LUP LAT	Lupinus latifolius / Broadleaf Lupine	1 gal	LOW	2'	240
	MUH RIG	Muhlenbergia rigens / Deer Grass	1 gal	LOW	3'	404
	PEN SPE	Penstemon spectabilis / Showy Penstemon	1 gal	VERY LOW	2'	131
	RHA CAL	Rhamnus californica / California Coffee Berry	1 gal	LOW	6'	16
	RHU OVA	Rhus ovata / Sugar Bush	1 gal	LOW	6'	34
	ROS CAL	Rosa californica / California Wild Rose	1 gal	LOW	3'	71
	SIS BEL	Sisyrinchium bellum / Blue Eyed Grass	1 gal	LOW	1'	74

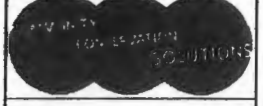
SUCCULENTS	CODE	BOTANICAL NAME / COMMON NAME	CONT	WAT
	DUD PUL	Dudleya pulvenulenta / Chalk Lettuce	1 gal	LOW

HYDROSEED MIX

HYDROSEED MIX	QTY	SEED TYPE	PERCENTAGE
Artemisia californica / California Sagebrush	833 sf	2%	- seed
Encelia californica / California Encelia	1,667 sf	4%	- seed
Eriogonum fasciculatum / Common Buckwheat	4,167 sf	10%	- seed
Eriogonum fasciculatum / Common Buckwheat	1,250 sf	3%	- seed
Erigeron annuus / Common Fleabane	1,667 sf	4%	- seed
Horizola fasciculata / Clustered Tarweed	1,250 sf	3%	- seed
Isocoma menziesii decumbens / Decumbent Goldenbush	1,250 sf	3%	- seed
Laetia californica / California Goldfields	1,250 sf	3%	- seed
Lotus scoparius / California Deer Weed	4,167 sf	10%	- seed
Lupinus albus / Broadleaf Lupine	1,667 sf	4%	- seed
Nassella tenuis / Nodding Needlegrass	1,667 sf	4%	- seed
Nassella lewisii / Purple Needle Grass	1,667 sf	4%	- seed
Plantago ovata / Desert Indianwheat	14,168 sf	34%	- seed
Salvia splendens / White Sage	417 sf	1%	- seed
Vulpia microstachys / Small Fescue	4,167 sf	10%	- seed

Project Title:
**LA RIVER
GREENWAY
PROJECT**

NORTH SIDE BETWEEN
COLDWATER CANYON AND
WHITSETT AVES.



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Project Team:
COMMUNITY CONSERVATION SOLUTIONS
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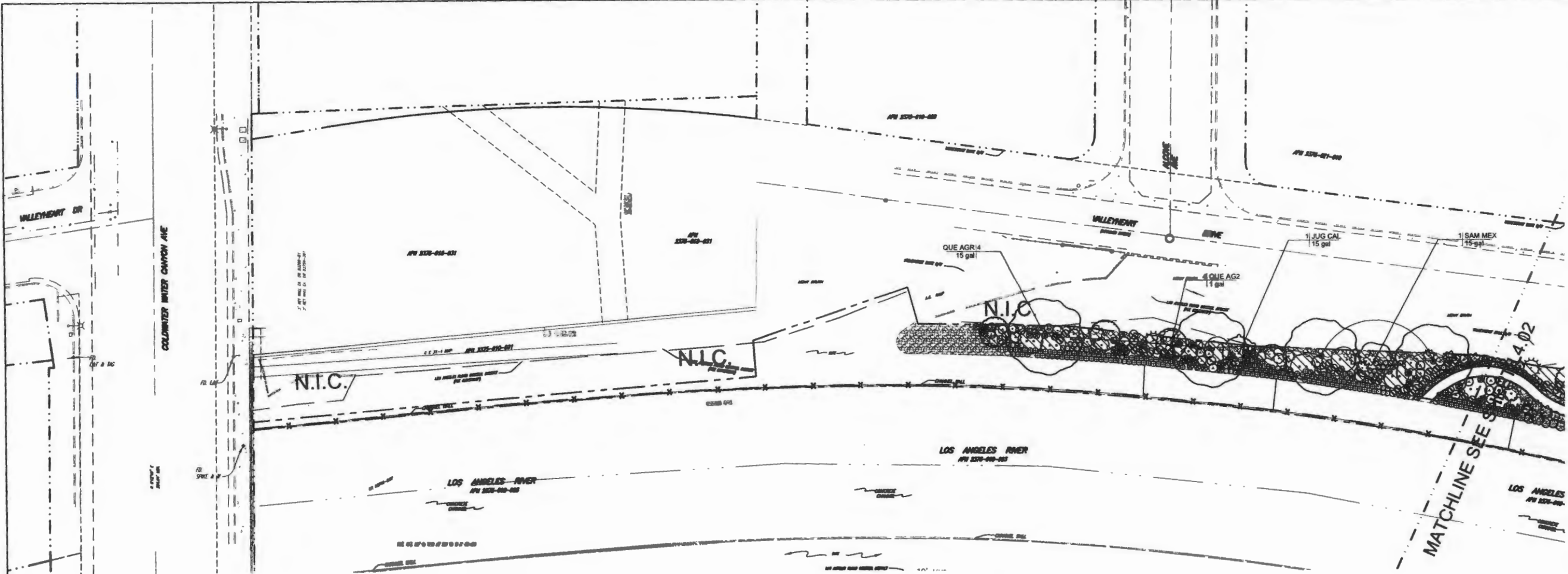


Sheet Title:
**PLANTING NOTES
AND SCHEDULE**

Date:
12/15/14

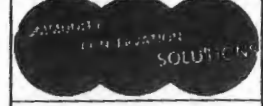
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LAR 2012

File Name:
Sheet Number:
L4.00



Project Title:
LA RIVER
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PROJECT

NORTH SIDE BETWEEN
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Sheet Title:
PLANTING PLAN

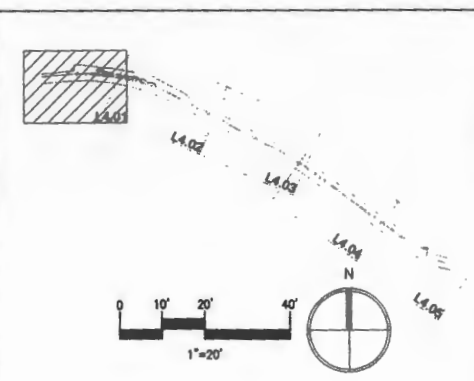
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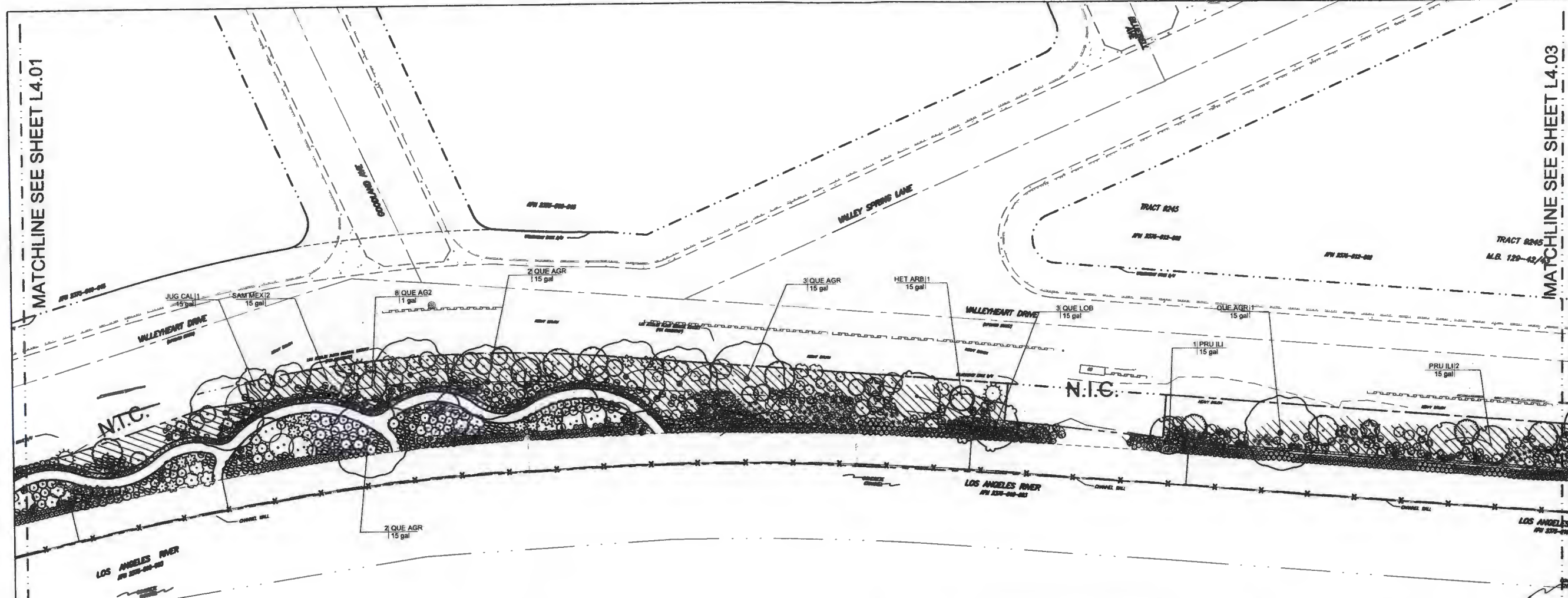
Sheet Number:
L4.01

SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT		CODE	BOTANICAL NAME / COMMON NAME	CONT
	EXI E19	Existing Tree inside work limit line / Protect in place	-	☼	CEA LEU	Ceanothus leucodermis / Chaparral Whitethorn	1 gal
	HET ARB	Heteromeles arbutifolia / Toyon	15 gal	☼	CEA MEG	Ceanothus megacarpus / Big Pod Ceanothus	1 gal
	JUG CAL	Juglans californica / Southern California Black Walnut	15 gal	☼	CEA OLI	Ceanothus oliganthus / Hairy Ceanothus	1 gal
	PLA RA2	Platanus racemosa / California Sycamore	1 gal	☼	DEN RIG	Dendromecon rigida / Bush Poppy	1 gal
	PLA RAC	Platanus racemosa / California Sycamore	15 gal	☼	ERI CON	Eriophyllum confertiflorum / Golden Yarrow	1 gal
	PRU IL2	Prunus ilicifolia / Holly Leaf Cherry	1 gal	☼	FRE FLA	Fremontodendron californicum / California Flannel Bush	1 gal
	PRU IL1	Prunus ilicifolia / Holly Leaf Cherry	15 gal	☼	HET AR2	Heteromeles arbutifolia / Toyon	1 gal
	QUE AG2	Quercus agrifolia / Coast Live Oak	1 gal	☼	LEY CON	Leymus condensatus / Giant Wild Rye	1 gal
	QUE AGR	Quercus agrifolia / Coast Live Oak	15 gal	☼	LEY WIL	Leymus triticoides / Wild Rye	1 gal
	QUE LOB	Quercus lobata / Valley Oak	15 gal	☼	LUP LAT	Lupinus latifolius / Broadleaf Lupine	1 gal
	SAM MEX	Sambucus mexicana / Mexican Elderberry	15 gal	☼	MUH RIG	Muhlenbergia rigens / Deer Grass	1 gal
	BAC PIG	Baccharis pilularis 'Pigeon Point' / Coyote Brush	1 gal	☼	PEN SPE	Penstemon spectabilis / Showy Penstemon	1 gal
	BER NEV	Berberis nevadensis / Nevin's Barberry	1 gal	☼	RHA CAL	Rhamnus californica / California Coffee Berry	1 gal
	BER PIN	Berberis pinnata 'Ken Hartman' / Ken Hartman California Barberry	1 gal	☼	RHU OVA	Rhus ovata / Sugar Bush	1 gal
	CAR PRA	Carex praegracilis / Slender Sedge	finer	☼	ROS CAL	Rosa californica / California Wild Rose	1 gal
	CEA CRA	Ceanothus crassifolius / Hoaryleaf Ceanothus	1 gal	☼	SIS BEL	Sisyrinchium bellum / Blue Eyed Grass	1 gal
				☼	DUD PUL	Dudleya pulcherrima / Chalk Lettuce	1 gal



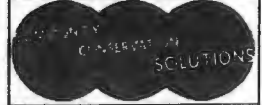
MATCHLINE SEE SHEET L4.01

MATCHLINE SEE SHEET L4.03



Project Title:
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PROJECT

NORTH SIDE BETWEEN
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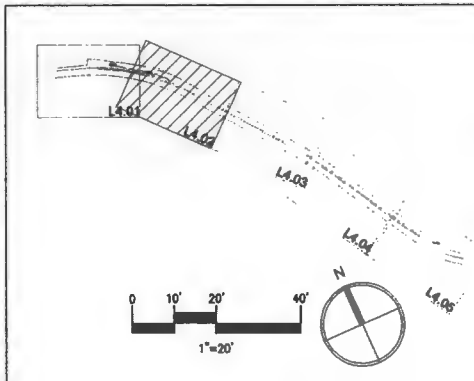
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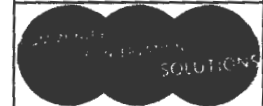
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L4.02

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EXI E19	Existing Tree inside work limit line / Protect In place	-	CEA LEU	Ceanothus leucodermis / Chaparral Whitethorn	1 gal
HET ARB	Heteromeles arbutifolia / Toyon	15 gal	CEA MEG	Ceanothus megacarpus / Big Pod Ceanothus	1 gal
JUG CAL	Juglans californica / Southern California Black Walnut	15 gal	CEA OLI	Ceanothus oliganthus / Hairy Ceanothus	1 gal
PLA RA2	Platanus racemosa / California Sycamore	1 gal	DEN RIG	Dendromecon rigida / Bush Poppy	1 gal
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BER PIN	Berberis pinnata 'Ken Hartman' / Ken Hartman California Barberry	1 gal	ROS CAL	Rosa californica / California Wild Rose	1 gal
CAR PRA	Carex praegracilis / Slender Sedge	liner	SIS BEL	Sisyrinchium bellum / Blue Eyed Grass	1 gal
CEA CRA	Ceanothus crassifolius / Hoaryleaf Ceanothus	1 gal	SUCCULENTS		
			DUD PUL	Dudleya pulcherrima / Chalk Lettuce	1 gal



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NORTH SIDE BETWEEN
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VCA ENGINEERS
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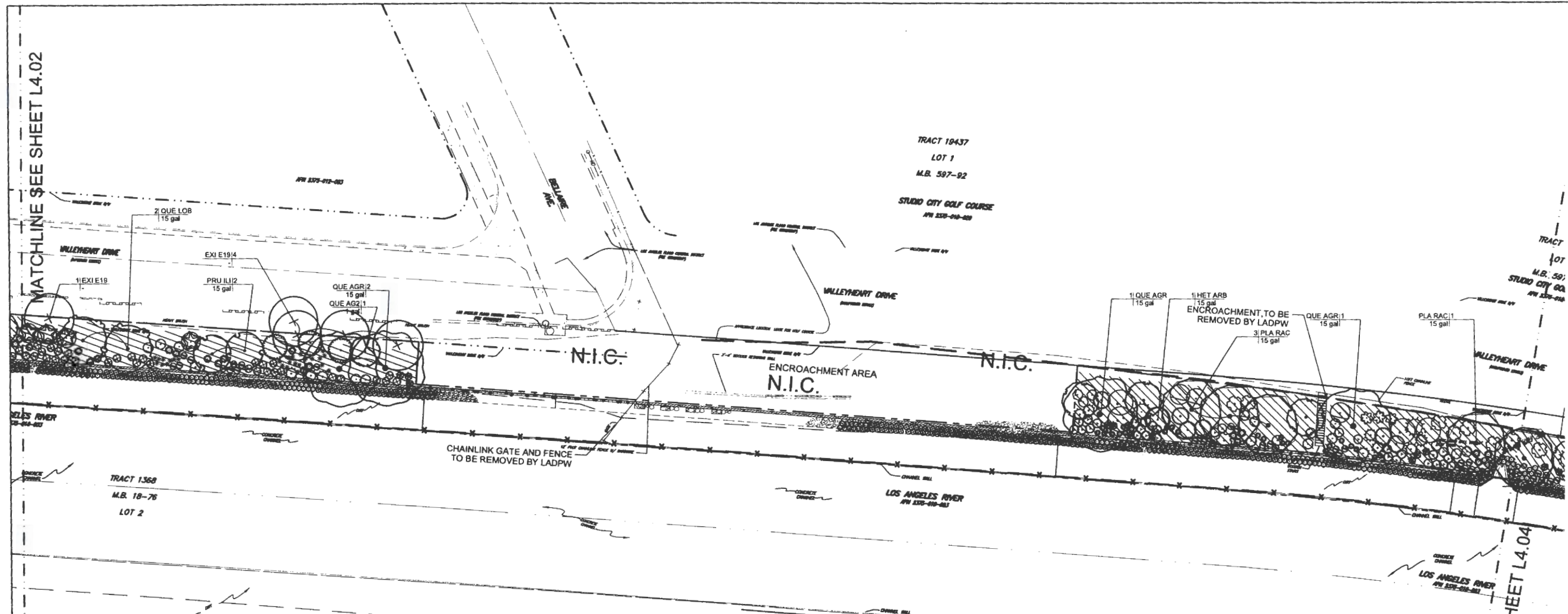
Sheet Title:
PLANTING PLAN

Date:
12/15/14

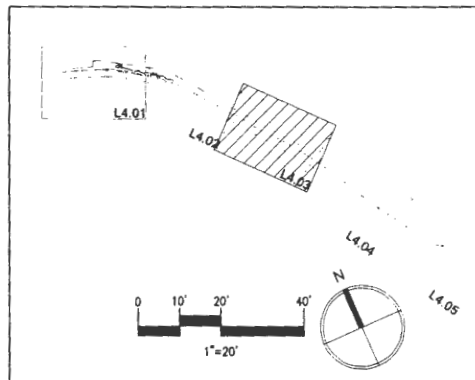
Project No:
LAR 2012

File Name:

Sheet Number:
L4.03



SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT	SUCCULENTS	CODE	BOTANICAL NAME / COMMON NAME	CONT
	EXI E19	Existing Tree inside work limit line / Protect in place		CEA LCU	Ceanothus leucodermis / Chaparral Whitethorn	1 gal	
	HET ARB	Heteromeles arbutifolia / Toyon	15 gal	CEA MEG	Ceanothus megacarpus / Big Pod Ceanothus	1 gal	
	JUG CAL	Juglans californica / Southern California Black Walnut	15 gal	CEA OLI	Ceanothus oliganthus / Hairy Ceanothus	1 gal	
	PLA RA2	Platanus racemosa / California Sycamore	1 gal	DEN RIG	Dendromecon rigida / Bush Poppy	1 gal	
	PLA RAC	Platanus racemosa / California Sycamore	15 gal	ERI CON	Eriophyllum confertiflorum / Golden Yarrow	1 gal	
	PRU IL2	Prunus ilicifolia / Holly Leaf Cherry	1 gal	FRE FLA	Fremontodendron californicum / California Flannel Bush	1 gal	
	PRU ILI	Prunus ilicifolia / Holly Leaf Cherry	15 gal	HET AR2	Heteromeles arbutifolia / Toyon	1 gal	
	QUE AG2	Quercus agrifolia / Coast Live Oak	1 gal	LEY CON	Leymus condensatus / Giant Wild Rye	1 gal	
	QUE AGR	Quercus agrifolia / Coast Live Oak	15 gal	LEY WIL	Leymus triticoides / Wild Rye	1 gal	
	QUE LOB	Quercus lobata / Valley Oak	15 gal	LUP LAT	Lupinus latifolius / Broadleaf Lupine	1 gal	
	SAM MEX	Sambucus mexicana / Mexican Elderberry	15 gal	MUH RIG	Muhlenbergia rigens / Deer Grass	1 gal	
	BAC PIG	Baccharis pilularis 'Pigeon Point' / Coyote Brush	1 gal	PEN SPE	Penstemon spectabilis / Showy Penstemon	1 gal	
	BER NEV	Berberis nevadensis / Nevin's Barberry	1 gal	RHA CAL	Rhamnus californica / California Coffee Berry	1 gal	
	BER PIN	Berberis pinnata 'Ken Hartman' / Ken Hartman California Barberry	1 gal	RHU OVA	Rhus ovata / Sugar Bush	1 gal	
	CAR PRA	Carex praegracilis / Slender Sedge	liner	ROS CAL	Rosa californica / California Wild Rose	1 gal	
	CEA CRA	Ceanothus crassifolius / Hoaryleaf Ceanothus	1 gal	SIS BEL	Sisyrinchium bellum / Blue Eyed Grass	1 gal	
				DUD PUL	Dudleya pulverulenta / Chalk Lettuce	1 gal	



MATCHLINE SEE SHEET L4.02

MATCHLINE SEE SHEET L4.04

SHEET L4.03

MATCHLINE SEE SHEET L4.05

Project Title:
LA RIVER
GREENWAY
PROJECT

NORTH SIDE BETWEEN
COLDWATER CANYON AND
WHITSETT AVES.



MLA

Landscape architecture | urban design | planning
MIA LEHRER + ASSOCIATES
3783 Wilshire Blvd., Suite 250 Los Angeles, CA 90010
www.mlaagree.com

Project Team:
COMMUNITY CONSERVATION SOLUTIONS
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NORTH EAST TREES

Revisions:

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SHOP DRAWINGS MUST BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR REVIEW BEFORE PROCEEDING WITH FABRICATION.



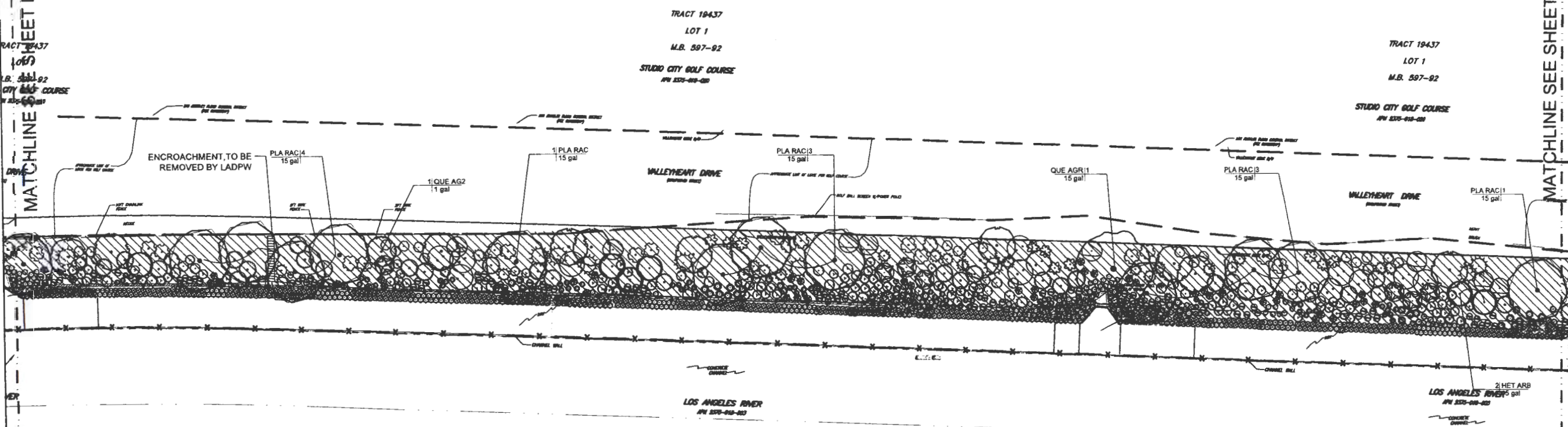
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PLANTING PLAN

Date:
12/15/14

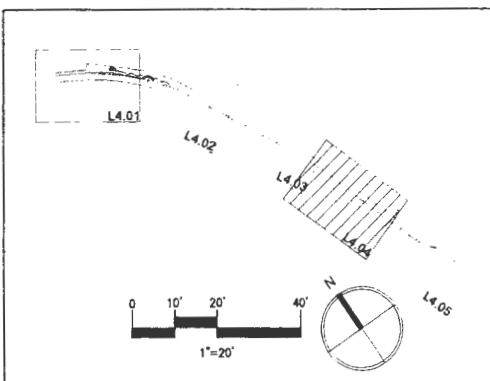
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LAR 2012

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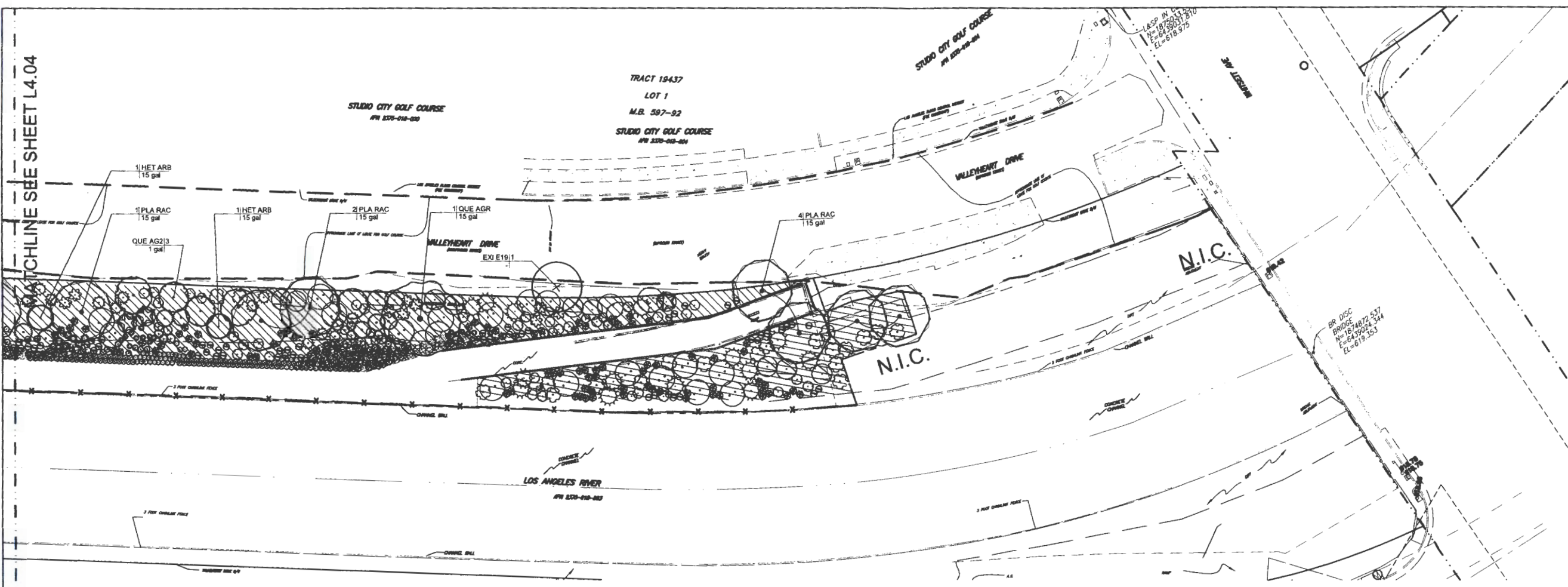
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L4.04



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<tr><td>○</td><td>SAM MEX</td><td>Sambucus mexicana / Mexican Elderberry</td><td>15 gal</td></tr> <tr><td>○</td><td>BAC PIG</td><td>Baccharis pilularis 'Pigeon Point' / Coyote Brush</td><td>1 gal</td></tr> <tr><td>○</td><td>BER NEV</td><td>Berberis nevadensis / Nevin's Barberrry</td><td>1 gal</td></tr> <tr><td>○</td><td>BER PIN</td><td>Berberis pinnata 'Ken Hartman' / Ken Hartman California Barberrry</td><td>1 gal</td></tr> <tr><td>⊕</td><td>CAR PRA</td><td>Carex praegradiis / Slender Sedge</td><td>liner</td></tr> <tr><td>○</td><td>CEA CRA</td><td>Ceanothus crassifolius / Hoaryleaf Ceanothus</td><td>1 gal</td></tr> </table>	+	EXI E19	Existing Tree inside work limit line / Protect In place	-	○	HET ARB	Heteromeles arbutifolia / Toyon	15 gal	○	JUG CAL	Juglans californica / Southern California Black Walnut	15 gal	○	PLA RA2	Platanus racemosa / California Sycamore	1 gal	○	PLA RAC	Platanus racemosa / California Sycamore	15 gal	○	PRU IL2	Prunus ilicifolia / Holly Leaf Cherry	1 gal	○	PRU 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MATCHLINE SEE SHEET L4.04



Project Title:
LA RIVER
GREENWAY
PROJECT

NORTH SIDE BETWEEN
COLDWATER CANYON AND
WHITSETT AVES.



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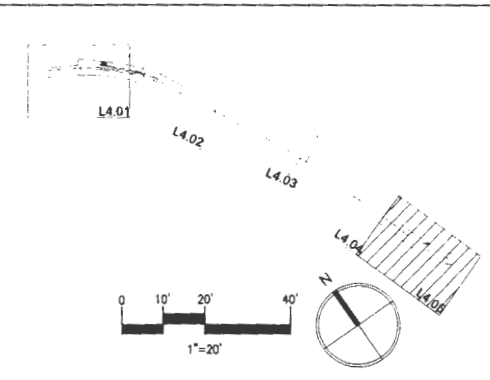
MIA LEHRER + ASSOCIATES
3780 Wilshire Blvd., Suite 250 Los Angeles, CA 90010
www.mlegreen.com

Project Team:
COMMUNITY CONSERVATION SOLUTIONS
MIA LEHRER + ASSOCIATES
VCA ENGINEERS
NORTH EAST TREES

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PLANTING PLAN

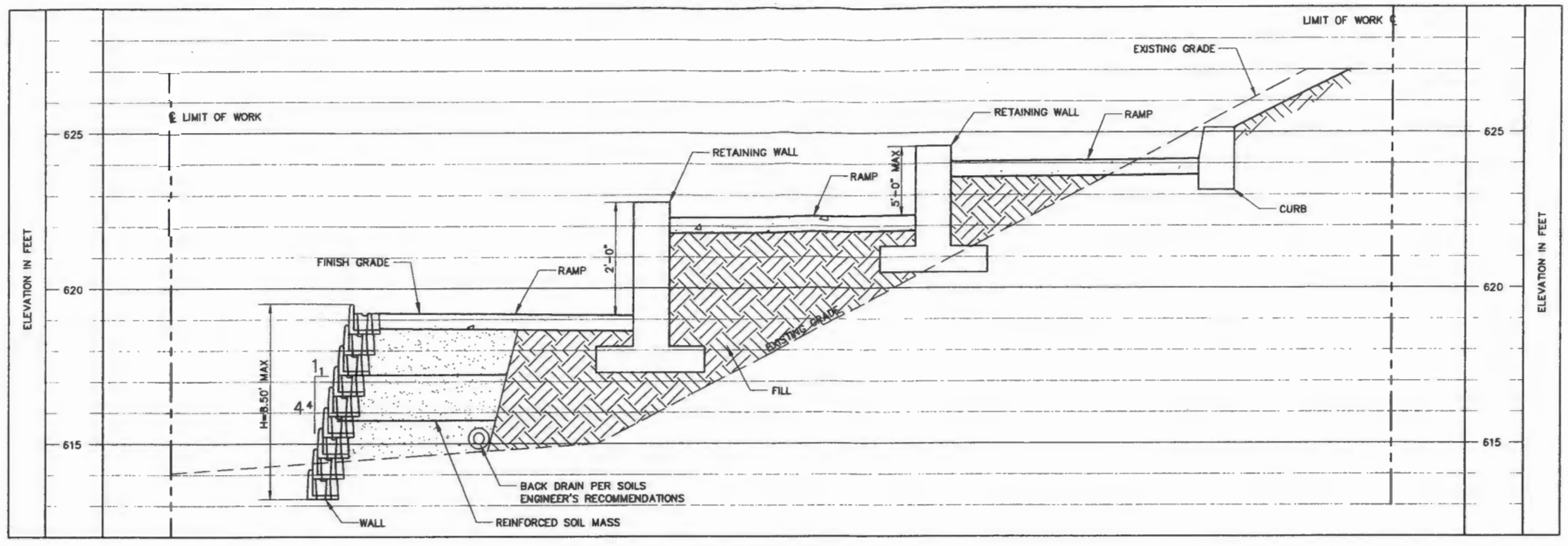
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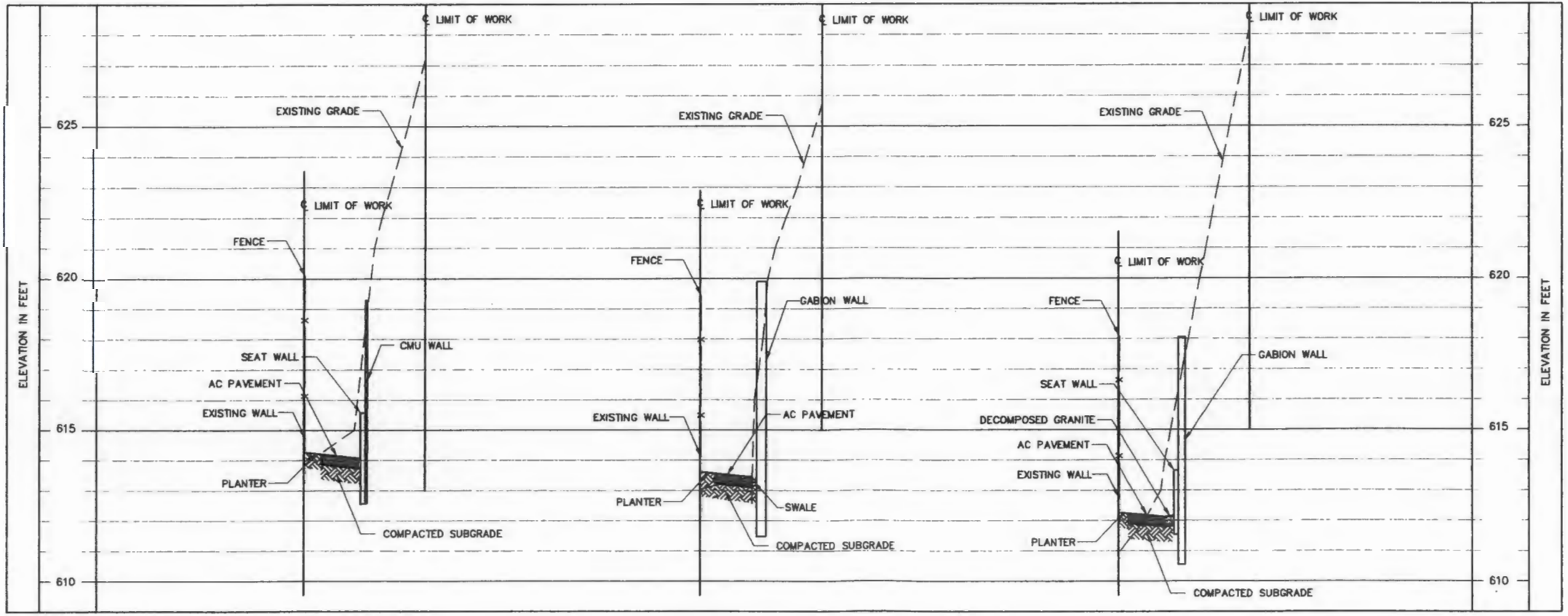
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Sheet Number:
L4.05

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16



GRADING SECTION 1
SCALE HOR 1"=2' VER 1"=2'
①
C-400



GRADING SECTION 2
SCALE HOR 1"=20' VER 1"=2'
②
C-400

GRADING SECTION 3
SCALE HOR 1"=20' VER 1"=2'
③
C-400

GRADING SECTION 4
SCALE HOR 1"=20' VER 1"=2'
④
C-400

SHEET NOTES:
1. FOR PLAN REFERENCE SEE SHEETS C-301 - C-306.

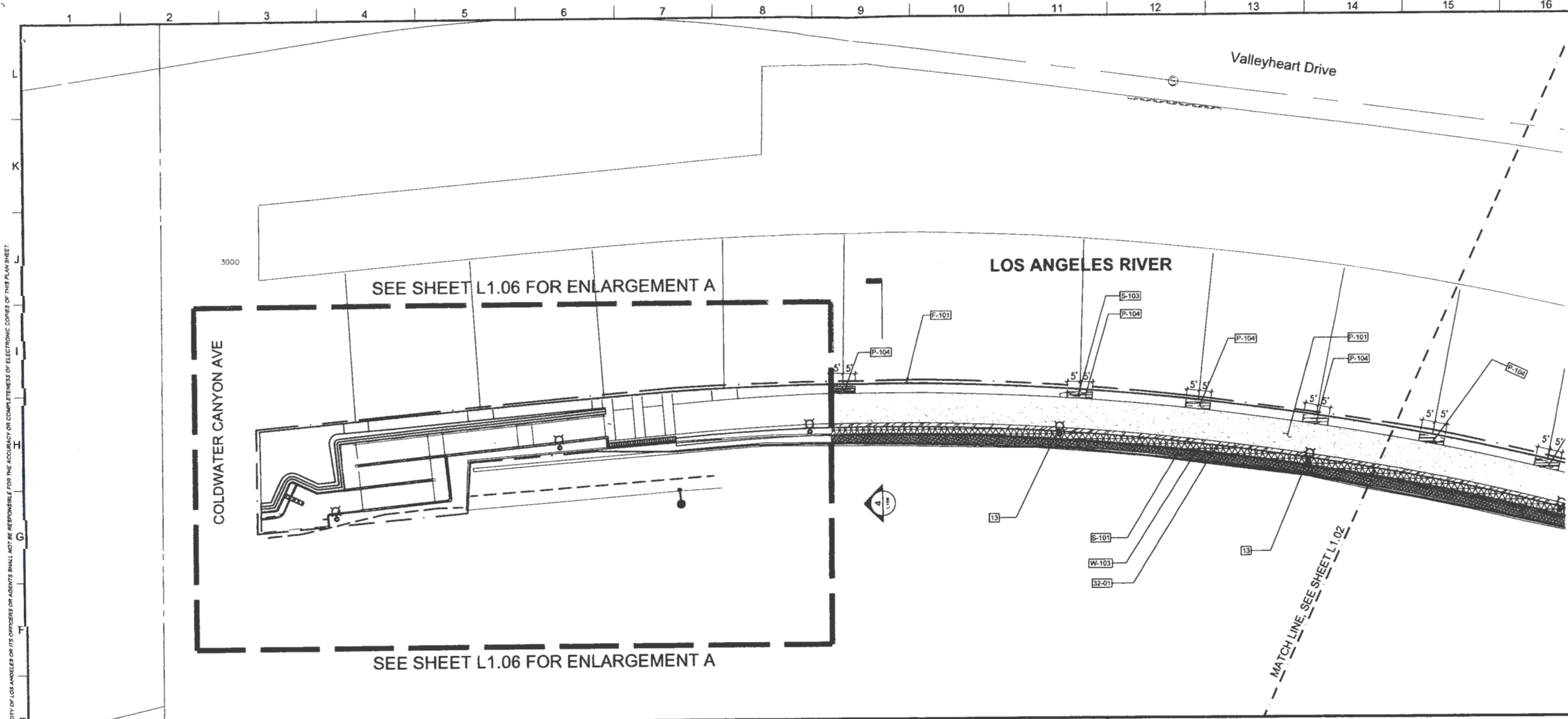
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DESIGN STAGE: (ONLY)



BID SET

BUREAU OF ENGINEERING	
DATE: 1/10/08	STRUCTURE NO.
75% CONSTRUCTION DRAWINGS	INDEX NO.
100% CONSTRUCTION DOCUMENTS	
DESIGNED BY: MICHAEL BANTOS	CITY ENGINEER
DRAWN BY: NICK PAPO	DATE: 02/07/08
CHECKED BY: VOA ENGINEERS	DESIGN GROUP: VIRGIL AOKAM
APPROVED BY: VIRGIL AOKAM	PROJECT: LOS ANGELES RIVERFRONT PARK PHASE II
	ADDRESS: COLDWATER AVE. TO WHITSETT AVE. ST. JUDITH CITY, CA.
WORK ORDER NO. E170406F	
DRAWING NO. C-400	
SHEET 28 OF 79 SHEETS	

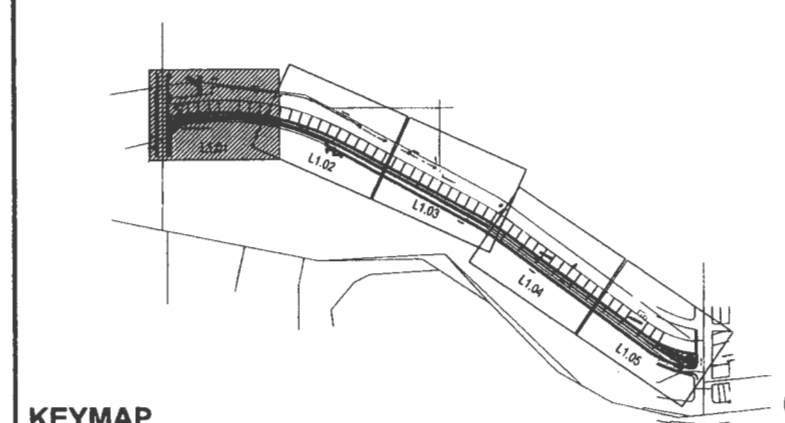


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REVISIONS: (FOR USE ONLY)
Sheet Version 3.0

REFERENCE NOTES SCHEDULE			
SYMBOL	DESCRIPTION	QTY	DETAIL
10	Verdura Wall System. See Civil Plans	418 lf	15/L.112
11	Bike Rack	3	15/L.113
12	Multi Mtl.	2	
13	Pedestrian light. Additive Alternate #1 See Electrical plans	29	
14	Removable Bollard	21/L.113	
03 CONCRETE			
SYMBOL	DESCRIPTION	QTY	DETAIL
03-01	Cast in Place Concrete Stairs	132 lf	1/L.111
EXTERIOR IMPROVEMENTS			
SYMBOL	DESCRIPTION	QTY	DETAIL
12-01	Biofiltration Swale	6,422 sf	
FENCE			
SYMBOL	DESCRIPTION	QTY	DETAIL
F-101	Wave Metal Fence	2,833 lf	9/L.112
F-102	Cable Railing	503 lf	8/L.112
ROCK			
SYMBOL	DESCRIPTION	QTY	DETAIL
K-101	Boulders	12	7/L.111

SYMBOL	DESCRIPTION	QTY	DETAIL
P-101	Asphalt Paving	29,884 sf	2/L.111
P-102	Cast in Place Concrete Paving	3,814 sf	4/L.111
P-103	Permeable Unit Pavers-Aqua Bric (Advanced Pavement Technology)	942 sf	11/L.112
P-104	Decomposed Granite Paving	4,413 sf	5/L.111
RAIL			
SYMBOL	DESCRIPTION	QTY	DETAIL
R-101	Handrails	694 lf	12/L.112
SITE FURNISHINGS			
SYMBOL	DESCRIPTION	QTY	DETAIL
S-101	Erosion Control Blanket	2,540 sf	14/L.112
S-102	Entry Signage Additive Alternate #2	2	16/L.113
S-103	Interpretive Sign Additive Alternate #3	4	18/L.113
S-104	Recycling Receptacle (Urban Renaissance by Forms + Surfaces)	2	13/L.112
S-105	HAWS Drinking Fountain	2	6/L.111
WALL			
SYMBOL	DESCRIPTION	QTY	DETAIL
W-101	Cast in Place Concrete Retaining Wall. See Sheet C-501	536 lf	
W-102	Recycled Concrete Veneer Seat Wall	275 lf	3/L.111
W-103	Gabion Walls	1,649 lf	1/L.114
W-104	Cast in Place Concrete Edge	187 lf	10/L.112



KEYMAP

MIA LEHRER
ASSOCIATES
Landscape architects
3100 Wilshire Boulevard Suite 1100
Los Angeles, California 90010
Tel: 310/844-3833
e-mail: mia@lehrer.com

BUREAU OF ENGINEERING

DEPARTMENT OF PUBLIC WORKS

CITY OF LOS ANGELES

GENERAL MANAGER

DEPARTMENT OF REGISTRATION AND PERMITS

PROJECT: LOS ANGELES RIVERFRONT PARK, COLDWATER CANYON AVE. TO WHITNEY AVE., STUDIO CITY, CA.

SHEET 42 OF 79 SHEETS

DRAWING NO. E170406F

WORK ORDER NO. E170406F

DATE: 02/11/2011

LIC. NO. 3819

DESIGNED BY: JEFF HUTCHINS

DRAWN BY: JEFF HUTCHINS / DAWN DYER

CHECKED BY: JAMES CURTIS

APPROVED BY: MIA LEHRER

DATE: 02/11/2011

INDEX NO.

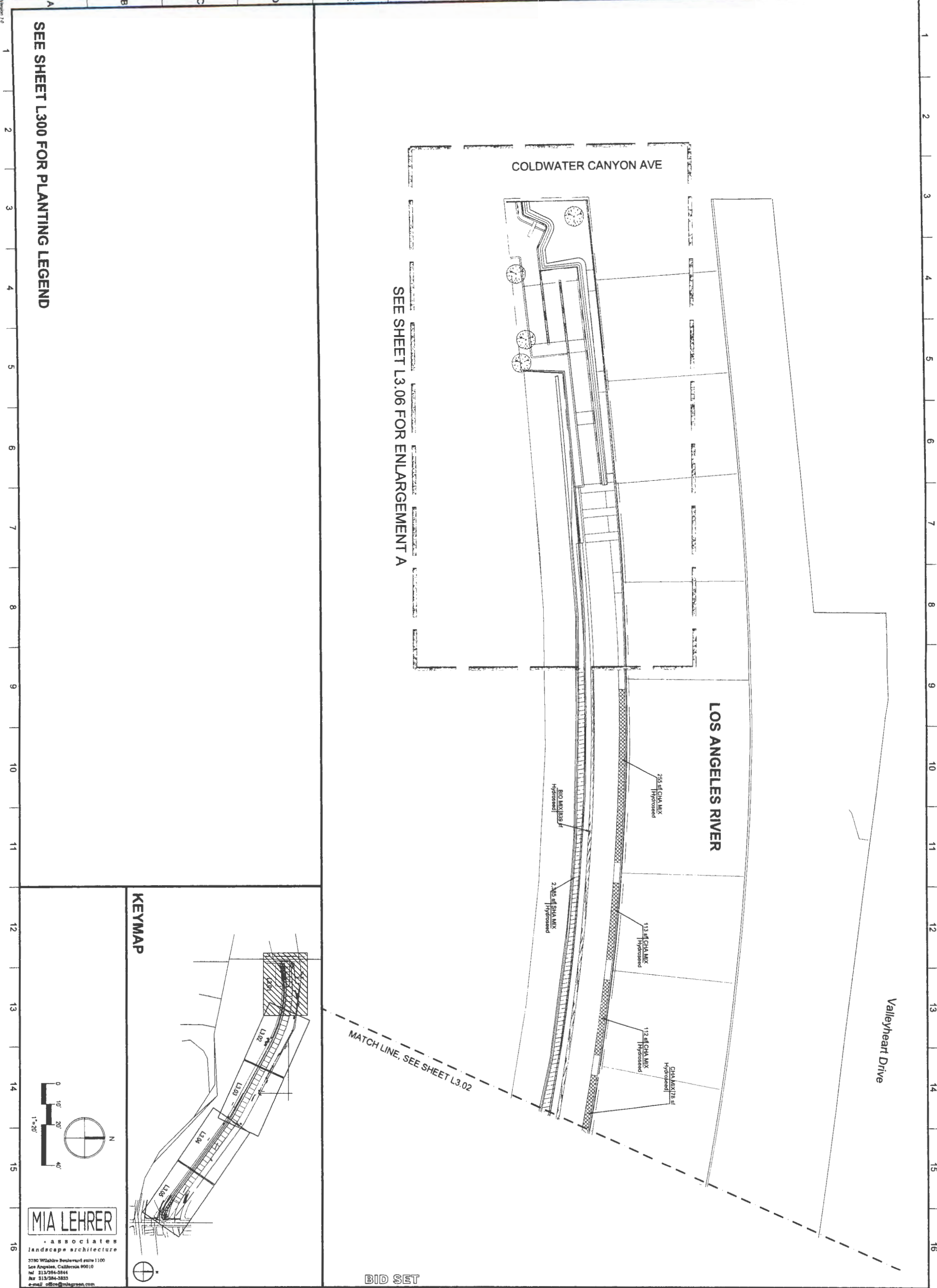
STRUCTURE NO.

REVISIONS:

DATE BY:

L.A. CITY ENGINEERING

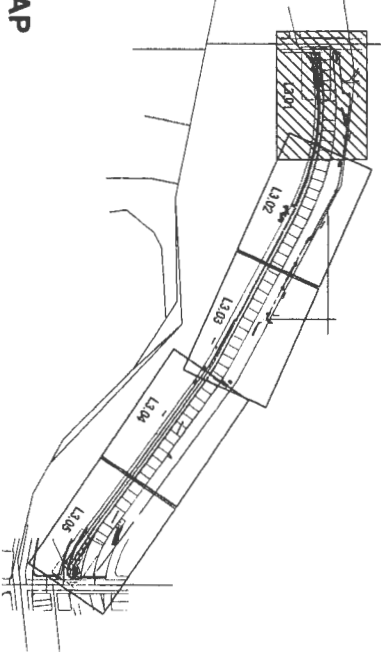
REGISTERED PROFESSIONAL ENGINEER



SEE SHEET L300 FOR PLANTING LEGEND

SEE SHEET L3.06 FOR ENLARGEMENT A

KEYMAP



MIA LEHRER
- associates
landscape architecture

3780 Wilshire Boulevard suite 1100
Los Angeles, California 90010
tel: 313/284-5844
fax: 313/284-5833
e-mail: office@mlegr.com

BID SET

CITY OF LOS ANGELES		DEPARTMENT OF PUBLIC WORKS		BUREAU OF ENGINEERING	
JOHN KIRK MURKRI GENERAL MANAGER DEPARTMENT OF RECREATION AND PARKS		DARYL LEE MOORE, P.E. CITY ENGINEER		THIS PLAN WAS ELECTRONICALLY SIGNED AND STAMPED.	
SHEET TITLE: PLANTING PLAN		LANDSCAPE ARCHITECT: JEFF HUTCHINS		DATE:	
PROJECT: LOS ANGELES RIVERFRONT PARK, PHASE II		DESIGNED BY: JEFF HUTCHINS		LIC. NO. 3815	
ADDRESS: COLDWATER CANYON AVE. TO WHITSETT AVE., STUDIO CITY, CA.		DRAWN BY: JEFF HUTCHINS / DAWN DYER		CHECKED BY: JAMES CURTIS	
APPROVED BY: MIA LEHRER		INDEX NO.		STRUCTURE NO.	

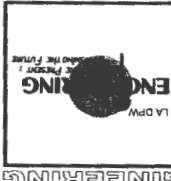
L301

WORK ORDER NO. E170406F

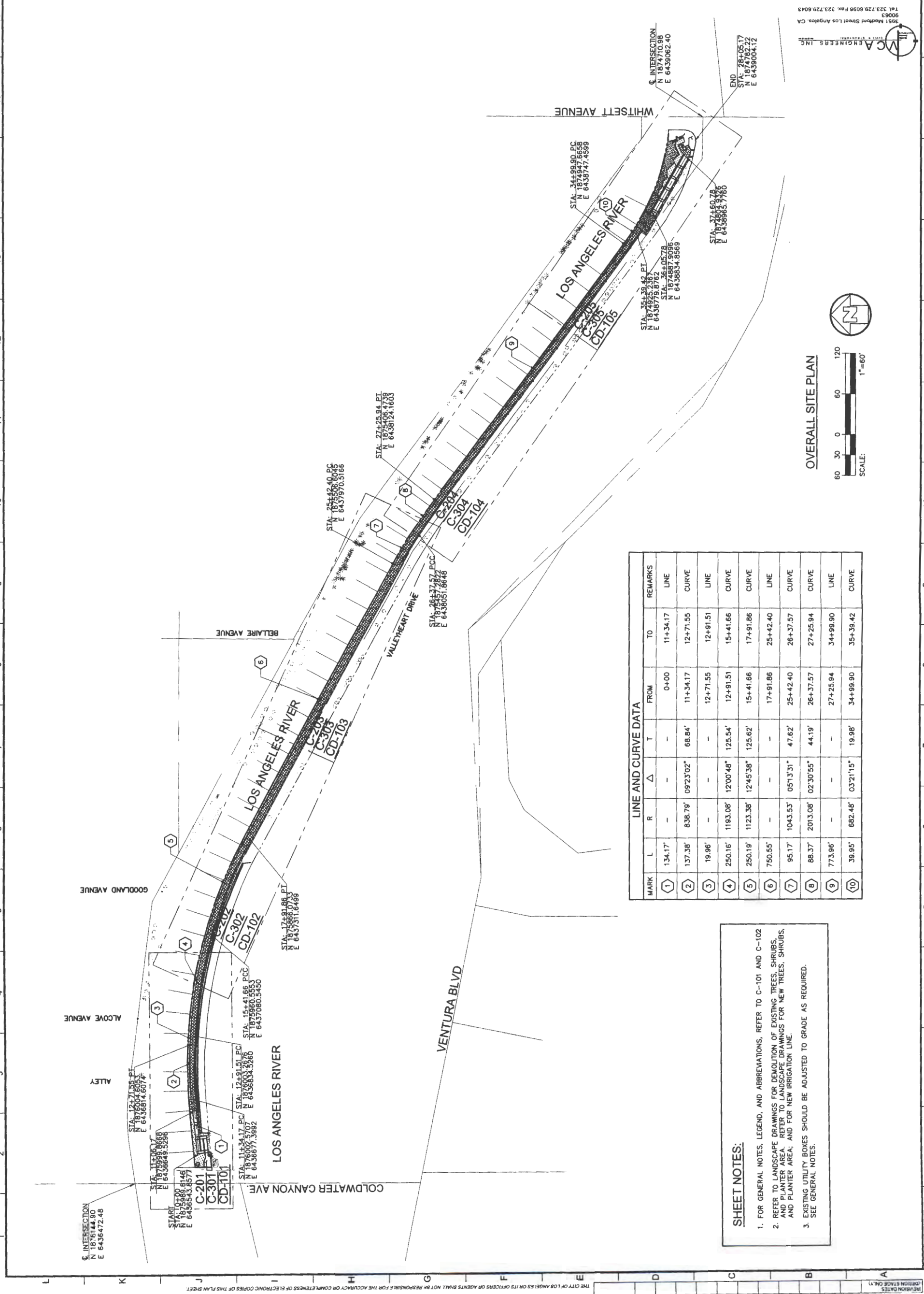




NO.	REVISIONS	DATE	BY
100%	CONSTRUCTION DOCUMENTS	11/10/06	
75%	CONSTRUCTION DOCUMENTS	11/10/06	
50%	CONSTRUCTION DOCUMENTS	11/10/06	
25%	CONSTRUCTION DOCUMENTS	11/10/06	
10%	CONSTRUCTION DOCUMENTS	11/10/06	
5%	CONSTRUCTION DOCUMENTS	11/10/06	
10%	POST BID COUNTY REVIEW	12/04/13	SL
10%	POST BID COUNTY REVIEW	07/23/13	SL



CONSTRUCTION SET
CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING



DATE: _____
VIRGIL ADAMAN, INC. ENGINEERS
3951 Medford Street Los Angeles, CA 90063
Tel: 323.729.6098 Fax: 323.729.6043



SCALE: 1"=60'
60 30 0 60 120

LINE AND CURVE DATA									
MARK	L	R	Δ	T	FROM	TO	REMARKS		
①	134.17'	-	-	-	0+00	11+34.17	LINE		
②	137.38'	838.79'	09°23'02"	68.84'	11+34.17	12+71.55	CURVE		
③	19.96'	-	-	-	12+71.55	12+91.51	LINE		
④	250.16'	1193.08'	12°00'48"	125.54'	12+91.51	15+41.66	CURVE		
⑤	250.19'	1123.38'	12°45'38"	125.62'	15+41.66	17+91.86	CURVE		
⑥	750.55'	-	-	-	17+91.86	25+42.40	LINE		
⑦	95.17'	1043.53'	05°13'31"	47.62'	25+42.40	26+37.57	CURVE		
⑧	88.37'	2013.08'	02°30'55"	44.19'	26+37.57	27+25.94	CURVE		
⑨	773.96'	-	-	-	27+25.94	34+99.90	LINE		
⑩	39.95'	682.48'	03°21'15"	19.98'	34+99.90	35+39.42	CURVE		

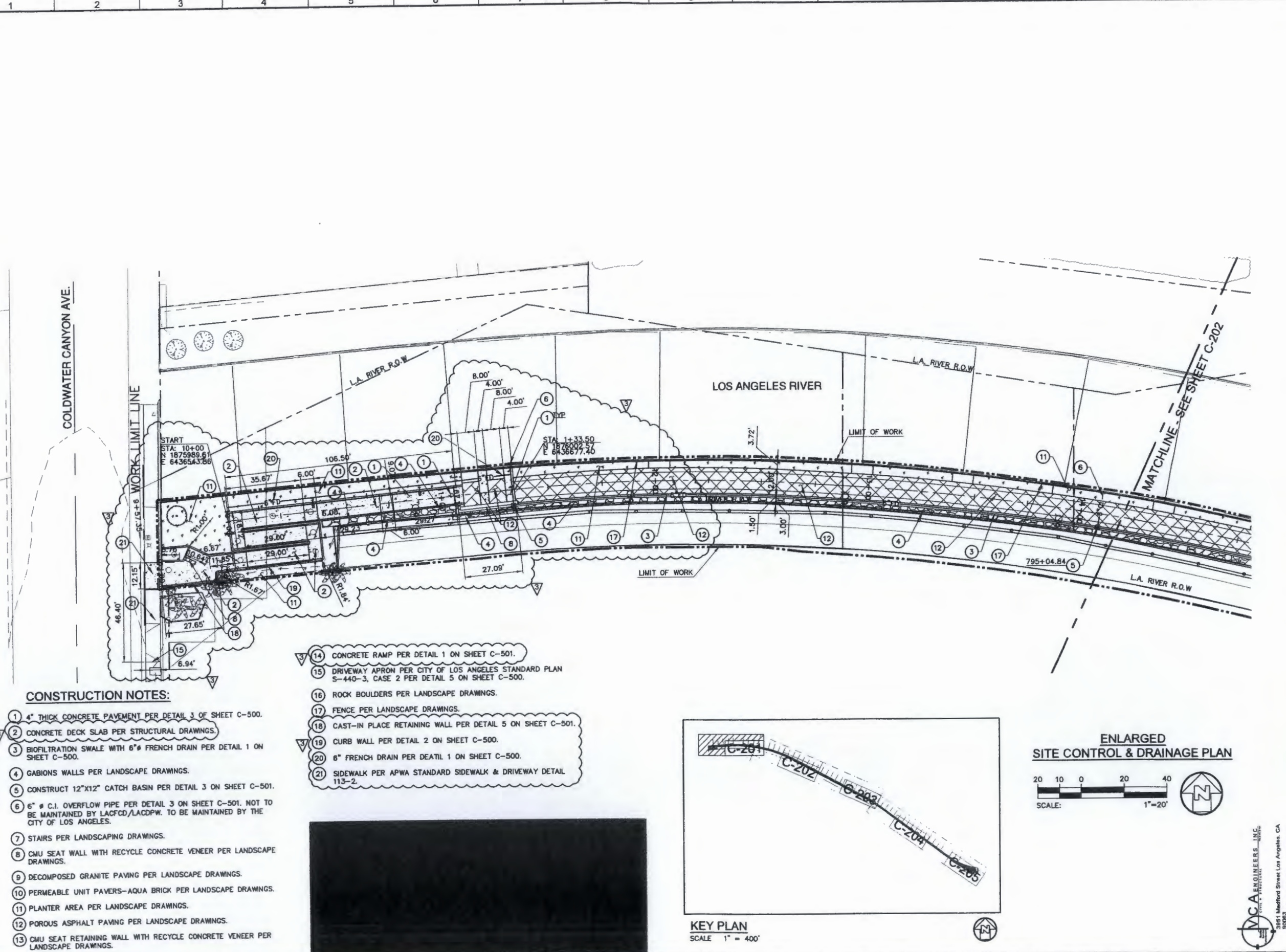
SHEET NOTES:

- FOR GENERAL NOTES, LEGEND, AND ABBREVIATIONS, REFER TO C-101 AND C-102
- REFER TO LANDSCAPE DRAWINGS FOR DEMOLITION OF EXISTING TREES, SHRUBS, AND PLANTER AREA. REFER TO LANDSCAPE DRAWINGS FOR NEW TREES, SHRUBS, AND PLANTER AREA. AND FOR NEW IRRIGATION LINE.
- EXISTING UTILITY BOXES SHOULD BE ADJUSTED TO GRADE AS REQUIRED.
- SEE GENERAL NOTES.

THE CITY OF LOS ANGELES OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

DESIGN DATES:
(DESIGN STAGE ONLY)

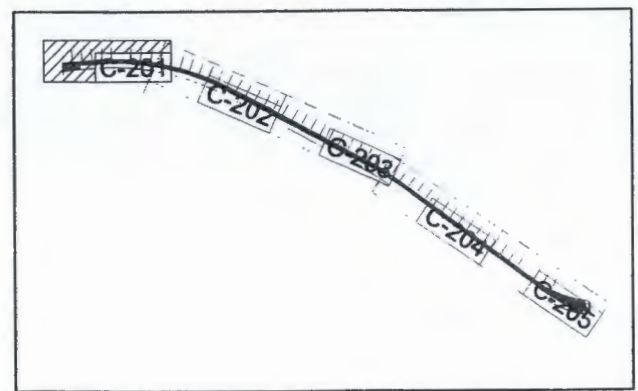
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CONSTRUCTION NOTES:

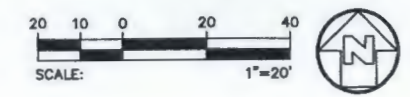
- 1 4" THICK CONCRETE PAVEMENT PER DETAIL 3 OF SHEET C-500.
- 2 CONCRETE DECK SLAB PER STRUCTURAL DRAWINGS.
- 3 BIOFILTRATION SWALE WITH 6" FRENCH DRAIN PER DETAIL 1 ON SHEET C-500.
- 4 GABIONS WALLS PER LANDSCAPE DRAWINGS.
- 5 CONSTRUCT 12"x12" CATCH BASIN PER DETAIL 3 ON SHEET C-501.
- 6 6" # C.I. OVERFLOW PIPE PER DETAIL 3 ON SHEET C-501. NOT TO BE MAINTAINED BY LACFD/LACDPW. TO BE MAINTAINED BY THE CITY OF LOS ANGELES.
- 7 STAIRS PER LANDSCAPING DRAWINGS.
- 8 CMU SEAT WALL WITH RECYCLE CONCRETE VENEER PER LANDSCAPE DRAWINGS.
- 9 DECOMPOSED GRANITE PAVING PER LANDSCAPE DRAWINGS.
- 10 PERMEABLE UNIT PAVERS-AQUA BRICK PER LANDSCAPE DRAWINGS.
- 11 PLANTER AREA PER LANDSCAPE DRAWINGS.
- 12 POROUS ASPHALT PAVING PER LANDSCAPE DRAWINGS.
- 13 CMU SEAT RETAINING WALL WITH RECYCLE CONCRETE VENEER PER LANDSCAPE DRAWINGS.

- 14 CONCRETE RAMP PER DETAIL 1 ON SHEET C-501.
- 15 DRIVEWAY APRON PER CITY OF LOS ANGELES STANDARD PLAN S-440-3, CASE 2 PER DETAIL 5 ON SHEET C-500.
- 16 ROCK BOULDERS PER LANDSCAPE DRAWINGS.
- 17 FENCE PER LANDSCAPE DRAWINGS.
- 18 CAST-IN PLACE RETAINING WALL PER DETAIL 5 ON SHEET C-501.
- 19 CURB WALL PER DETAIL 2 ON SHEET C-500.
- 20 6" FRENCH DRAIN PER DETAIL 1 ON SHEET C-500.
- 21 SIDEWALK PER APWA STANDARD SIDEWALK & DRIVEWAY DETAIL 113-2.



KEY PLAN
SCALE 1" = 400'

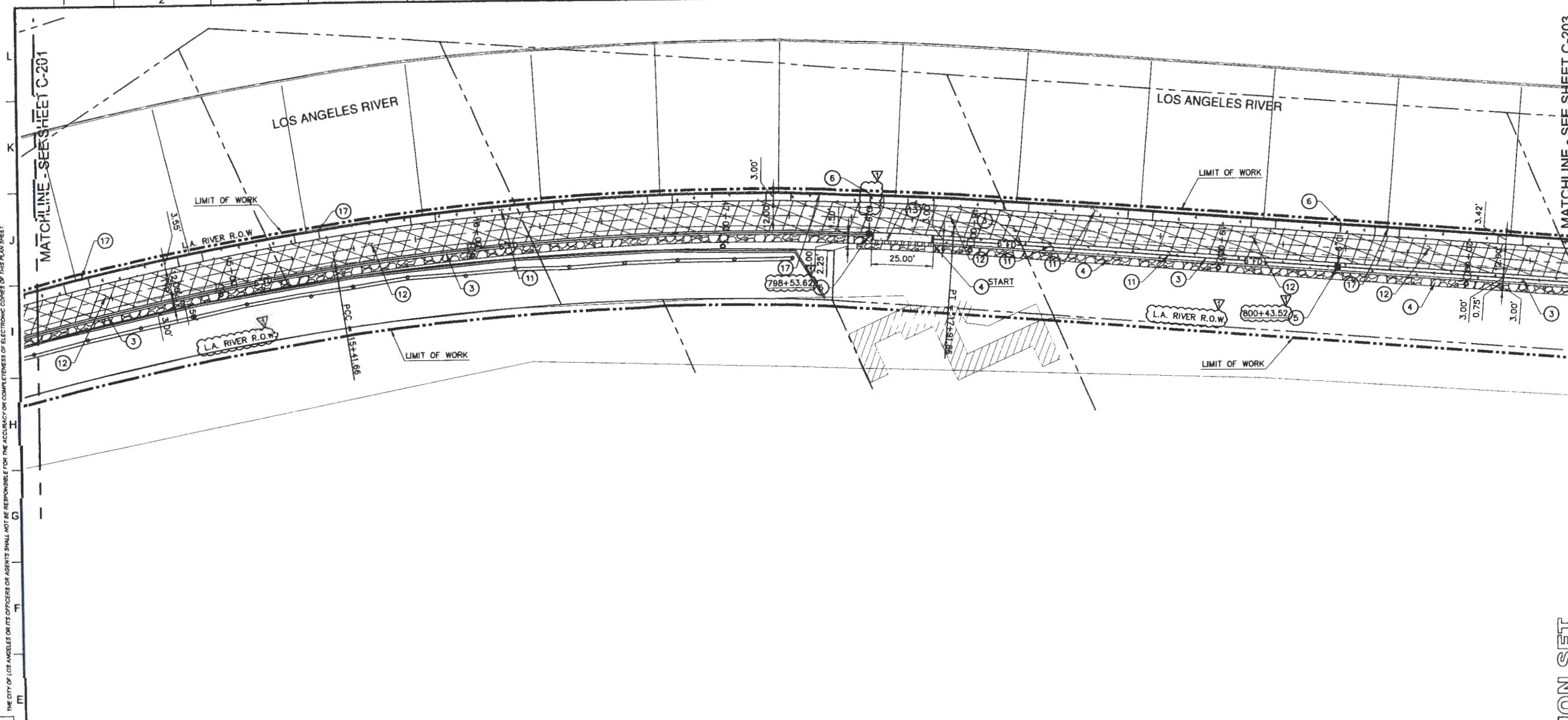
ENLARGED SITE CONTROL & DRAINAGE PLAN



VCA ENGINEERS, INC.
3981 Medford Street Los Angeles, CA 90003
Tel. 323.729.6088 Fax. 323.729.6043

CONSTRUCTION SET

BUREAU OF ENGINEERING	
NO. REVISIONS: 75% CONSTRUCTION DRAWINGS 100% CONSTRUCTION DOCUMENTS POST BID COUNTY REVIEW POST BID ARMY CORP. REVIEW POST BID COUNTY PLAN CHECK	DATE: BY: 1/11/08 12/24/12 01/23/13 SL
THIS PLAN WAS ELECTRONICALLY SIGNED AND STAMPED GARY LEE MOORE, P.E. CITY ENGINEER DESIGN GROUP: VIRGL ADAMAK U.E. NO. C8878 CIVIL ENGINEER: VIRGL ADAMAK DESIGNED BY: DRAWN BY: CHECKED BY: VCA ENGINEERS APPROVED BY: VIRGL ADAMAK	
DEPARTMENT OF PUBLIC WORKS GENERAL MANAGER JOHN KIRK MURRI DEPARTMENT OF RECREATION AND PARKS SHEET TITLE: ENLARGED SITE CONTROL & DRAINAGE PLAN PROJECT: LOS ANGELES RIVERFRONT PARK PHASE II ADDRESS: COLDWATER CANYON AVE. TO WHITSETT AVE., STUDIO CITY, CA	
WORK ORDER NO. E170406F DRAWING NO. C-201 SHEET 15 OF 85 SHEETS	

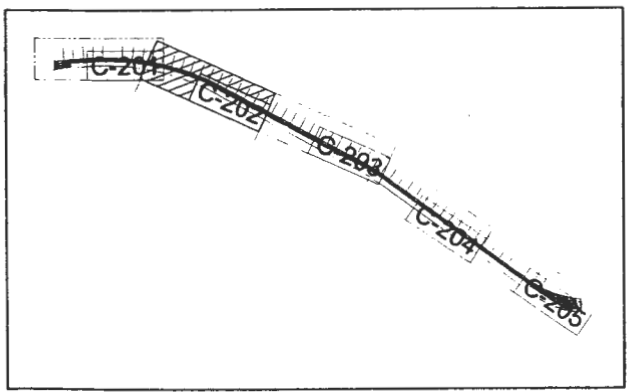


REVISION DATES: DESIGN STAGE (C)
 SHEET VERSION: 2.0
 THE CITY OF LOS ANGELES OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

CONSTRUCTION NOTES:

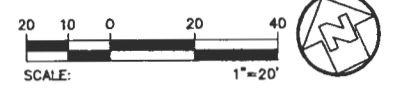
- 1 4" THICK CONCRETE PAVEMENT PER DETAIL 3 OF SHEET C-500.
- 2 CONCRETE DECK SLAB PER STRUCTURAL DRAWINGS.
- 3 BIOFILTRATION SWALE WITH 6" FRENCH DRAIN PER DETAIL 1 ON SHEET C-500.
- 4 GABIONS WALLS PER LANDSCAPE DRAWINGS.
- 5 CONSTRUCT 12"x12" CATCH BASIN PER DETAIL 3 ON SHEET C-501.
- 6 6" C.I. OVERFLOW PIPE PER DETAIL 3 ON SHEET C-501. NOT TO BE MAINTAINED BY LACFD/LACDPW. TO BE MAINTAINED BY THE CITY OF LOS ANGELES.
- 7 STAIRS PER LANDSCAPING DRAWINGS.
- 8 CMU SEAT WALL WITH RECYCLE CONCRETE VENEER PER LANDSCAPE DRAWINGS.
- 9 DECOMPOSED GRANITE PAVING PER LANDSCAPE DRAWINGS.
- 10 PERMEABLE UNIT PAVERS-AQUA BRICK PER LANDSCAPE DRAWINGS.
- 11 PLANTER AREA PER LANDSCAPE DRAWINGS.
- 12 POROUS ASPHALT PAVING PER LANDSCAPE DRAWINGS.
- 13 CMU SEAT RETAINING WALL WITH RECYCLE CONCRETE VENEER PER LANDSCAPE DRAWINGS.

- 14 CONCRETE RAMP PER DETAIL 1 ON SHEET C-501.
- 15 DRIVEWAY APRON PER CITY OF LOS ANGELES STANDARD PLAN S-440-3, CASE 2 PER DETAIL 5 ON SHEET C-500.
- 16 ROCK BOULDERS PER LANDSCAPE DRAWINGS.
- 17 FENCE PER LANDSCAPE DRAWINGS.
- 18 CAST-IN PLACE RETAINING WALL WITH L-SHAPED FOOTING PER DETAIL 5 ON SHEET C-501.
- 19 CURB WALL PER DETAIL 2 ON SHEET C-500.
- 20 6" FRENCH DRAIN PER DETAIL 1 ON SHEET C-500.
- 21 SIDEWALK PER APWA STANDARD SIDEWALK & DRIVEWAY DETAIL 113-2.



KEY PLAN
SCALE 1" = 400'

ENLARGED SITE CONTROL & DRAINAGE PLAN

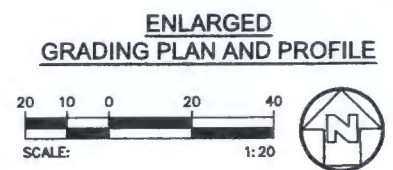
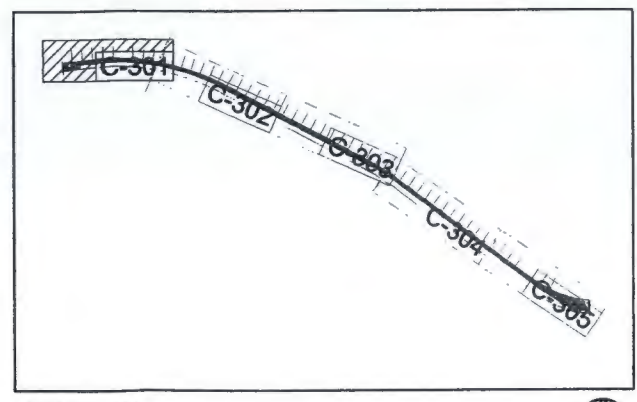
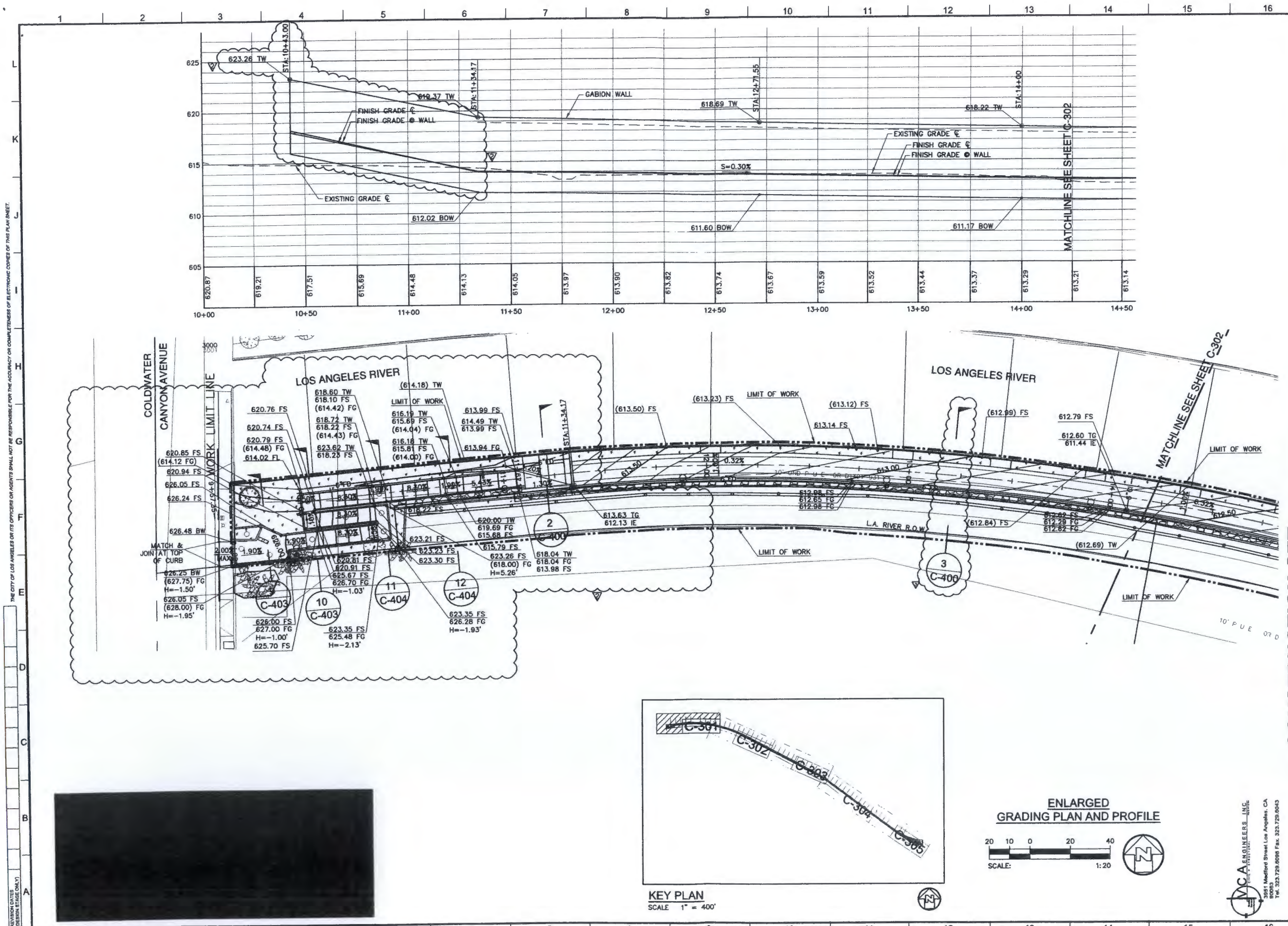


MCA ENGINEERS, INC.
 20251 Mandeville Street Los Angeles, CA 90063
 TEL. 323.728.0098 FAX. 323.728.0043

CONSTRUCTION SET

CITY OF LOS ANGELES		DEPARTMENT OF PUBLIC WORKS		BUREAU OF ENGINEERING	
GENERAL MANAGER JOHN KIRK MUIR		DESIGN GROUP SARY LEE MOORE, P.E. CITY ENGINEER		DATE BY: 11/08/08	
DEPARTMENT OF RECREATION AND PARKS		LIC. NO. C39079		DATE BY: 12/04/12	
SHEET TITLE: ENLARGED SITE CONTROL & DRAINAGE PLAN		DESIGNED BY: VIRGIL AOAMAN		DATE BY: 01/23/13	
PROJECT: LOS ANGELES RIVERFRONT PARK PHASE II		DRAWN BY: VCA ENGINEERS		DATE BY: 01/23/13	
ADDRESS: COLDWATER CANYON AVE. TO WHITSETT AVE., STUDIO CITY, CA.		CHECKED BY: VCA ENGINEERS		DATE BY: 01/23/13	
WORK ORDER NO. E170406F		DRAWING NO. C-202		STRUCTURE NO.	
DRAWING NO. C-202		SHEET 16 OF 85 SHEETS		INDEX NO.	





MCA ENGINEERS, INC.
10001 Medford Street, Los Angeles, CA 90033
Tel. 323.728.8088 Fax. 323.728.8043

REVISION DATES (DESIGN STAGE ONLY) THE CITY OF LOS ANGELES OR ITS OFFICERS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

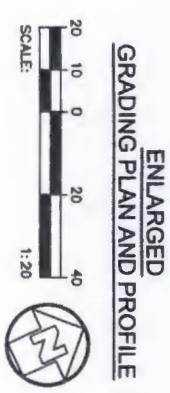
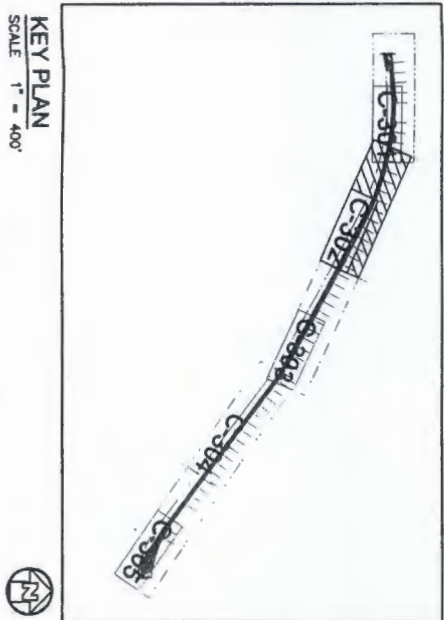
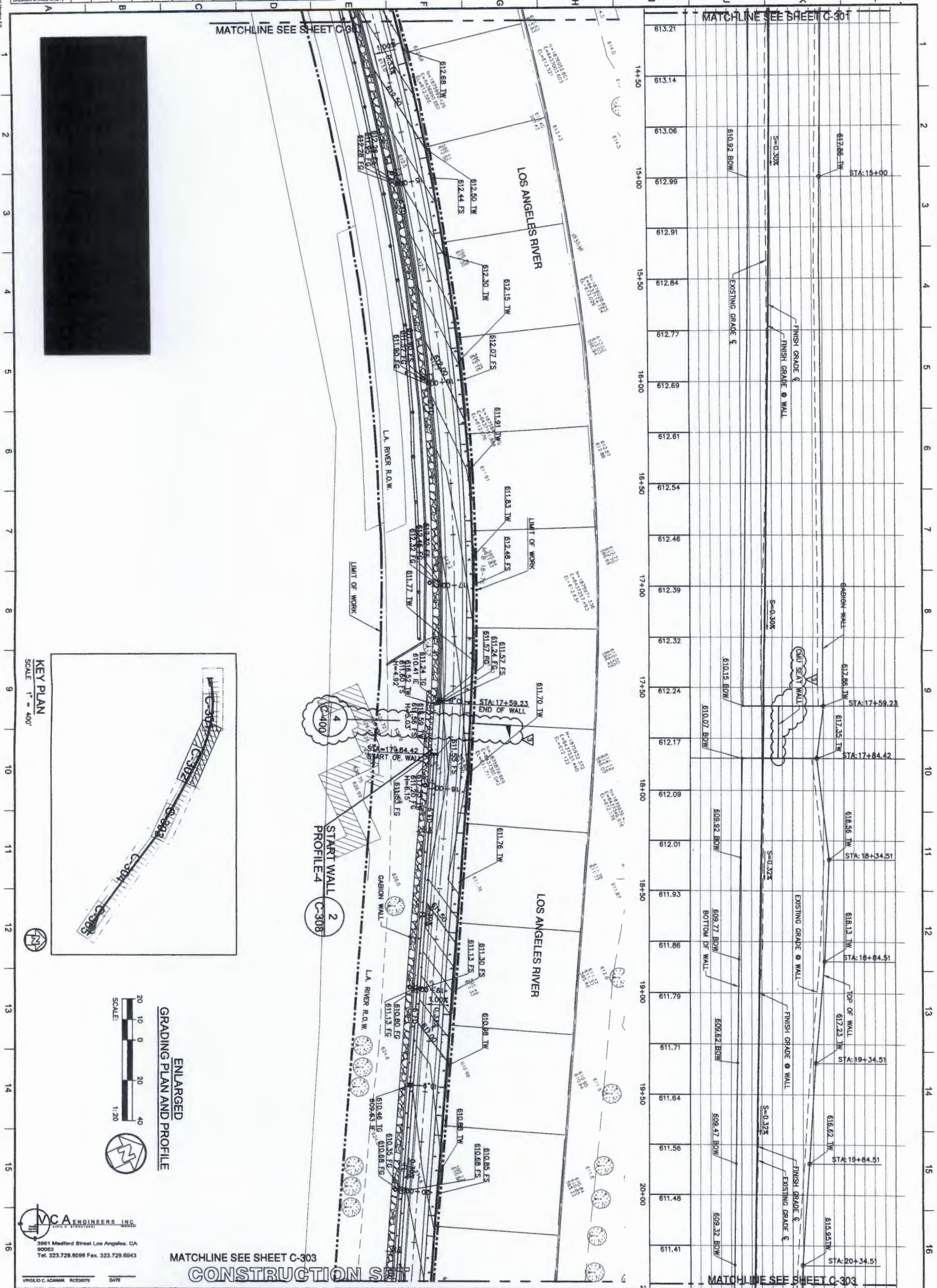
CONSTRUCTION SET

CITY OF LOS ANGELES		DEPARTMENT OF PUBLIC WORKS		BUREAU OF ENGINEERING	
GENERAL MANAGER		CITY ENGINEER		DATE: 11/10/06	
JOHN HIRK, MAJOR		GARY LEE MOORE, P.E.		CONSTRUCTION DRAWINGS	
DEPARTMENT OF RECREATION AND PARKS		DESIGN GROUP		100% CONSTRUCTION DOCUMENTS	
SHEET TITLE: ENLARGED GRADING PLAN AND PROFILE		VIRGIL ADAMAN		12/04/12	
PROJECT: LOS ANGELES RIVERFRONT PARK PHASE II		DESIGNED BY:		POST BID COUNTY REVIEW	
ADDRESS: COLDWATER CANYON AVE. TO WHITSETT AVE., STUDIO CITY, CA		DRAWN BY:		01/23/13	
WORK ORDER NO. E170406F		CHECKED BY: VIRGIL ADAMAN		POST BID COUNTY PLAN CHECK	
DRAWING NO.		APPROVED BY:		01/23/13	
C-301		VCA ENGINEERS		SL	
SHEET 20 OF 85 SHEETS		INDEX NO.		STRUCTURE NO.	



REVISION DATES
(DESIGN STAGE ONLY)

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MCA ENGINEERS INC.
3861 Medford Street Los Angeles, CA
90063
Tel. 323.729.6098 Fax. 323.729.6043

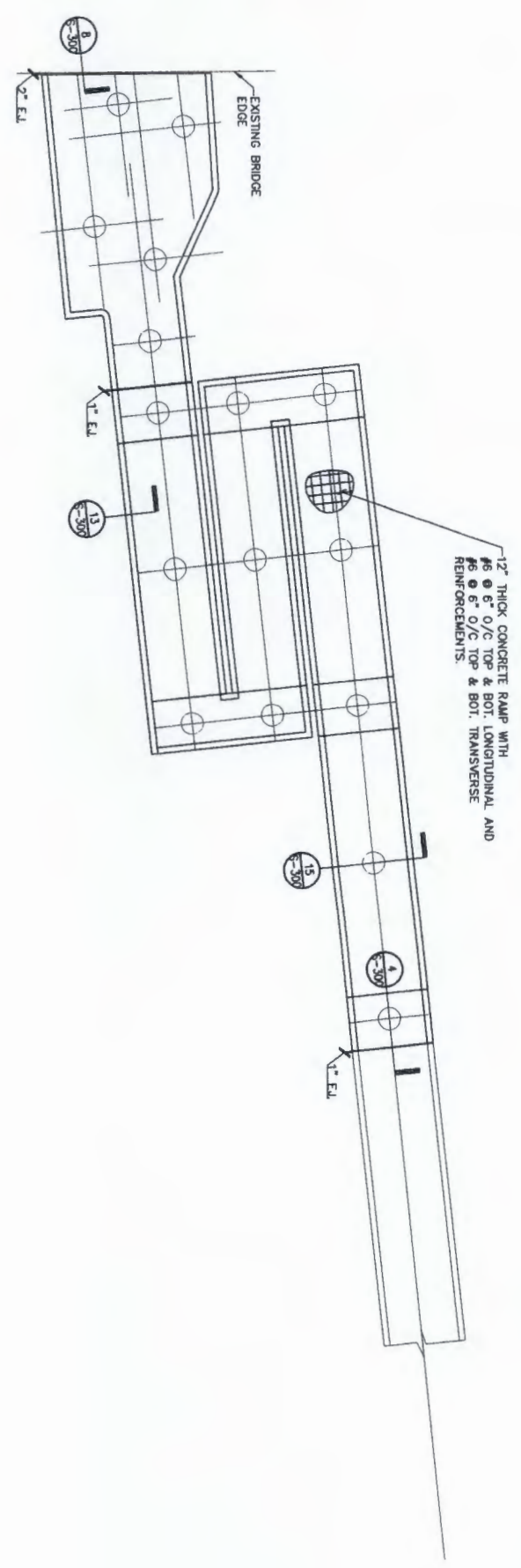
MATCHLINE SEE SHEET C-303

CONSTRUCTION SET

MATCHLINE SEE SHEET C-303

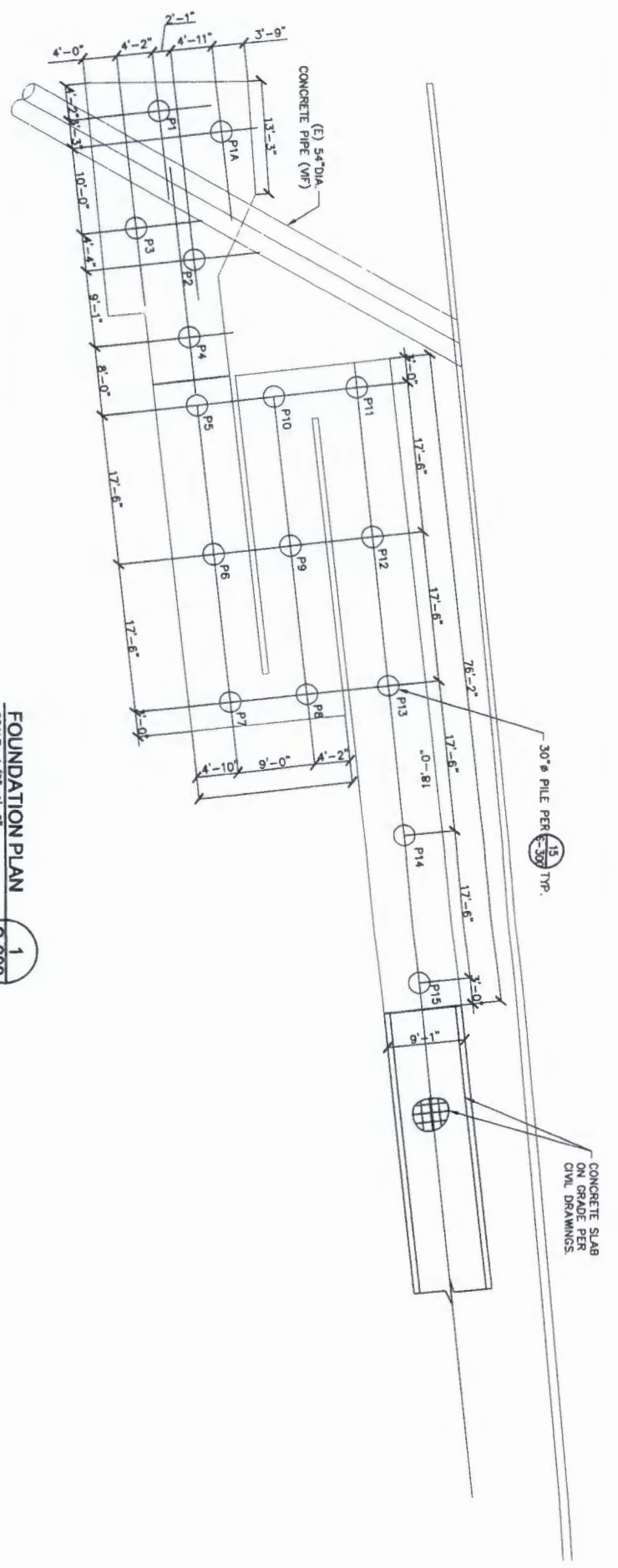
<p>CITY OF LOS ANGELES</p>		<p>DEPARTMENT OF PUBLIC WORKS</p>		<p>BUREAU OF ENGINEERING</p>	
<p>JOHN KIRK MURRI DEPARTMENT OF RECREATION AND PARKS GENERAL MANAGER</p>		<p>GARY LEE MOORE, P.E. CITY ENGINEER</p>		<p>NO. REVISIONS: 75% CONSTRUCTION DRAWINGS 100% CONSTRUCTION DOCUMENTS POST BID COUNTY REVIEW POST BID ARMY CORP. REVIEW POST BID COUNTY PLAN CHECK</p>	
<p>SHEET TITLE: ENLARGED GRADING PLAN AND PROFILE</p>		<p>DESIGN GROUP: CIVIL ENGINEER: VIRGIL AOGANAN LIC. NO. C38079 DESIGNED BY: DRAWN BY: CHECKED BY: VCA ENGINEERS APPROVED BY: VIRGIL AOGANAN</p>		<p>DATE: 11/10/08</p>	
<p>PROJECT: LOS ANGELES RIVERFRONT PARK PHASE II</p>		<p>ADDRESS: COLDWATER CANYON AVE. TO WHITSETT AVE., STUDIO CITY, CA.</p>		<p>INDEX NO. _____ STRUCTURE NO. _____</p>	

COLDWATER CANYON AVENUE



RAMP SLAB PLAN
SCALE: 1/8"=1'-0"
S-200

COLDWATER CANYON AVENUE

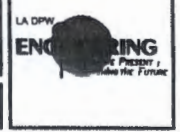


FOUNDATION PLAN
SCALE: 1/8"=1'-0"
S-200

VCA ENGINEERS INC.
3851 Medford Street Los Angeles, CA 90063
Tel. 323.729.6088 Fax. 323.729.6043

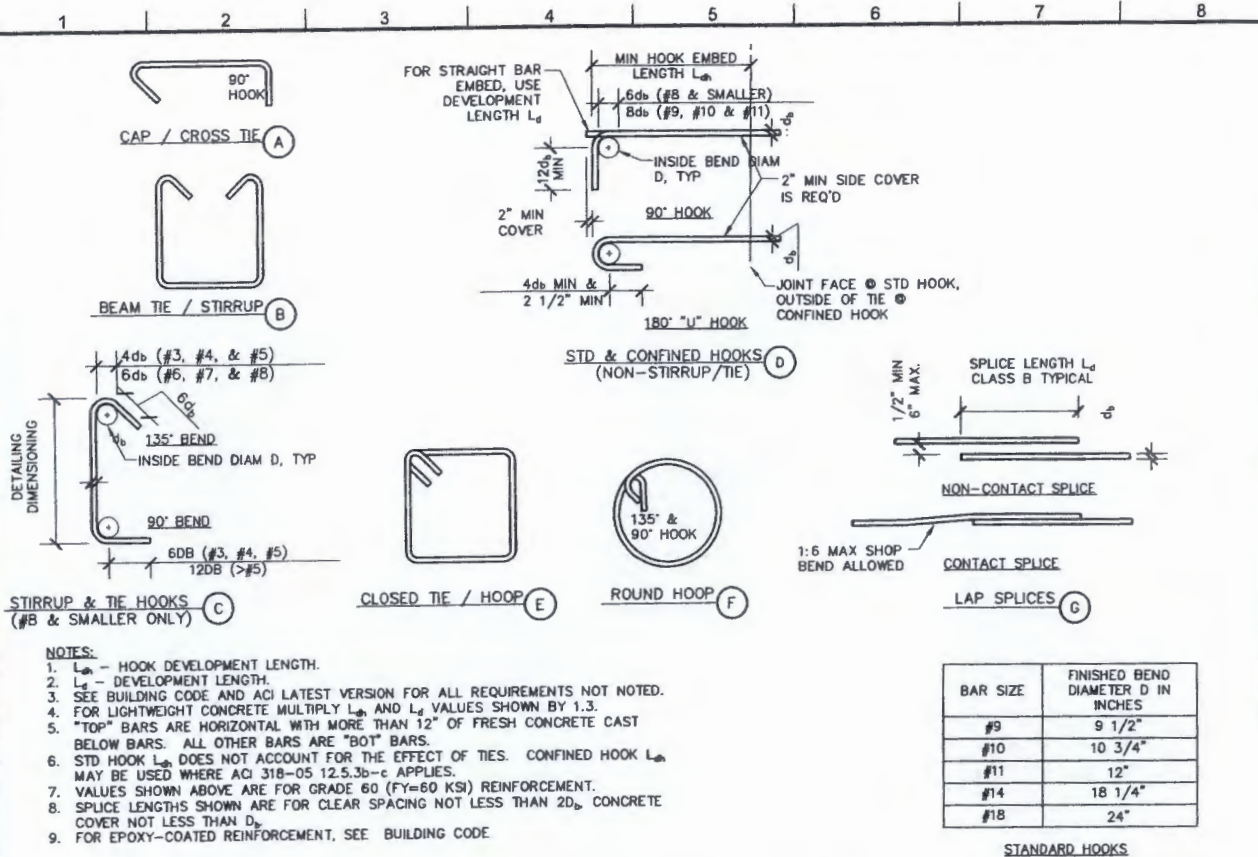
CITY OF LOS ANGELES DEPARTMENT OF RECREATION AND PARKS JOHN KIRK MUKRI GENERAL MANAGER		DEPARTMENT OF PUBLIC WORKS GARY LEE MOORE, P.E. CITY ENGINEER LIC. NO. C3079		BUREAU OF ENGINEERING DATE: 11/10/08 NO. REVISIONS: 75% CONSTRUCTION DRAWINGS 100% CONSTRUCTION DOCUMENTS	
SHEET TITLE: FOUNDATION AND RAMP SLAB PLAN PROJECT: LOS ANGELES RIVERFRONT PARK PHASE II ADDRESS: COLDWATER CANYON AVE. TO WHITSETT AVE., STUDIO CITY, CA		STRUCTURAL ENGINEER: DESIGNED BY: DRAWN BY: CHECKED BY: VCA ENGINEERS APPROVED BY: VIRGIL AOANAN		INDEX NO. STRUCTURE NO.	

WORK ORDER NO. E170406F
DRAWING NO. S-200
SHEET 31 OF 3 SHEETS



REVISION DATES (DESIGN STAGE ONLY)

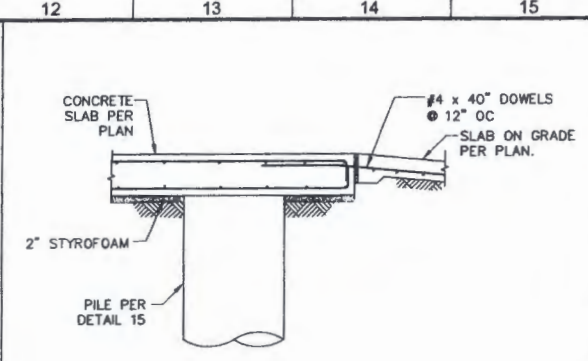
THE CITY OF LOS ANGELES OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRICAL CONNECTIONS OF THIS PLAN SHEET.



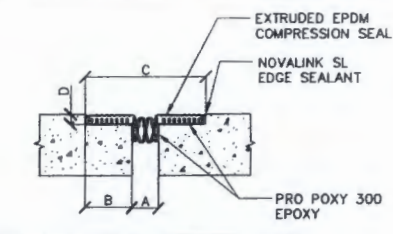
BAR SIZE	STD HOOK L_d (in)	CONFINED HOOK L_e (in)	CLASS B LAP SPLICE L_d (in)		DEVELOPMENT LENGTH L_e (in)	
			BOT	TOP	BOT	TOP
3000 PSI NWC						
#3	6	6	22	28	17	22
#4	8	6	29	37	22	29
#5	10	8	36	47	28	36
#6	12	10	43	56	33	43
#7	14	11	63	81	48	63
#8	16	13	72	93	55	72
#9	18	14	81	105	62	81
#10	20	16	91	118	70	91
#11	22	18	101	131	78	101
4000 PSI NWC						
#3	6	6	19	24	15	19
#4	7	6	25	32	19	25
#5	9	7	31	40	24	31
#6	10	8	37	48	29	37
#7	12	10	54	70	42	54
#8	14	11	62	80	48	62
#9	15	12	70	91	54	70
#10	17	14	79	102	61	79
#11	19	15	87	113	67	87
5000 PSI NWC						
#3	6	6	17	22	13	17
#4	6	6	22	29	17	22
#5	8	6	28	36	22	28
#6	9	7	33	43	26	33
#7	11	9	49	63	37	49
#8	12	10	55	72	43	55
#9	14	11	63	81	48	63
#10	15	12	70	91	54	70
#11	17	14	78	101	60	78

BAR SIZE	FINISHED BEND DIAMETER D IN INCHES
#9	9 1/2"
#10	10 3/4"
#11	12"
#14	18 1/4"
#18	24"

STANDARD HOOKS



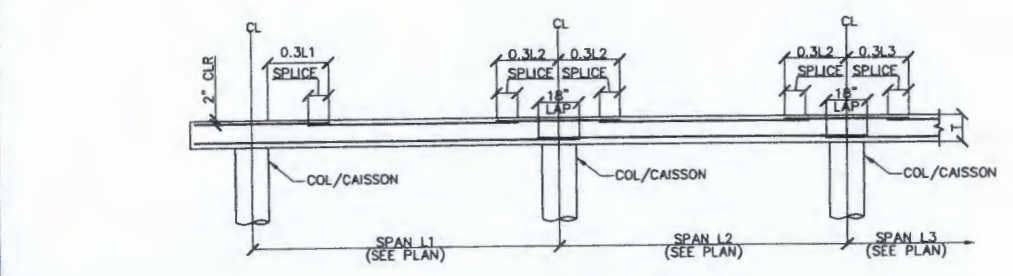
4 DETAIL
1/2" = 1'-0"



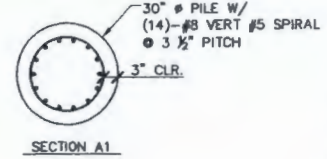
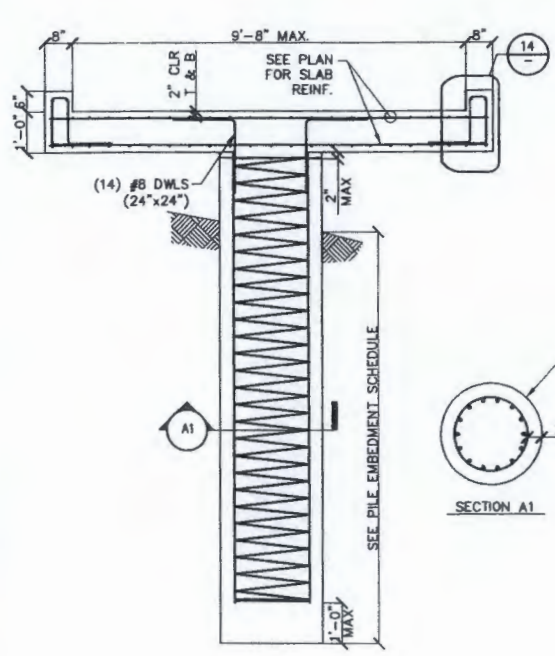
MODEL	A	B	C	D
ZB-100	1.00"	3.50"	8.00"	0.75"
ZB-200	2.00"	3.50"	9.00"	0.75"

8 DETAIL
NTS

5 TYPICAL REINFORCEMENT DETAILS AND DEVELOPMENT LENGTHS
SCALE: FULL



9 TYP. SLAB REINFORCEMENT
NTS

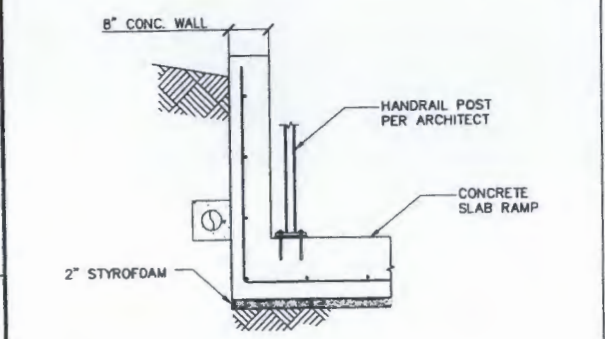


15 DETAIL
1/2" = 1'-0"

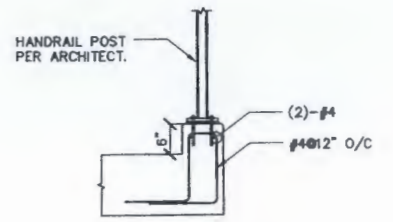
PILE EMBEDMENT SCHEDULE

PILE DESIGNATION	EMBEDMENT (FT)
P1	32
P1A	32
P2	32
P3	32
P4	32
P5	32
P6	35
P7	34
P8	34
P9	35
P10	32
P11	35
P12	35
P13	34
P14	34
P15	32

NOTE:
EMBEDMENT MEASURED FROM THE LOWEST ADJACENT GRADE.



13 DETAIL
NTS



14 DETAIL
NTS

VCA ENGINEERS, INC.
3851 Medford Street Los Angeles, CA 90003
Tel. 323.726.8098 Fax. 323.726.8043

BUREAU OF ENGINEERING

DATE BY: _____
 75% CONSTRUCTION DRAWINGS
 100% CONSTRUCTION DOCUMENTS

STRUCTURE NO. _____
 INDEX NO. _____

DEPARTMENT OF PUBLIC WORKS

THIS PLAN WAS ELECTRONICALLY SIGNED AND STAMPED.

GARY LEE MOORE, P.E. CITY ENGINEER
 DESIGN GROUP

DATE: _____
 LC NO. C0879

STRUCTURAL ENGINEER: _____
 DESIGNED BY: _____
 DRAWN BY: VCA ENGINEERS
 CHECKED BY: VIRGIL ADAMM
 APPROVED BY: VIRGIL ADAMM

CITY OF LOS ANGELES

GENERAL MANAGER: _____
 DEPARTMENT OF RECREATION AND PARKS

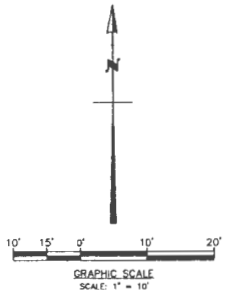
SHEET TITLE: TYPICAL & MISCELLANEOUS DETAILS
 PROJECT: LOS ANGELES RIVERFRONT PARK PHASE II
 ADDRESS: COLDWATER CANYON AVE. TO WHITSETT AVE., STUDIO CITY, CA.

WORK ORDER NO. E170406F
 DRAWING NO. _____

S-300
 SHEET 3 OF 3 SHEETS

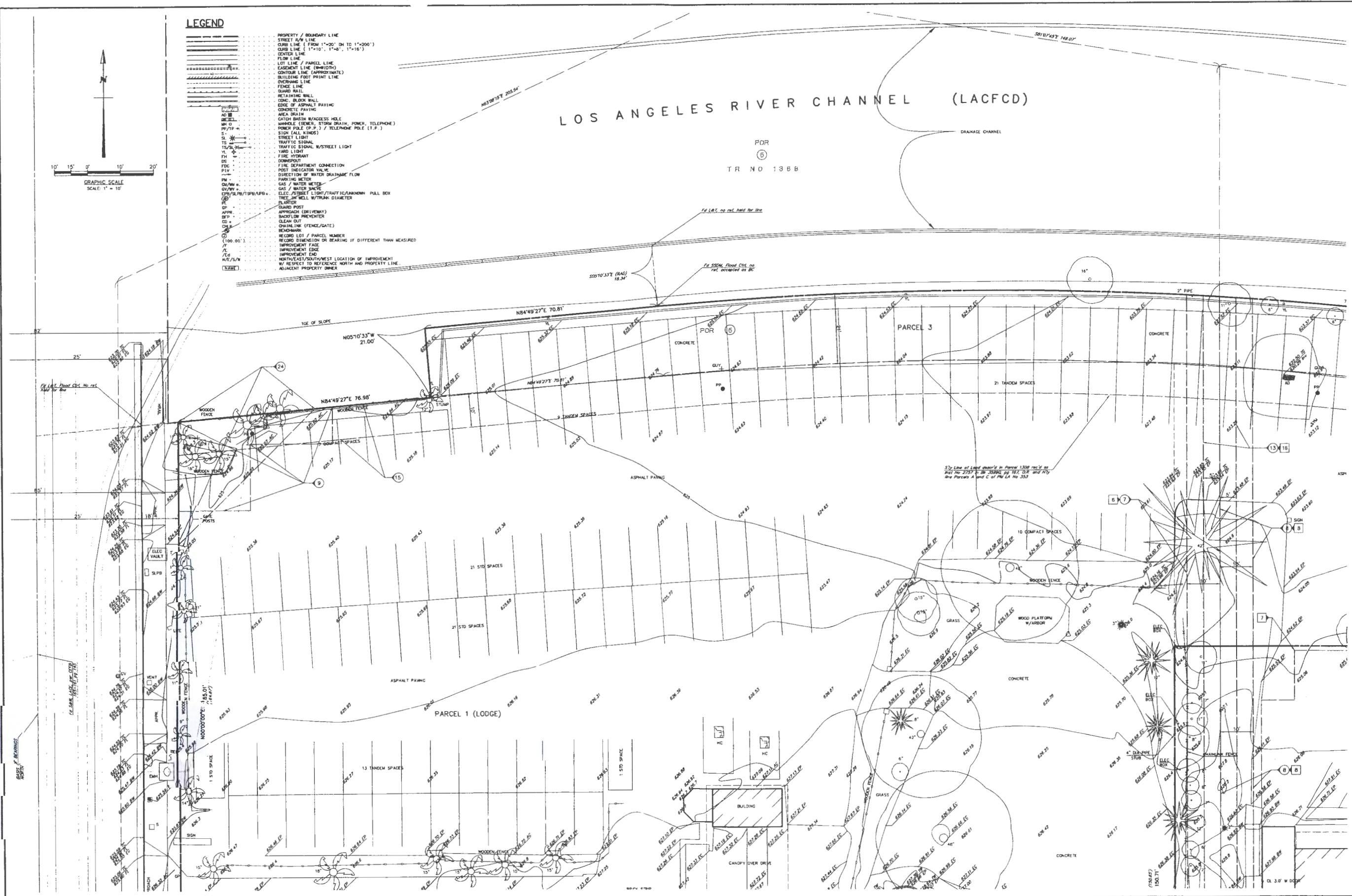
LEGEND

- PROPERTY / BOUNDARY LINE
- STREET ROW LINE
- CURB LINE (FROM 1"-20" ON TO 1"-200")
- CURB LINE (1"-10", 1"-6", 1"-16")
- CENTER LINE
- FLOW LINE
- LOT LINE / PARCEL LINE
- EASEMENT LINE (E=10/20)
- CONTOUR LINE (APPROXIMATE)
- BUILDING FOOT PRINT LINE
- CYCLONE LINE
- FENCE LINE
- GUARD RAIL
- RETAINING WALL
- COND. BLOCK WALL
- EDGE OF ASPHALT PAVING
- CONCRETE PAVING
- WEIR DRAIN
- CATCH BASIN W/ACCESS HOLE
- MANHOLE (SEWER, STORM DRAIN, POWER, TELEPHONE)
- POWER POLE (P.P. 1) / TELEPHONE POLE (T.P. 1)
- 5'- SIGN (ALL KINDS)
- STREET LIGHT
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL W/STREET LIGHT
- YARD LIGHT
- FIRE HYDRANT
- DUMPSTER
- FIRE DEPARTMENT CONNECTION
- POST INDICATOR VALVE
- DIRECTION OF WATER DRAINAGE FLOW
- PARKING METER
- GAS / WATER METER
- GAS / WATER SERVICE
- ELEC. STREET LIGHT / TRAFFIC SIGNAL / PULL BOX
- TRENCH W/ TRUNK DIAMETER
- BLANKET
- GUARD POST
- APPROACH (DRIVEWAY)
- BACKSTOP PREVENTER
- CLEAN OUT
- CHAIN LINK (FENCE/GATE)
- HEADMARK
- RECORD LOT / PARCEL NUMBER
- RECORD DIMENSION OR BEARING IF DIFFERENT THAN MEASURED
- IMPROVEMENT FACE
- IMPROVEMENT EDGE
- IMPROVEMENT END
- NORTH/EAST/SOUTH/WEST LOCATION OF IMPROVEMENT
- W/ REFERENCE TO REFERENCE NORTH AND PROPERTY LINE
- ADJACENT PROPERTY OWNER
- (NAME)



LOS ANGELES RIVER CHANNEL (LACFCD)

POR
 (5)
 TR NO 1388



DESIGNED	SAB	DATE	
DRAWN	FJV	DATE	
CHECKED	DRH	DATE	

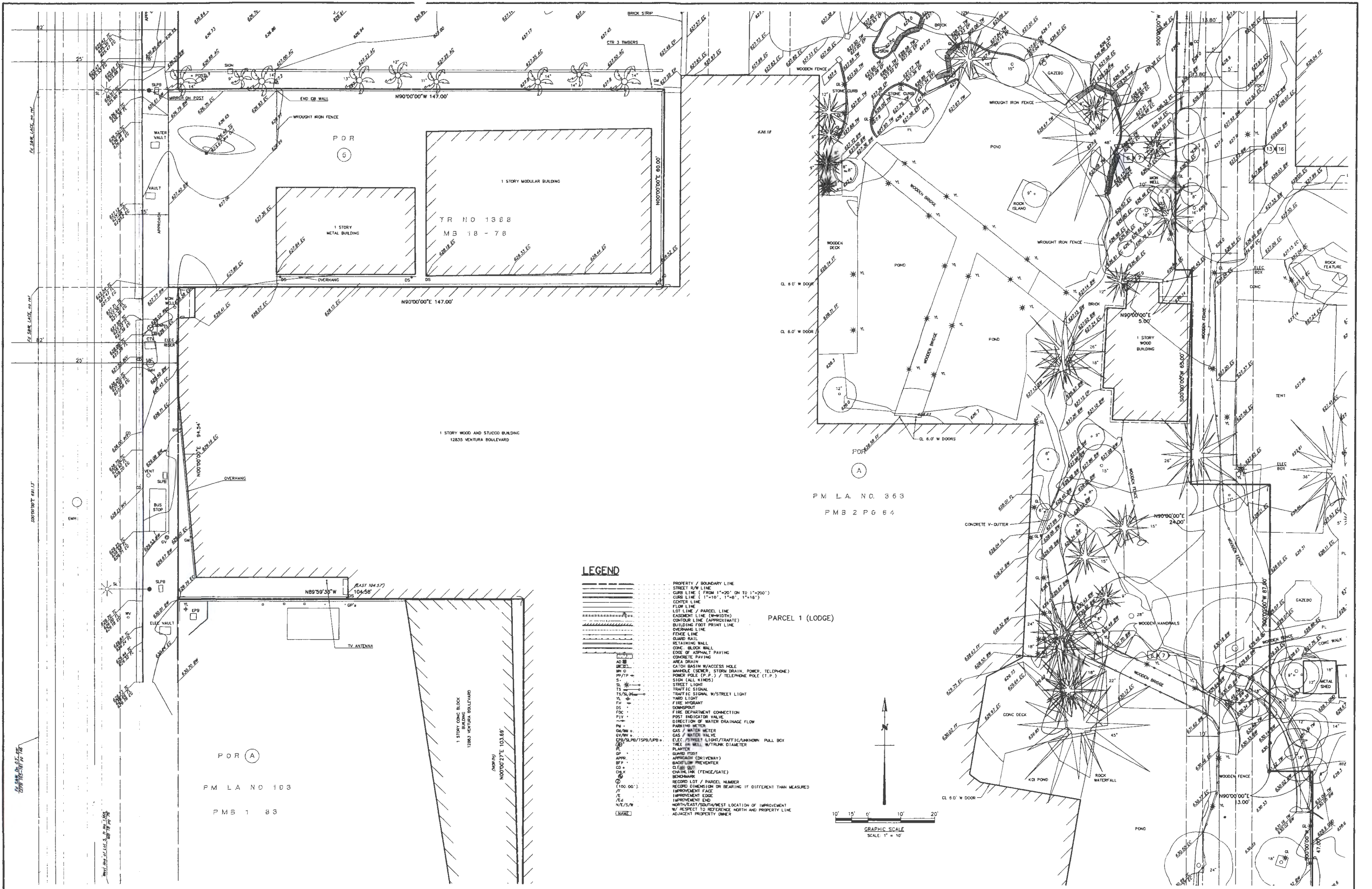
CITY OF LOS ANGELES BENCHMARK NO. 08-08240
 50 SPK W CURB VALLEY/NEART OR S ROWY 5.5 FT
 W OF BC CURB RET W OF COLUMBIAN AVE
 B.M. 624.576 FEET (ELEVATION 1980 ADJ. (1950/29))

PSOMAS
 11444 West Olympic Boulevard, Suite 750
 West Los Angeles, CA 90064-1549
 (310) 954-3700 (310) 954-3777 (FAX)

DESIGN SURVEY FOR:
SPORTSMEN'S LODGE REW, LLC

SPORTSMEN'S LODGE AND HOTEL
 12825 VENTURA BOULEVARD
 COUNTY OF LOS ANGELES

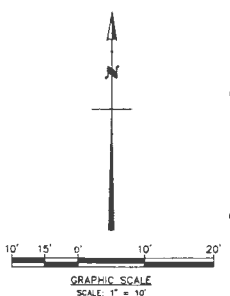
DATE	DECEMBER 3, 2007	Sheet	2
SCALE	1" = 10'	Sheet	7
PROJECT	1WE1050501	Sheet	7



LEGEND

- PROPERTY / BOUNDARY LINE
- STREET R/W LINE
- CURB LINE (FROM 1"=20' ON TO 1"=200')
- CURB LINE (1"=10', 1"=8', 1"=16')
- CENTER LINE
- FLOW LINE / PARCEL LINE
- EASEMENT LINE (W=WIDTH)
- CONTOUR LINE (APPROXIMATE)
- BUILDING FOOT PRINT LINE
- OVERHANG LINE
- FENCE LINE
- DUMP RAIL
- RETAINING WALL
- CONC. BLOCK WALL
- EDGE OF ASPHALT PAVING
- CONCRETE PAVING
- AREA DRAIN
- CATCH BASIN W/ACCESS HOLE
- MANHOLE (SEWER, STORM DRAIN, POWER, TELEPHONE)
- POWER POLE (O.P.P.) / TELEPHONE POLE (T.P.)
- SIGN (ALL KINDS)
- STREET LIGHT
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL W/STREET LIGHT
- YARD LIGHT
- FIRE HYDRANT
- DUMPSPOT
- FDC - FIRE DEPARTMENT CONNECTION
- POST INDICATOR WALK
- DIRECTION OF WATER DRAINAGE FLOW
- PARKING METER
- GAS / WATER METER
- GAS / WATER VALVE
- ELEC. PANEL LIGHT/TRAFFIC/UNKNOWN PULL BOX
- TREE IN WELL W/TRUNK DIAMETER
- PLANTER
- DUMP PILE
- APPROACH (DRIVEWAY)
- BACKFLOW PREVENTER
- CHAIN LINK (FENCE/GATE)
- BENCHMARK
- RECORD LOT / PARCEL NUMBER
- RECORD DIMENSION OR BEARING IF DIFFERENT THAN MEASURED
- IMPROVEMENT FACE
- IMPROVEMENT EDGE
- IMPROVEMENT END
- NORTH/EAST/SOUTH/WEST LOCATION OF IMPROVEMENT W/ RESPECT TO REFERENCE NORTH AND PROPERTY LINE
- ADJACENT PROPERTY OWNER

PARCEL 1 (LODGE)



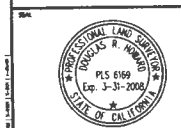
NO.	DATE	DESCRIPTION	BY	APP'D.
1				
2				
3				
4				
5				

CITY OF LOS ANGELES BENCHMARK NO. 06-08240
 50 SPK N CURB VALLEYHEART DR S ROWY 9.5 FT
 W OF BC CURB RET W OF COLDWATER AVE
 624.576 FEET
 1980 ADJ (NGVD29)

PSOMAS
 11444 West Olympic Boulevard, Suite 750
 West Los Angeles, CA 90064-1545
 (310) 954-3700 (310) 954-3777 (FAX)

DESIGN SURVEY FOR:
SPORTSMEN'S LODGE REW, LLC
 SPORTSMEN'S LODGE AND HOTEL
 12825 VENTURA BOULEVARD
 COUNTY OF LOS ANGELES
 STATE OF CALIFORNIA

DATE	DECEMBER 5, 2007	SHEET	3
SCALE	1" = 10'		
PROJECT	12825 VENTURA BOULEVARD		
PLANS	12825 VENTURA BOULEVARD		
DATE	12/05/07		



DESIGNED BY	DRH	DATE	12/03/07
CHECKED BY	FJW	DATE	12/03/07
APPROVED BY	SMB	DATE	12/03/07
PROJECT NO.	12825 VENTURA	DATE	12/03/07
SCALE	1" = 10'	DATE	12/03/07

CITY OF LOS ANGELES BENCHMARK NO. 08-08240
 50 SPK N CURB VALLEYHEART DR S ROWY 5.5 FT
 W OF BC CURB RET W OF COLDWATER AVE
 624.876 FEET
 1980 ADJ (16VD29)
 JAN 13 2008 - 12:30 ONE HOUR IN VENTURA COUNTY (SOUTH) PL-027.00 (SIGNED BY: DRH)

PSOMAS
 11444 West Olympic Boulevard, Suite 750
 West Los Angeles, CA 90064-1549
 (310) 954-3700 (310) 954-3777 (FAX)

DESIGN SURVEY FOR:
SPORTSMEN'S LODGE REW, LLC
 SPORTSMEN'S LODGE AND HOTEL
 12825 VENTURA BOULEVARD
 COUNTY OF LOS ANGELES
 STATE OF CALIFORNIA
 DATE: DECEMBER 3, 2007
 SCALE: 1" = 10'
 SHEET NO: 1 OF 1
 PROJECT NO: 12825 VENTURA