DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: April 27, 2017
Time: After 8:30 A.M.
Place: Van Nuys City Hall
Council Chamber 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing: January 17, 2017
Appeal Status: Zone Change is appealable only by the applicant to City Council if disapproved in whole or in part. Zoning Administrator's Adjustment, Director's Determination, and Community Design Overlay Review are appealable to the City Council by any party.
Expiration Date: June 19, 2017
Multiple Approval: Yes

Case No.:	CPC-2016-2865-VZC-SPR-ZAA-CDO
CEQA No.:	ENV-2016-2866-MND
Incidental Cases:	N/A
Related Cases:	N/A
Council No.:	3
Plan Area:	Reseda-West Van Nuys
CDO:	Reseda Central Business District
Certified NC:	Reseda
General Plan:	Community Commercial
Current Zone:	[Q]C2-1D-CDO and [Q]P-1D-CDO
Proposed Zone:	(T)(Q)RAS4-1D-CDO
Applicant:	Reseda Majestic, LLC
Representative:	King Woods, Woods Diaz Group, LLC

PROJECT LOCATION: 18341 West Sherman Way (18344 West Cantlay Street)

PROPOSED PROJECT: The project involves the demolition of a two-story 40,200 square-foot commercial building and surface parking lot and the construction, use and maintenance a new four-story mixed-use development consisting of two buildings with a maximum height of 55 feet, totaling 129,634 square-foot development, consisting of 112 dwelling units and 15,160 square feet of commercial floor area, providing 228 automobile parking spaces and 155 bicycle parking spaces within one (1) at-grade and two (2) subterranean parking levels.

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

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, adopt the Mitigated Negative Declaration (Case No. ENV-2016-2866-MND) for the above referenced project; and

2. Pursuant to Section 21081.6 of the California Public Resources Code and Section 15097 of the CEQA Guidelines, adopt the Mitigation Monitoring Program for ENV-2016-2866-MND.

3. Pursuant to Section 12.32-Q of the Los Angeles Municipal Code, a Vesting Zone Change from [Q]C2-1D-CDO and [Q]P-1D-CDO to (T)(Q)RAS4-1D-CDO to permit a building height of up to 55 feet;

4. Pursuant to Section 12.28 of the Los Angeles Municipal Code, a Zoning Administrator's Adjustment to permit a minimum 0-foot eastern side yard setback for Building A, in lieu of the required 5 feet;

5. Pursuant to Section 12.28 of the Los Angeles Municipal Code, a Zoning Administrator's Adjustment to permit a minimum 2-foot 6-inch front and rear yard setback for Building B, in lieu of the required 5 feet;

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

7. Pursuant to LAMC Section 13.08, a Community Design Overlay Plan Approval.

RECOMMENDED ACTIONS:

1. **Adopt** the **Mitigated Negative Declaration** (Case No. ENV-2016-2866-MND) for the above referenced project;

2. **Adopt** the **Mitigation Monitoring Program** for ENV-2016-2866-MND;

3. **Recommend** that the City Council **approve** a **Vesting Zone Change** from [Q]C2-1D-CDO and [Q]P-1D-CDO to (T)(Q)RAS4-1D-CDO to permit a building height of up to 55 feet;

4. **Approve** a **Zoning Administrator's Adjustment** to permit a minimum 0-foot eastern side yard setback for Building A.

5. **Approve** a **Zoning Administrator's Adjustment** to permit a minimum 2-foot 6-inch front and rear yard setback for Building B.

6. **Approve Reseda Community Design Overlay Plan Approval** for the construction, use, and maintenance of a maximum four-story, 55-foot tall, 112-unit mixed-use development consisting of two buildings on an approximately 55,370 square-foot site, and

7. **Approve** a **Site Plan Review** for a development which creates 50 or more dwelling units;

8. **Adopt** the attached Findings;

VINCENT P. BERTONI, AICP
Director of Planning

Charles J. Rausch, Jr.
Interim Chief Zoning Administrator

Nicholas Hendricks
Senior City Planner

Jordann Turner
City Planner

JoJo Pewsawang
City Planning Associate

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

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PROJECT ANALYSIS

Project Summary

The application was reviewed and deemed complete for processing on November 22, 2016. As clarified in the Department of City Planning Memo dated December 13, 2016, the project is exempt from Measure JJJ. The project involves the demolition of a two-story, 40,200 square-foot commercial structure and a surface parking lot, and the construction, use and maintenance of a new mixed-use development consisting of two four-story buildings. The project consists of two buildings; Building A and Building B. Building A fronts Sherman Way and has a maximum height of 55 feet with 69 units, 148 vehicle parking spaces, 93 bicycle parking spaces, and 15,160 square feet of ground floor retail. Building B fronts Cantlay Street and has a maximum height of 45 feet with 43 units, 80 vehicle parking spaces, 62 bicycle parking spaces, and 1,640 square feet of ground floor retail. The unit mix includes 23 studio, 43 one-bedroom units, 35 two-bedroom units, and 11 three bedroom units (including three live/work units split between two buildings.

	Building A	Building B
Height	55 feet	45 feet
Unit Count	69	43
Automobile Parking	148	80
Bicycle Parking	93	62
Retail	13,520 SF	1,640 SF

Project Detail

Design

The overall building materials and color scheme will consist of primarily varying shades of brown and cream colored stucco with accenting brownstone stucco along articulated walls, black metal balcony railings, and varying window types. An articulated façade, recessed entryways, and balconies help create variation in both the building depth and differentiation. Building A consists of ground floor commercial and residential on floors two through four. Building B consists of residential units on floors one through four and one ground floor retail space facing the alley, helping to activate the alley with commercial and pedestrian activity. The unit mix includes 23 studio, 43 one-bedroom units, 35 two-bedroom units, and 11 three bedroom units (including three live/work units split between two buildings.

Access

Vehicular access to Building A is from the alleyway that bisects the site, while access to Building B is off of Cantlay Street. The alleyway is accessible from Etiwanda Avenue (approximately 330 feet to the east by traversing through privately owned surface parking lots) and from Sherman Way (through a driveway/porte cochere located along the western property line). Building A's main pedestrian entrance is from the driveway/porte cochere while Building B's is from Cantlay Street. It is important to note that the existing alleyway is dedicated to full alley standards but is developed with sidewalk and vehicular parking spaces and is not utilized for vehicular travel.

The proposed project would redevelop the alleyway dedication into a multi-modal space that is capable of accommodating vehicles as well as pedestrians. The alley would be lined with activated commercial storefronts and entrances to residential live/work units. The space would be differentiated by special decorative paving, landscaping, and roadway improvements. The project's alley improvements are to be reviewed to the satisfaction of the Bureau of Engineering and would integrate with existing transportation improvements to ensure that vehicular and pedestrian circulation in and around the site is maintained.

Figure 1Redeveloped alleyway looking east towards Etiwanda Avenue

The applicant has requested the following entitlements:

1) A Vesting Zone Change from [Q]C2-1D-CDO and [Q]P-1D-CDO to (T)(Q)RAS4-1D-CDO;

2) A Site Plan Review for a development which creates 50 or more dwelling units;

3) A Zoning Administrator's Adjustment to permit the following;

    a. Building A – eastern side yard setback of 0 feet in lieu of 5 feet
    b. Building B – front and rear yard setback of 2.5 feet in lieu of 5 feet

4) A Determination of Compliance with the Reseda Central Business District Community Design Overlay.

Background

The subject property is a flat, rectangular-shaped site that is bisected by an alleyway. The property is currently developed with a two-story, 40,200 square-foot commercial building and surface parking lot. The dedicated alleyway is presently improved with sidewalk and vehicle parking spaces that serve the Sherman Way fronting commercial businesses. The proposed project consists of a mixed-use development consisting of two buildings (Building A and Building B) totaling 129,634 square feet with 112 residential units and 15,160 square feet of ground floor commercial retail space with two levels of subterranean parking accommodating parking for a total of 228 vehicles and 155 bicycles. Building A has a frontage of 194 feet on the north side of Sherman Way and 194 feet on the south side of the alley. Building B has a frontage of 194 feet on the south side of Cantlay Street and 194 feet on the north side of the alley.

The property is located within the Reseda-West Van Nuys Community Plan, the Reseda Central Business District Community Design Overlay, the Reseda/Canoga Park Earthquake Disaster Assistant Project area, an Airport Hazard Area (150-foot Height Limit Above Elevation 790), and is within 10 kilometers of the nearest known fault (Northridge Fault).

General Plan Land Use Designation and Zoning

The Reseda-West Van Nuys Community Plan designates the subject properties for Community Commercial land uses with corresponding zones of CR, C2, C4, RAS3, RAS4, P, PB, and Height District No. 1D. The D limitation limits the site to less than 10 stories in height. The applicant is proposing a maximum building height of 55 feet and four stories. The Reseda Central Business District Community Design Overlay limits buildings in the RAS Zone to a maximum height of 50 feet. The subject property is presently zoned [Q]C2-1D-CDO and [Q]P-1D-CDO and the applicant has requested a Vesting Zone Change to (T)(Q)RAS4-1D-CDO across the entire project site to permit a height of up to 55 feet. The C2 zone permits residential uses at the same density as the proposed RAS4 Zone (400 square feet of lot area per dwelling unit).

Surrounding Properties

The surrounding land uses consist of Community Commercial, Medium Residential, and Low Residential and the [Q]C2-1D-CDO, [Q]P-1D-CDO, (T)(Q)R4-1-CDO, and R1-1 zones. Surrounding properties are improved with a mixture of commercial development fronting Sherman Way and multi-family and single-family dwellings fronting Cantlay Street and Darby Avenue.

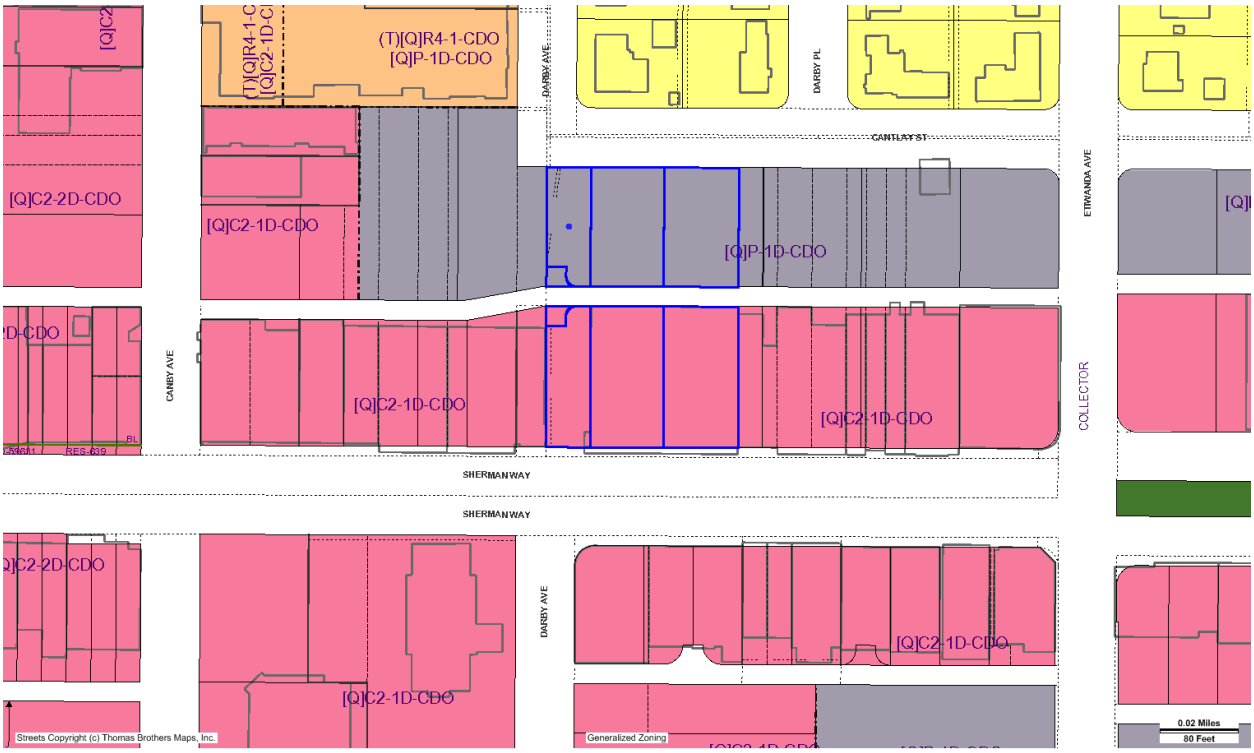


Figure 2 Existing zoning at the site and surrounding area.

Street and Circulation

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

Cantalay Street, abutting the property to the north, is a Local Street, dedicated to a width of 60 feet and improved with asphalt roadway, concrete curb and gutter.

The alley, bisecting the project, is dedicated to a width of 20 feet and improved with concrete sidewalk and asphalt roadway/parking lot.

Site Related Cases and Permits

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

Surrounding Related Cases

Ordinance No. 184,778 and Case No. CPC-2016-1027-VZC-SPR-ZAA-CDO – On April 10, 2017, an Ordinance amending the zoning map became effective, changing the zoning of the site from [Q]C2-1L-CDO and [Q]P-1L-CDO to (T)(Q)RAS4-1L-CDO. On November 8, 2016, the City Planning Commission approved and recommended that the City Council adopt Zone and Height District Change from [Q]C2-1L-CDO and [Q]P-1L-CDO to (T)(Q)RAS4-1L-CDO; approved a Zoning Administrator's Adjustment to permit a zero-foot rear yard setback for Building B; approved Reseda Community Design Overlay Plan Approval; approved Site Plan Review to permit a development project in excess of 50 units of residential use at 18252, 18254, 18256, 18260 West

Sherman Way and 7120, 7124, 7128 North Etiwanda Avenue. The site is located approximately 400 feet east of the subject property.

Ordinance No. 180,830 and Case No. CPC-2008-4985-ZC-ZV-ZAA-SPR – On September 20, 2009, zone change ordinance became effective. On June 15, 2009, the City Planning Commission disapproved the Zone Change request from [Q]C2-1D-CDO and [Q]P-1D-CDO to [Q]R4-1D-CDO; approved and recommended that the City Council adopt Zone and Height District Change from [Q]C2-1D-CDO and [Q]P-1D-CDO to (T)(Q)R4-1-CDO; approved a Zoning Administrator's Adjustment (ZAA) for a 10-foot front yard setback on Darby Avenue in lieu of the 15 feet required pursuant to the R4 Zone; approved an ZAA to permit more than 50% of the front yard to be used for vehicular driveways; approved Site Plan Review to permit a development project in excess of 50 units of residential use, at 7238-7248 Canby Avenue and 7245 and 7247 Darby Avenue. The completed project is located approximately 81 feet northeast of the subject site with frontage along Darby Avenue

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

Public Hearing and Issues

Public Hearing

A public hearing was conducted by the Hearing Officer on January 17, 2017, at 2:00 p.m., at the Marvin Braude Constituent Service Center in Van Nuys. The hearing was attended by neighborhood residents, the applicant and the applicant's representatives. Neighboring commercial property owners were concerned with the project's overall integration with existing improvements, use and scale, and traffic and parking impacts.

Issues

Integration with Existing Improvements

Concerns were raised at the public hearing regarding vehicular and pedestrian circulation within the existing rear surface parking lots. The existing 20-foot alley right of way has been developed as a sidewalk and thus does not function as a typical alley that would provide vehicular access to the Sherman Way fronting commercial properties. Access through the parking lots has instead been provided through private property. Concerns were raised about how the project's alley improvements would integrate with the existing sidewalk that serves the businesses to the east and west of the site and how vehicular circulation would be maintained within the existing surface parking lots.

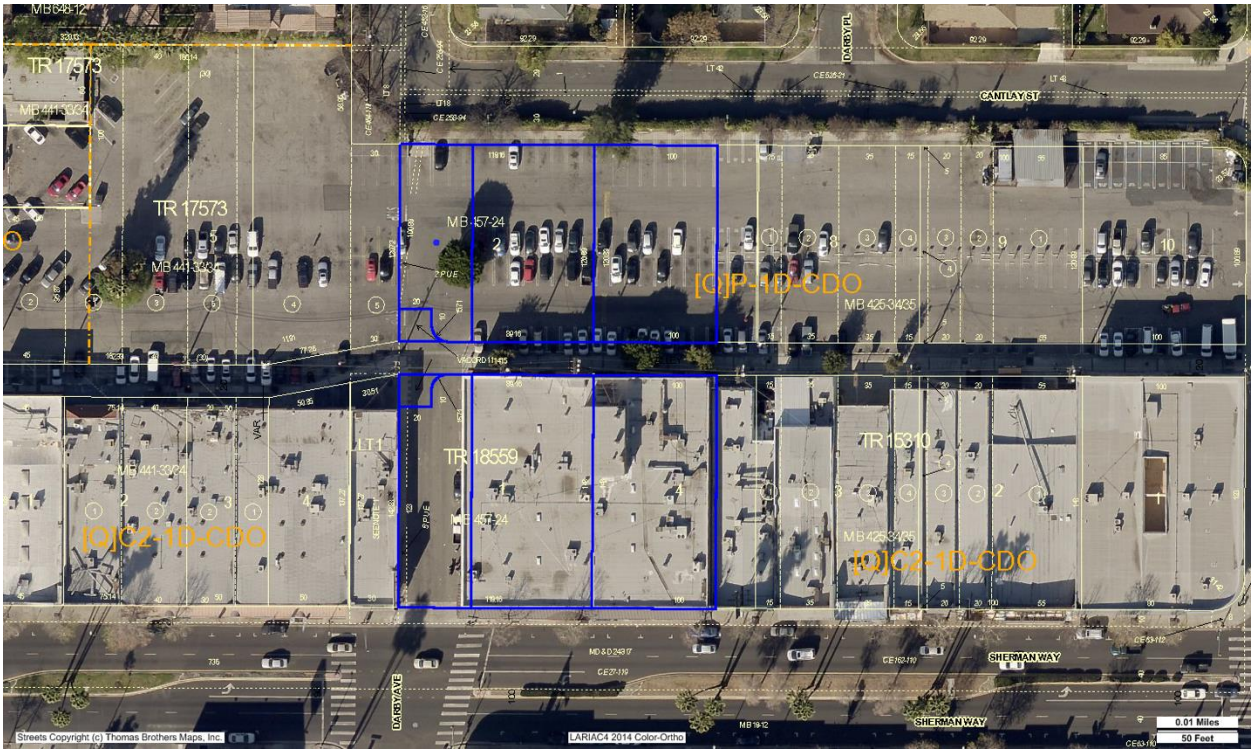


Figure 3 Aerial of existing improvements.

The proposed project would redevelop the dedicated alley into a multi-modal space that is capable of accommodating cars and pedestrians. The alley would be lined with activated commercial storefronts and entrances to residential live/work units. The space would be improved to meet BOE green alley standards and differentiated by special decorative paving, street furniture, and landscaping. Regarding vehicular connectivity, the applicant will help restripe the adjoining surface lots to better facilitate traffic. The re-stripped lots will improve circulation in and around the project site, while maintaining connectivity to adjoining properties.

Figure 4 Proposed alleyway integration and parking reconfiguration.

Use, Density and Scale

Concerns were also raised at the public hearing regarding the use and scale of the development. A neighboring commercial property owner expressed concerns over the addition of residential uses in the commercial area. Concerns were also raised about the potential displacement of existing tenants at the site, including social welfare agencies and non-profits.

The underlying C2 zone permits residential uses at the same density as the proposed RAS4 Zone (400 square feet of lot area per dwelling unit). Under the site's existing C2 and P Zoning, the project site could accommodate up to 74 units. . The applicant has proposed 112 residential units spread across two buildings; Building A with 69 units on the existing C2 zoned lots and Building B with 43 units on the existing P zoned lots. The applicant will work with existing commercial tenants including non-profits and community organizations to provide affordable tenant spaces in the new development.

Traffic and Parking

Concerns were also raised at the public hearing regarding the potential increase in traffic and loss of available parking on adjoining lots as a result of the project. The project site is presently developed with a 40,200 square-foot commercial building and 64 space surface parking lot. The surface parking lots are all individually owned but function as a shared parking lot for the Sherman Way fronting commercial uses. The proposed project would replace existing improvements on the site with 112 residential units and 15,106 square feet of retail space. The DOT Traffic analysis dated May 17, 2016 determined that no significant impacts would result from the project. The project is providing their code required vehicular and bicycle parking spaces (228 vehicles and 155 bicycles) and will set aside five-percent of parking spaces (7 spaces for Building A and 4 spaces for Building B) for Electric Vehicle Charging Stations (EV). All residential parking spaces would be located within each building's independent subterranean parking garage.

<u>Professional Volunteer Program</u>

The proposed project was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on November 15, 2016. The following issues, concerns, and recommendations were discussed:

- Consider making the alley more into a pedestrian paseo. Remove alley fronting parking and place spaces in the parking garage.

- Consider relocating the residential lobby to front onto Sherman Way

- Consider making the three alley fronting residential units into joint live/work units.

The applicant has revised the project to create more pedestrian friendly alley. Retail space was added along Building A's northern frontage to help activate the alley. While most parking was moved into the garage, three spaces remain to accommodate potential retail tenants. The design of the building was revised to add a canopy that helps visually identify the residential lobby in lieu of relocating the lobby from the pass-through to the Sherman Way frontage. The project was also revised in order to add three joint live-work units that front the alley to further help activate that space.

Conclusion

Based on the Public Hearing and information submitted to the record, staff recommends that the City Planning Commission recommend approval of the Vesting Zone Change from [Q]C2-1D-CDO and [Q]P1-1D-CDO to (T)(Q)RAS4-1D-CDO for the entire site to allow up to a 55-foot in height building; approve a Zoning Administrator's Adjustment to allow a 0-foot eastern side yard setback for Building A and 2.5-foot front and rear yard setback for Building B; approve Site Plan Review and approve Community Design Overlay review with the Reseda Business District Community Design Overlay. Staff also recommends that the City Planning Commission adopt the Mitigated Negative Declaration (Case No. ENV-2016-2866-MND) and the Mitigation Monitoring Program. The project will provide residential units and neighborhood-serving commercial uses that are compatible in scale to surrounding development.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

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

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. Bureau of Engineering. Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

    a. Dedication Required -

        1. **Sherman Way** (Boulevard II) – Dedicate a 5-foot wide strip of land along the property frontage to complete a 55-foot half right-of-way in accordance with Boulevard II standards of Mobility Plan 2035.

        2. **Cantlay Street** (Local Street) – None.

        3. **Alley** (s/o Cantlay Way) – None.

    b. Improvements Required -

        1. **Sherman Way** – Construct additional sidewalk to complete an 18-foot full width concrete sidewalk along the property frontage. Repair all broken, off-grade, or bad order concrete curb and gutter. Close all unused driveways with full height curb, 2-foot gutter, and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing and proposed improvements.

        2. **Cantlay Street** – Construct a 12-foot wide concrete sidewalk with integral concrete curb and 2-foot gutter along the property frontage. These improvements should suitably transition to join the existing and proposed improvements.

3. **Alley** – Provide a 20-foot wide alley along the property, including asphalt concrete pavement and a 2-foot wide longitudinal concrete gutter. These improvements should suitably transition to join the existing and proposed improvements. Provide a 6-foot wide public drainage easement and necessary facilities to drain the alley to a suitable public street or storm drain.

4. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and 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) 847-3088.

5. 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 associated with the improvement requirements outlined herein. 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.

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

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

6. Roof drainage and surface run-off from the project shall be collected and treated at the site and directed to the streets via drain systems constructed under the sidewalk and through the curb drains or connections to the catch basins. If necessary, provide drainage easement.

7. Mainline sewers exist in Cantlay Street and the Alley. Extension of the 6 inch house connection laterals to the new property line may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

8. An investigation by the Bureau of Engineering Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering (818) 374-5088.

9. Obtain a revocable permit from the Valley District Office of the Bureau of Enginereing for any structures, wall, fence, and landscaping to remain in the dedicated right-of-way (818)374-5077

10. Submit shoring plans and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the right-of-way (213) 482-7048.

11. Submit parking areas and driveways plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

3. **Fire Department.** Prior to the recordation of the CPC action, submit plot plans for Fire Department review and approval.

4. **Bureau of Street Lighting.** No street lighting improvements if no street widening per BOE Improvement Conditions. Otherwise, relocate and upgrade street lights; one (1) on Cantlay Street and one (1) on Sherman Way.

5. **Department of Transportation.**

   a. That the applicant completes the traffic study process and be subject to all the requirements contained in the subsequent DOT Traffic Assessment for the project.

   b. A driveway width of w=30 feet is required for two-way driveways and w=16 feet is required for one way driveways.

   c. A minimum of 40-foot reservoir space is required between any security gate or parking stall and the property line, to the satisfaction of the Department of Transportation.

   d. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.

   e. That permitting fees be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to any building permit approval. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

6. **Urban Forestry Division.** Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

(Q) QUALIFIED CLASSIFICATIONS

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

1. **Use.** The use and area regulations for the new development on-site shall be developed for the commercial and residential uses as permitted in the RAS4 Zone as defined in LAMC Section 12.11.5, except as modified by the conditions herein or subsequent action.

2. **Residential.** A maximum of 112 dwelling units shall be permitted.

3. **Commercial.** A maximum of 15,160 square feet of commercial floor area shall be permitted.

4. **Parking.** All residential and commercial automobile parking shall be provided in conformance with LAMC Section 12.21-A,4. A minimum of 20-percent of the total provided parking spaces shall be capable of supporting future electric vehicle supply equipment (EVSE). EVSE, infrastructure, and all devices related to EV charging shall be installed in accordance with California Electrical Code and to the satisfaction of the Department of Building and Safety. A minimum of five-percent of spaces shall provide EV charging stations that are immediately capable of providing a charge.

5. **Bicycle Parking.** Bicycle parking shall be provided in conformance with LAMC Section 12.21-A,4.

6. **Height.** Building A (that fronts Sherman Way) shall not exceed a height of 55 feet. Building B (that fronts Cantlay Street) shall not exceed a height of 45 feet.

7. **Open Space.** A minimum of 20,478 square feet of open space shall be provided.

8. **Solar Panels.** The project shall dedicate a minimum of 3,880 square feet of rooftop space for the installation of a photovoltaic system, in substantial conformance with the plans stamped "Exhibit A" dated April 5, 2017.

9. **Reseda Central Business District Community Design Overlay.** The project shall comply with the Reseda Central Business District Community Design Overlay, with the exception of the height limitations imposed by "Q" Condition No. 6 of this decision.

CONDITIONS OF APPROVAL

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

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", dated April 5, 2017 (hereafter “Exhibit A”), except as may be revised as a result of this action.

3. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

4. The applicant shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control, including the sidewalks bordering the site.

Site Plan Review

5. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

6. Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from the ground level view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

7. **Alley Pedestrian Walkway.** The project shall improve the alleyway as a green alley (conforming to Standard Plan S-485-0) to provide permeability and to differentiate the space to the satisfaction of the Bureau of Engineering.

Zoning Administrator Adjustment

8. The project is granted the following setback deviation:

    a. A 0-foot eastern side yard setback for Building A

    b. A 2-foot 6-inch front and rear yard setback for Building B

Community Design Overlay

9. **Site Development.** The property shall be developed in substantial conformance with the submitted plans, labeled “Exhibit A, and attached to the subject case file, except as modified herein. No change to the plans will be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.

10. **Building Materials.** The front elevation of the building shall be composed of Brownstone (tan) color stucco, French Toast (light brown) color stucco, and El Dorado (cream) color stucco, with painted steel railings, stained wood balconies, glass windows and doors, and shall be in substantial conformance with the material, texture, and paint schedules of Exhibit A.

11. **Building Screening.** Exterior building elements, such as downspouts, gutters, vents, and other mechanical equipment shall be painted to blend into the background surface whenever screening of the equipment is not possible.

12. **Pedestrian Lighting.** Pedestrian lighting shall be installed along the ground-floor frontage along Sherman Way, Cantalay Street, and along the alleyway.

13. **Building Signage.** All building signage shall comply with the signage standards of the Municipal Code and the [Q] Conditions of Ordinance 176,558. In addition:

14. **Sign Type**. Only channel letter wall signs shall be used.

15. **Security Devices.** Security devices that have a negative impact on the building design, such as barbed wire, or roll down security doors, or window coverings shall be prohibited.

16. **Lighting.** All lighting for the Project shall be low-illumination safety lighting of a color similar to incandescent light which is shielded and directed onto the property on which the Project is located.

17. **Landscape Plan.** Landscaping shall be provided in substantial compliance with the submitted Landscape Plan (as seen in Exhibit A). Landscaped areas shall be planted with a variety of plant materials which include shrubs, trees and ground cover, and all plants and trees shall be drought-resistant. Artificial plants are prohibited. All landscaped areas shall be equipped with an automatic sprinkler or drip irrigation system designed to conserve water. In addition:

    a. As per the requirement from the Bureau of Engineering, a new sidewalk shall be constructed, and broken or off-grade concrete curbs and gutters shall be repaired.

    b. As per the requirement from the Bureau of Engineering, tree wells with root barriers shall be constructed, and street trees approved by the Urban Forestry Division (213-847-3077) shall be planted.

    c. If necessary, street lighting may be required by the Bureau of Street Lighting (213-847-1551).

    d. The area from the front lot line to the building, and the rear lot line to the building shall be landscaped with live plant materials and/or ground cover, except for exit-ways, equipment pads, walkways and driveways.

    e. Front and rear yards, and center courtyard shall be landscaped using similar materials so that the total development creates a consistent landscape theme.

Environmental Conditions

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

19. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

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

21. **Tribal Cultural Resources.** During the course of any ground disturbance activities, the applicant, or their agent, shall retain a professional Native American monitor(s). Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity. Monitoring of the project site during ground disturbance activities shall comply with the following:

    a. The applicant, or their agent, shall obtain a professional Native American monitor, or monitors, by contacting the Fernandeño Tataviam Band of Mission Indians. Prior to the issuance of a grading permit, evidence shall be provided to the Department of City Planning that monitor(s) have been obtained;

    b. A monitor shall be secured for each grading unit. In the event that there are simultaneous grading units operating at the same time, there shall be one monitor per grading unit;

    c. In the event that subsurface archaeological resources, human remains, or other tribal cultural resources are encountered during the course of ground disturbance activities, all such activities shall temporarily cease on the project site until the archaeological or other tribal cultural resources are assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, including the required notification to the County Coroner and the Native American Heritage Commission;

    d. In the event that subsurface resources are encountered during the course of ground disturbance activities, the qualified archaeologist on site shall specify a radius around where resources were encountered to protect such resources until the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 have been fulfilled. Project activities may continue outside of the designated radius area.

    e. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC).

22. **Noise (Demolition, Grading, and Construction Activities).**

    a. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

    b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.

23. **Noise (Parking Structure Ramps).**

a. Concrete, not metal, shall be used for construction of parking ramps.

b. The interior ramps shall be textured to prevent tire squeal at turning areas.

24. **Noise (Retail Markets, Bars, Entertainment, etc.).**

a. A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential properties shall be constructed if no such wall currently exists.

b. The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

25. **Noise (Mixed-Use Development)** Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

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

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

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

29. **Transportation (Impact Assessment).** The applicant shall submit final plans to LADOT to determine if the project conforms to LADOT Case No. 44386, or if additional review and analysis is required.

30. **Transportation (Hauling of Soil).**

a. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

b. The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

c. There shall be no staging of hauling trucks on any public right of way, unless specifically approved as a condition of an approved haul route.

d. No hauling shall be done before 9 a.m. or after 3 p.m.

e. Trucks shall be spaced so as to discourage a convoy effect.

f. A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.

g. Truck crossing signs are required within 300 feet of the exit of the project site in each direction.

h. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.

i. Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

j. Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.

k. A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

l. The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

31. **Transportation/Traffic.**

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

b. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

d. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Administrative Conditions of Approval

32. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

33. **Code Compliance.** Area, height and use regulations of the (T)(Q)RAS4-1L-CDO zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

34. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

35. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

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

37. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

38. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.

39. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

A. General Plan Findings

a. **General Plan Land Use Designation.** The subject property is located within the Reseda-West Van Nuys Community Plan area which was updated by the City Council on November 17, 1999 and designates the subject property for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, RAS4, and PB Zones. The site is zoned [Q]C2-1D-CDO and [Q]P-1D-CDO Zone. The new mixed-use buildings with 112 new residential units and 15,160 square feet of ground floor commercial uses is consistent with development permitted in the proposed (T)(Q)RAS4-1D-CDO Zone, which permits a maximum density of 138 units across the site. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

b. **Land Use Element.**

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

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

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

Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

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

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

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

Policy 1-3.3: Ensure that new housing opportunities minimize displacement of residents.

The proposed project is a mixed-use development consisting of two buildings with 112 new residential units. The project will provide much-needed housing with a variety of unit types, including a mix of studio, one, two, three-bedroom, and live/work units. The project will not result in the displacement of any residents, as there are no existing residential units on the site. The project will result in the net gain of 112 dwelling units for the Reseda-West Van Nuys community, in the heart of the Downtown Reseda district, with 23 studio, 43 one-bedroom units, 35 two-bedroom units, and 11 three bedroom units split between two buildings. Building B will have one one-bedroom and two two-bedroom units also be live/work units with direct access from the alley to further activate the project's alley frontage.

Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while pressing the historic commercial and cultural character of the community.

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

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

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

Objective 2-2: To enhance the identity of distractive commercial districts and to identify Pedestrian Oriented Districts (PODs)

Policy 2-2.2: New development needs to enhance and increase the existing pedestrian street activity.

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

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

The proposed project is a mixed-use development consisting of two buildings with 112 new residential units, and 15,160 square feet of ground floor commercial/retail uses. The project will provide opportunities for new neighborhood serving commercial uses. As a result, the development will strengthen the existing commercial development in the community by adding to the consumer base through the introduction of new residents. The project is also an infill development that will replace underutilized commercial and parking zoned land.

The proposed project is designed with commercial and pedestrian uses oriented towards Sherman Way and the alleyway, encouraging pedestrian activity and minimizing curb cuts.

The alley is designed to function as a vehicular thoroughfare and pedestrian paseo, with the respective spaces being delineated by decorative pavers and landscaping. The project's alley fronting pedestrian improvements will align with existing adjoining pedestrian improvements, thereby creating a seamless pedestrian pathway to serve Sherman Way fronting businesses.

The project's commercial setbacks mirror existing development in the area and will comply with the Reseda Central Business District Community Design Overlay. The building's perceived massing along Sherman Way will be reduced by the use of differing colors and materials along the façade. Building B's perceived massing along Cantlay Street will be further reduced by stepping back the building's tallest portion (45 feet) an additional 40 feet from the northern property line. At the northern property line, the building would be two stories and approximately 25 feet in height (with the exception of an architectural feature with a height of 35 feet).

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

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1 (Land Use Standards and Typical Development Characteristics).

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed project will contribute toward and facilitate the City's long-term fiscal and economic viability by redeveloping an underutilized site with a new mixed-use development including 112 dwelling and a total of 15,160 square feet of commercial uses. The project's proximity to transit connections and its mix of uses will encourage the reduction of vehicular trips to and from the project, vehicle miles traveled, and help reduce air pollution. The project's location within an existing, under-utilized commercial and parking zoned area will enable the city to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts.

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

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

Policy 3.9.1: Accommodate the development of community-serving commercial uses and services and residential dwelling units in areas designated as "Community Center" in accordance with Tables 3-1 and 3-5. The ranges and densities/intensities of uses permitted in any area shall be identified in the community plans.

The proposed project will reinforce existing commercial development with the addition of 15,160 square feet of new commercial uses and the addition of 112 new dwelling units to further promote daytime and nighttime neighborhood activity. The new commercial spaces along Sherman Way and the alley will compliment other existing neighborhood serving commercial uses including restaurants, markets, offices, and retail.

The proposed project has been permitted a height of up to 55 feet and is proposed in conjunction with a building design that observes a 5-foot residential setback that is in compliance with the RAS4 Zone, ensuring that the project maintains a more pedestrian-oriented scale along the dual street frontages. The reduced 5-foot setbacks for Building B

allow for the provision of private open space that serves the residential units. In addition, the building's façade is broken up by articulation and balconies that helps to reduce the overall mass of the building, in compliance with the Reseda Central Business District Community Design Overlay (CDO).

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.

Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods.

The proposed project is located in a multi-modal area in close proximity to transit lines, bicycle infrastructure, and readily accessible to ride sharing services. Given the existing transit, bicycle, and vehicle infrastructure in the area, it is appropriate to locate a project at the proposed density at the subject property. The project will redevelop an under-utilized commercial and parking zoned property that is within ¼-mile of the Metro Rapid 744, Metro Local 150/240 and 163/162, Dash Northridge (connections to Metrolink Ventura County Line), and is within 2 miles of the Metro Orange Line. The project, with 112 dwelling units and 15,160 square feet of commercial floor area will provide new housing and commercial opportunities within walking distance to surrounding residences and public transit.

d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements surrounding the project site. Sherman Way is a designated Boulevard II under Mobility Plan 2035, dedicated to a half right-of-way width of 45 feet and improved with asphalt roadway and concrete curb, gutters, and a sidewalk. Cantlay Street is a Local Street under Mobility Plan 2035, dedicated to a half right-of-way width of 30 feet and improved with asphalt roadway and concrete gutter. The alley that bisects the site is dedicated to a width of 20 feet and is presently improved with concrete sidewalk and asphalt parking.

The Bureau of Engineering (BOE) is requiring that a 5-foot dedication be provided along Sherman Way to complete a 55-foot half right-of-way in accordance with Boulevard II standards of Mobility Plan 2035. No dedications are required along Cantlay Street (Local Street) or the alleyway. BOE is requiring sidewalk improvements along Sherman Way (18-foot wide) and Cantlay Street (12-foot wide). BOE is also requiring that the alley be improved with asphalt pavement and concrete gutter and that the improvements allow for a suitable transition to join with existing improvements. Dedications and improvements have been imposed under the (T) Tentative Classification conditions contained within this staff report.

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

Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.6. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.8. Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The proposed project will provide an approximately 18-foot sidewalk along Sherman Way while orienting new commercial uses toward the street and providing a high-quality, safe and comfortable walking environment. The project also calls for the construction of a 12-foot sidewalk along the Cantlay Street frontage, providing pedestrian facilities for the adjoining residential neighborhoods to the north.

The project will maintain an approximately 42-foot wide driveway on the west side of the site to allow for vehicular and pedestrian access to the alley directly off of Sherman Way. Conforming with the Mobility Plan's concept of "Streets as Places," the project will improve the alley by fully improving it to alley standards and providing additional pedestrian facilities, further improving safety and access around the site. The project's alley frontage will be fully improved to 20 feet and will allow for a suitable transition to join with existing improvements. Along the alley frontage, the project will provide an additional 10-foot setback along Building A and a 5-foot setback along Building B to create an approximately 37-foot wide walk street environment that serves both cars and pedestrians.

Vehicular ingress and egress to Building A will be from the alley, while access to Building B will be from Cantlay Street. With the exception of the existing driveway, new curb cuts and driveways along Sherman Way were specifically avoided in order to reduce any impact on circulation in the surrounding area, including the performance and reliability of transit services and to avoid conflicts with pedestrians.

e. The **Housing Element** of the General Plan seeks to meet the variety of housing needs of the City's growing population through the provision of affordable housing and amenity-rich, sustainable neighborhoods for its residents. The proposed project is consistent with the following objectives and policies of the Housing Element:

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

The proposed project will result in the construction of 112 new market rate rental dwelling units. The project would be comprised of 23 studio, 43 one-bedroom units, 35 two-bedroom units, and 11 three bedroom units split between two buildings. The proposed 112 net new dwelling units are located within a multi-modal area, consistent with the City's policies and objectives to encourage new development in areas where public transit is readily available and the range of different housing types will help meet the particular needs of the city's households.

Zone Change Findings

1. **Pursuant to Section 12.32-C and G of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.**

The site and surrounding area's current [Q]C2-1D-CDO zoning limits structures to a maximum height of 45 feet and an F.A.R. of 1.5 to 1, with the exception of RAS Zones, which are permitted a maximum height of 50 feet and an F.A.R of 3 to 1. The site is also subject to a D limitation, which limits structures to a maximum 10 stories in height. The project has proposed a height of 55 feet for Building A in order to accommodate a 15-foot in height ground floor that contains commercial tenant space and a driveway/porte cochere. The driveway/porte cochere is located along the western edge of the property and provides direct access off of Sherman Way to the alley, garage entrance to Building A, as well as the commercial component of Building B. Building B does not provide a driveway/porte cochere and therefore is proposed to have a maximum height of 45 feet. The proposed zone change to RAS4 hereby revises the (Q) to permit a height of 55 feet for Building A in order to facilitate access between Sherman Way and the alley. Building A's subsequent floors two through four have a height of 10 feet resulting in the overall building height of 55 feet.

a. Public Necessity: Approval of the Zone Change to the (T)(Q)RAS4-1D-CDO Zone is necessary in order for the project to be considered under one zone rather than multiple zones. The mixed-use development is consistent with the type of development encouraged by the General Plan Framework Element and the Reseda-West Van Nuys Community Plan, with regard to Community Commercial development, as outlined above. The requested Zone Change will allow for additional height and F.A.R. to maximize the development's potential benefit to the surrounding community.

b. Convenience: The project will redevelop an under-utilized commercial and parking zoned property that is within ¼-mile of the Metro Rapid 744, Metro Local 150/240 and 163/162, Dash Northridge (connections to Metrolink Ventura County Line), and is within 2 miles of the Metro Orange Line. The project, with 112 dwelling units and 15,160 square feet of commercial floor area will provide new housing and commercial opportunities within walking distance to surrounding residences and public transit. Further, the site will

maintain an existing driveway along Sherman Way to facilitate access to the alley and parking lots that serve Sherman Way fronting businesses.

c. General Welfare: Granting the Zone Change to the (T)(Q)RAS4-1D-CDO Zone allows for the development of a 55-foot in-height, mixed-use project with 112 dwelling units and 15,160 square feet of commercial floor area, which will support the Reseda community by providing additional housing, dining and retail opportunities, as well as enhancing the urban environment by encouraging daytime and nighttime activity on an under-utilized site within the Community Commercial land use designation. Given the project's proximity to existing transit services, the project will provide new housing opportunities and amenities at both the local and regional scale.

d. Good Zoning Practices: The purpose of the RAS Zones are to "provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors." The project would redevelop commercial and parking uses with a new mixed-use development. Approval of the Zone Change to the (T)(Q)RAS4-1D-CDO Zone with 112 dwelling units and 15,160 square feet of commercial floor area is consistent with the type of development encouraged by the General Plan Framework Element and the Reseda-West Van Nuys Community Plan. The project will create pedestrian-oriented retail spaces and a mixed-use center that will enhance the urban environment and encourage daytime and nighttime activity within the currently under-utilized site. The project is proposing a height of 55 feet and proposing an FAR of less than 3:1, which is consistent with the Community Commercial General Plan Land Use designation as defined by the Framework Element.

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

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

Site Plan Review Findings

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

General Plan – Framework Element

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

within which to assess the merits of the proposed project relative to the project site and its surroundings, and against the established goals of the City.

The Framework Element defines Community Commercial as being those designated areas within the City which are “intended to serve as the focal points and activity centers for surrounding groups of residential neighborhoods, serving a population of 25,000 to 100,000.” The proposed development is consistent with the following Community Commercial goals, objectives and policies identified within the Framework Element (Chapter 3 – Land Use):

> Goal 3: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.
>
> > Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.
> >
> > > Policy 3.10.1: Accommodate the development of community-serving commercial uses and services and residential dwelling units in areas designated as "Community Center" in accordance with Tables 3-1 and 3-5. The ranges and densities/intensities of uses permitted in any area shall be identified in the community plans.

Relative to the site’s Community Commercial designation under the Reseda-West Van Nuys Community Plan, the project site is currently underutilized as it is improved with a two-story approximately 40,200 square-foot commercial retail/office building and associated surface parking lot. The applicant proposes a medium density mixed-use development consisting of two buildings with a total of 112 residential units and 15,160 square feet of ground floor commercial space. The project will help create a pedestrian-oriented, high activity, mixed-use center that will help revitalize the Downtown Reseda commercial district. As such, the proposed project is in substantial conformance with the purposes, intent and provisions of the General Plan Framework Element.

<u>Reseda-West Van Nuys Community Plan</u>

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

Objectives of the Community Plan include the following:

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

The project site is currently underutilized as previously described. The proposed mixed-use development is consistent with the above Community Plan objective as it would result in a net increase of 112 residential units and 15,160 square feet of new commercial and retail services.

The land use policies for commercial uses under the Community Plan identifies the Commercial Business District (CBD), "located along Sherman Way between Lindley and Wilbur Avenues and along Reseda boulevard between Saticoy and Kittridge Streets", as the "center" of the commercial area of the Community Plan.

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

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

Other Applicable Regulations, Standards, Specific Plans, and Overlays

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

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

The surrounding properties consist primarily of low-rise commercial retail and office buildings (approximately 20-feet in height), and multi-family, and single-family dwellings. The northern adjoining properties (across Cantlay Street) are zoned R1-1 and are developed with single-family dwellings. The eastern adjoining property is zoned [Q]C2-1D-CDO and [Q]P-1D-CDO and is developed with commercial building and a surface parking lot. The southern adjoining properties (across Sherman Way) are zoned [Q]C2-1D-CDO and are developed with commercial buildings. The western adjoining property is zoned [Q]C2-1D-CDO and [Q]P-1D-CDO and is developed with commercial buildings and a surface parking lot.

The site and surrounding area's current [Q]C2-1D-CDO zoning limits structures to a maximum height of 45 feet and an F.A.R. of 1.5 to 1, with the exception of RAS Zones, which are permitted a maximum height of 50 feet and an F.A.R of 3 to 1. The site is also subject to a D limitation which limits structures to a maximum 10 stories in height. The project has proposed a height of 55 feet for Building A in order to accommodate a 15-foot high ground floor which includes a 15-foot in height driveway/porte cochere on the property's western elevation that

provides direct access off of Sherman Way to the alley and garage entrance to Building A and the commercial component of Building B. Building B is proposed to be constructed to a maximum height of 45 feet. Building A has an F.A.R of 2.77 and Building B has an F.A.R. of 1.83.

The proposed project consists of a mixed-use development consisting of two buildings (Building A and Building B) totaling 129,634 square feet with 112 residential units and 15,160 square feet of ground floor commercial retail space with two levels of subterranean parking accommodating parking for a total of 228 vehicles and 155 bicycles. The site is currently improved with a two-story 40,200 square-foot commercial building and an associated surface parking lot. The site is located within the Reseda-West Van Nuys Community Plan area and designated for Community Commercial land uses. The subject property is currently zoned [Q]C2-1D-CDO and [Q]P-1D-CDO and is subject to the Reseda Business District Community Design Overlay.

The proposed mixed-use development will have retail frontage along Sherman Way and along the alleyway. The project will maintain an existing driveway access point along Sherman Way and the structure will cantilever over the driveway. The pedestrian lobby for the residents of Building A will be accessible off of the driveway/porte cochere while Building B will be accessible off of Cantalay Street. There will also be four surface parking spaces located along the alley. Access to the parking garage for Building A will be from the alley while Building B will take access from Cantlay Street. The project has been conditioned to ensure that convenient and efficient public access for pedestrians, bicyclists, and vehicles will be provided. The project also includes loading areas to serve the commercial tenants accessible from the alley.

Height/Bulk:

The Reseda Central Business District Community Design Overlay's imposed [Q] Condition limits structures to a maximum height of 45 feet, with the exception of RAS Zones, which are permitted a maximum height of 50 feet and an F.A.R. of 3 to 1. The project has proposed a height of 55 feet for Building A in order to accommodate a 15-foot high ground floor which includes a 15-foot in height pass-through/porte cochere on the property's westside that provides direct access off of Sherman Way to the alley and garage entrance to Building A and the commercial component of Building B. With the approval of the zone change/height district change from C2-1D/P-1D to (T)(Q)RAS4-1D-CDO, the project's maximum height of 55 feet would be consistent with what is allowable under the proposed zoning.

The proposed project will result in a total floor area of approximately 129,634 square feet with an F.A.R. of 2.48 to 1. The Project has design elements that are compatible with existing and future developments on neighboring properties. Neighboring commercial properties range in height from one- to two-stories (approximately 20 feet in height). Neighboring residential properties to the north are generally single-story single-family dwellings. There is a four-story 55-foot in height apartment building to the northwest of the site. With the project's existing zoning, buildings could be developed to a height of 45 feet and an F.A.R of 1.5 to 1. The project's design and setbacks will help reduce perceived massing, creating a more pedestrian oriented project.

Setbacks:

The setbacks applicable to the project are established initially under Section 12.11.5 of the LAMC, wherein a 5-foot front yard setback is required, no side yard is required for the ground floor portion of buildings when used for commercial purposes, otherwise a 5' setback is required, and a rear yard of not less than 5 feet in depth, since the property is not located

adjacent to the RD or more restrictive zone. The project site plan (Exhibit "A") dated April 7, 2017 indicates the following yard provisions:

Yards	RAS4 Yard Requirements	Building A		Building B	
Front	0' for commercial 5' for residential	South (Sherman Way)	0' for commercial 5' for residential	North (Cantlay Street)	2.5' residential
Side	0' for commercial 5' for residential	East	0' for commercial 5' for residential	East	0' for commercial and 5' for residential
Side	0' for commercial 5' for residential	West	0' for commercial and 5' for residential	West	5' for residential and 0' for commercial
Rear	0' for commercial 5' for residential	North (alley)	10' for commercial 5' for residential	South (alley)	2.5' for commercial 2.5' for residential

The project has requested a Zoning Administrator's Adjustment to allow a 0-foot side yard setback for Building A in order to accommodate a loading zone/trash enclosure/driveway. The reduced setback is compatible with surrounding commercial development that observes no side yard setback. The reduced side yard accommodates improvements that will help the building operate more efficiently and be compatible with surrounding improvements.

Further, the project has requested a Zoning Administrator's Adjustment to allow a 2.5-foot front and rear yard setback for Building B to accommodate open space/private balconies. The reduced setbacks are compatible because they accommodate open space and the project will provide enhancements along the alley including pedestrian lighting and differentiated paving materials so that reduced separation is warranted. The intent of the setbacks is to provide open access to the air and sky. With the expanded alley area, the project will provide a fully dedicated and improved 20' alleyway and an expanded 10' and 5' pedestrian accommodation to allow for access through and around the site to be maintained. Above the ground level, the building will comply with the 5 foot setback and except for the balconies, the mass of the building complies with the RAS4 Zone setback requirements and still provides the air and light access that setback requirements are designed to preserve.

Off-street Parking, Bicycle Parking, and Driveways:

The project is required to provide 211 automobile parking spaces along with 133 bicycle parking spaces. The project will provide a total of 228 off-street automobile parking spaces

and 155 bicycle parking spaces. The applicant is proposing to provide 134 long-term bicycle parking spaces and 21 short term bicycle parking spaces.

Ingress/egress to and from the Building A subterranean garage will be provided by a two-way driveway accessed off of the alleyway. Ingress/egress to and from the Building B subterranean garage will be provided by a two-way driveway accessed off of Cantlay Street. Building B also includes four retail vehicular parking spaces along the alley to allow for convenient short-term parking for the alley fronting retail space. Per Exhibit "A", short term bicycle parking will be provided on the ground floor in a manner to allow convenient access for bicyclists entering and leaving the site.

Lighting:

Lighting will be provided per LAMC requirements. The project has been conditioned to provide pedestrian oriented lighting along all street frontages and the alley. (Condition No. 12).

On-Site Landscaping:

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

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

The project is required to provide 18,500 square feet of open space throughout the site, including within both common and private open space areas. The proposed project includes 20,478 square feet of open space throughout the site, including within both common and private open space areas, exceeding code requirements. Common open space areas consist of court yards, roof decks, pool areas, and a gym and recreation room. Private open space consists of individual unit balconies. The project will also provide 15,160 square feet of ground floor commercial floor area, which may include restaurant and retail uses, which will provide an additional amenity to the project's residents. Therefore, the proposed project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

Zoning Administrator Adjustment Findings

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

The proposed project is the construction of a mixed-use development that includes two buildings (A and B). The RAS4 Zone allows for a front yard of not less than 5 feet; a rear yard of not less than 15 feet when the property is located adjacent to RD or less restrictive zones, or not less than 5 feet; and a side yard of not less than 5 feet for residential portions of the building and no side yard required for commercial purposes. The project is proposing a 0-foot eastern side yard setback for Building A to accommodate a driveway ramp, loading zones, and stairwells. Building A's residential component will observe a 5-foot setback from all surrounding property lines. The project is proposing a 2-foot 6-inch setback along the front

(northern) and rear (southern) setbacks for Building B in order to accommodate some of the project's open space facilities (ie. patios and balconies).

The intent of the setback requirements in the Zoning Code is to ensure all properties enjoy adequate access to light, air and privacy. Properties to the west and east of the site are zoned [Q]C2-1D-CDO and [Q]P-1D-CDO and are developed with commercial buildings and surface parking lots. The northern adjoining single-family dwellings are oriented away from Cantlay Street and front Darby Avenue and Darby Place, respectively.

Adherence to the setbacks is impractical and infeasible because to do so would violate the existing height restrictions and prevent development at the reduced density proposed by the project. With regards to the reduced rear yard setback, commercial development in the RAS4 and C2 zones can observe a 0-foot setback along the alley. The project proposes a 5-foot setback for the commercial component and a 2-foot 6-inch setback along the residential portions to accommodate project parking, common, and private open space. Within the provided reduced setbacks, the project includes landscaping to provide privacy, aesthetic improvements, and buffer the residential units from surrounding properties. Further, the reduced setbacks also provide an adequate transition between the 0-foot commercial setbacks along Sherman Way and the residential uses to the north. Thus, the reduced setbacks conforms with the intent of the yard regulations.

As such, the proposed project, with its reduced rear yard setback, would not impact access to light, air and privacy for any residences. As proposed, the project would be more functional and would improve upon the existing development. Therefore, it can be found that strict adherence to the zoning regulations is impractical and that the project conforms to the general intent of the zoning regulations.

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

As conditioned, the project will be compatible with adjacent properties and the surrounding neighborhood. The reduced setbacks along the front and rear yards of Building B and the eastern side yard of Building A will not have a negative impact on future development in the area. The project will provide landscaping, pedestrian and vehicular amenities, and parking facilities that enhance the surrounding neighborhood and commercial district. The project will improve the alley and ensure connectivity with adjoining privately owned surface parking lots.

The project's proposed RAS4 Zone requires a minimum 5-foot setback for residential uses. Building A is proposing a 0-foot eastern side yard setback to accommodate driveway ramps and a trash enclosure area. Building B is proposing a 2-foot 6-inch front and rear yard setback to accommodate private open space. The reduced setback would not degrade the appearance of the project from the public right of way. The eastern adjoining property is zoned [Q]C2-1D-CDO [Q]P-1D-CDO and is developed with a commercial building and surface parking lot. The commercial use to the east is constructed up to the property line and observes no side yard setback. The project's proposed improvements will mirror the abutting use with a 0-foot eastern side yard to accommodate the parking access ramp and trash enclosure area. The northern adjoining properties are zoned R1-1 and are improved with single-family dwellings. The R1 properties are buffered from the project site by Cantlay Street, which is improved with a 60-foot right-of-way. Building B's front yard will also be attractively landscaped to further soften the multi-family development from existing single-family developments to the north. The southern rear yard is flanked by an alley that will be improved for pedestrian and

vehicular traffic and will not have an impact on future development. The improvements will not impede access to light and ventilation for the residential units or impact adjoining neighbors. As conditioned, the request is not anticipated to result in any adverse impacts to the surrounding area or degrade adjacent properties.

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

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

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

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

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

The plan does not specifically address the issue of setbacks. The applicant has requested the following deviations; a 0-foot eastern side yard setback for Building A to accommodate a driveway ramp to a subterranean garage, loading zones, and stairwells; a 2-foot 6-inch setback along the front (northern) and rear (southern) setbacks for Building B in order to accommodate some of the project's open space facilities (ie. patios and balconies). By providing on-site, private open space and ancillary facilities, the project minimizes its impact on the surrounding community's existing open space and provides a desirable amenity for residents and visitors to the site. By having parking facilities that are fully enclosed, the project enhances the overall appearance of the commercial district, and will help buffer the commercial component from existing adjacent residential uses. The project will be consistent with the General Plan's land use designation and is in general conformance with the intent and purpose of the Community Plan and the Reseda Central Business District Community Design Overlay.

Community Design Overlay Findings

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

The project complies with the provisions of *Guidelines 1-4: Parking*, of the Design Guidelines, in that the project's parking will be screened from the street as it is mostly subterranean. Parking on the ground level is accessed from the alley. The alley parking will not be visible from surrounding residential properties.

The project complies with the provisions of *Guideline 5: Pedestrian Walkways* and *Guidelines 14 & 15: Lighting*, of the Design Guidelines, in that direct pedestrian access will be provided to the project from Sherman Way and Cantlay Street. The project will also provide a pedestrian walkway along the project's alley frontage. As conditioned, there will be pedestrian lighting at

the ground-floor entrance. Furthermore, as conditioned, the lighting will be shielded directly onto the property.

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

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

The overall building materials and color scheme will consist of primarily composed of Brownstone (tan) color stucco, French Toast (light brown) color stucco, and El Dorado (cream) color stucco, with painted steel railings, stained wood balconies, glass windows and doors. An articulated façade, recessed entryways, and balconies help create variation in both the building depth and differentiation in what could otherwise be a flat façade.

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

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

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

The surrounding properties includes commercial development fronting Sherman Way to the east and west and parking to the rear of Sherman Way fronting buildings, and single-family residential developments fronting Cantlay Street to the north. The commercial developments are generally zoned [Q]C2-1D-CDO and [Q]P1-1D-CDO and consist of one- to two-story commercial buildings and surface parking lots. The single-family residential developments with frontages along Cantlay Street are zoned R1-1. Neither property takes access from Cantlay Street, but rather take access from their respective frontages along Darby Avenue and Darby Place. A number of these surrounding buildings generally employ the use of stucco walls, and some variations in depth along the building façade, as well as flat or slightly angled roofs. The proposed project mirrors these elements, and also provides modern architectural features such as painted recessed features to create variation in the building depth and

roofline, and multiple colors of stucco on the façade for visual interest. The plans, elevations, and renderings for the new mixed-use development illustrate that it will enhance the presently built environment. Additionally, the site is not adjacent to, or in the vicinity of, any other recognized and/or known cultural, scenic, or environmental resources.

Environmental Findings

14. **Environmental Finding.** A Mitigated Negative Declaration (ENV-2016-2866-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND there is no substantial evidence that the proposed project will have a significant effect on the environment. The lead agency further finds that the attached Mitigated Negative Declaration reflect the lead agency's independent judgment and analysis; and the mitigation measures have been made enforceable conditions on the project. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

15. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.

PUBLIC HEARING AND COMMUNICATIONS

Hearing:

The public hearing was held on January 17, 2017 at the Marvin Braude Building, First Floor Conference Room. There were seven people in attendance including the applicant's representative, the project architect, the developer, and community members. Community members spoke in opposition to the request. Concerns were expressed regarding displacement of existing non-profits at the site, community character, pedestrian safety, public safety, shade-shadow, privacy, noise, affordable housing, parking, and traffic.

The applicant's representative, King Woods, described the project and requests. The project will provide new residential and upgraded commercial space in accordance with the Reseda Community Design Overlay. To address neighborhood concerns, the applicant altered the project reducing the scale of Building B and redesigned the alleyway frontage to function more as a walk street/pedestrian paseo. Staff raised issues with the pedestrian accessibility along the alley, EV charging, and solar panels.

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

- Non-profits will be invited back and offered below market rent.
- Traffic study approved by DOT. Project will comply with mitigation measures identified in the traffic assessment.
- Rear alley designed to be pedestrian place with special paving and grass-crete.
- Alley will be a net positive for the community.

The Hearing Officer announced on the record that the City Planning Commission decision meeting will be held on a future date to be determined and that notices would be mailed out to interested parties that signed in on the "sign-in sheet."

Written Communication:

Abundant Housing LA: In support of the project. The project will provide the city with much needed housing.

Staff received a letter dated January 16, 2017 from a community member stating that they were opposed to the project. The neighbor identified the following issues:

- Lack of affordable housing
- Non-profit displacement
- Public safety concerns
- Pedestrian improvements along the alley
- Shade-shadow concerns for adjoining businesses and residents
- Traffic and parking concerns
- Privacy concerns for local residents

MAP A

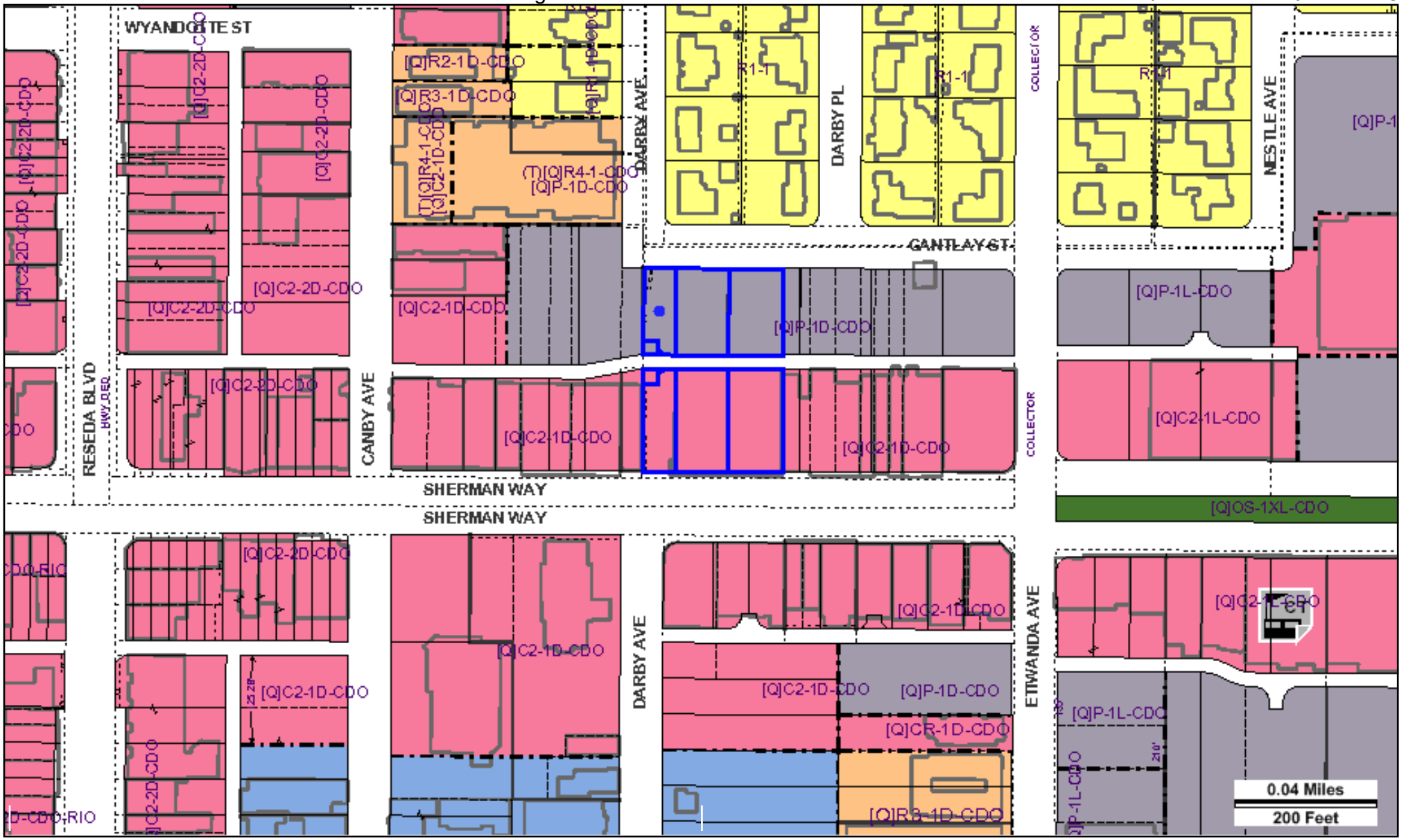
ZIMAS MAP

ZIMAS INTRANET

Generalized Zoning

04/12/2017

City of Los Angeles
Department of City Planning



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PIN #: 183B125 1074

Tract: TR 18559
Block: None
Lot: 2
Arb: None

Zoning: [Q]P-1D-CDO
General Plan: Community Commercial

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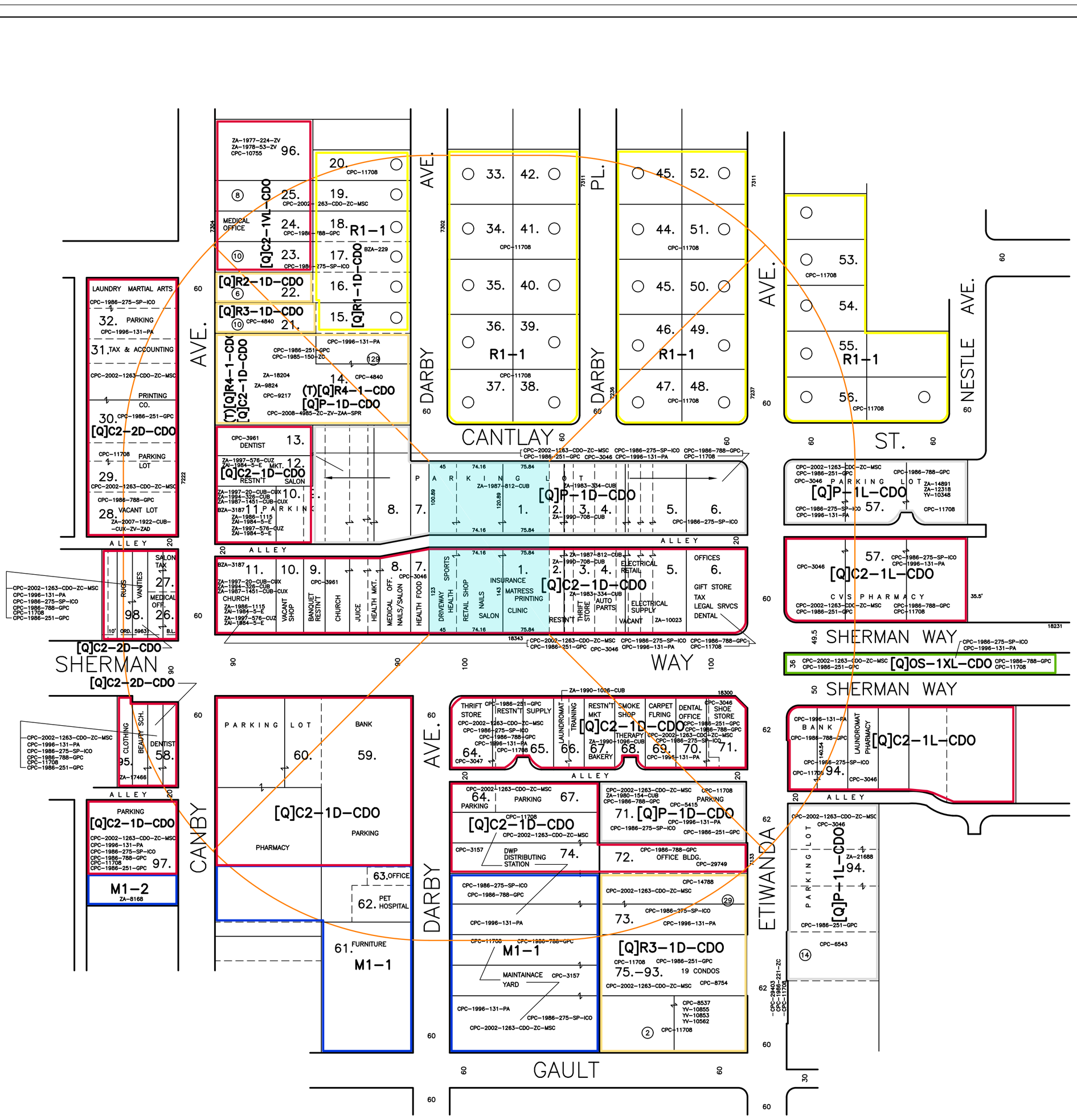
Streets Copyright (c) Thomas Brothers Maps, Inc.

MAP B

RADIUS MAP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DARBY
CANTLAY
ST.
NESTLE AVE.
SHERMAN WAY
SHERMAN
CANBY
GAULT
ETIWANDA
ALLEY
PARKING LOT
CVS PHARMACY
BANK
PHARMACY
LAUNDROMAT
LAUNDRY MARTIAL ARTS
32. PARKING
31. TAX & ACCOUNTING
PRINTING CO.
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29.
PARKING LOT
28. VACANT LOT
SALON TAX
27.
MEDICAL OFF.
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98.
RUGS
VANITIES
DENTIST
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CLOTHING
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61. FURNITURE
62. PET HOSPITAL
63. OFFICE
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72. OFFICE BLDG.
73.
74. DWP DISTRIBUTING STATION
75.-93. 19 CONDOS
94.
97.
MEDICAL OFFICE
MARKET
RESTAURANT
SALON
CHURCH
VACANT SHOP
BANQUET RESTNT
JUICE
HEALTH MKT.
NAILS/SALON
HEALTH FOOD
SPORTS
DRIVEWAY
HEALTH
RETAIL SHOP
NAILS
INSURANCE
MATRESS
PRINTING
CLINIC
ELECTRICAL RETAIL
ELECTRICAL SUPPLY
VACANT
OFFICES
GIFT STORE
TAX
LEGAL SRVCS
DENTAL
THRIFT STORE
AUTO PARTS
RESTN'T
THERAPY
BAKERY
TRAINING
SMOKE SHOP
CARPET FLRING
DENTAL OFFICE
SHOE STORE
THRIFT STORE
RESTN'T SUPPLY
RESTN'T MKT
DWELLING
PARKING
MAINTAINACE YARD
M1-1
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ZA-1983-334-CUB
ZA-1990-708-CUB
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CPC-1986-788-GPC
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VY-10855
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VY-10562
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ZA-1986-1115
BZA-3187
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CPC-11708

EXHIBIT A

Plans

RESEDA MIXED-USE

SHERMAN WAY & CANTLAY ST., RESEDA, CALIFORNIA

INDEX

A0.00	TITLE SHEET
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S2	SURVEY
A0.1R	RENDERINGS
A0.2R	EXISTING CONDITION PHOTOS
A0.3R	EXISTING CONDITION PHOTOS
A0.01	BUILDING A&B SITE PLAN
A0.02	BUILDING A&B FLOOR PLANS
A0.03	BUILDING A&B FLOOR PLANS
A0.04	BUILDING A&B ROOF PLAN
A1.11	BLDG 'A' PARKING FLOOR PLAN 2
A1.12	BLDG 'A' PARKING FLOOR PLAN 1
A1.13	BLDG 'A' GROUND FOOR PLAN
A1.14	BLDG 'A' 2ND FLOOR PLAN
A1.15	BLDG 'A' 3RD TO 4TH FLOOR PLAN
A1.16	BLDG 'A' 5TH FLOOR PLAN
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A3.11	BLDG 'A' & 'B' ELEVATIONS
A3.12	BLDG 'A' & 'B' ELEVATIONS
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A4.11	BLDG 'A' & 'B' SECTIONS
A.511	BLDG 'A' WALL SECTION
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LP-2	BUILDING A POOL DECK - COURTYARD
LP-3	BUILDING B ROOF DECK
LP-4	BUILDING A ROOF DECK
	SAMPLE BOARD

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PLUM COMMITTEE MEETING	05-05-2016
PLANNING SUBMITAL	06-13-2016
PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITAL 2	07-11-2016
PLANNING REVISIONS	02-06-2017

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RESEDA MIXED USE

18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

COVER SHEET & PROJECT INFORMATION

Job Number
1930.00

Sheet No. of

A0.00

BUILDING 'A' (RAS 4)

UNITS ANALYSIS

LOT AREA		=	29840	SF
MAX. UNITS	400	=	74.6	UNITS
FAR	3	=	89,520	SF
RETAIL AREA		=	13,624	SF
RESIDENTIAL AREA		=	69,233	SF
TOTAL		=	82,857	SF

UNIT MIX

STUDIO	32%	=	22	UNITS
1 BEDROOM	26%	=	18	UNITS
2 BEDROOMS	32%	=	22	UNITS
3 BEDROOMS	10%	=	7	UNITS
TOTAL	100%		69	UNITS

UNITS SIZES (SF)

STUDIO	=	575/ 682
1 BEDROOM	=	645/ 690
2 BEDROOMS	=	923/ 974
3 BEDROOMS	=	1,112

REQUIRED COMMON OPEN SPACE

STUDIO	100	=	2,200	SF
1 BEDROOM	100	=	1,800	SF
2 BEDROOMS	125	=	2,750	SF
3 BEDROOMS	175	=	1,225	SF
TOTAL			7,975	SF

PROVIDED COMMON OPEN SPACE

COURT YARD	=	0	SF
ROOF DECK	=	4,246	SF
POOL AREA	=	3,600	SF
GYM/ RECREATION ROOM	=	615	SF
TOTAL	=	8,461	SF

REQUIRED PRIVATE OPEN SPACE	50	=	3,450	SF
PROVIDED PRIVATE OPEN SPACE		=	4,122	SF

REQUIRED PARKING SPACES ANALYSIS

22 STUDIO UNITS	1	=	22	CARS
18 ONE BEDROOM UNIT	1.5	=	27	CARS
22 TWO BEDROOM UNIT	2	=	44	CARS
7 THREE BEDROOM UNIT	2	=	14	CARS
13624 SF RETAIL	250	=	54.5	CARS
TOTAL RESIDENTIAL CARS REQUIRED		=	107.0	CARS
TOTAL RESIDENTIAL CAR REDUCTION				
BICYCLE REDUCTION	(0.1)	=	(10.7)	CARS
TOTAL RETAIL CARS REQUIRED		=	54.5	CARS
TOTAL RETAIL CAR REDUCTION				
BICYCLE REDUCTION	(0.2)	=	(10.9)	CARS
TOTAL PARKING W/ BICYCLE REDUCTION		=	139.9	CARS

PROPOSED PARKING SPACES

RESIDENTIAL	=	105	CARS
RETAIL	=	43	CARS
TOTAL PROPOSED PARKING	=	148	CARS
26% : 38 COMPACT CARS			
5% : 7 ELECTRICAL VEHICLE			

REQUIRED BICYCLE ANALYSIS

LONG TERM REQUIRED BICYCLES				
69 UNITS	1	=	69	BICYCLES
13,624 SF RETAIL	2,000	=	6.812	BICYCLES
TOTAL LONG TERM BICYCLES REQUIRED		=	75.8	BICYCLES
SHORT TERM REQUIRED BICYCLES				
69 UNITS	10	=	6.9	BICYCLES
13,624 SF RETAIL	2,000	=	6.812	BICYCLES
TOTAL SHORT TERM BICYCLES REQUIRED		=	13.7	BICYCLES
TOTAL REQUIRED BICYCLES		=	89.5	BICYCLES

PROPOSED BICYCLES

LONG TERM	=	78	BICYCLES
SHORT TERM	=	15	BICYCLES
TOTAL PROPOSED BICYCLES	=	93	BICYCLES

BUILDING 'B' (RAS 4)

UNITS ANALYSIS

LOT AREA		=	25,530	SF
MAX. UNITS	400	=	63.8	UNITS
FAR	3	=	76,590	SF
RETAIL AREA		=	1,640	SF
RESIDENTIAL AREA		=	45,137	SF
TOTAL		=	46,777	SF

UNIT MIX

STUDIO	2%	=	1	UNITS
1 BEDROOM	58%	=	25	UNITS
2 BEDROOMS	30%	=	13	UNITS
3 BEDROOMS	9%	=	4	UNITS
TOTAL	100%		43	UNITS

UNITS SIZES

STUDIO	=	575
1 BEDROOM	=	654/ 681/ 825/ 690/ 677/ 692
2 BEDROOMS	=	974
3 BEDROOMS	=	1,120

REQUIRED COMMON OPEN SPACE

STUDIO	100	=	100	SF
1 BEDROOM	100	=	2,500	SF
2 BEDROOMS	125	=	1,625	SF
3 BEDROOMS	175	=	700	SF
TOTAL			4,925	SF

PROVIDED COMMON OPEN SPACE

COURT YARD	=	2,278	SF
ROOF DECK	=	2,446	SF
POOL AREA	=	0	SF
GYM/ RECREATION ROOM	=	671	SF
TOTAL	=	5,395	SF

REQUIRED PRIVATE OPEN SPACE	50	=	2,150	SF
PROVIDED PRIVATE OPEN SPACE		=	2,500	SF

REQUIRED PARKING SPACES ANALYSIS

1 STUDIO UNITS	1	=	1	CARS
25 ONE BEDROOM UNIT	1.5	=	37.5	CARS
13 TWO BEDROOM UNIT	2	=	26	CARS
4 THREE BEDROOM UNIT	2	=	8	CARS
1,640 SF RETAIL	250	=	6.6	CARS
TOTAL RESIDENTIAL CARS REQUIRED		=	72.5	CARS
TOTAL RESIDENTIAL CAR REDUCTION				
BICYCLE REDUCTION	-0.1	=	(7.3)	CARS
TOTAL RETAIL CARS REQUIRED		=	6.6	CARS
TOTAL RETAIL CAR REDUCTION				
BICYCLE REDUCTION	-0.2	=	(1.3)	CARS
TOTAL PARKING W/ BICYCLE REDUCTION		=	70.5	CARS

PROPOSED PARKING SPACES

RESIDENTIAL	=	75	CARS
RETAIL	=	5	CARS
TOTAL PROPOSED PARKING	=	80	CARS
35% : 28 COMPACT CARS			
5% : 4 ELECTRICAL VEHICLE			

REQUIRED BICYCLE ANALYSIS

LONG TERM REQUIRED BICYCLES				
43 UNITS	1	=	43	BICYCLES
1,640 SF RETAIL	2,000	=	0.8	BICYCLES
TOTAL LONG TERM BICYCLES REQUIRED		=	43.8	BICYCLES
SHORT TERM REQUIRED BICYCLES				
43 UNITS	10	=	4.3	BICYCLES
1,640 SF RETAIL	2,000	=	0.8	BICYCLES
TOTAL SHORT TERM BICYCLES REQUIRED		=	5.1	BICYCLES
TOTAL REQUIRED BICYCLES		=	48.9	BICYCLES

PROPOSED BICYCLES

LONG TERM	=	56	BICYCLES
SHORT TERM	=	6	BICYCLES
TOTAL PROPOSED BICYCLES	=	62	BICYCLES

BLDG 'A' RAS 4 REQUIRED SETBACKS

FRONT YARD = 0FT COMMERCIAL, 5FT RESIDENTIAL
SIDE YARD = 0FT COMMERCIAL, 5FT RESIDENTIAL
REAR YARD = 0FT COMMERCIAL, 5FT RESIDENTIAL

BLDG 'B' RAS 4 REQUIRED SETBACKS

FRONT YARD = 0 COMMERCIAL, 5FT RESIDENTIAL
SIDE YARD = 0 COMMERCIAL, 5FT RESIDENTIAL
REAR YARD = 0 COMMERCIAL, 5FT RESIDENTIAL

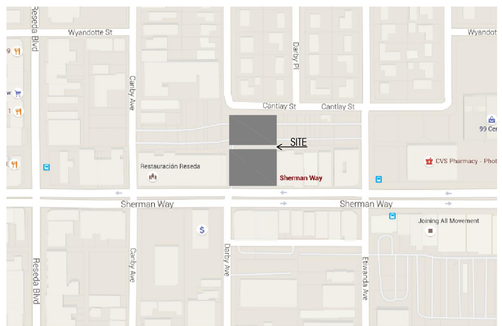
BLDG 'A' RAS 4 PROPOSED SETBACKS

FRONT YARD = 0FT COMMERCIAL, 5FT RESIDENTIAL
SIDE YARD = 0FT COMMERCIAL, 8.5FT RESIDENTIAL
REAR YARD = 10FT COMMERCIAL, 5FT RESIDENTIAL

BLDG 'B' RAS 4 PROPOSED SETBACKS

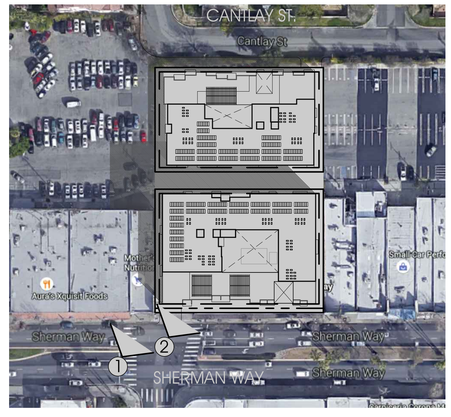
FRONT YARD = 5FT RESIDENTIAL
SIDE YARD = 0FT COMMERCIAL, 0FT TRASH, 0FT PARKING, 10FT RESIDENTIAL
REAR YARD = 5FT COMMERCIAL, 5FT RESIDENTIAL, 5FT PARKING

VICINITY MAP



1 SHERMAN WAY VIEW

2 SHERMAN WAY VIEW



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PLUM COMMITTEE MEETING	05-05-2016
PLANNING SUBMITTAL	06-13-2016
PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITTAL 2	07-11-2016
PLANNING REVISIONS	02-06-2017

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18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

RENDERINGS

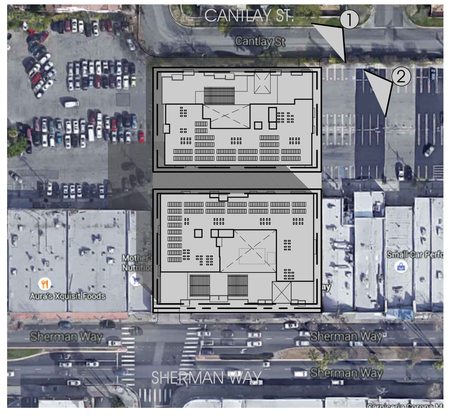
Job Number
1930.00

Sheet No. of

A0.1R

1 CANTLAY ST. VIEW

2 CANTLAY ST. VIEW



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Sheet Name

RENDERINGS

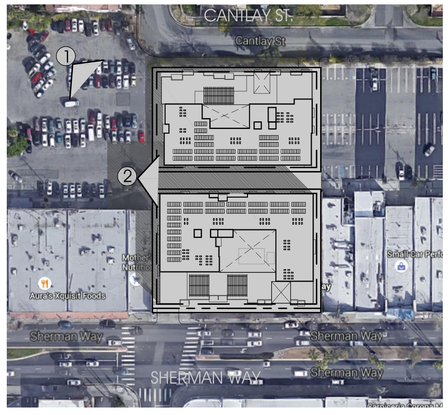
Job Number
1930.00

Sheet No. of

A0.2R

1 CANTLAY ST. WEST VIEW

2 ALLEY VIEW AT NIGHT



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18341 SHERMAN WAY & 18344 CANTLAY ST.
RESEDA, CA 91335

Sheet Name

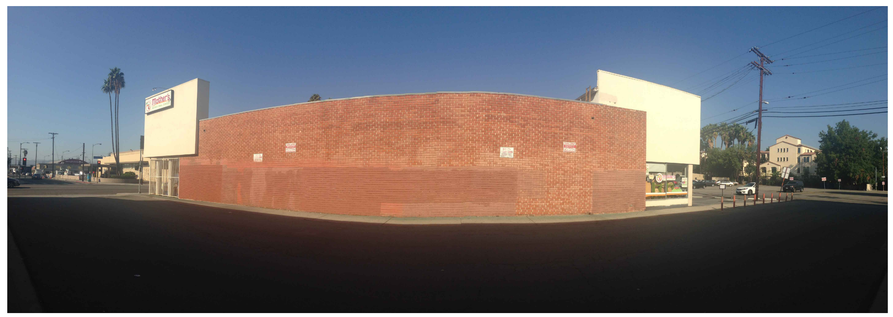
RENDERINGS

Job Number
1930.00

Sheet No. of

A0.3R

1 SHERMAN WAY VIEW



2 PARKING ENTRANCE

3 PARKINH VIEW

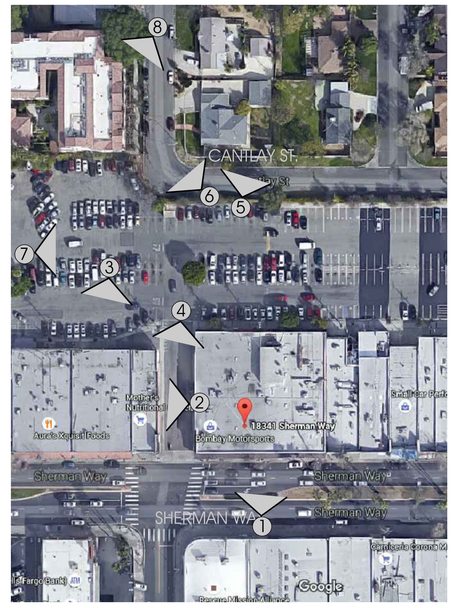
4 PARKING ENTRANCE

5 CANTLAY ST. VIEW

6 CANTLAY ST. VIEW

7 PARKING VIEW

8 CANTLAY ST. VIEW



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PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITTAL 2	07-11-2016

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RESEDA MIXED USE

18341 SHERMAN WAY & 18344 CANTLAY ST.
RESEDA, CA 91335

Sheet Name

EXISTING SITE PHOTOS

Job Number
1930.00

Sheet No. of

A0.2R

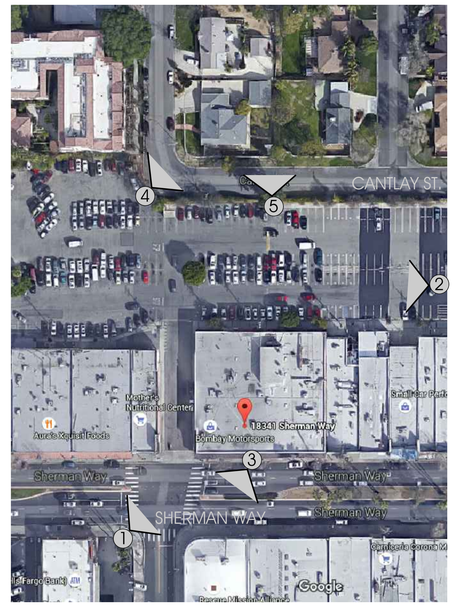
1 PANORAMIC VIEW OF SITE AT SHERMAN WAY

2 PANORAMIC VIEW OF SITE AT PARKING

3 PANORAMIC VIEW OF OPPOSITE SIDE AT SHERMAN WAY

4 PANORAMIC VIEW OF OPPOSITE SIDE AT CANTLAY ST.

3 PANORAMIC VIEW OF OPPOSITE SIDE AT CANTLAY ST.



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RESEDA MIXED USE

18341 SHERMAN WAY & 18344 CANTLAY ST.
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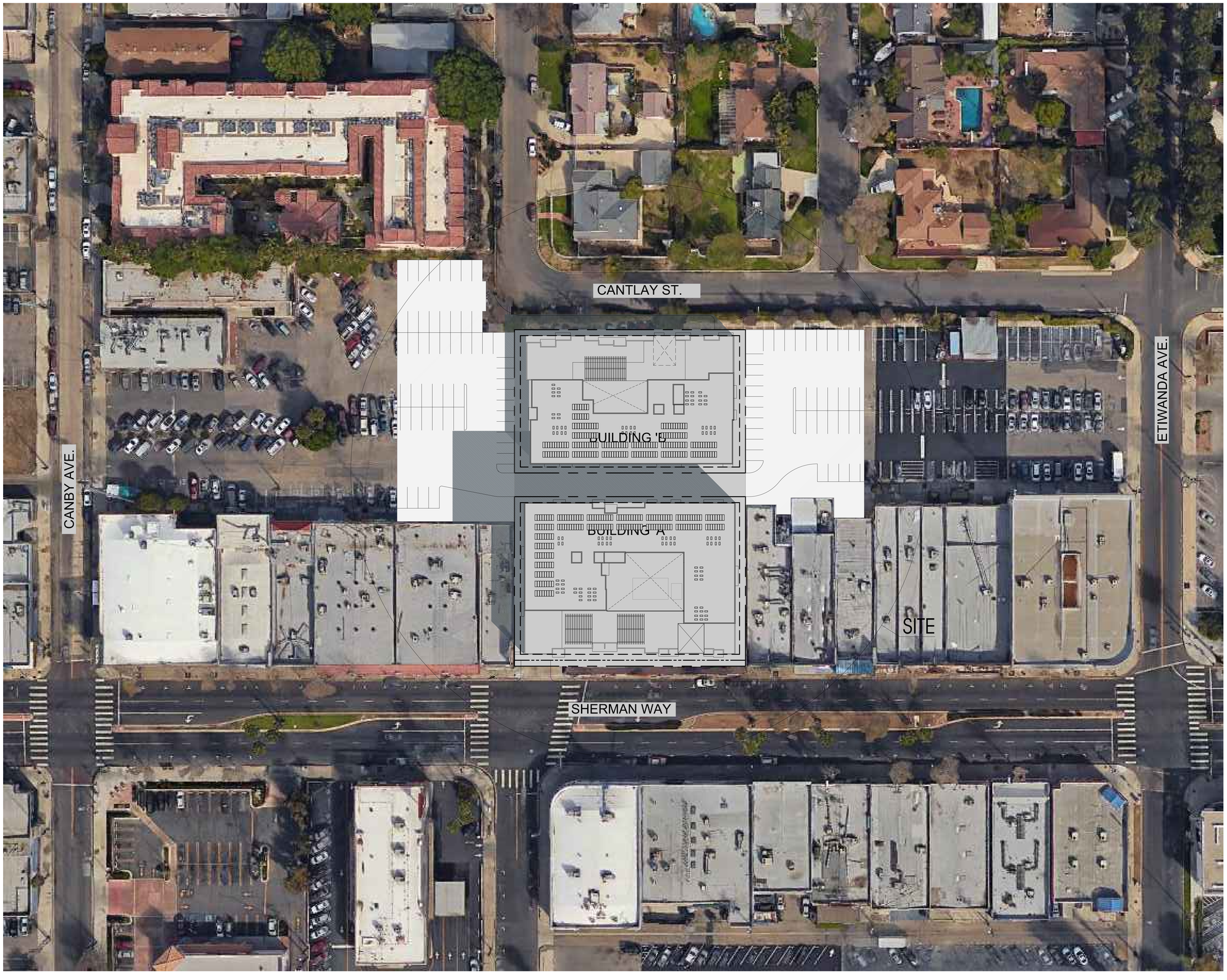
Sheet Name

EXISTING SITE PHOTOS

Job Number 1930.00

Sheet No. of

A0.3R



0' 8' 16' 32'

1 SITE PLAN
1/32" = 1'- 0"

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RESEDA, CA 91335

Sheet Name

BUILDING A & B SITE PLAN

Job Number
1930.00

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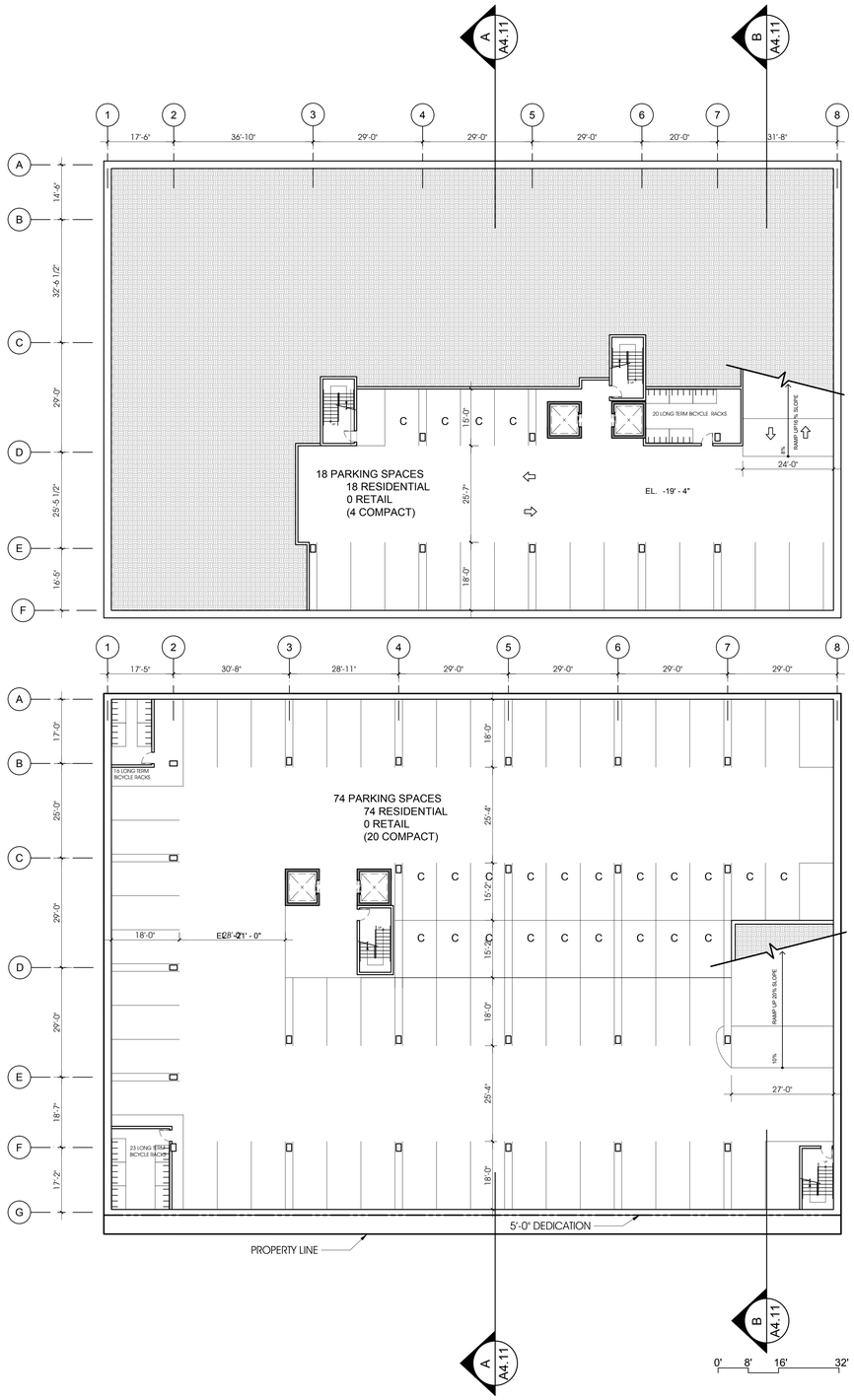
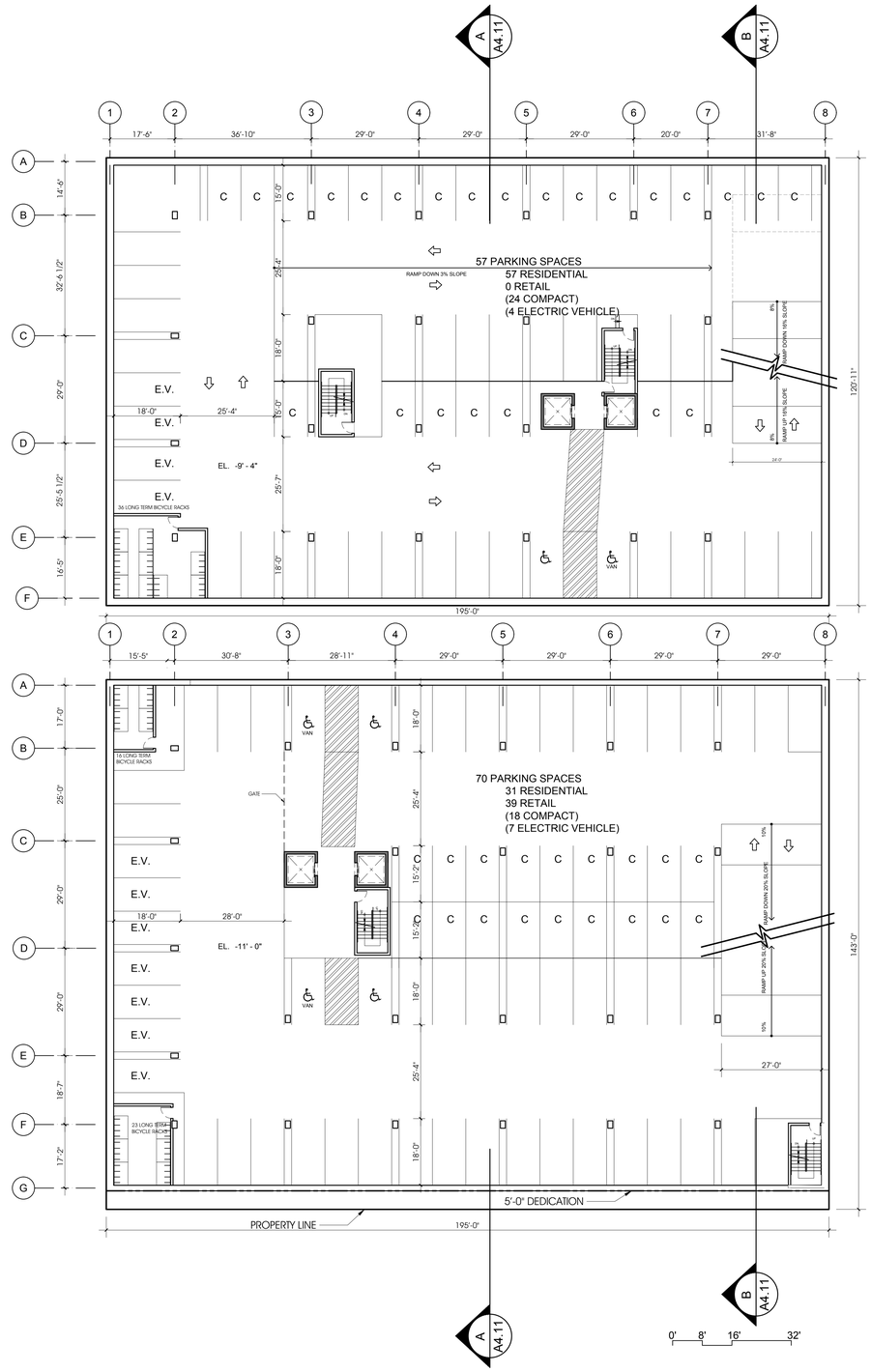
A0.01



1 PARKING LEVEL P2
1/6" = 1'- 0"



1 PARKING LEVEL P1
1/6" = 1'- 0"

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PLUM COMMITTEE MEETING	05-05-2016
PLANNING SUBMITTAL	06-13-2016
PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITTAL 2	07-11-2016

CONSULTANT

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RESEDA MIXED USE

18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

BUILDING A & B FLOOR PLANS

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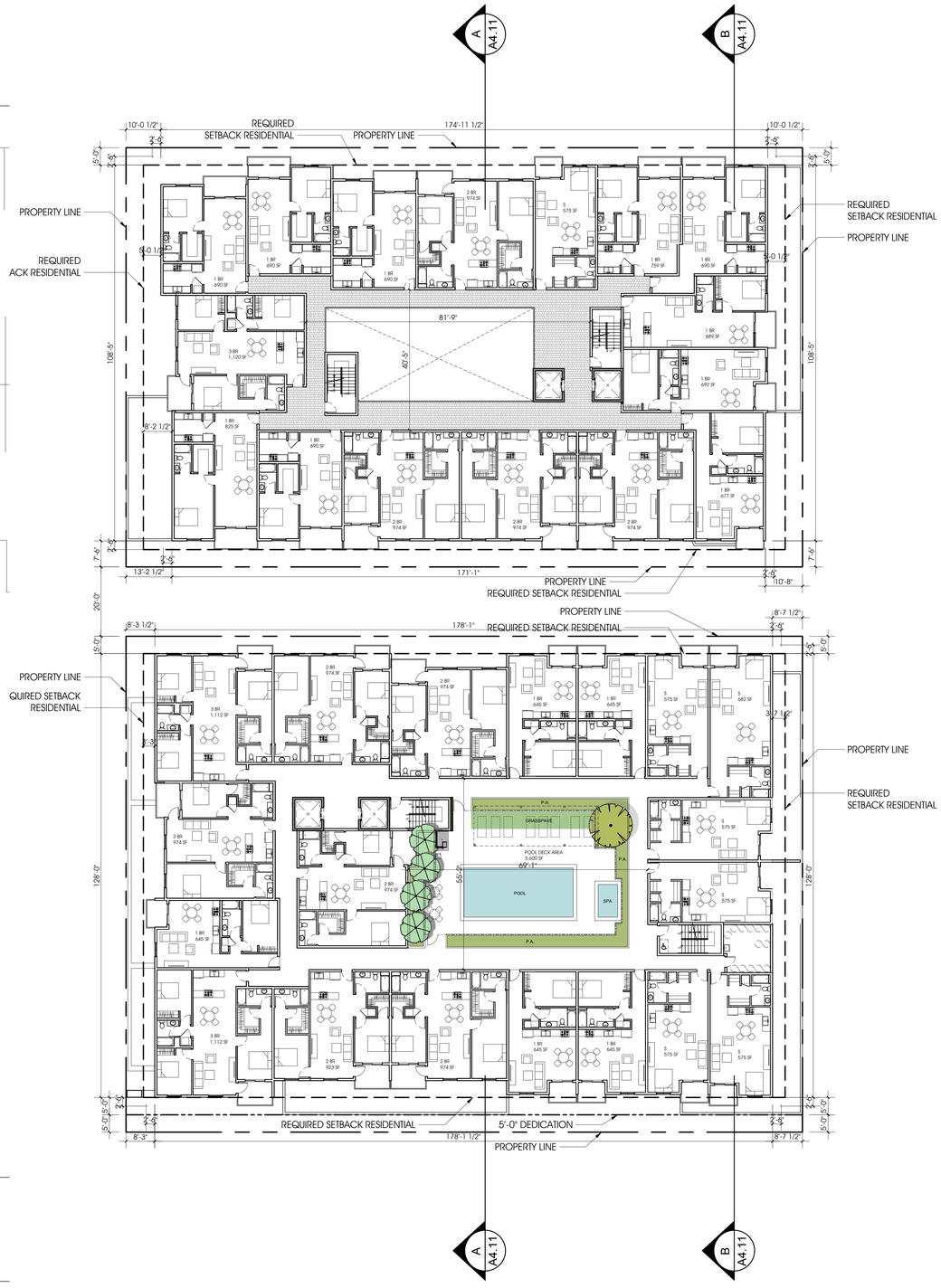
A0.02

1 GROUND LEVEL
1/6" = 1'- 0"



1 TYPICAL FLOOR PLAN
1/6" = 1'- 0"

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PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITTAL 2	07-11-2016
PLANNING REVISIONS	02-06-2017

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RESEDA, CA 91335

Sheet Name

BUILDING A & B FLOOR PLANS

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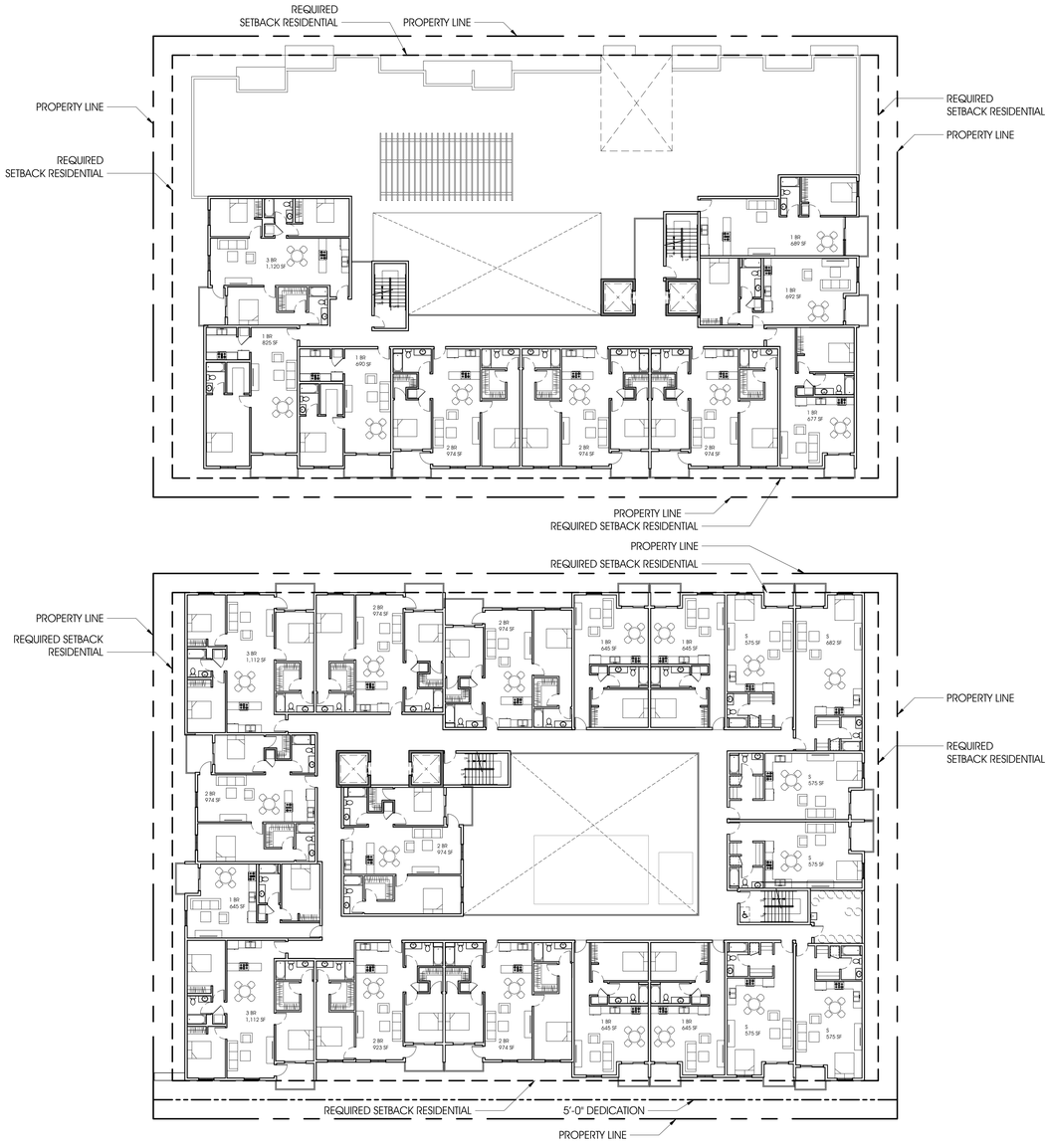
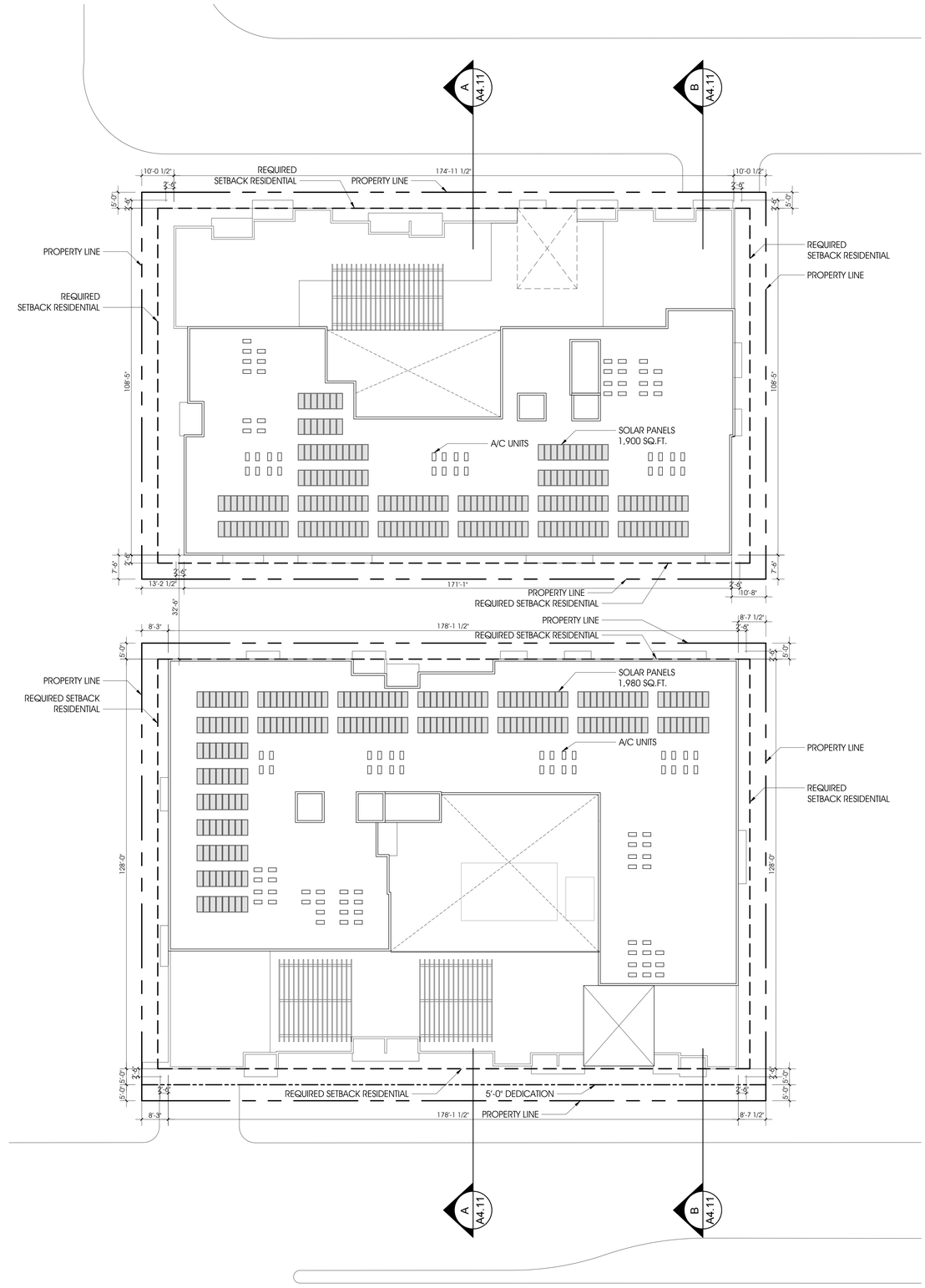
A0.03



1 3RD LEVEL PLAN
1/6" = 1'- 0"



2 ROOF PLAN
1/6" = 1'- 0"

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PLUM COMMITTEE MEETING	05-05-2016
PLANNING SUBMITTAL	06-13-2016
PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITTAL 2	07-11-2016
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RESEDA, CA 91335

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BUILDING A & B ROOF PLAN

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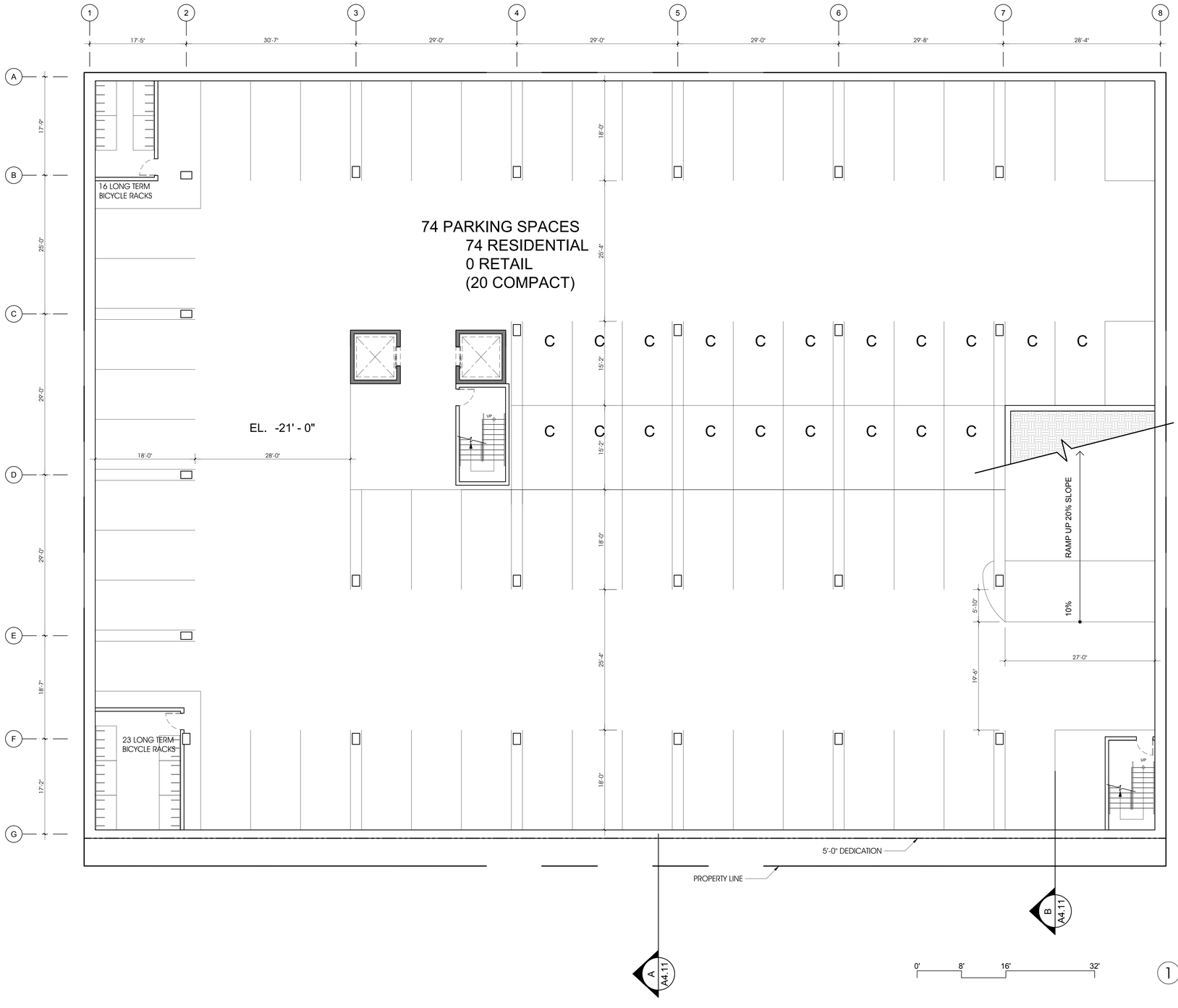

1 PARKING LEVEL P2
1/8" = 1'- 0"

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PLUM COMMITTEE MEETING	05-05-2016
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PLUM COMMITTEE MEETING	06-30-2016
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RESEDA, CA 91335

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BUILDING A PARKING FLOOR LEVEL P2

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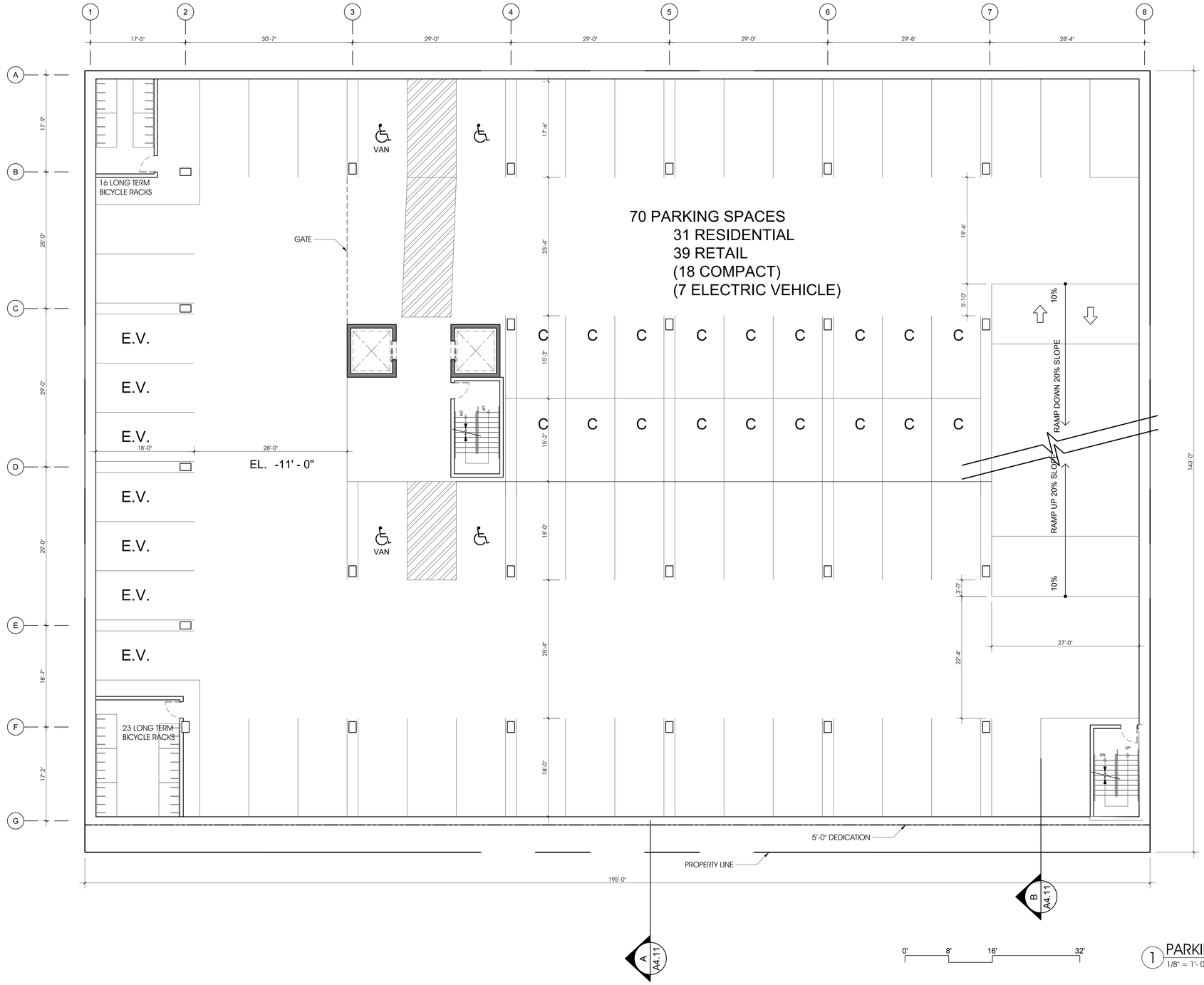
A1.11



0' 8' 16' 32'

1 PARKING LEVEL P1
1/8" = 1'- 0"

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PLUM COMMITTEE MEETING	05-05-2016
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RESEDA, CA 91335

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BUILDING A PARKING FLOOR LEVEL P1

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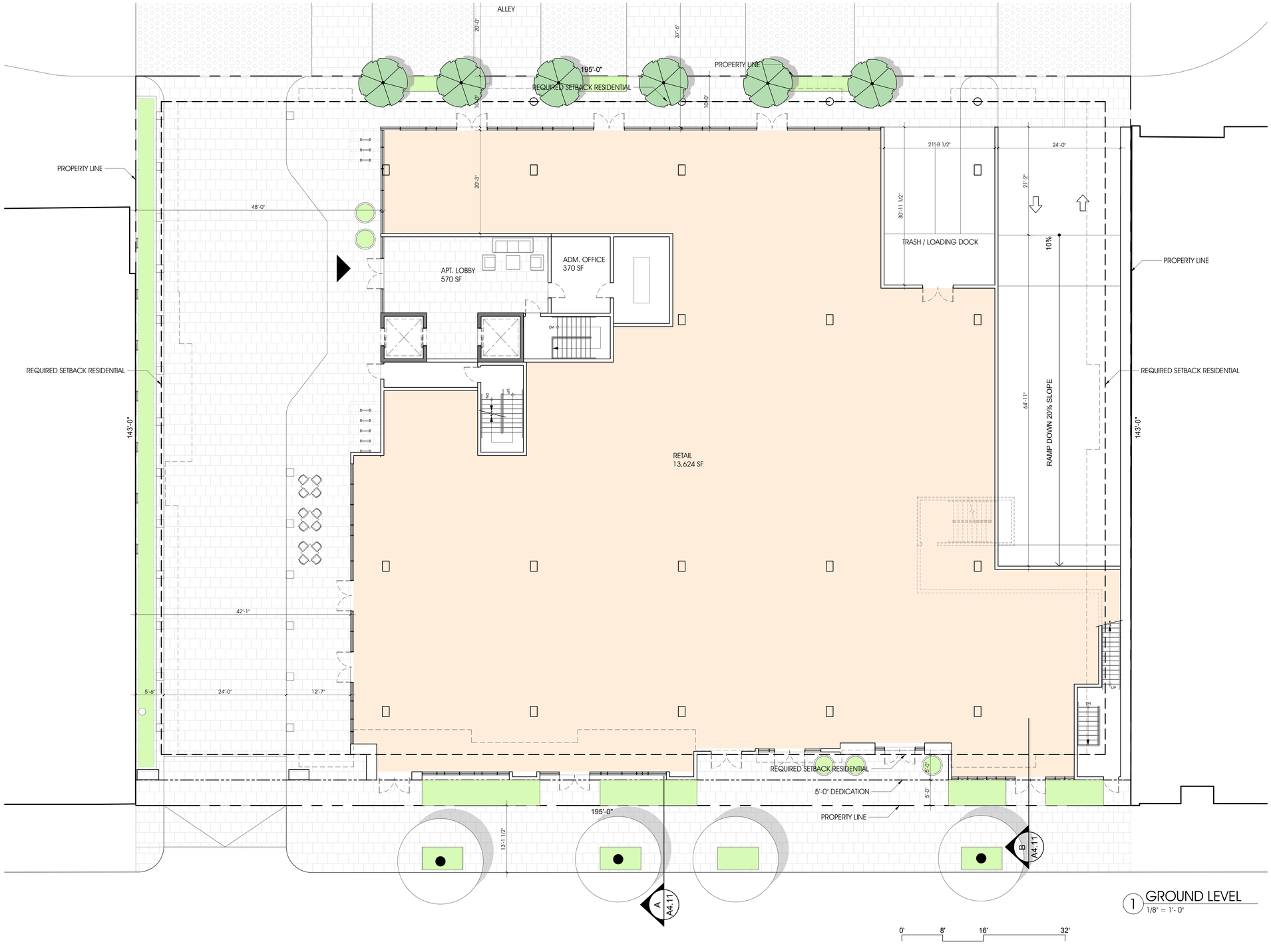
A1.12



1 GROUND LEVEL
1/8" = 1'- 0"

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Sheet Name

BUILDING A GROUND FLOOR PLAN

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A1.13

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PLUM COMMITTEE MEETING	05-05-2016
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PLUM COMMITTEE MEETING	06-30-2016
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RESEDA, CA 91335

Sheet Name

BUILDING A
2ND FLOOR PLAN

Job Number
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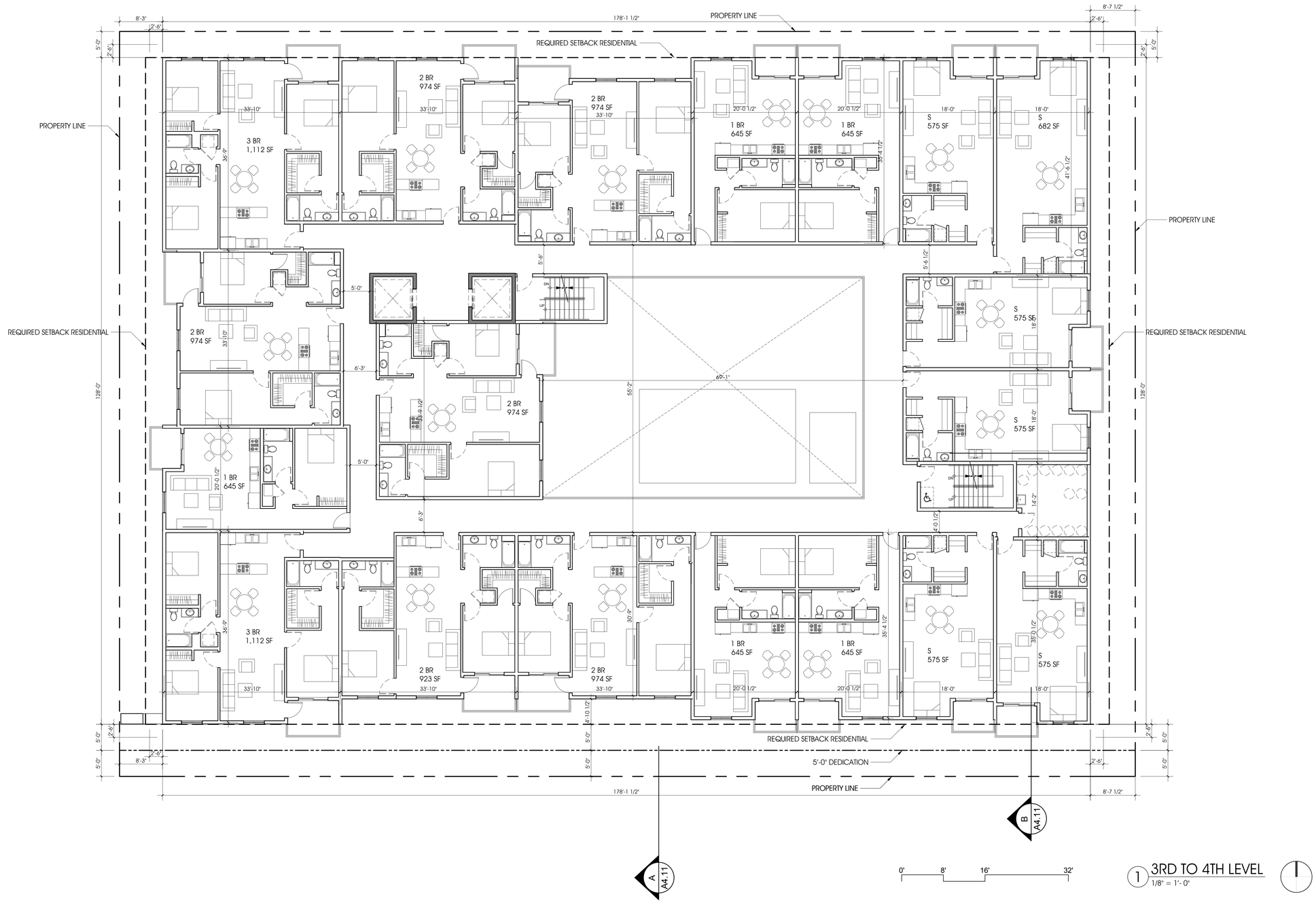
A1.14



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PLUM COMMITTEE MEETING	05-05-2016
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18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

BUILDING A 3RD TO 4TH FLOOR PLAN

Job Number
1930.00

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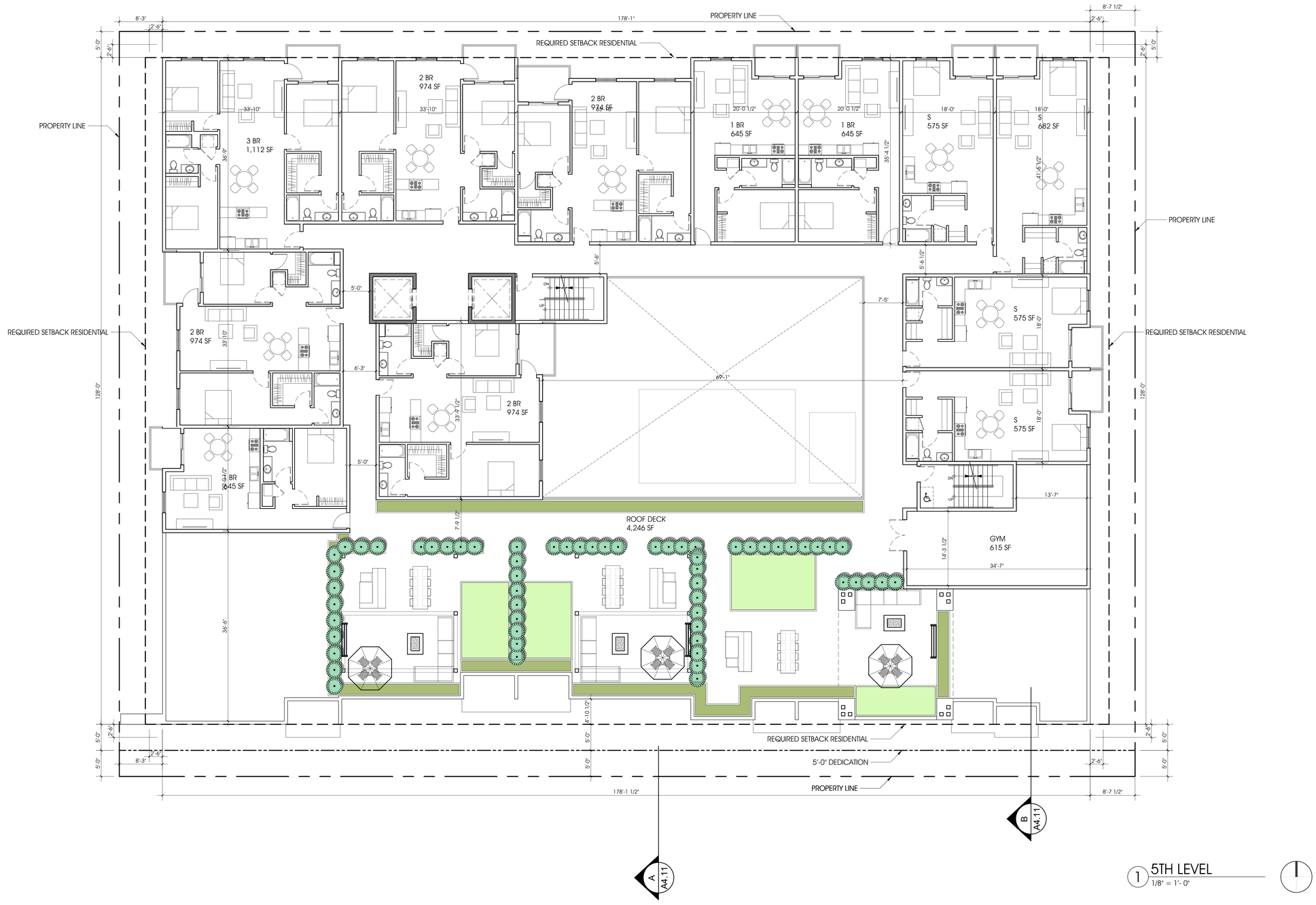
A1.15



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Date	4 April 2017
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RESEDA, CA 91335

Sheet Name

BUILDING A
5TH FLOOR PLAN

Job Number
1930.00

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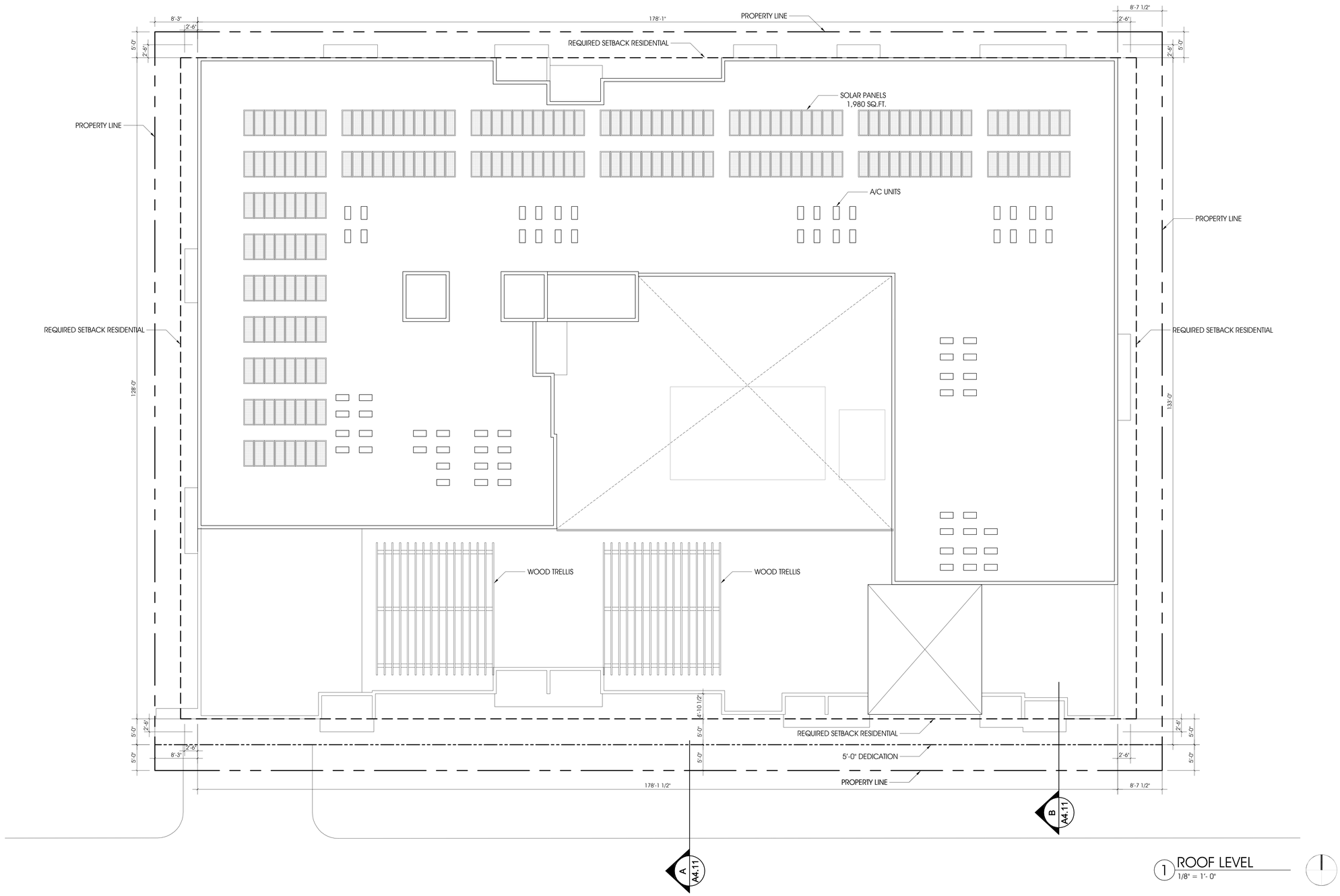
A1.16



1 ROOF LEVEL
1/8" = 1'- 0"

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PLUM COMMITTEE MEETING	05-05-2016
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RESEDA, CA 91335

Sheet Name

BUILDING A ROOF FLOOR PLAN

Job Number
1930.00

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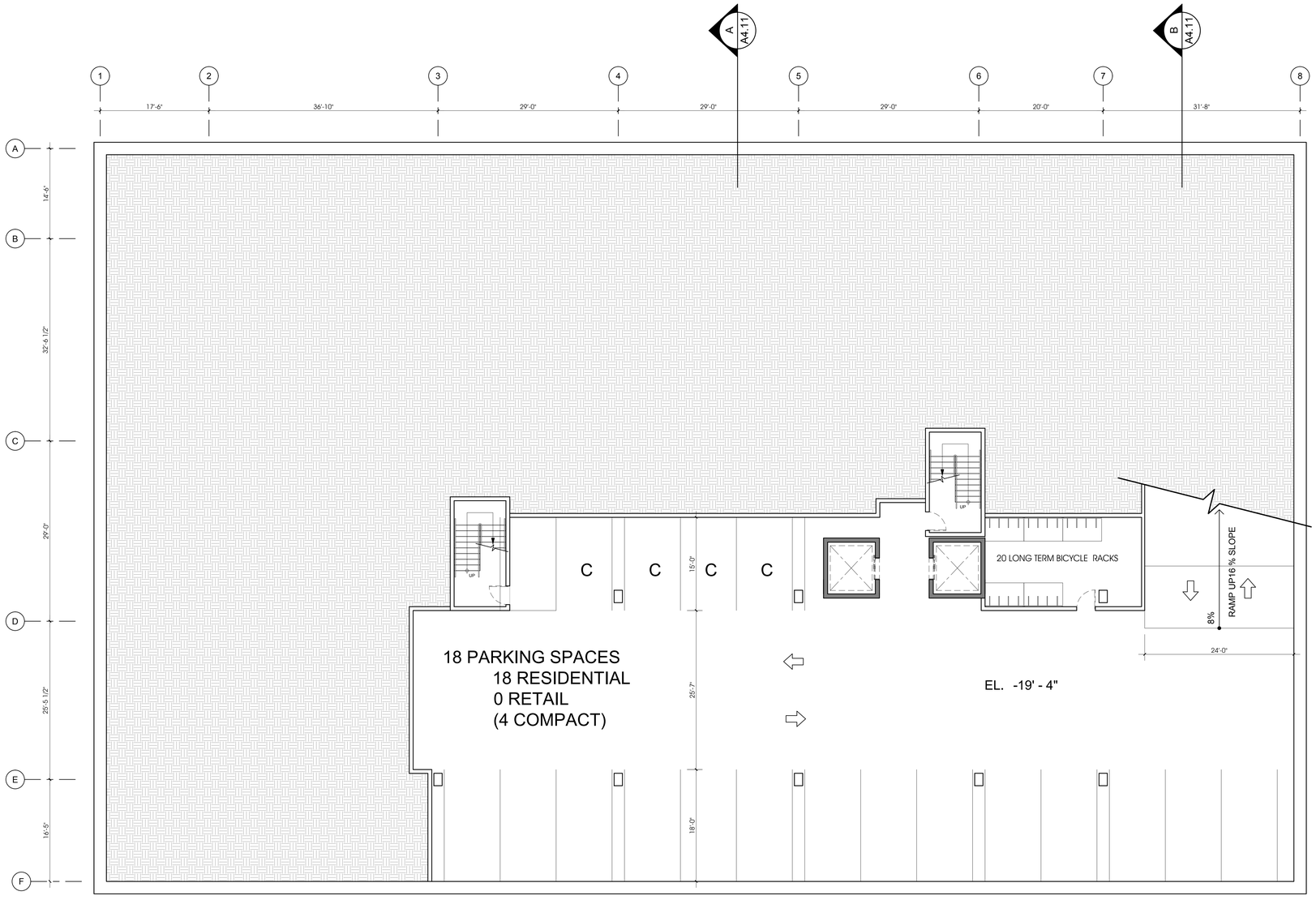
A1.17



0' 8' 16' 32'

1 PARKING LEVEL P2
1/8" = 1'- 0"

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Date	4 April 2017
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PLUM COMMITTEE MEETING	05-05-2016
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RESEDA, CA 91335

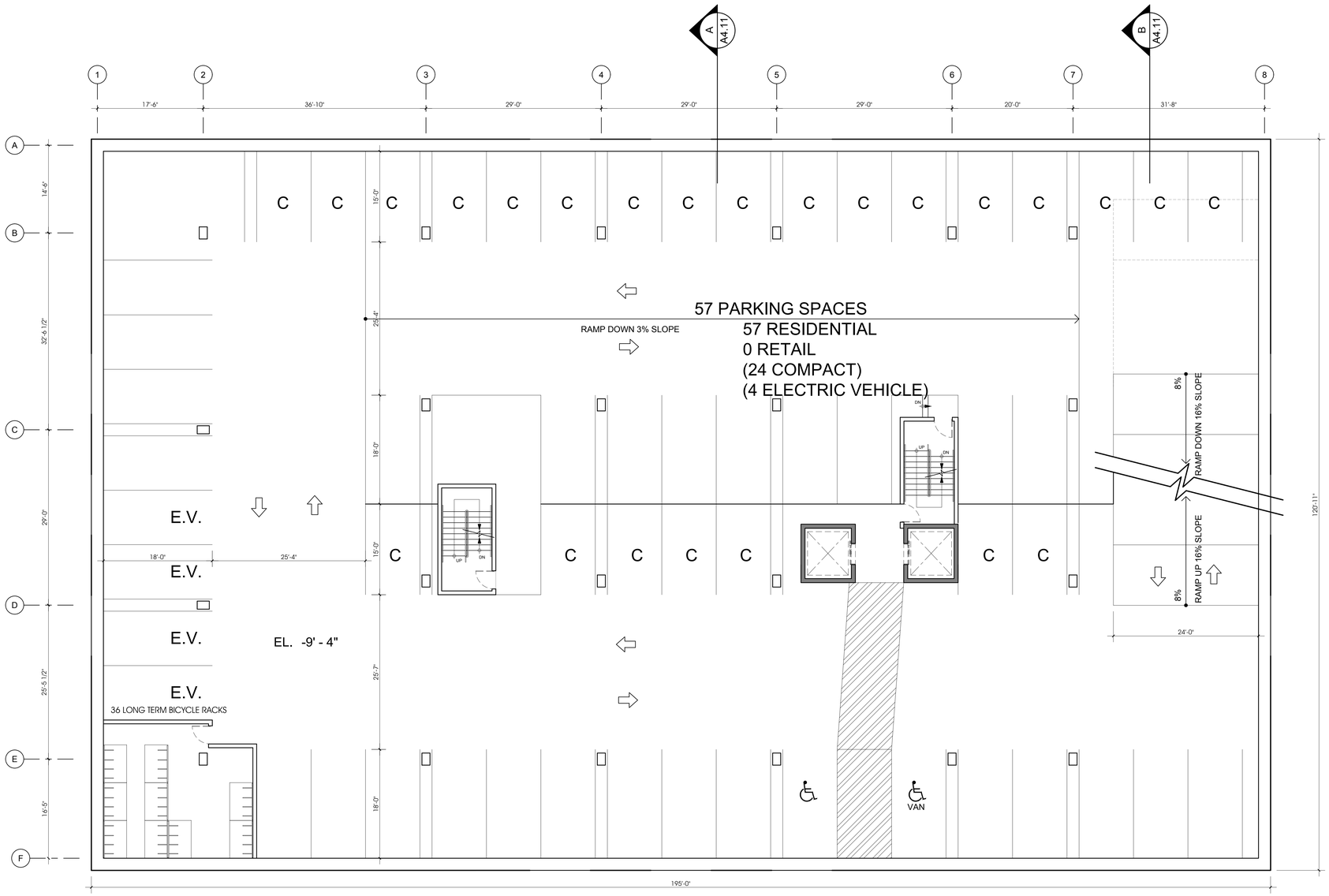
Sheet Name

BUILDING B PARKING FLOOR LEVEL P2

Job Number
1930.00

Sheet No. of

A1.18



0' 8' 16' 32'

1 PARKING LEVEL P1
1/8" = 1'- 0"

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PLANNING SUBMITTAL 2	07-11-2016

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RESEDA, CA 91335

Sheet Name

BUILDING B PARKING FLOOR LEVEL P1

Job Number
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A1.19

1 GROUND LEVEL
1/8" = 1'-0"

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Scale	
Drawn By	
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BUILDING B GROUND FLOOR PLAN

Job Number
1930.00

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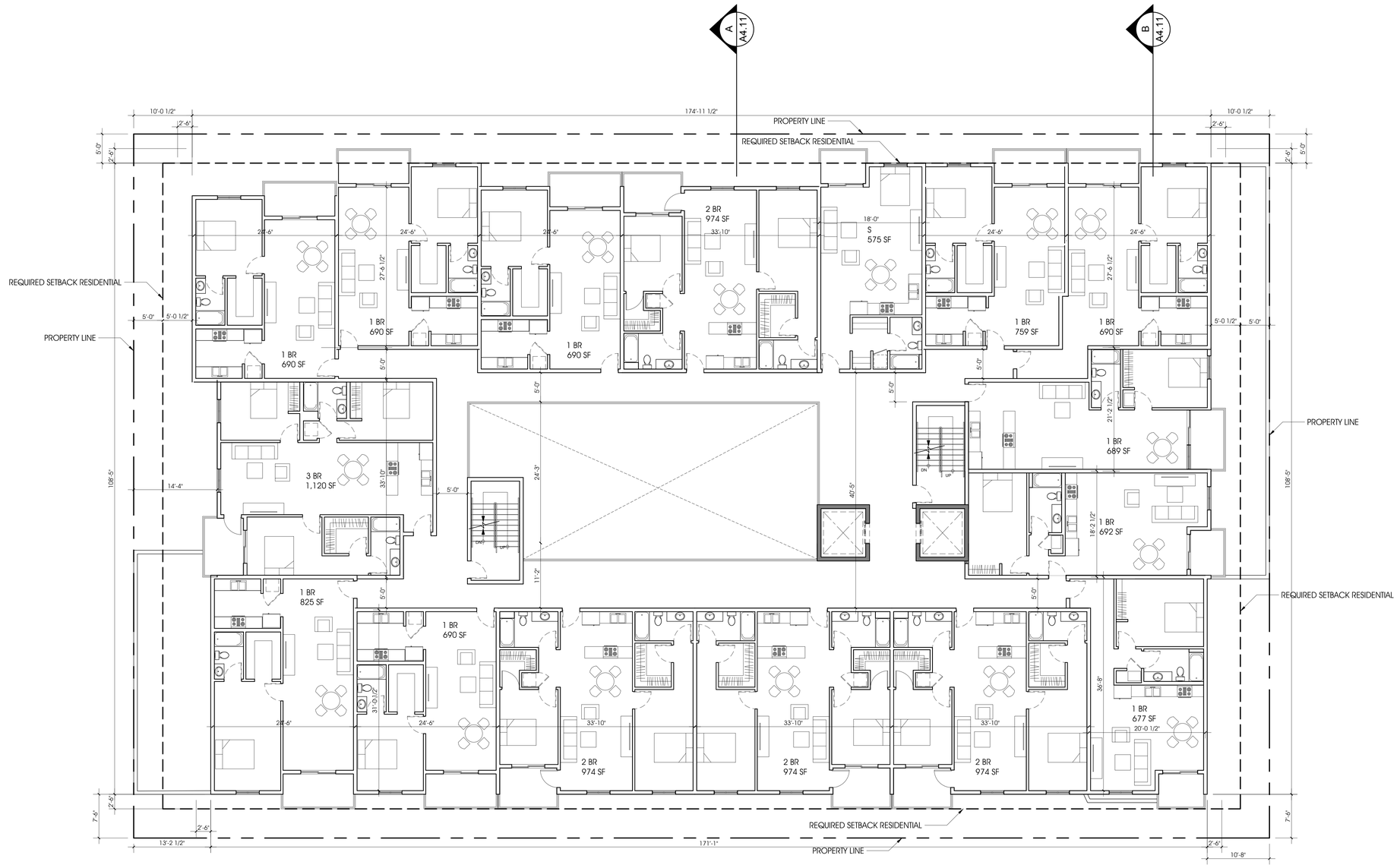
A1.110



0' 8' 16' 32'

1 2ND LEVEL
1/8" = 1'- 0"

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18341 SHERMAN WAY & 18344 CANTALAY ST.
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Sheet Name

BUILDING B
2ND FLOOR PLAN

Job Number
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Sheet No. of

A1.111

0' 8' 16' 32'

1 3RD LEVEL
1/8" = 1'- 0"

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PLANNING SUBMITTAL 2	07-11-2016

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18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

BUILDING B
3RD FLOOR PLAN

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1930.00

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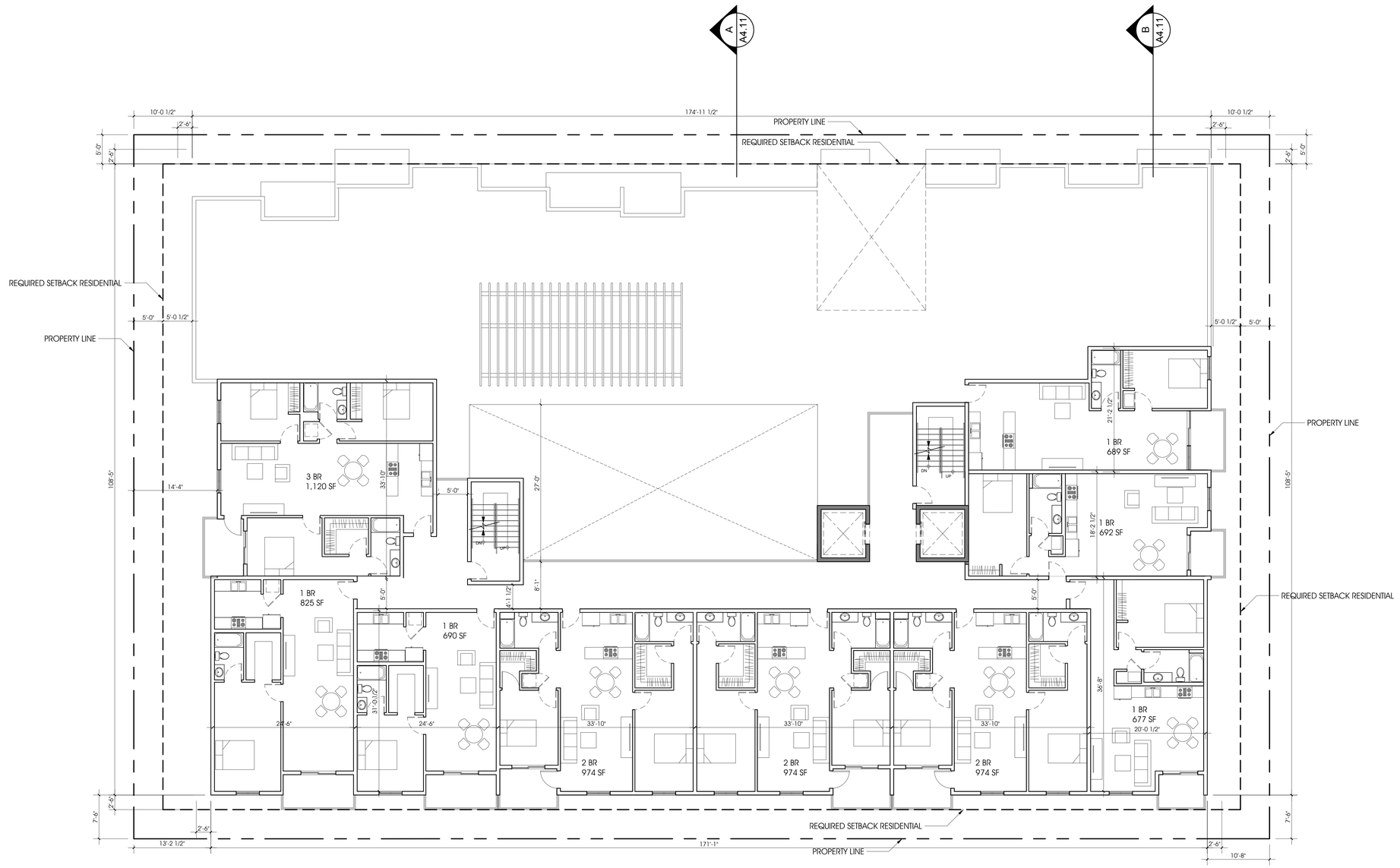
A1.112



0' 8' 16' 32'

1 FOURTH LEVEL
1/8" = 1'- 0"

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Date	4 April 2017
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PLANNING SUBMITTAL 2	07-11-2016

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RESEDA MIXED USE

18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

BUILDING B FOURTH FLOOR PLAN

Job Number
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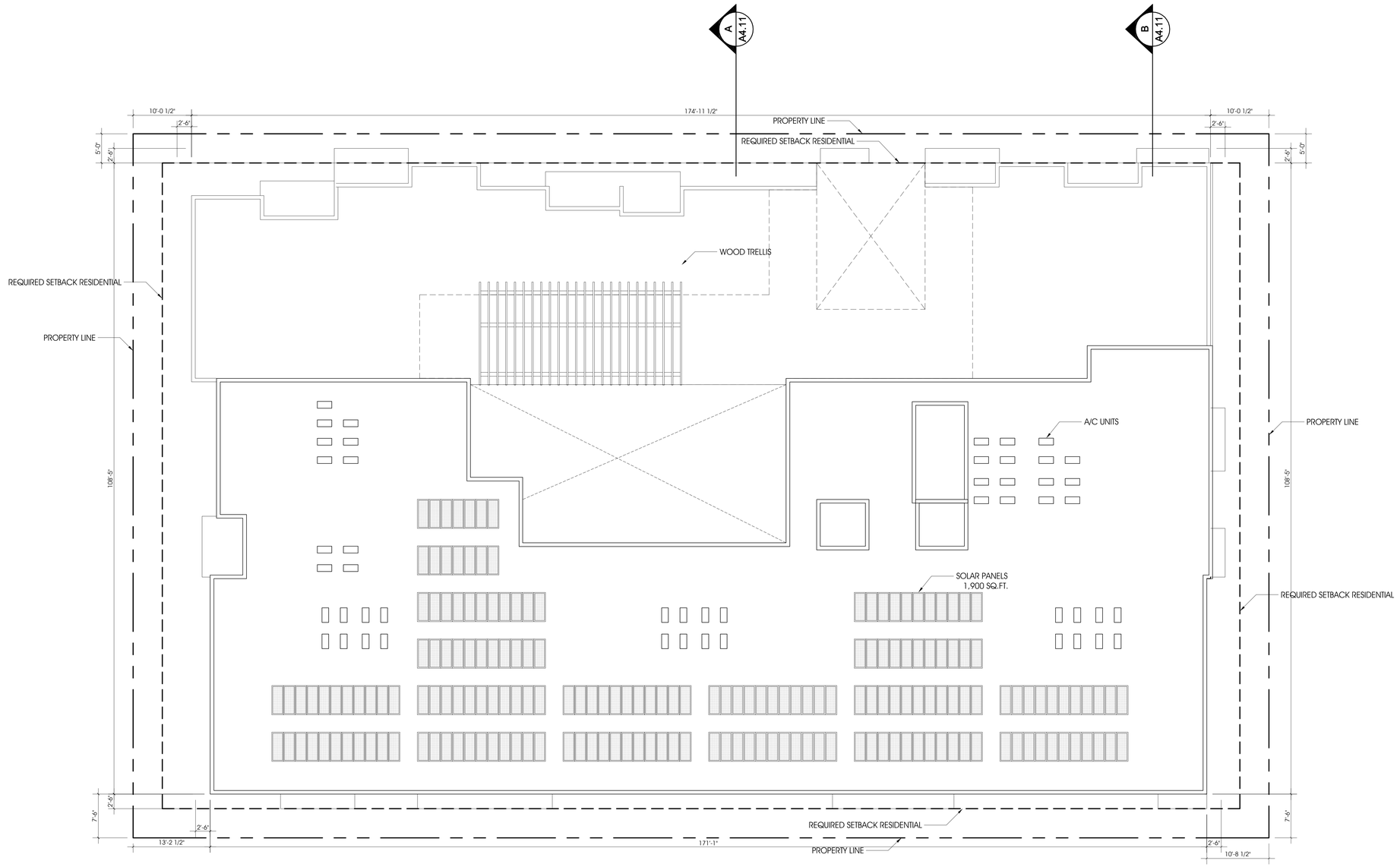
A1.113



0' 8' 16' 32'

1 ROOF LEVEL
1/8" = 1'- 0"

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Date	6 April 2017
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PLUM COMMITTEE MEETING	05-05-2016
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PLUM COMMITTEE MEETING	06-30-2016
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18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

BUILDING B ROOF FLOOR PLAN

Job Number
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A1.114

1 SHERMAN WAY BLDG "A" SOUTH ELEVATION
1/8" = 1'- 0"

2 CANTLAY ST. BLDG "B" NORTH ELEVATION
1/8" = 1'- 0"

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PLANNING REVISIONS	02-06-2017

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18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

BUILDING A & B ELEVATIONS

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A3.11

1 BLDG "A" & "B" EAST ELEVATION
3/32" = 1'- 0"

2 BLDG "A" & "B" WEST ELEVATION
3/32" = 1'- 0"

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BUILDING A & B ELEVATIONS

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1 BLDG "A" NORTH ELEVATION
1/8" = 1'- 0"

2 BLDG "B" SOUTH ELEVATION
1/8" = 1'- 0"

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RESEDA, CA 91335

Sheet Name

BUILDING A & B ELEVATIONS

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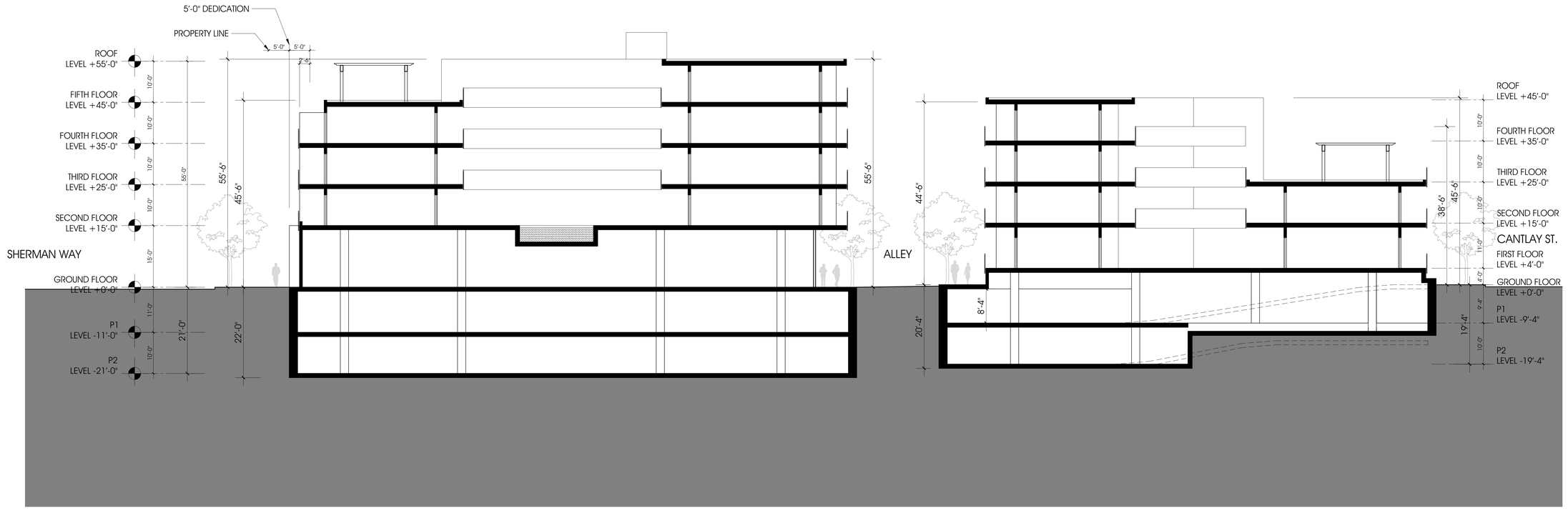
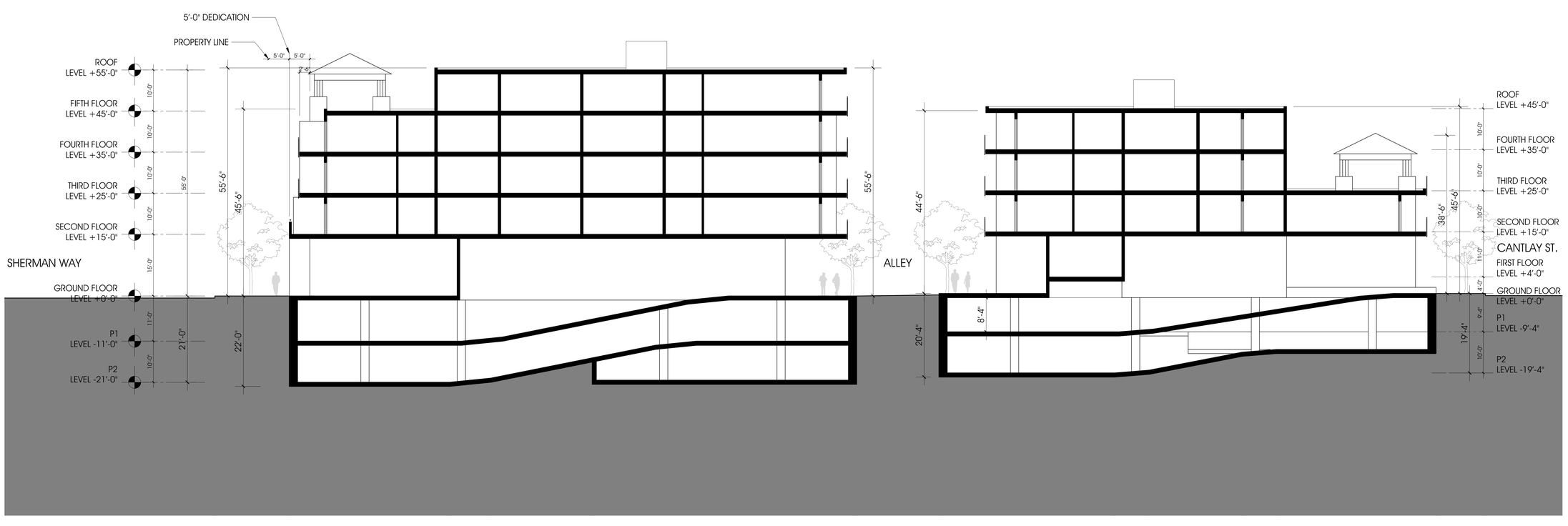
A3.13



1 SECTION A
3/32" = 1'- 0"



2 SECTION B
3/32" = 1'- 0"

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Seal

Date	4 April 2017
Scale	
Drawn By	
CK 1	
FILE	y:\1930 mixed-use reseda\a.pl0_autocad
STYLE	
PRINT	
PLUM COMMITTEE MEETING	05-05-2016
PLANNING SUBMITTAL	06-13-2016
PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITTAL 2	07-11-2016

CONSULTANT

OWNER / DEVELOPER

RESEDA MIXED USE

18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

BUILDING A & B SECTIONS

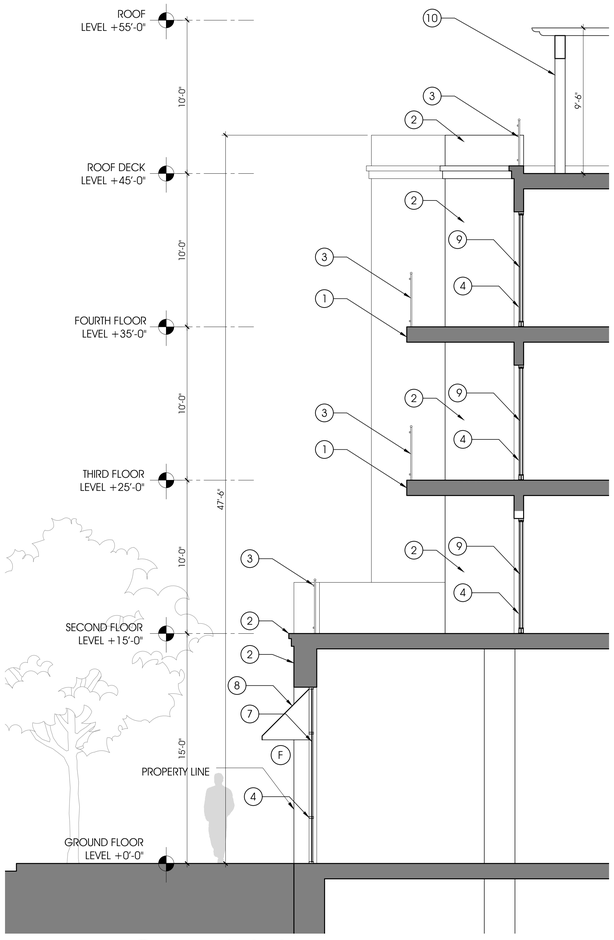
Job Number
1930.00

Sheet No. of

A4.11

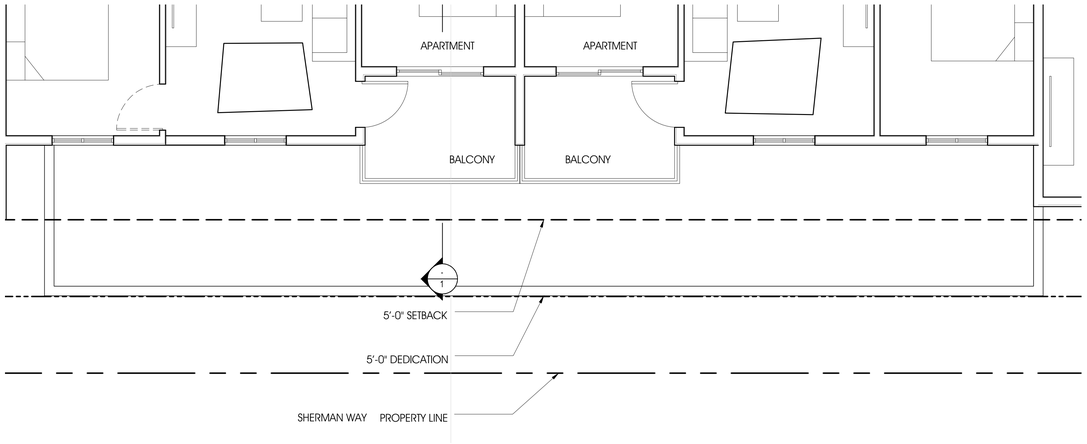
LEGENDS

1. WOOD BALCONY
2. STUCCO
3. PAINTED STEEL RAILING
4. PAINTED ALUMINUM MULLION
5. DOBLE GLAZING 1/8 " X 1/4 "X1/8 " W/ LOW E. COATING ON NUMBER 2 SURFACE
6. NOT USED
7. 1 " INSULATED UNIT TEMPERED GLASS W/ LOW E. COATING
8. CANVAS AWNING
9. 5/16 " LAMINATED GLASS
10. WOOD TRELLIS

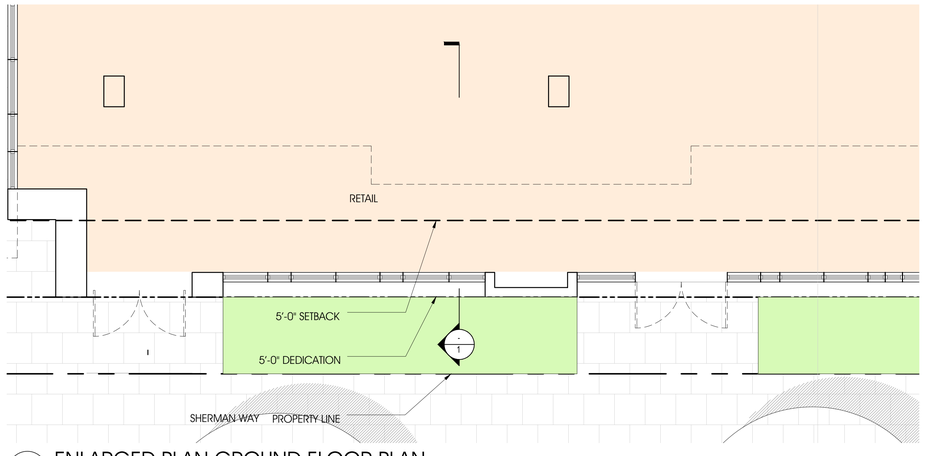


1 WALL SECTION
1/4"=1'-0"

2 BUILDING 'A' ENLARGED SOUTH ELEVATION
1/4"=1'-0"



3 ENLARGED PLAN 2ND TO 4TH FLOOR PLAN
1/4"=1'-0"



4 ENLARGED PLAN GROUND FLOOR PLAN
1/4"=1'-0"

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Date	4 April 2017
Scale	
Drawn By	
CK 1	
FILE	y:\1930 mixed-use reseda.pj0_autocad
STYLE	
PRINT	
PLUM COMMITTEE MEETING	05-05-2016
PLANNING SUBMITTAL	06-13-2016
PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITTAL 2	07-11-2016

CONSULTANT

OWNER / DEVELOPER

RESEDA MIXED USE

18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

ENLARGED PLANS
ELEVATION &
WALL SECTIONS

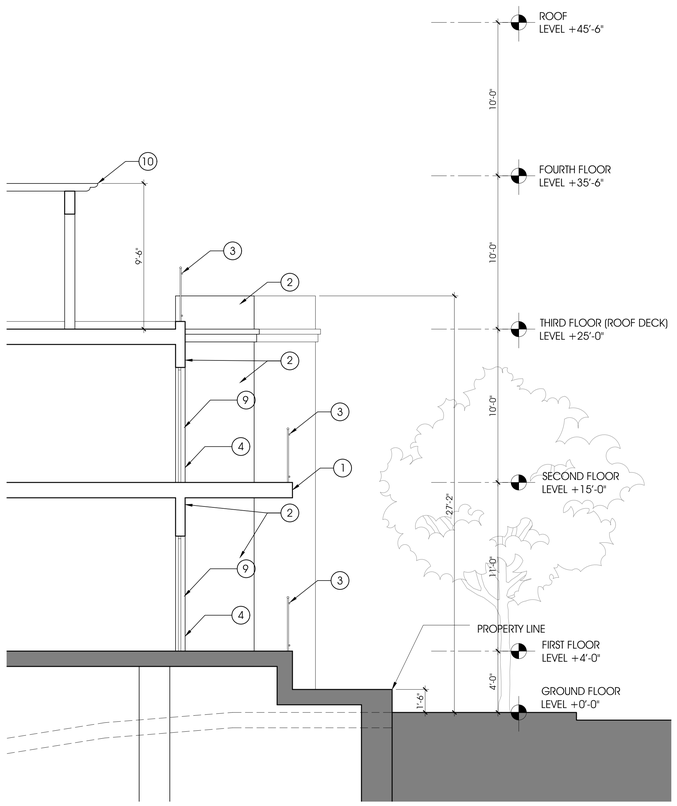
Job Number
1930.00

Sheet No. of

A5.11

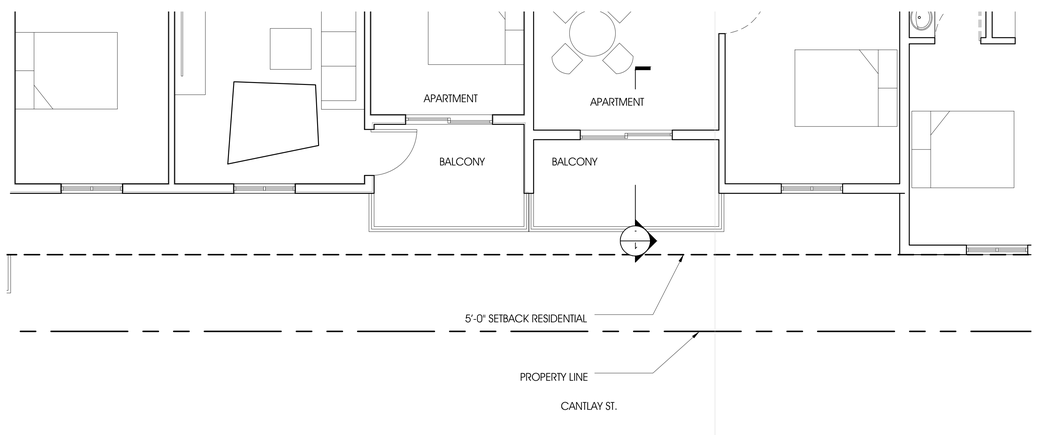
LEGENDS

1. WOOD BALCONY
2. STUCCO
3. PAINTED STEEL RAILING
4. PAINTED ALUMINUM MULLION
5. DOBLE GLAZING 1/8 " X 1/4 "X1/8 " W/ LOW E. COATING ON NUMBER 2 SURFACE
6. NOT USED
7. 1 " INSULATED UNIT TEMPERED GLASS W/ LOW E. COATING
8. CANVAS AWNING
9. 5/16 " LAMINATED GLASS
10. WOOD TRELLIS

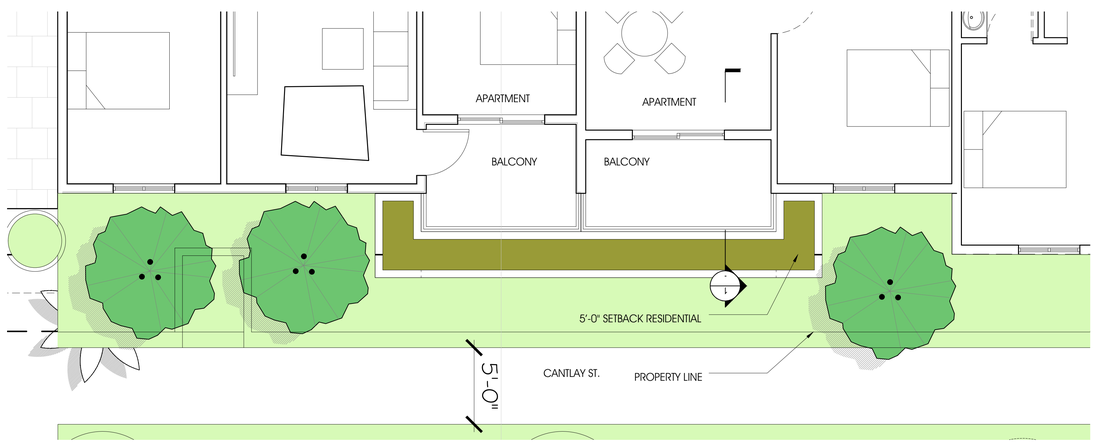


1 WALL SECTION
1/4"=1'-0"

2 BUILDING 'B' ENLARGED NORTH ELEVATION
1/4"=1'-0"



3 ENLARGED PLAN 2ND TO 4TH FLOOR PLAN
1/4"=1'-0"



4 ENLARGED PLAN GROUND FLOOR PLAN
1/4"=1'-0"

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Seal

Date	4 April 2017
Scale	
Drawn By	
CK 1	
FILE	y:\1930 mixed-use reseda.pjt\0_autocad
STYLE	
PRINT	
PLUM COMMITTEE MEETING	05-05-2016
PLANNING SUBMITTAL	06-13-2016
PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITTAL 2	07-11-2016

CONSULTANT

OWNER / DEVELOPER

RESEDA MIXED USE

18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

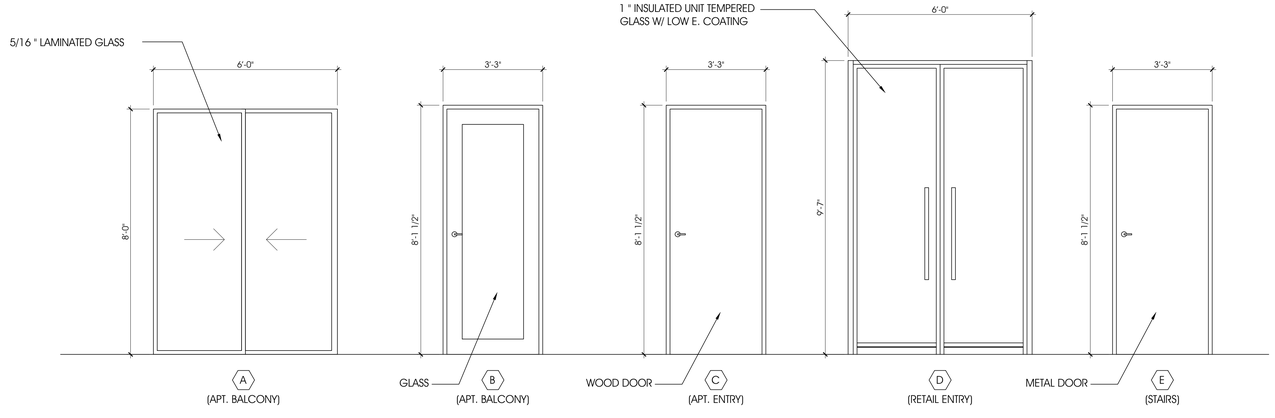
Sheet Name

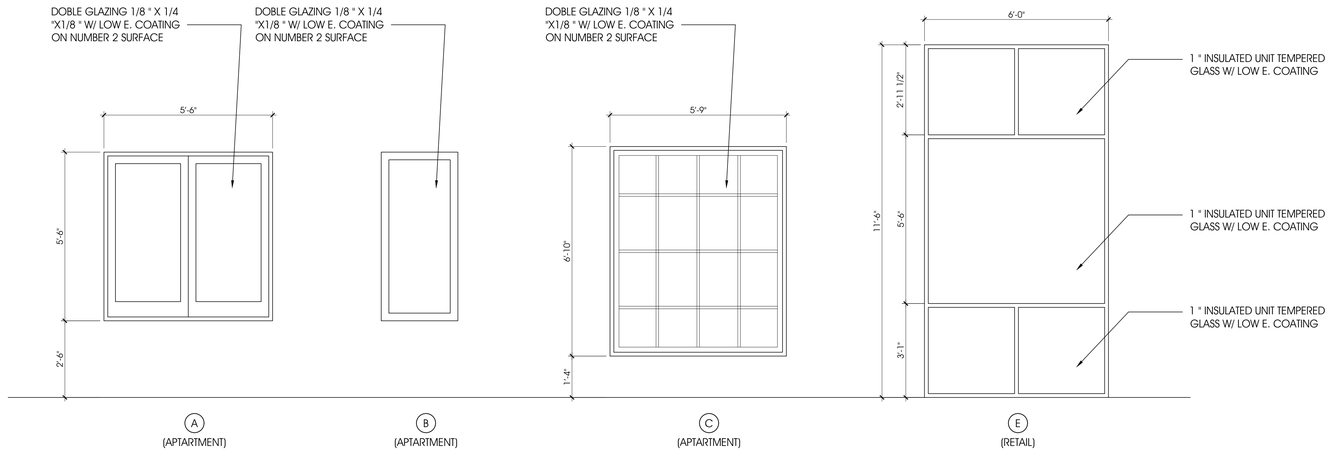
ENLARGED PLANS ELEVATION & WALL SECTIONS

Job Number
1930.00

Sheet No. of

A5.12





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Seal

Date	8 February 2017
Scale	
Drawn By	
CK 1	
FILE	y:\1930 mixed-use reseda.pj0_autocad
STYLE	
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PLUM COMMITTEE MEETING	05-05-2016
PLANNING SUBMITTAL	06-13-2016
PLUM COMMITTEE MEETING	06-30-2016
PLANNING SUBMITTAL 2	07-11-2016

CONSULTANT

OWNER / DEVELOPER

RESEDA MIXED USE

18341 SHERMAN WAY & 18344 CANTALAY ST.
RESEDA, CA 91335

Sheet Name

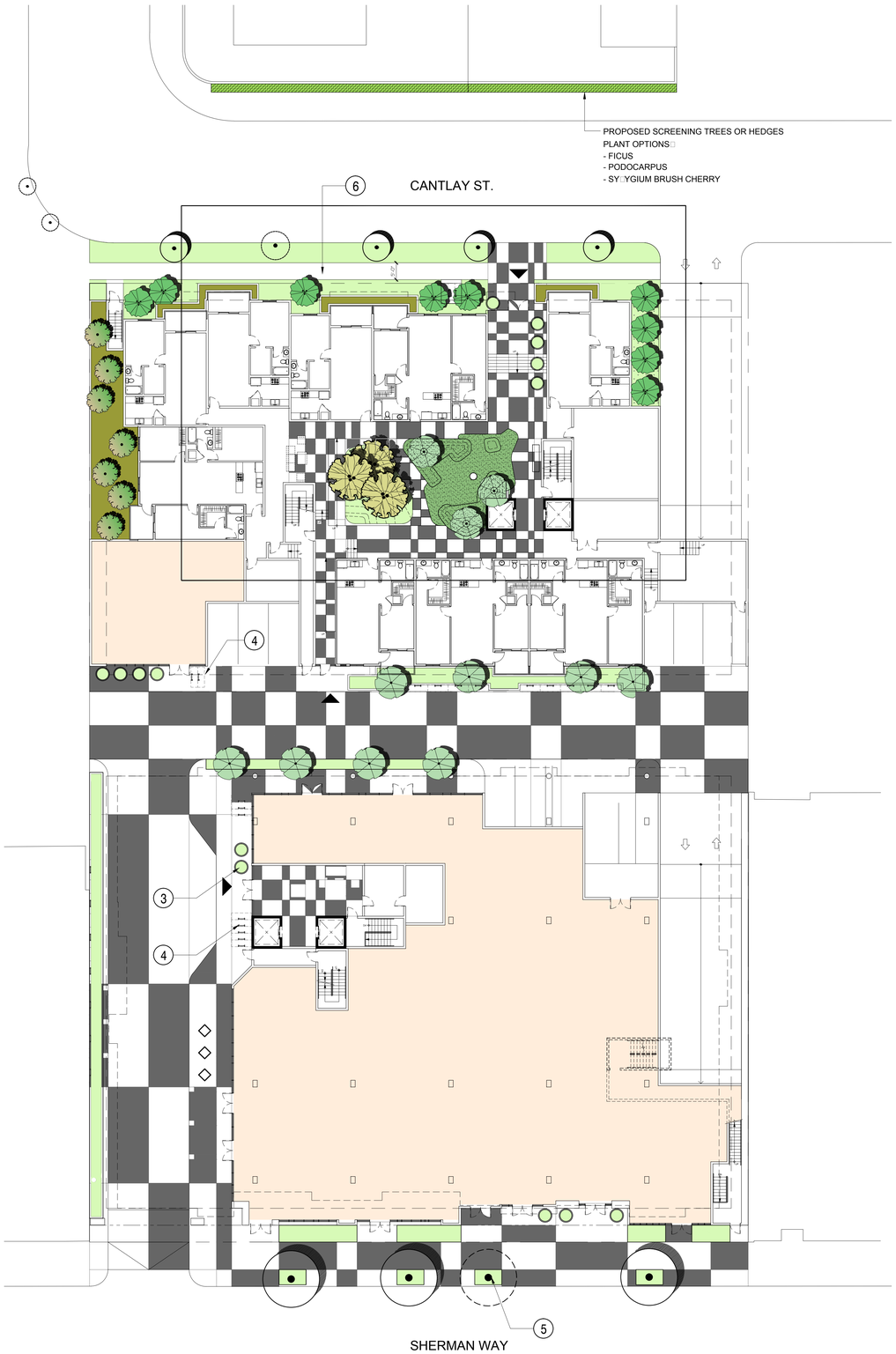
DOOR & WINDOW SCHEDULE

Job Number
1930.00

Sheet No. of

A7.11

2 ENLARGEMENT PLAN - BLDG "A" COURTYARD
SCALE: 1/8" = 1'-0"



1 PRELIMARY LANDSCAPE PLAN - GROUND LEVEL
SCALE: 1/16" = 1'-0"

PLANTING LEGEND

GINKGO BILBOA
MAIDENHAIR TREE

CERCIS OCCIDENTALIS
WESTERN REDBUD

CERCIDIUM HYBRID
'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE

TRISTANIA CONFERTA
BRISBANE BOX

PAVING LEGENDS

COLOR CONCRETE PAVING
DAVIS COLOR
DARK GRAY #860
WITH LIGHT TSR FINISH

CONCRETE PAVING
NATURAL GRAY CONCRETE
WITH LIGHT TSR FINISH

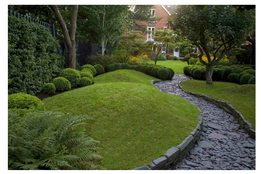
NEW STREET TREE
PER URBAN FORESTRY
STREET TREE DIVISION

EXISTING STREET TREE

PLANTING AREA

KEYNOTES

1. LANDSCAPE MOUND



2. FOAM MOUND WITH SYNTHETIC GRASS

3. DWR CUP PLANTER TYP.

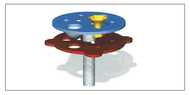
4. BIKE PARKING

5. EXISTING STREET TREE
TO REMAIN

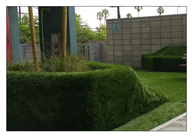
6. NEW 5'W. CONC. SIDEWALK

7. SLOPING BENCH

8. ROTATING TABLE
KOMPAN M571P



9. LANDSCAPE CUT-OUT FOR TREE



10. SYNTHETIC GRASS

11. BENCH

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Seal

Date 14 June 2016
Scale
Drawn By
CK 1
FILE
STYLE
PRINT

CONSULTANT

SOLA INC
Landscape Architects
380 N. PALM ST. SUITE B T. 562-905-0800 (Main)
BREA, CA. 92821 F. 562-905-0880
lo@solainc.com T. 213-383-1788 (Studio)
www.solainc.com

OWNER / DEVELOPER

RESEDA
MIXED USE

18341 SHERMAN WAY & 18344
CANTALAY ST. RESEDA, CA 91335

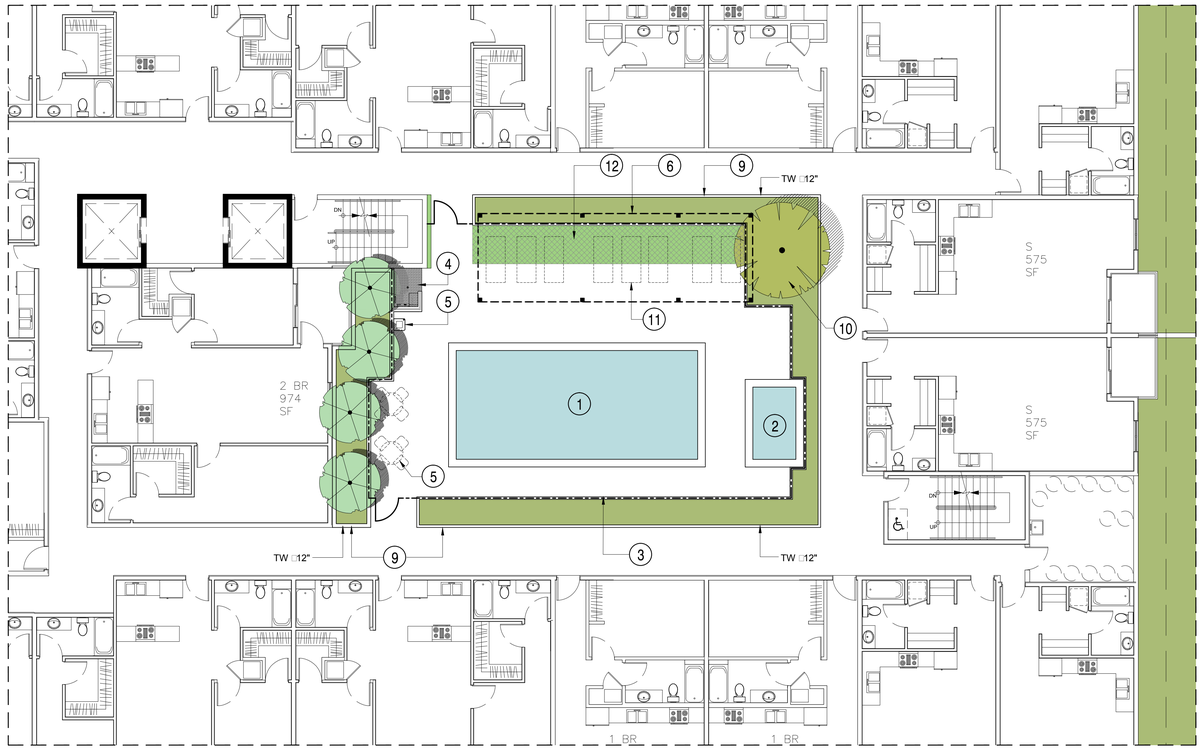
Sheet Name

LANDSCAPE PLAN
- GROUND LEVEL
AND
BLDG - B
LANDSCAPE PLAN
- COURTYARD

Job Number
21635

Sheet No. of

LP-1



2 ENLARGEMENT PLAN - BLDG "A" POOL DECK

SCALE 1/8" 1'-0"

N

PLANTING LEGEND

GLEDITSIA TRIACANTHOS
HONEY LOCUST

ARBUTUS 'MARINA'
STRAWBERRY TREE

PLANTING AREA

LAWN W/ GRASSPAVE

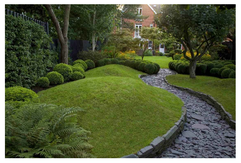
KEYNOTES

1. POOL
2. SPA
3. 5'H. GLASS POOL ENCLOSURE GATE FENCE OVER CONC. PLANTER WALL

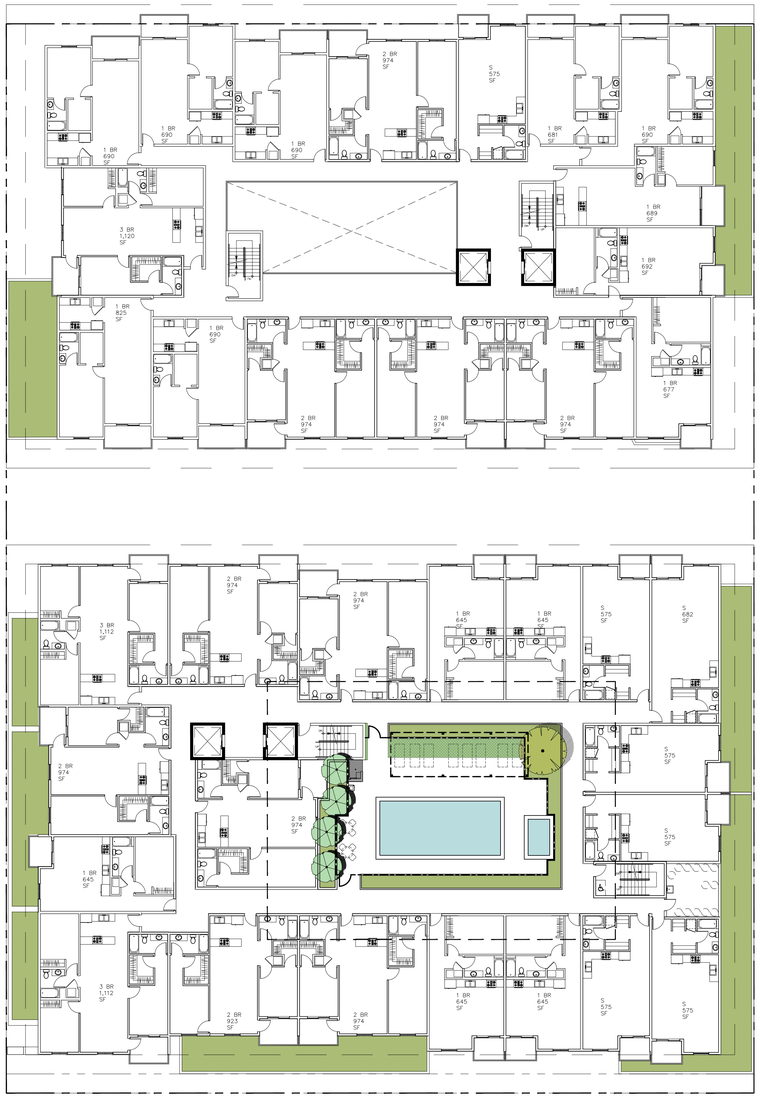
4. ADA SHOWER STALL
5. DRINKING FOUNTAIN

6. TRELLIS STRUCTURE
7. GREENWALL - VERTICAL GARDEN BY WORTH

8. DINING TABLE CHAIRS
9. OVERSTRUCTURE PLANTER TYP.
10. LANDSCAPE MOUND



11. SUN LOUNGER
12. GRASSPAVE



1 PRELIMARY LANDSCAPE PLAN - 2ND FL.

SCALE 1/16" 1'-0"

N

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ARCHITECTS
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Woodland Hills, CA 91364 F 310 314 8715

Seal

Date 4 May 2016
Scale
Drawn By
CK 1
FILE
STYLE
PRINT

CONSULTANT

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Landscape Architects
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BREA, CA. 92821 F. 562-905-0880
la@solainc.com
www.solainc.com T. 213-383-1788 (Studio)

OWNER / DEVELOPER

RESEDA
MIXED USE

18341 SHERMAN WAY & 18344
CANTALAY ST. RESEDA, CA 91335

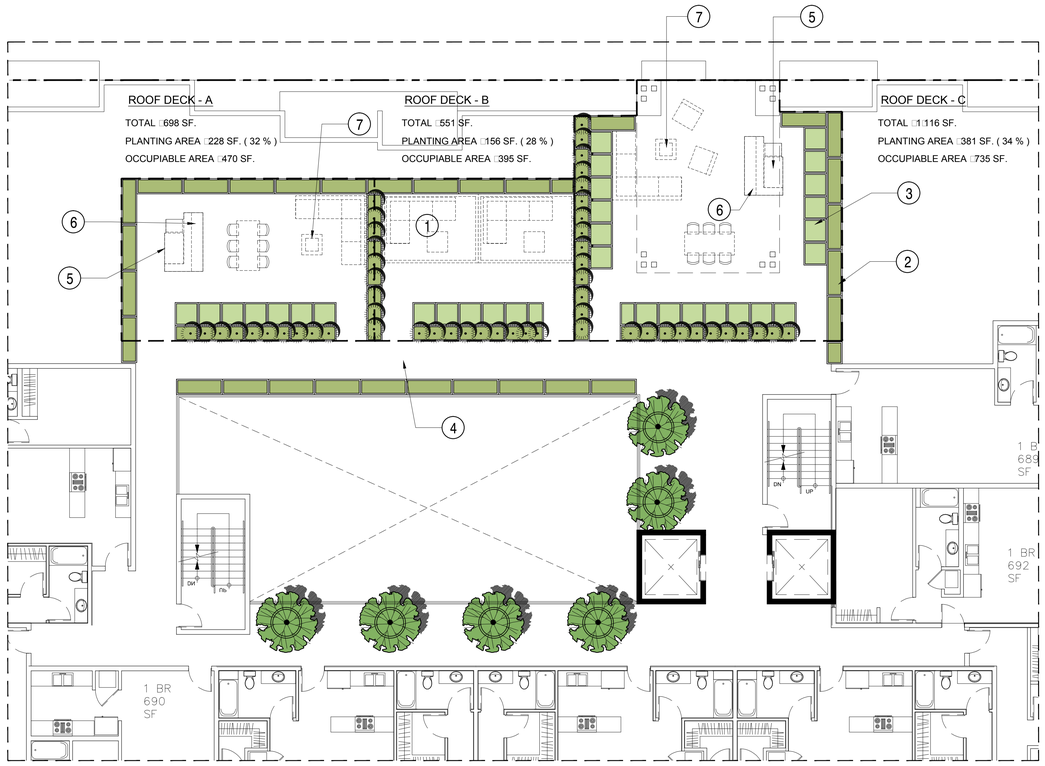
Sheet Name

PRELIMINARY
LANDSCAPE PLAN
POOL DECK - BLDG A

Job Number
21635

Sheet No. of

LP-2



2 ENLARGEMENT PLAN - BLDG "B" ROOF DECK

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

1 PRELIMINARY LANDSCAPE PLAN - 4TH FL.

SCALE: 1/16" = 1'-0"

N

PLANTING LEGEND

OLEA EUROPAEA
'MA ESTIC BEAUTY'
FRUITLESS OLIVE TREE

BAMBUSA MULTIPLE
ALPHONSE KARR BAMBOO

PLANTING AREA

KEYNOTES

4. DECK PAVERS OVER PEDESTALS

5. 48" PORTABLE BB GRILL
DCS - BGB48 - B AR-N

6. L-SHAPED BAR

7. FIREPIT

1. CABANA

2. 24" W. RECTANGLE GFRC PLANTER

3. GREEN ROOF

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Seal

Date 25 May 2016
Scale
Drawn By
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STYLE
PRINT

CONSULTANT

SQLA INC
Landscape Architects
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BREA, CA. 92821 F. 562-905-0880
la@sqlainc.com T. 213-383-1788 (Studio)
www.sqlainc.com

OWNER / DEVELOPER

RESEDA
MIXED USE

18341 SHERMAN WAY & 18344
CANTALAY ST. RESEDA, CA 91335

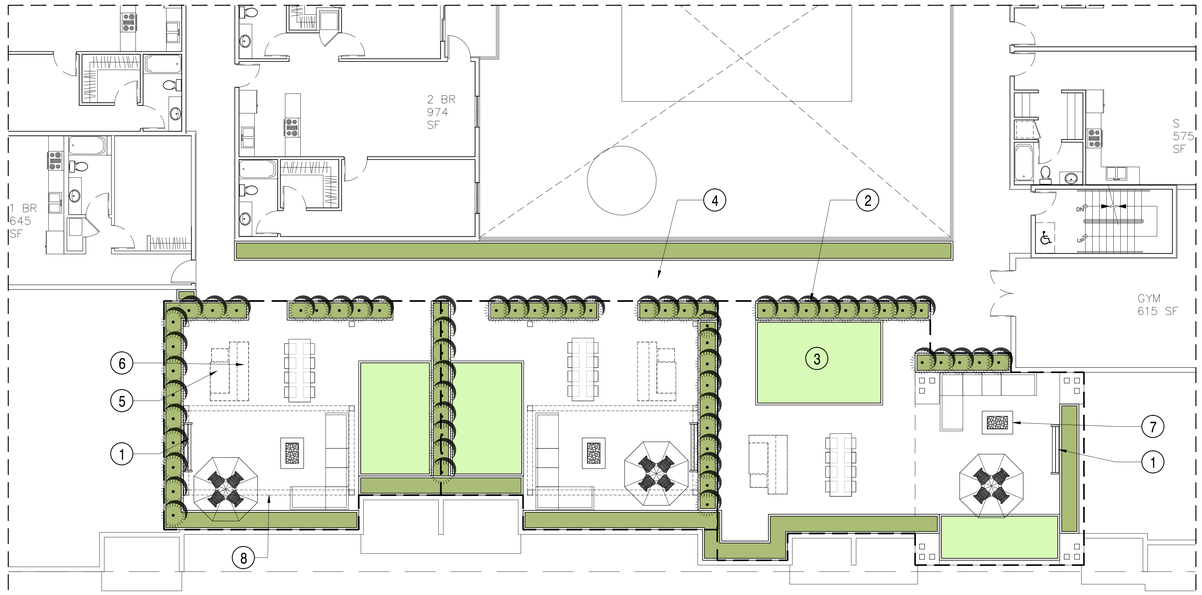
Sheet Name

PRELIMINARY
LANDSCAPE PLAN
BLDG B - ROOF DECK

Job Number
21635

Sheet No. of

LP-3



ROOF DECK - A

TOTAL □1,028 SF.

PLANTING AREA □384 SF. (37 %)

OCCUPIABLE AREA □644 SF.

ROOF DECK - B

TOTAL □1,028 SF.

PLANTING AREA □384 SF. (37 %)

OCCUPIABLE AREA □644 SF.

ROOF DECK - C

TOTAL □1,411 SF.

PLANTING AREA □491 SF. (34 %)

OCCUPIABLE AREA □920 SF.

2 ENLARGEMENT PLAN - BLDG "A" ROOF DECK

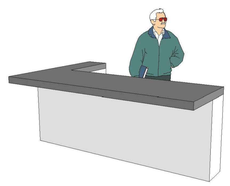
SCALE□1/8" □1'-0"

PLANTING LEGEND

BAMBUSA MULTIPLE□
ALPHONSE KARR BAMBOO

PLANTING AREA

5. 48" PORTABLE BB□ GRILL
DCS - BGB48 - B□AR-N
□□□.d□□□□□□□□□□□.□□□



6. BAR

7. FIREPIT

8. TRELLIS

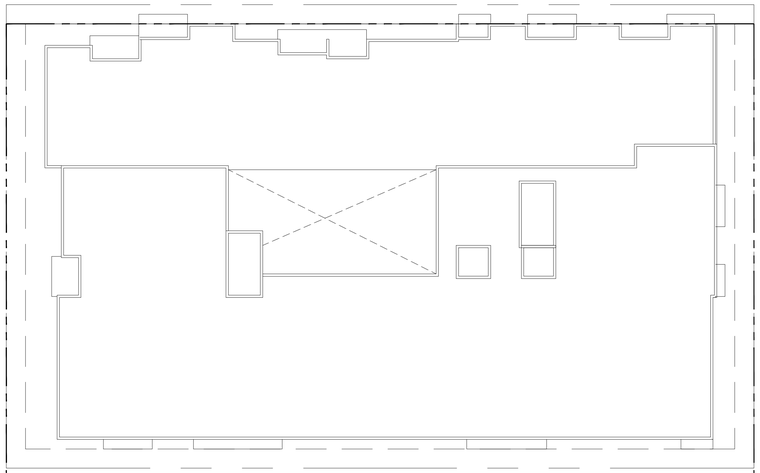
KEYNOTES

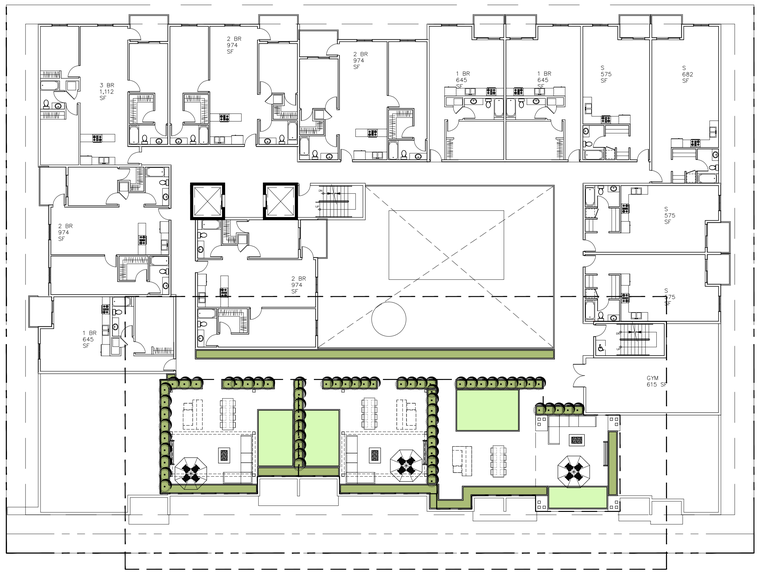
1. TV OR PRO□ECTION SCREEN

2. 24" W. RECTANGLE GFRC PLANTER

3. GREEN ROOF

4. DECK PAVERS OVER PEDESTALS





N

1 PRELIMARY LANDSCAPE PLAN - 5TH FL.

SCALE□1/16" □1'-0"

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Landscape Architects
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OWNER / DEVELOPER

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MIXED USE

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Sheet Name

PRELIMINARY
LANDSCAPE PLAN
BLDG A - ROOF DECK

Job Number
21635

Sheet No. of

LP-4

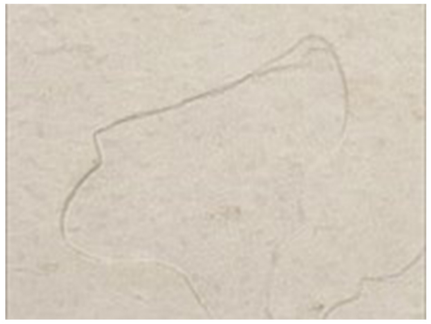
REDLAND CLAY TILE - 2211 PALMILLA BLEND
SPANISH TILE ROOF

SUNBRELLA - STORM
AWNING FABRIC

COURTYARD & RESIDENT PARKING

MAIN ENTRANCE & PARKING ENTRANCE

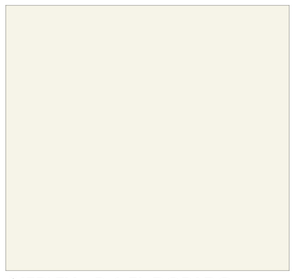
STEPSTONE - PORCELAIN
SANDSTONE EXTERIOR FLOORING



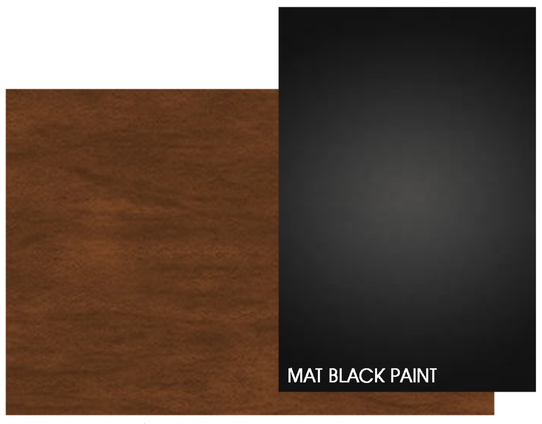
STEPSTONE - GRANADA WHITE

MERLEX - P-2535 BROWNSTONE

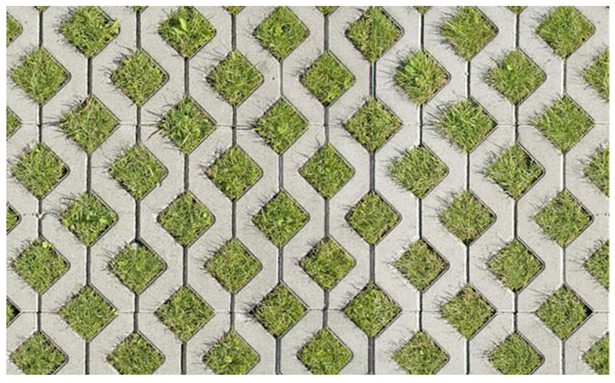
MERLEX - P-18 FRENSH TOAST



MERLEX - P-6 EL DORADO
EXTERIOR STUCCO COLORS



SHERWIN WILLIAM - DECK STAIN - SW 3518
BALCONY WOOD & METAL RAILING FINISH



TURFSTONE - LATTICE STYLE
TURFSTONE FOR DRIVEWAY

CSA ARCHITECTS

MIXED-USE BUILDING PROJECT
RESEDA, CA

EXHIBIT B

Environmental Clearance

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

LEAD CITY AGENCY	**COUNCIL DISTRICT**
City of Los Angeles	CD 3 - BOB BLUMENFIELD
PROJECT TITLE	**CASE NO.**
ENV-2016-2866-MND	CPC-2016-2865-VZC-SPR-ZAA-CDO

PROJECT LOCATION
18341 W SHERMAN WAY

PROJECT DESCRIPTION
The demolition of an existing 40,200 square-foot commercial structure and the construction, use, and maintenance of a 129,200 square-foot mixed-use development consisting of two buildings, rising to a maximum height of 55 feet, with a total of 112 residential units and 15,160 square feet of ground floor retail. The project will provide approximately 13,856 square feet of common open space and is located on a 55,370 square-foot site in the proposed [Q]RAS4-1D-CDO Zone. The applicant is requesting a vesting zone change, site plan review, Zoning Administrator Adjustment's, and a determination of compliance with the Reseda Central Business District Community Design Overlay, and any additional actions, including but not limited to, demolition, grading, excavation, haul route, and building permits.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Reseda Majestic, LLC
8500 Wilshire Boulevard, #829
Beverly Hills, CA 90211

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
JoJo Pewsawang	Planning Assistant	(213) 978-1214

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	Jordann F. [illegible]	APRIL 5, 2017

I-10. Aesthetics (Landscape Plan)

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

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 does not directly illuminate adjacent residential properties, the public right-of-way, or the atmosphere above.

I-130. Aesthetics (Glare)

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

V-50. Cultural/Historic Resources

- The project will result in an impact on identified cultural/historical resources. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- During the course of any ground disturbance activities, the applicant, or their agent, shall retain a professional Native American monitor(s). Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity. Monitoring of the project site during ground disturbance activities shall comply with the following: • The applicant, or their agent, shall obtain a professional Native American monitor, or monitors, by contacting the Fernandeño Tataviam Band of Mission Indians. Prior to the issuance of a grading permit, evidence shall be provided to the Department of City Planning that monitor(s) have been obtained; • A monitor shall be secured for each grading unit. In the event that there are simultaneous grading units operating at the same time, there shall be one monitor per grading unit; • In the event that subsurface archaeological resources, human remains, or other tribal cultural resources are encountered during the course of ground disturbance activities, all such activities shall temporarily cease on the project site until the archaeological or other tribal cultural resources are assessed and subsequent recommendations are determined by a qualified archaeologist. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, including the required notification to the County Coroner and the Native American Heritage Commission; • In the event that subsurface resources are encountered during the course of ground disturbance activities, the qualified archaeologist on site shall specify a radius around where resources were encountered to protect such resources until the

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

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

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

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

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

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

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

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

XIV-10. Public Services (Fire)

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

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

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

XIV-30. Public Services (Police)

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

XVI-30. Transportation (Haul Route)

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

- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

XVI-80. Transportation/Traffic

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

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD 3 - BOB BLUMENFIELD	**DATE:**
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-2866-MND	**RELATED CASES:** CPC-2016-2865-VZC-SPR-ZAA-CDO	
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions	

PROJECT DESCRIPTION:
THE PROPOSED PROJECT IS A MIXED-USE DEVELOPMENT CONSISTING TWO STRUCTURES OF 14,816 S.F. OF GROUND FLOOR COMMERCIAL AND 114,816 RESIDENTIAL CONSISTING OF 112 DWELLING UNITS.

ENV PROJECT DESCRIPTION:
The demolition of an existing 40,200 square-foot commercial structure and the construction, use, and maintenance of a 129,200 square-foot mixed-use development consisting of two buildings, rising to a maximum height of 55 feet, with a total of 112 residential units and 15,160 square feet of ground floor retail. The project will provide approximately 13,856 square feet of common open space and is located on a 55,370 square-foot site in the proposed [Q]RAS4-1D-CDO Zone. The applicant is requesting a vesting zone change, site plan review, Zoning Administrator Adjustment's, and a determination of compliance with the Reseda Central Business District Community Design Overlay, and any additional actions, including but not limited to, demolition, grading, excavation, haul route, and building permits.

ENVIRONMENTAL SETTINGS:
The subject property consists of six rectangular-shaped, level, lots with a frontage of 195 feet on the north side of Sherman Way and a frontage of 195 feet on the south side of Cantlay Street. The site is bisected by a 20-foot alleyway. The site is developed with a 40,200 square-foot commercial building fronting Sherman Way and a surface parking lot with access from Etiwanda Avenue.

The site is zoned [Q]C2-1D-CDO and [Q]P-1D-CDO and is located within the Reseda-West Van Nuys Community Plan. The site is located within the Reseda Central Business District Community Design Overlay. The project site is located within an airport hazard (150' height limit above elevation 790) and horizontal surface area, urban and built up farmland, and is within 10 kilometers of the nearest known fault (Northridge Fault).

The northern adjoining properties (across Cantlay Street) are zoned R1-1 and are developed with single-family dwellings. The eastern adjoining property is zoned [Q]C2-1D-CDO and [Q]P-1D-CDO and is developed with commercial building and a surface parking lot. The southern adjoining properties (across Sherman Way) are zoned [Q]C2-1D-CDO and are developed with commercial buildings. The western adjoining property is zoned [Q]C2-1D-CDO and [Q]P-1D-CDO and is developed with commercial buildings and a surface parking lot.

PROJECT LOCATION:
18341 W SHERMAN WAY

COMMUNITY PLAN AREA: RESEDA - WEST VAN NUYS **STATUS:** ☑ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** SOUTH VALLEY	**CERTIFIED NEIGHBORHOOD COUNCIL:** RESEDA
EXISTING ZONING: [Q]C2-1D-CDO	**MAX. DENSITY/INTENSITY ALLOWED BY ZONING:**	

GENERAL PLAN LAND USE: COMMUNITY COMMERCIAL	**MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:**	**LA River Adjacent:**
	PROPOSED PROJECT DENSITY:	

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	**(213) 978-1214**
Signature	Title	Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

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

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

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

Background

PROPONENT NAME:
Reseda Majestic, LLC

PHONE NUMBER:
(310) 854-1199

APPLICANT ADDRESS:
8500 Wilshire Boulevard, #829
Beverly Hills, CA 90211

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
08/08/2016

PROPOSAL NAME (if Applicable):

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		
II. AGRICULTURE AND FOREST RESOURCES					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓
III. AIR QUALITY					
a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?			✓	
IV. BIOLOGICAL RESOURCES					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
V. CULTURAL RESOURCES					

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	
VI. GEOLOGY AND SOILS					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			✓	
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?				✓
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilites?				✓
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓	
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e.	Result in inadequate emergency access?			✓	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	
XVII. TRIBAL CULTURAL RESOURCES					
a.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		✓		
b.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		
XVIII. UTILITIES AND SERVICE SYSTEMS					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
XIX. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✔	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✔	

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2016-2866-MND** and the associated case(s), **CPC-2016-2865-VZC-SPR-ZAA-CDO** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

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:
	Planning Assistant	(213) 978-1214	02/09/2017

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

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

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

	Impact?	Explanation	Mitigation Measures
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned [Q]C2-1D-CDO and [Q]P-1D-CDO. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use or Forest Land to Non-Forest Use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
III. AIR QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project with 112 residential units and 15,160 square feet of commercial space is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions are estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results for similar types of projects, Overall Construction (Maximum Daily Emission) for the proposed project would not exceed the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO2), and Respirable Particulate Matter (PM10 and PM2.5). The project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 lbs/day for NOx,, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Additionally, the project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions. The project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is a mixed-use project with 112 residential units and 15,160 square feet of commercial uses that does not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM10 and PM2.5 would be minimal. Similarly, existing land uses in the area include commercial land uses that do not produce substantial emissions of localized nonattainment pollutants. A	

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

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

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

	Impact?	Explanation	Mitigation Measures
		Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the site was not found to be a potential historic resource based on communication with the Planning Department's Office of Historic Resources, and data available on the City's HistoricPlacesLA website (the City's new online information and management system created to inventory Los Angeles' significant historic resources). Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known archeological resources; however, the applicant shall abide by current law if archaeological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known paleontological resources; however, the applicant shall abide by current law if paleontological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	No human remains are expected to be located on the project site; however, the applicant shall abide by current law if human remains are discovered during grading or construction. Therefore, impacts will be less than significant.	
VI. GEOLOGY AND SOILS			
a.	NO IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	The site is located in a seismically active area approximately 10 kilometers from the nearest fault (Northridge Fault), but the project is not expected to cause or accelerate any geological hazards. The project is also subject to the seismic standards of the Department of Building and Safety's Uniform Building Code, thereby reducing possible seismic hazard impacts to a less than significant level.	
c.	NO IMPACT	A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of liquefaction. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Areas Susceptible to Liquefaction, Exhibit B, the subject property is not located within a Liquefiable Area or Potentially Liquefiable Area. Therefore, the project would not cause personal injury or death or resulted in property damage as a result of liquefaction, and no impact would occur.	
d.	NO IMPACT	According to ZIMAS, the site is not located within an area of historically earthquake-induced landslides, and landslides on the site are not anticipated based on the area's flat terrain.	
e.	LESS THAN SIGNIFICANT IMPACT	Construction of proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.	
f.	NO IMPACT	According to ZIMAS, the project site at 18344 West Sherman Way is not located within an unstable soil area, landslide, or liquefaction area, and is not expected to cause or accelerate any geological hazards. No impact will result.	
g.	LESS THAN SIGNIFICANT IMPACT	The project site is not located in an area known to have expansive soils. Impacts will be less than significant.	

	Impact?	Explanation	Mitigation Measures
h.	NO IMPACT	No septic tanks or alternative waste disposal systems are proposed. The project will be served by the City's sewer system. No impact will result.	
VII. GREEN HOUSE GAS EMISSIONS			
a.	LESS THAN SIGNIFICANT IMPACT	Through required implementation of the LA Green Building Code, the proposed project would be consistent with local and statewide goals and polices aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project would provide infill residential and commercial development proximate to a major transportation corridor (Sherman Way) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions. Impacts are less than significant.	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	LESS THAN SIGNIFICANT IMPACT	Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials. The proposed project would provide for a mixed-use, infill development that consists of residential and retail uses. These types of uses would be expected to use and store very small amounts of hazardous materials, (ie. cleaners, solvents, etc). Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements to reduce impacts to less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it	

	Impact?	Explanation	Mitigation Measures
		is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. Therefore, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A project-related significant adverse effect may occur if the project is located within 0.25-mile (1,325 feet) of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The nearest school is: Magnolia Science Academy. However, the Project will have a less than significant impact during construction (with regulatory compliance measures for asbestos, lead-based paint, PCBs) and will not emit any hazardous substances during operation. The school would still be generally shielded from the Project Site by the distance and intervening commercial buildings between the school and the Site. Therefore, impacts of hazardous materials within one-quarter mile of a school will be less than significant.	
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, no impact would occur.	
e.	NO IMPACT	The project site is not located within an airport land use plan, nor is it within two miles of a public or public use airport. Therefore, no impact will result.	
f.	NO IMPACT	The project site is not located within an airport land use plan, nor is it within two miles of a private air strip. Therefore, no impact will result.	

	Impact?	Explanation	Mitigation Measures
g.	NO IMPACT	The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.	
h.	NO IMPACT	The proposed project is not located within a Very High Fire Hazard Severity Zone, and is in a developed urbanized area that is not subject to wildland fires. No impact will result.	
IX. HYDROLOGY AND WATER QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project is a for a mixed-use development with 112 residential units and 15,160 square feet of commercial space. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan	

	Impact?	Explanation	Mitigation Measures
		review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP). Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.	
c.	LESS THAN SIGNIFICANT IMPACT	The site is within an urbanized area and no natural watercourses are located on-site nor in the vicinity. Runoff from the site and surrounding area is removed by way of street flows and storm drains and will comply with L.A.M.C. Section 64.70. Impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	No streams or rivers are contained on-site and as such the development will not alter the existing drainage patterns. Further, the project will comply with L.A.M.C. Section 64.70 to ensure that surface runoff will not result in flooding. Impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant	

	Impact?	Explanation	Mitigation Measures
		impacts related to existing storm drain capacities or water quality.	
f.	NO IMPACT	The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.	
g.	NO IMPACT	The proposed project is not located within a 100-year flood hazard area. Therefore no impact will result.	
h.	NO IMPACT	The proposed project is not located within a 100-year flood hazard area. Therefore no impact will result.	
i.	NO IMPACT	The project site is not located within a potential dam inundation zone. No impact will result.	
j.	NO IMPACT	The project site is not located in an inundation zone or area subject to seiches, tsumanis, or mudflow. No impact will result.	
X. LAND USE AND PLANNING			
a.	NO IMPACT	A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project that involved a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community. The Project Site is comprised of a portion of one City block surrounded by existing boundaries (roads and alley). The Project is not of a scale or nature that could physically divide an established community. The Project is not affecting any right-of-ways. The Project would be built on an existing urban infill site currently improved with structures and paved parking. As such, no impact related to physical division of an established community will occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Reseda-West Van Nuys Community Plan Area. The site is zoned [Q]C2-1D-CDO and [Q]P-1D-CDO,	

	Impact?	Explanation	Mitigation Measures
		with a General Plan land use designation of Community Commercial. The proposed project would be comprised of 112 multi-family residential units and ground floor commercial space. The project is also requesting a zone change from C2 and P to RAS4. Residential uses are permitted in RAS4 zoned lots with a development density of 400 square feet per dwelling unit. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code, and will be in compliance with the RAS4 Zone development standards of the Zoning Code, with the exception of minor yard deviations. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, impact would be less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
XI. MINERAL RESOURCES			
a.	NO IMPACT	MRZ-2 sites are identified in two community plan elements of the city's general plan, the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon community plans. Neither the project site nor the surrounding area is identified as an area containing mineral deposits of regional or statewide significance. Therefore, no impact to known mineral deposits would occur.	
b.	NO IMPACT	The project site is not delineated as a locally important mineral resource recovery site on any City plans. Furthermore, the project site is surrounded by dense urban uses and residential uses. Thus, the Project Site would not be an adequate candidate for mineral extraction. Therefore, no impacts to loss of availability of a locally important mineral resource will occur.	
XII. NOISE			

	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. During construction of the proposed project, the applicant will be required to comply with the City's Noise Ordinance No. 161,574, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible, and will also be required to comply with construction noise mitigation measures including limiting construction activities to specific times and days (i.e., 7:00AM to 6:00PM Monday through Friday, and 8:00AM to 6:00PM on Saturday, with no work on Sunday) and implementing specific construction equipment operations requirements, which will reduce impacts to a less than significant level. Therefore, with required mitigation measures, impacts would be less than significant.**	**XII-20**
b.	LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA),ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from construction equipment would be well below the significance thresholds. Therefore, project impacts would be less than significant.	

	Impact?	Explanation	Mitigation Measures
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration,heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of any other occupied properties by more than 5 dBA. Therefore, project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**During the construction phase, the project may create a substantial temporary or periodic increase in ambient noise levels in the project vicinity. Noise from recurrent activities (e.g., conversation, amplified music, parking) or non-recurrent activities (e.g., parties) would elevate ambient noise levels to differing degrees. The City's noise ordinance would also provide a means to address nuisances related to restaurant or retail noise. The proposed Mitigation Measures will reduce the impacts to a less than significant level.**	**XII-40, XII-50, XII-60**
e.	LESS THAN SIGNIFICANT IMPACT	The project is not located within two miles of a public airport or public use airport. No impact will result.	
f.	LESS THAN SIGNIFICANT IMPACT	The project is not located within two miles of a private airstrip. No impact will result.	
XIII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 112 residential units, which would not be considered a substantial increase in population. The project will accommodate residential population growth in keeping with the Reseda-West Van Nuys Community Plan land use and density designations, and would not substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been	

	Impact?	Explanation	Mitigation Measures
		adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.	
b.	NO IMPACT	A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing housing. The project will result in the net addition of 112 residential units. Therefore, no impact will occur.	
c.	NO IMPACT	A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The project site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing housing. Therefore, no impact will occur.	
XIV. PUBLIC SERVICES			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**The proposed mixed-use development is served by Fire Station No. 73. The project will comply with all applicable City fire safety regulations. fire hydrant locations will be analyzed at the plan check phase. To ensure that fire protection services are adequate within the proposed buildings and around the project site, The referenced mitigation measure would reduce potential impacts on fire protection services to a less than significant level. This measure will allow the LAFD to ensure that the project will not increase demand on the fire department to the extent that a new or expanded facility is needed, the construction of which may cause a significant impact on the environment.**	**XIV-10**
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAPD's Valley Bureau, West Valley Station (Reporting District 1015). The proposed project would result in a temporary construction area being located on-site, and a net increase of 112**	**XIV-20, XIV-30**

	Impact?	Explanation	Mitigation Measures
		residential units, potentially increasing demand for police services. However, mitigation measures requiring temporary construction fencing along the project site, and LAPD review and approval of the project plans prior to issuance of building permits to ensure that the design of the project follows the LAPD's Design Out Crime Program (an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD) would reduce project impacts to less-than-significant levels.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would result in a net increase of 112 units, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential units. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.	
d.	NO IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a increase of 112 units, which could result in increased demand for parks and recreation facilities. The proposed project would include common open space and private balcony space. These project features would reduce the demand for park space created by the proposed project to less than significant levels. Nevertheless, payment of required	

	Impact?	Explanation	Mitigation Measures
		impact fees by the proposed residential development per LAMC Section 17.12 would further offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.	
e.	NO IMPACT	The proposed project would result in a net increase of 112 residential units, which could result in increased demand for library services and resources of the LAPL System. While the increase in population as a result of the proposed project may create a demand for library services, the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in a less than significant impact on library services.	
XV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	The provision of private recreation space and the payment of required impact fees by the proposed mixed-use development per LAMC Section 17.12 would further offset some of the increased demand for recreational facilities by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the project area. The project's increased demands upon recreational facilities would not in and of itself result in the construction of a new park, which might have an adverse physical effect on the environment. Therefore, project impacts would be less than significant.	
XVI. TRANSPORTATION/TRAFFIC			

	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT IMPACT	According to the DOT Case No. 44386 dated January 10, 2017, the proposed mixed-use development will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project will result in an increase of 685 daily trips (14 trips during the a.m. peak and 55 trips during the p.m. peak). The analysis traffic study concluded that none of the study intersections would be significantly impacted by project related traffic. The referenced mitigation measures shall apply to reduce transportation related impacts to a less than significant level. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	According to the DOT Case No. 44386 dated January 10, 2017, the proposed mixed-use development will not conflict with an applicable congestion management program. The analysis traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program administered by Metro. According to the analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments, arterial monitoring stations or to any of the regional transit services in the area surrounding the project. Impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed mixed-use project is located approximately 2.4 miles from Van Nuys Airport. The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The proposed project will include an expanded area of vehicular access from the alley, which, if not properly designed and constructed, could potentially conflict with pedestrian circulation in the project area. Furthermore, the project may have potentially significant impacts on pedestrians on the street during construction phases and with the excavation for underground parking, haul route considerations may impact**	**XVI-30, XVI-80**

	Impact?	Explanation	Mitigation Measures
		the surrounding community. With implementation of the referenced mitigation measure, the potential impacts related to hazards due to a design feature or incompatible uses would be reduced to less-than-significant.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in inadequate emergency access. The project does not propose any changes to emergency access, and will require approval of plans by the Fire Department. Further, the project must comply with all applicable City fire safety regulations. No impact will occur.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on or offsite. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the proposed project would not interfere with any Class I or Class II bikeway systems. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, impacts would be less than significant.	
XVII. TRIBAL CULTURAL RESOURCES			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter**	**At least 30 days prior to the start of ground disturbance, the Applicant shall retain a Native American monitor listed on the Native American Heritage Commission contact list as traditionally and culturally affiliated with the project area to observe all ground disturbing activities (including but not limited to pavement removal, pot holing, auguring, boring, grading, excavation, and trenching). In the event that tribal cultural resources are encountered, the contractor shall immediately cease all work activities in the area (within approximately 50 feet) and notify the City of Los Angeles who will implement treatment measures identified during AB 52 consultation to reduce impacts to tribal cultural resources were they to occur as a result of a discovery. Construction shall not resume until treatment measure are implemented and concluded.**

	Impact?	Explanation	Mitigation Measures
		was mailed to a total of 11 Tribes known to have resources in this area, on January 11, 2017 describing the Project and requesting any information regarding resources that may exist on or near the Project site. On January 20, 2016, a response was received from the Gabrieleno Band of Mission Indians-Kizh Nation, who requested for on-site monitor during any and all ground disturbances, including but not limited to pavement removal, pot-holing or auguring, boring, grading, excavation and trenching.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of 11 Tribes known to have resources in this area, on January 11, 2017 describing the Project and requesting any information regarding resources that may exist on or near the Project site. On January 20, 2016, a response was received from the Gabrieleno Band of Mission Indians-Kizh Nation, who requested for on-site monitor during any and all ground disturbances, including but not limited to pavement removal, pot-holing or auguring, boring, grading, excavation and trenching. The referenced mitigation measure shall apply to reduce impacts to a less than significant level.	At least 30 days prior to the start of ground disturbance, the Applicant shall retain a Native American monitor listed on the Native American Heritage Commission contact list as traditionally and culturally affiliated with the project area to observe all ground disturbing activities (including but not limited to pavement removal, pot holing, auguring, boring, grading, excavation, and trenching). In the event that tribal cultural resources are encountered, the contractor shall immediately cease all work activities in the area (within approximately 50 feet) and notify the City of Los Angeles who will implement treatment measures identified during AB 52 consultation to reduce impacts to tribal cultural resources were they to occur as a result of a discovery. Construction shall not resume until treatment measure are implemented and concluded.

	Impact?	Explanation	Mitigation Measures
XVIII. UTILITIES AND SERVICE SYSTEMS			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). It is important to consider the existing and anticipated wastewater generation of the project (i.e., a net increase of 112 units) in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The net increase of 112 residential units resulting from implementation of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed	

	Impact?	Explanation	Mitigation Measures
		project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.	
c.	LESS THAN SIGNIFICANT IMPACT	The project may have new impacts on drainage by covering a significant portion of the site with structures and paved parking lots and driveways, etc. However, the project will be required to comply with L.A.M.C. Section 6470, which will reduce any impacts to a less than significant level.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California, which is obtained from the Colorado River Aqueduct. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. The Project shall comply with the City of Los Angeles Low Impact Development Ordinance (City Ordinance No. 181,899) and to implement Best Management Practices that have stormwater recharge or reuse benefits for the Project. Impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. The Project's wastewater would be sufficiently	

	Impact?	Explanation	Mitigation Measures
		accommodated as part of the remaining 88 mgd or 80 percent of treatment capacity currently available at the Hyperion Water Treatment Plant (HTP). Also, the HTP has sufficient capacity for the Project's flow. Therefore, impacts to wastewater treatment would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	During the demolition, construction, and operational phases, the project has the potential to have an impact on landfills. However, the project will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32) which requires the recycling and proper disposal of solid waste. Impacts will be less than significant.	
g.	LESS THAN SIGNIFICANT IMPACT	The project will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32) which requires the recycling and proper disposal of solid waste and will ensure that the project complies with federal, state, and local regulations as it relates to solid waste. Impacts will be less than significant.	
XIX. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, or threaten to eliminate a plant animal community. The project is located in a developed, urbanized area and will not disrupt or hinder any known habitats. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less than significant levels with implementation of the mitigation measure provided in the previous sections. None of these potential impacts are considered	

	Impact?	Explanation	Mitigation Measures
		cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of the mitigation measure identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly	

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Filing Address: 18341 Sherman Way
DOT Case No.: 44386

Date: January 10, 2017

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

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

Subject: **IMPACT ASSESSMENT FOR THE PROPOSED RESEDA MAJESTIC MIXED-USE PROJECT AT 18331-18341 SHERMAN WAY AND 18334-18344 CANTLAY STREET**

CPC-2016-2865-VZC-SPR-ZAA-CDO, ENV-2016-2866-EAF

The Department of Transportation (DOT) has completed an assessment of transportation impacts for the proposed Reseda Majestic Mixed-Use Project, near the intersection of Sherman Way and Darby Avenue in the Reseda Central Business District. This assessment is based on a professional Transportation Impact Study (TIS) of the proposed project, dated June 2016, as prepared by Kunzman Associates, Inc. In preparation of this assessment, DOT conducted a careful review of this TIS's pertinent assumptions, analyses and conclusions, and conducted independent field studies and research to validate the data contained therein. DOT finds that the TIS adequately describes the greatest extent of potential transportation impacts pursuant to the California Environmental Quality Act applicable to DOT.

PROJECT DESCRIPTION

The proposed project consists of 126 residential apartments and 15,320 square feet of unspecified retail space. This site is currently developed as a 39,464 square-foot commercial building containing office space, retail and a sit down Chinese restaurant.

Access to the site will be provided via an alley joined by a existing driveway on Sherman Way located at the top of Darby Avenue and a new driveway on Cantlay Street. The parking layout will include separate residential and commercial parking areas. Vehicular circulation between commercial parking areas should not be detrimental to the flow of traffic on existing public streets.

DISCUSSION AND FINDINGS

Trip Generation

The proposed project will generate a net increase of up to 685 daily trips, a net increase of up to 14 a.m. peak hour trips and a net increase of up to 55 p.m. peak hour trips, as shown in Table 1 below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

Table 1: Project Trip Generation Estimates

Land Use Description	Size	Unit	Daily Trips	a.m. Peak Trips			p.m. Peak Trips		
				In	Out	Total	In	Out	Total
Apartments (ITE 220)	126	Dwelling Units	796	12	48	60	48	26	74
Retail (ITE 820; Net increase over existing)	9,341	Square Feet	379	6	3	9	16	17	33
Existing uses to be removed:									
Office (ITE 710)	(22,481)	Square Feet	(236)	(29)	(4)	(33)	(6)	(26)	(32)
Sit Down Restaurant (ITE 932)	(2,000)	Square Feet	(254)	(12)	(10)	(22)	(12)	(8)	(20)
		Project Totals	**685**	**(23)**	**37**	**14**	**46**	**9**	**55**

Study Methodology

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

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

DOT conducted an independent analysis of the intersections contained in the TIS under the following base assumptions:

- Pursuant to the pending implementation of the 2035 Mobility Plan, approach lane configurations along arterials that are included in the Transit Enhanced Network and/or Bicycle Enhanced Network in the future scenario that currently exist with two through lanes and a shared through-right lane were changed to two through lanes and a right-turn only lane to accommodate the installation of protected bicycle lanes and/or exclusive transit lanes.
- Project trips were applied using the estimates shown in Table 1 above. Net trips listed in the TIS were slightly higher due to the Great Wall restaurant being listed as a 512 square-foot fast food restaurant with no drive through. To reflect a more consistent and conservative independent analysis, the size of the restaurant shown above is 2,000 square feet, but the actual gross floor area of this restaurant is actually considerably larger.

Transportation Impacts

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

Table 2: Significant Transportation Impact Thresholds

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

The result of DOT's analysis is consistent with the results listed in the TIA. DOT has concluded that the proposed project will not produce a significant transportation impact at any of the studied intersections in the existing and/or future study scenario. These findings are summarized in Table 3, which shows the existing and project-related volume-to-capacity (*v/c*) ratios and levels of service (LOS) in the study area for both study scenarios.

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval:

PROJECT REQUIREMENTS

A. Street Dedications and Improvements

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

B. Site Access and Internal Circulation

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

1. All loading and unloading shall be performed on site.
2. The plan should show adjacent roadway curbs and include all driveways, substructures, utility poles, electroliers, fire hydrants or off-site driveway within 25 feet of proposed driveways. Driveways shall be designed in accordance with BOE Standard Plan S-440-4, with the apron width excluding side slopes ("W") dimensioned and labeled for each driveway.
3. Two-way driveways should have a "W" of 30 feet.

C. Pedestrian and Alley Connectivity

To promote pedestrian safety and enhance walkability in the community of Reseda, DOT recommends that the alley adjacent to the project site remain open to through vehicles and pedestrians. The applicant should consult the Department of City Planning for any additional requirements pertaining to pedestrian connectivity and walkability.

D. Construction Impacts

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

DOT CLEARANCE GUIDELINES

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

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

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

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

Reseda Majestic Mixed-Use Project, 18341 Sherman Way

Intersection	Peak Hour	Existing conditions		Existing + Project		Project Impact	Future, no project		Future + Project		Project Impact
		v/c	LOS	v/c	LOS	Δ v/c	v/c	LOS	v/c	LOS	Δ v/c
Reseda Bl & Sherman Way	AM	0.739	C	0.738	C	-0.001	0.802	D	0.801	D	-0.001
	PM	0.802	D	0.810	D	0.008	0.883	D	0.891	D	0.008
Canby Av & Sherman Way	AM	0.473	A	0.471	A	-0.002	0.503	A	0.502	A	-0.001
	PM	0.521	A	0.523	A	0.002	0.558	A	0.560	A	0.002
Darby Av & Sherman Way	AM	0.573	A	0.570	A	-0.003	0.482	A	0.478	A	-0.004
	PM	0.556	A	0.562	A	0.006	0.595	A	0.601	B	0.006
Etiwanda Av & Sherman Way	AM	0.573	A	0.575	A	0.002	0.643	B	0.645	B	0.002
	PM	0.588	A	0.590	A	0.002	0.666	B	0.669	B	0.003
Lindley Av & Sherman Way	AM	0.868	D	0.870	D	0.002	0.918	E	0.920	E	0.002
	PM	0.720	C	0.721	C	0.001	0.880	D	0.882	D	0.002
White Oak Av & Sherman Way	AM	0.894	D	0.896	D	0.002	0.947	E	0.949	E	0.002
	PM	0.899	E	0.899	E	0.000	0.950	E	0.950	E	0.000

* Denotes significant impact

MITIGATION MONITORING PROGRAM

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

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

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

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.
As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

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

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

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

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

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

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

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

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

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

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

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

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

MITIGATION MONITORING PROGRAM

Aesthetics

I-10 Aesthetics (Landscape Plan)

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

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

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

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

Monitoring Phase: Pre-construction; Construction

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

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

I-120 Aesthetics (Light)

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

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.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

Noise

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

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

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

XII-40 Increased Noise Levels (Parking Structure Ramps)
Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

Enforcement Agency: Los Angeles Department Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

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

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

XII-50 Increased Noise Levels (Retail Markets, Bars, Entertainment etc...)
Environmental impacts to adjacent residential properties may result from project implementation due to noise from the proposed project's activities and parking on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to the residential properties shall be constructed, if no such wall currently exists.
- The proposed facility shall incorporate noise-attenuating features (physical as well as operational) designed by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

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

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

Monitoring Phase: Pre-construction; Construction

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

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

XII-60 Increased Noise Levels (Mixed-Use Development)
Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

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

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

Monitoring Phase: Pre-construction; Construction

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

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

Public Services

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.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

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

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

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

XIV-30 Public Services (Police)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

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

These measures shall be approved by the Police Department prior to the issuance of building permits.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XIV-40 Public Services (Construction Activity Near Schools)

Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:

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

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing, during construction.

Action Indicating Compliance: Issuance of a Certificate of Occupancy

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

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

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

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

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

Transportation and Traffic

XVI-30 Transportation

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.

- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

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

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

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

XVI-80 Pedestrian Safety

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

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

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

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Issuance of Certificate of Occupancy

Regulatory Compliance Measures

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

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside)**: **Compliance with Baseline Hillside Ordinance**. To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.

- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.

- **Regulatory Compliance Measure RC-AE-3 (Vandalism)**: **Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
    - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
    - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
    - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
    - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
    - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
    - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
    - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
    - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
    - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
    - Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled,

compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
    - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
    - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):**If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

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

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

CULTURAL RESOURCES

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

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
  - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
  - Deteriorated historic features shall be repaired rather than replaced. Where the severity if deterioration requires replacement of a distinctive historic feature, the new

feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

  - Stop immediately and contact the County Coroner:
    1104 N. Mission Road
    Los Angeles, CA 90033
    323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
    323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

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

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

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

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
  - ground stabilization
  - selection of appropriate foundation type and depths
  - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

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

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
  - ground stabilization

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

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

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

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

- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
  - (**Asbestos**) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no

Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

- (**Lead Paint**) Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- (**Polychlorinated Biphenyl – Commercial and Industrial Buildings**) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.

- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.

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

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from

each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:

- *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
- *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
- *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

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

MINERAL RESOURCES

NOISE

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

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
  - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant

relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.

- **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

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

Parks

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

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

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

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

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.

- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

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

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

- **Regulatory Compliance Measure RC-SW-2** (**Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a

minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

EXHIBIT C

Department Letters

Bureau of Engineering
Department of Transportation
Bureau of Street Lighting
Urban Forestry

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: January 31, 2017

To: Mr. Vince P. Bertoni, Director
Department of City Planning
Attn: Siam Pewsawang (City Planner)

From: Edmond Yew, Manager
Land Development and GIS Division
Bureau of Engineering

Subject: **Case No. CPC 2016-2865 (VZC/SPR/ZAA/CDO): 18341 West Sherman Way & West Cantlay Street**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Zone Change, Building Line Removal and Zoning Administrator Adjustment adjoining the area involved:

1. Dedication Required:

   Sherman Way (Boulevard II) – Dedicate a 5-foot wide strip of land along the property frontage to complete a 55-foot half right-of-way in accordance with Boulevard II standards of Mobility Plan 2035.

   Cantlay Street (Local Street – Standard) – None

   Alley (S/o Cantlay Street) – None

2. Improvements Required:

   Sherman Way – Construct additional sidewalk to complete an 18-foot full width concrete sidewalk along the property frontage. Repair all broken, off-grade, or bad order concrete curb and gutter. Close all unused driveways with full height curb, 2-foot gutter, and sidewalk. Upgrade all driveways to comply with ADA requirements. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing and proposed improvements.

   Cantlay Street – Construct a 12-foot wide concrete sidewalk with integral concrete curb and 2-foot gutter along the property frontage. These

improvements should suitably transition to join the existing and proposed improvements.

Alley – Provide a 20-foot wide alley along the property, including asphalt concrete pavement and a 2-foot wide longitudinal concrete gutter. These improvements should suitably transition to join the existing and proposed improvements. Provide a 6-foot wide public drainage easement and necessary facilities to drain the alley to a suitable public street or storm drain.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and 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) 847-3088.

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 associated with the improvement requirements outlined herein. 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.

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

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

3. Roof drainage and surface run-off from the project shall be collected and treated at the site and directed to the streets via drain systems constructed under the sidewalk and through the curb drains or connections to the catch basins. If necessary, provide drainage easement.

4. Mainline sewers exist in Cantlay Street and the Alley. Extension of the 6-inch house connection laterals to the new property lines may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5. An investigation from the Bureau of Engineering sewer counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Public

Counter of the Valley District Office of the Bureau of Engineering (818) 374-5090.

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

7. Submit parking area and driveway plan to the Department of Transportation and the Valley District Office for review and approval.

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

cc: King R. Woods
Valley District Office

CITY OF LOS ANGELES

INTER-DEPARTMENTAL MEMORANDUM

18341 W. Sherman Way
DOT Case No. SFV 16-104315
DOT Project ID No. 44386

Date: August 26, 2016

To: Deputy Advisory Agency
Department of City Planning

From: Taghi Gharagozli, Associate Transportation Engineer III
Department of Transportation

Subject: **CPC-2016-2865-VZC-SPR-ZAA-CDO**
ENV-2016-2866-EAF

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

1. That the applicant completes the traffic study process and be subject to all the requirements contained in the subsequent DOT Traffic Assessment for the project.

2. Driveway width of W=30 feet is required for two-way driveways, and W=16 feet is required for one-way driveways.

3. A minimum of 40-foot reservoir space is required between any security gate or parking stall and the property line, to the satisfaction of the Department of Transportation.

4. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.

5. That permitting fees be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to any building permit approval. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

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

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 9/7/2016

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From: Jay Wong, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2016-2865 VZC SPR EXP
18341 W. Sherman Way

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

IMPROVEMENT CONDITION: No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; one (1) on Cantlay St. and one (1) on Sherman Way

NOTES:

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

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

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

1 44FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: November 2, 2016

TO: Jae H. Kim, Deputy Advisory Agency
Department of City Planning

FROM: RA Timothy Tyson, Chief Forester
Bureau of Street Services, Urban Forestry Division

SUBJECT: CPC- 2016-2865 / West Sherman Way

The Urban Forestry Division has investigated this project and recommends the following conditions:

1. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

   Note: All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077