



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date:	October 27, 2016	Case No.:	CPC-2015-3905-DB-SPR
Time:	After 8:30 a.m.	CEQA No.:	ENV-2015-3906-MND
Place:	Van Nuys City Hall Council Chambers, 2nd Floor 14410 Sylvan Street Van Nuys, CA 91401	Council No.:	6 – Martinez
		Plan Area:	Van Nuys-North Sherman Oaks
		Specific Plan:	N/A
		Certified NC:	Van Nuys
Public Hearing:	June 21, 2016	GPLU:	General Commercial
Appeal Status:	Off-Menu Density Bonus is not further appealable.	Zone:	C2-1VL
Expiration Date:	October 27, 2016	Applicant:	Fayz Holdings, LLC
		Representative:	Matthew Hayden

PROJECT LOCATION: 7111-7133 North Sepulveda Boulevard

PROPOSED PROJECT: The construction, use, and maintenance of a new six-story mixed-use building containing 180 residential units, 4,750 square feet of ground floor retail space, 302 on-site automobile parking spaces and 206 bicycle parking spaces, on an 53,223 square-foot site in the C2-1VL Zone. Under the Density Bonus provision of the Los Angeles Municipal Code, the applicant will utilize a 35% Density Bonus to construct 180 units in lieu of the 133 units otherwise permitted in the C2-1VL Zone. Of the 180 units, 160 units will be market rate and twenty (20) units will be restricted to Very-Low Income Households. The project includes one on-menu incentive and two off-menu waivers.

REQUESTED ACTIONS:

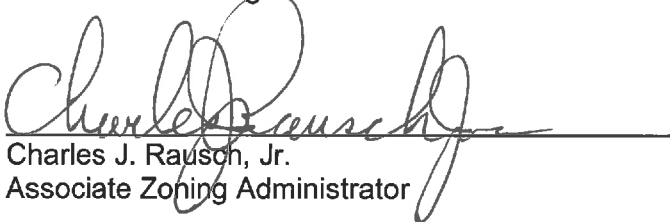
1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, adopt the Mitigated Negative Declaration (ENV-2015-3906-MND) for the above referenced project;
2. Pursuant to Section 21081.6 of the California Public Resources Code and Section 15097 of the CEQA Guidelines, adopt the Mitigation Monitoring Program for ENV-2015-3906-MND;
3. Pursuant to Section 12.22-A,25 of the Los Angeles Municipal Code (L.A.M.C.), a 35% Density Bonus (with a set aside of 15%, 20 units, for Very Low Income households); a Density Bonus Parking Incentive (Parking Option 1) to allow 1 parking space for the 0-1 bedroom units and 2 parking spaces for the 2-3 bedroom units; and one (1) On-Menu Incentive and (2) Off-Menu Waivers as follows:
 - a. Pursuant to L.A.M.C Section 12.22 A.25 (f)(1), an On-Menu Incentive to permit a 20% decrease in the required rear yard to 15-feet in lieu of the required 18-feet;
 - b. Pursuant to Section 12.22-A,25(g)(3), an Off-Menu Waiver to permit an increase in building height to six stories and a maximum 63-foot building height in lieu of the permitted three stories and 45-feet in the C2-1VL Zone;

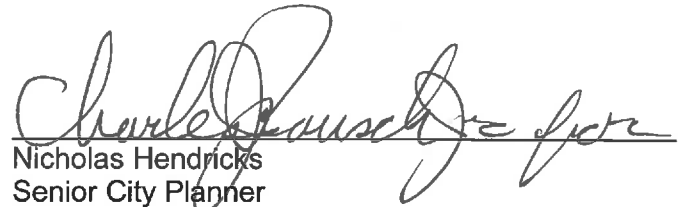
- c. Pursuant to Section 12.22-A,25(g)(3), an Off-Menu Waiver to a Floor Area Ratio (FAR) of 3.7:1 in lieu of the permitted FAR of 1.5:1 in the C2-1VL Zone; and
4. Pursuant to Section 16.05 of the L.A.M.C., a Site Plan Review for a development project which creates or results in an increase of 50 or more dwelling units.

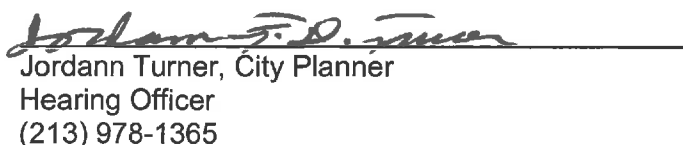
RECOMMENDED ACTIONS:

1. **Adopt** the **Mitigated Negative Declaration** ENV-2015-3906-MND;
2. **Adopt** the **Mitigation Monitoring Program** for ENV-2015-3906-MND;
3. **Approve** a 35% **Density Bonus** (with a set aside of 15%, twenty (20) units, for Very Low Income households); and one (1) On-Menu Incentive and (2) Off-Menu Waivers as follows:
 - a. **On-Menu** Incentive to permit a 20% decrease in the required rear yard to 15-feet in lieu of the required 18-feet;
 - b. **Off-Menu** Waiver to permit an increase in building height to six stories and a maximum 63-foot building height in lieu of the permitted three stories and 45-feet in the C2-1VL Zone;
 - c. **Off-Menu** Waiver to a Floor Area Ratio (FAR) of 3.7:1 in lieu of the permitted FAR of 1.5:1 in the C2-1VL Zone;
4. **Approve** a **Site Plan Review** for a development project which creates or results in an increase of 50 or more dwelling units.
5. **Adopt** the attached Findings;
6. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
7. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

VINCENT P. BERTONI, AICP
Director of Planning


Charles J. Rausch, Jr.
Associate Zoning Administrator


Nicholas Hendricks
Senior City Planner


Jordann Turner, City Planner
Hearing Officer
(213) 978-1365

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

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PROJECT ANALYSIS

Project Summary

The proposed project includes the construction, use, and maintenance of a new six-story mixed-use building containing 180 residential units, 4,750 square feet of ground floor retail space, 302 on-site automobile parking spaces and 206 bicycle parking spaces, on an 53,223 square-foot site in the C2-1VL Zone. The applicant will utilize a 35% Density Bonus to construct 180 units in lieu of the 133 units otherwise permitted in the C2-1VL Zone. Of the 180 units, 160 units will be market rate and twenty (20) units will be restricted to Very-Low Income Households. The twenty (20) very low income units equates to a 15% set aside. The applicant is requesting a Density Bonus with one on-menu incentive for a reduced rear yard from 18 feet to 15 feet, two off-menu waivers to increase the permitted Floor Area Ratio (FAR) increase from 1.5:1 to 3.7:1 and increase the permitted height from 45 feet to 63 feet. In addition, the applicant is requesting Site Plan Review for a project that results in 50 or more dwelling units.

The Project includes six levels construction over two levels of subterranean parking. The building has a floor area of 196,925 square feet and 3.7:1 FAR, with a maximum building height of 63 feet. The building contains 5 studio apartments, 59 one-bedroom apartments, 97 two-bedroom apartments, and 19 three-bedroom apartments. Private balconies will be provided for 154 units, featuring 50 square-foot private balcony spaces. The development also includes a ground floor neighborhood-serving commercial component. The approximate 4,750 square-foot space is located along the Sepulveda Boulevard frontage of the property.

Parking is provided in one level of partial at-grade parking and two levels of subterranean parking. All parking is accessed off of Sepulveda Boulevard with ramps to the lower levels. There are 302 total on-site parking spaces to serve the Project. There are 282 vehicular spaces required for the residential portion of the Project and 20 vehicular spaces required for the commercial portion of the Project pursuant to LAMC 12.21 A.25(d)(2). The Project provides the required 296 spaces for the residential portion and 31 spaces for the commercial portion. A minimum of 15 electric vehicle (EV) charging stations are included. The Project also provides 183 long-term bicycle parking spaces and 21 short-term bicycle parking spaces.

The development provides approximately 23,700 square feet of open space, including a central courtyard, a landscaped rear yard, a gym, a recreation room, a computer room, and private balconies on most units. Landscaping and planters are provided in the courtyard and along the front, rear, and side yards.

The project will be made up of the following:

	Required/Permitted (base zoning)	Provided (inc. Density Bonus and incentives)
Land Area	53,223 sf	
Total Units	133 dwelling units ²	180 dwelling units
- Studio		5
- 1-bedroom		59
- 2-bedroom		97
- 3-bedroom		19
Floor Area Ratio	1.5:1	3.7:1
Allowable Building Area	79,835 sf	196,925 sf
Gross Project Area	N/A	283,160 sf
Parking	320	302
Bicycle Parking	206	206

Front Yard Setback	None	None
Side Yard Setbacks	9 ft	10 ft
Rear Yard Setback	18 ft	15 ft
Open Space	21,850 sf	23,700 sf
Building Height	45 ft	63 ft
Allowable Stories:	3-4	6

The Los Angeles Housing and Community Investment Department has determined that no units are subject to replacement under California Government Code Section 65915, as amended by AB 2222, given that the project site does not currently contain any residential units.

Background

The subject site is approximately 1.22-acre, rectangular, interior parcel of land with approximately 52,223 square feet of surface land area. The site fronts approximately 190 feet along the west side of Sepulveda Boulevard, with a lot depth of approximately 290 feet. The site is currently vacant and was once improved with a freestanding specialty food market and surface parking lot.

General Plan Land Use and Zoning Designation

The Property is designated for General Commercial uses by the Van Nuys - North Sherman Oaks Community Plan and is zoned C2-1VL. The zone designation permits a building height of 45-feet and a Floor Area Ratio (F.A.R.) of 1.5:1. The applicant is requesting off-menu incentives to increase the height of the project to 63-feet and allow a F.A.R. of 3.7:1. The site is currently developed with a surface parking lot.

Surrounding Properties

Property in the surrounding area is classified in the C1.5-1VL, C2-1VL, R1-1VL, RD3-1, R3-1/1VL, and P-1VL zones. East across Sepulveda Boulevard is a big box format shopping center, including a Jon's Supermarket, a CVS Drug Store, and other commercial shops, banks, and restaurants. Immediately north of the site is a commercial strip mall, a car wash, and a fast food restaurant, bordered on the north by Sherman Way. A five-story commercial building lies directly to the south, with a surface parking lot on the west end of the lot. Immediately west of the site is a surface parking lot serving a five-story commercial office building, and beyond the parking lot are multi-family residential buildings.

Street Circulation

Sepulveda Boulevard, adjoining the Subject Property to the east, is designated as a Boulevard II and is dedicated to a width of 100 feet. As a part of the Project, the Bureau of Engineering has required a five-foot dedication.

Site Related Cases and Permits

On-site:

Ordinance No. 130,250 was adopted by Los Angeles City Council on June 1, 1965 and established a four-foot building line on portions of Sepulveda Boulevard, including the subject property.

Off-site:

No relevant cases were found.

Public Hearing

The public hearing was held on June 21, 2016 at the Marvin Braude San Fernando Valley Constituent Service Center. There were three people in attendance. Three individuals spoke; including the applicant, the representative, and a neighborhood resident. (See Public Hearing and Communications, Page P-1).

Issues/Responses

From the public hearing testimony, Hearing Officer and correspondence received from the Van Nuys Neighborhood Council, the following issues arose:

Architecture/Design

- Parking Configuration
- Electric Vehicle Parking
- Solar panels
- Consistent landscape plan
- Renderings

Professional Volunteer Program (PVP)

The Professional Volunteer Program (PVP) on June 21, 2016 convened to review project. Their pertinent design comments were as follows:

- Make sure that back of the house programs like trash, transformers... that need access to the Sepulveda Blvd is shown on the plan and is going to work the way it is designed.
- Is there an easy way to get to the ground floor residential units on the back side of the plan? Or do they need to walk all the way from the lobby to the back?
- How much height increase they are asking for? Can they build another level and make the unit layout loose and less compact?
- Consider making balconies larger; make the proposed open space and balconies usable by defining right dimensions, programs, and landscaping for the space.
- Landscape plan proposed for the courtyard does not look feasible since the plants are too close to the building. Is there enough soil for the courtyard open space to grow on?
- Enhance the building entrance by adding more articulation enforcing it; right now the design of the main entrance does not correspond to the overall building design.
- Where is the metro station close to the site? Consider shifting the commercial closer to the metro station side.
- Consider moving the courtyard closer to the south side.
- What would happen to the giant power poles existing along the side?
- Use shading trees along the side; there is inconsistency between trees shown on the landscape elevations and renderings.
- Consider simplifying the design of the building; consider push and pull in some areas instead of just having material change.
- Be realistic in the renderings; is there a one foot wide balcony proposed facing Sepulveda Blvd?

In response to the PVP recommendations and the issues raised at the public hearing, the applicant has revised the project by incorporating the following improvements, as reflected in the current plan set, dated September 16, 2016:

Project Design Changes

- The trash and recycling Room is located on the first floor in Commercial Parking area and can be accessed easily from Sepulveda Boulevard.
- The electrical station is located to the southwest corner of the P1 garage level.
- An elevator has been added to the rear portion of the building to provide better access to the back of the building. The new elevator is accessible from all building and parking levels.
- The planter on the second floor has been widened.
- Elevations and renderings have been updated.
- Landscape plan has been updated. Shading tree have been provided.
- Palm trees have been removed.
- The commercial area has been divided into two spaces.
- The location of the courtyard has been flipped on the south side of the building.
- The building façade at the front consists of 3 layers of articulation.
- The balconies located on Sepulveda are 2'-6" to 6'-0" deep.
- The project will provide fifteen (15) required vehicle charging stations.
- The project will provide space for 5,250 square feet of solar panels.

The applicant was not able to incorporate all of PVP's suggestions, but provided the following explanations where design changes were not feasible:

- Additional Height. The building is TYPE IIIA construction and the height is limited to 5-stories of wood construction. If another level is added it would change the Type of Construction to TYPE IA, which is more expensive. This is a financial impact to the project that is not feasible at this time.
- Power Poles. They cannot be removed or relocated at this time.

Conclusion

The project site is currently an underdeveloped lot located on Sepulveda Boulevard. The site was previously developed with freestanding specialty food market and surface parking lot. As proposed, the project will develop the site with 180 residential apartment units and 4,750 square feet of ground floor commercial square footage. While no tenant is currently proposed for the commercial space, the Applicant has proposed the space for neighborhood serving uses.

In response to recommendations from Department of City Planning and PVP the Applicant has revised the project to address relocated back-of-house uses, increased access to rear units, updated elevations and renderings, provided additional articulation, added electrical vehicle parking and solar panels. As proposed, the project is in compliance with the requirements of Section 12.22-A,25 of the Los Angeles Municipal Code and will create additional rental housing in the Van Nuys-North Sherman Oaks. The requested off-menu incentives (waivers) will allow for the development of a mixed-use building that is consistent with existing residential and commercial development in the community.

Based on the information submitted, the surrounding uses, input from the public hearing and the project's proposed compliance with the Los Angeles Municipal Code, the Van Nuys-North Sherman Oaks Community Plan, and California Government Code provisions regarding Density Bonus, the Department of City Planning recommends that the City Planning Commission approve the request for a 35 percent density bonus and Off-Menu incentives (waivers).

CONDITIONS OF APPROVAL

Approval of this subject development project is made with the following Terms and Conditions imposed, in order to ensure compliance with allocable requirements of Los Angeles Municipal Code Section 12.22-A,25 and State Government Code Section 65915 (State Density Bonus Program).

Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, dated September 16, 2016, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Commercial Uses.** The total commercial floor area shall not exceed 4,750 square feet.
3. **Residential Density.** The project shall be limited to a maximum density of 180 residential units including Density Bonus Units.
4. **Affordable Units.** A minimum of twenty (20) units shall be reserved as affordable units for Very Low Income Households, as defined by the State Density Bonus Law 65915(C)(2).
5. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with L.A.M.C. Section 12.22-A,25.
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make twenty (20) units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file and to the Council Office and Neighborhood Council. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
7. **Automobile Parking.** All residential and commercial automobile parking shall be provided in conformance with LAMC Section 12.21-A,4.
 - a. Residential parking shall be unbundled.
 - b. The project shall include at least twenty percent (20%) of the total Code-required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Of the 20% EV Ready, five (5)% of the total Code-required parking spaces

shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20% or % results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

8. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to L.A.M.C. Section 12.22-A,25.
9. **Bicycle Parking.** Bicycle parking shall be provided consistent with L.A.M.C. Section 12.21-A,16.
10. **Height.** The building height shall not exceed 63 feet, as measured pursuant to L.A.M.C. Section 12.03, or six (6) stories, as requested under the Density Bonus Off-Menu Waiver.
11. **Floor Area Ratio.** The total floor area shall not exceed 3.7 times the buildable area. **(3.7:1 F.A.R.)**
12. **Rear Yard.** The building shall be permitted a rear yard setback of 15 feet in lieu of the otherwise required 18 feet.
13. **Dedication and Improvements.** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed as required by the Bureau of Engineering.
14. **Department of Transportation.** The applicant shall submit final plans to LADOT to determine if the project conforms to LADOT Case No. SFV2015-103697, or if additional review and analysis is required.
15. **Solar-ready Buildings.** The project shall provide a minimum of 5,250 square feet of solar panels as feasible and shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
16. **Mechanical Equipment.** All exterior mechanical equipment, including HVAC equipment, satellite dishes, cellular antennas and air conditioners, shall not be visible from public rights-of-way or adjacent residences or placed in window or door openings.
17. **Trash/Recycling.** Trash and recycling bins shall be located within the building or a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building and screened with landscaping, so as not to be viewed from public right-of way or adjacent residences.

Environmental Conditions:

18. **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.

19. **Aesthetics (Glare).** Solar-ready Buildings. The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
20. **Objectionable Odors (Commercial Trash Receptacles).** Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use. Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.
21. All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available,, to reduce NOx, PM10 and PM 2.5 emissions at the Project site to control airborne dust impacts. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
22. Require the use of 2010 and newer diesel haul trucks (e.g, material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.
23. At the time of mobilization of each applicable unit of equipment, a copy of each units' certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.
24. **Cultural/Historic Resources.** Prior to any ground disturbance and/or grading activities, a Native American Monitor shall be secured through the Fernandeno Tatviam Band of Mission Indians (1019 Second Street, San Fernando, CA 91340 or cgulley@tataviamsn.us) in order to determine the presence of, and proper treatment of Native American resources potentially occurring on the project site. The Native American Monitor shall be present during all ground disturbances and/or grading activities. Should the project involve more than one grading unit occurring simultaneously, an additional monitor per grading unit shall be required.
25. **Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater).**
 - a. A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
 - b. "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
 - c. "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
 - d. Movement and removal of approved fencing shall not occur without prior approval by LADBS.

26. Increased Noise Levels (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 use plug in electrical power or use solar generators.

27. Increased Noise Levels (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.**28. Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway).**

- a. All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

29. 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.**30. Public Services (Police):**

- a. 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.
- b. 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.

31. Safety Hazards:

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

32. Transportation/Traffic:

- 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 streets adjacent to the project, 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.

33. Safety Hazards.

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

34. Pedestrian Safety

- 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 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.
- 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:

35. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
36. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
37. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

38. **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.
39. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
40. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
41. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
42. **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 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 the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

1. General Plan/Charter Findings

- a. **General Plan Land Use Designation.** 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 Van Nuys-North Sherman Oaks Community Plan, which designates the site for General Commercial land uses, corresponding to the C1.5, C2, CR, C4, and RAS3 Zones. The site is not within a Specific Plan. The site is located on the west side of Sepulveda Boulevard and within 320 feet of Sherman Way, both of which have major bus route stops, including Metro Rapid Line 734. The proposed project consists of the construction, use, and maintenance of a new six-story mixed-use building containing 180 residential units, 4,750 square feet of ground floor retail space, 302 on-site automobile parking spaces and 206 bicycle parking spaces, on an 53,223 square-foot site in the C2-1VL Zone. The applicant will utilize a 35% Density Bonus to construct 180 units. Of the 180 units, 160 units will be market rate and twenty (20) units will be restricted to Very-Low Income Households. The proposed project is providing new residential and small business opportunities to an underutilized site on land zoned for such uses. As such, the project is consistent with General Plan land use designation of the site.
- b. **General Plan Text.** The Van Nuys-North Sherman Oaks Community Plan text includes the following relevant land use goals, objectives, policies, and programs:

Residential:

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

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

Policy 1-1.2: Protect existing single-family residential neighborhood from new, out-of scale development.

Policy 1-1.3: Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

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

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

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

Policy 1-2.3: Encourage multiple residential development in commercial zones.

The proposed project consists of the construction, use, and maintenance of a new six-story mixed-use building containing 180 residential units, 4,750 square feet of ground floor retail space. The project site is located along the west side of Sepulveda Boulevard, less than a block south of Sherman Way. The project will enhance existing and future residential development in the neighborhood by providing an attractive, modern and sustainable building for residents across various income levels. As an infill redevelopment site, it has outstanding access to community resources, parks, and public transportation. There are major bus routes, including Metro Rapid Line 734, running along Sherman Way and Sepulveda Boulevard within 320 feet of the subject property. The proposed project is 1.5 miles from the Sepulveda Orange Line Station, which is directly accessible by bus from the site. The site is also less than two miles from the Van Nuys Metrolink Station, providing access to Downtown Los Angeles and Ventura County. In addition, the project provides new housing and small business opportunities to the area, on a site that is currently underutilized, without displacing any existing tenants.

Objective 1-3 To preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.

Policy 1-3.1: Require a high degree of architectural compatibility with articulated landscaping for new in-fill development to protect the character and scale of existing residential neighborhoods.

Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

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

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

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

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

The project is an infill development of an underutilized site that is within proximity to existing amenities and public transportation. The project would redevelop the site with a modern multi-use development that contains residential units and ground floor commercial uses. The project's architectural elements include textured siding or contrasting color that provide articulation and architecturally significant elements that work to provide massing relief and architectural interest. The ground floor commercial uses and new landscaping will help to activate Sepulveda Boulevard along the project's frontage

- c. **General Plan Framework** The proposed project supports the following goals under the adopted General Plan Framework as adopted by City Council on August 8, 2001.

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 (Figures 3-1 to 3-4) and Table 3-1.

Policy 4.2.1 – Offer incentives to include housing for very low- and low-income households in mixed-use developments.

According to the General Plan Framework Long-Range Land Use Diagram, the project site is located west of a designated Community Center centered along Van Nuys Boulevard and Sherman Way. Residential development in proximity of these Community Centers will shorten and lessen the need for vehicle trips and vehicle miles traveled. Furthermore, the project requests an 35 percent Density Bonus and includes twenty Very Low Income affordable housing units. As such, the development of new residential and live/work units that are providing affordable units is consistent with Policy 3.1.4 and 4.2.1 of the General Plan Framework.

- d. **Housing Element**

The Housing Element of the General Plan provides land use policies and programs that encourage development of affordable housing across the City. The project is consistent with the following policies of the Housing Element of the General Plan:

Policy 1.1.2 – Promote affordable rental housing for all income groups that need assistance.

Policy 1.1.3 – Facilitate new construction of a variety of housing types that address current and projected needs of the city's households.

An objective of the Housing Element is to promote an equitable distribution of affordable housing opportunities throughout the City by providing incentives to include affordable housing in residential development. The subject site is located on Sepulveda Boulevard, an established commercial and transit corridor. The project would further the goals and objectives of the Housing Element by providing additional housing stock in a variety of types, along with much needed affordable housing units, for Very Low Income households on a site that is within proximity to amenities and public transportation.

In light of the consistency of the proposed project with the aforementioned references to the General Plan and Community Plan, the proposed project is in substantial conformance with the purposes, intent, and provisions of the General Plan and applicable Van Nuys-North Sherman Oaks Community Plan.

2. Density Bonus/Affordable Housing Incentives Compliance Findings

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

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

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The applicant is requesting one on-menu request and two off menu request. The on-menu request is for the reduction in the required rear yard from 18 feet to 15 feet. The requested off-menu incentives, which are a request for a waiver of transitional height, an increase in Floor Area Ratio and Height/Stories are not expressed in the Menu of Incentives per LAMC 12.22-A,25(f) and, as such, are subject to LAMC 12.22-A,25(g)(3), which requires a pro forma or other documentation to show that the waiver or modification of any development standards are needed in order to make the Restricted Affordable Units economically feasible. The applicant is requesting a 35% density bonus (133 units to 180 units) and is proposing to set aside 15% of the units (20 units) for very low income households.

The applicant submitted a pro forma, along with an independent third-party financial analysis of the pro forma in order to evaluate the financial feasibility of the project, attached as "Exhibit D", along with an independent third-party Feasibility Analysis of the Pro Forma. The Pro Forma evaluated the following three scenarios:

- Case 1: By Right + Density Bonus: **Allowable Floor Area Ration (FAR) 1.5:1**
- Case 2 – By Right + Density Bonus with On-Menu Incentives: **Allowable FAR: 3.0:1**
- Case 3 – By Right + Density Bonus with On and Off-Menu incentives: **Allowable FAR 3.7:1**

The submitted Pro Forma has been reviewed by Whitney and Whitney, INC, who submitted a Feasibility Analysis and found that of the three scenarios, only the third scenario was feasible.¹

The requested off-menu incentives allow the developer to expand the building envelope so the additional twenty (20) Restricted Affordable units can be constructed and the overall space dedicated to residential and commercial uses is increased. These incentives support the applicant's ability to set aside four units for Very Low Income households for a period of 55 years.

The Project is pursuing the following off-menu incentives:

Floor Area Ratio. Pursuant to the California Government Code and LAMC, relief from building floor area ratio is allowable as an off-menu incentive to help alleviate the costs of providing affordable housing. Due to the scope of the Project, the applicant is requesting a 3.7:1 floor area ratio to accommodate the proposed units in the building while providing an adequate amount of open space within the building envelope. Due to its close proximity to rapid transit (approximately 320 feet), the Project would be eligible for the on-menu incentive

of an FAR increase to 3:1. The increase from 3:1 to 3.7:1 is a minimal one, and would serve to facilitate the provision of 20 rent-restricted apartments for Very Low Income households.

Height/Stories. Pursuant to the California Government Code and LAMC, an increase of 11 feet in height is allowable as an off-menu incentive to help alleviate the costs of providing affordable housing. However, due to the scope of the Project, the applicant is requesting an increase in height of 18 feet to accommodate the building program, which features a large central courtyard in six stories. The close proximity to rapid transit (approximately 320 feet) makes this Project an ideal candidate for high density in-fill development, particularly when the area is currently under-developed with surface parking lots, low-slung commercial, and low-density residential. As an on-menu incentive would allow an increase of 11 feet, the requested incentive of 18 feet is minimal difference, and would serve to facilitate the provision of 20 rent-restricted apartments for Very Low Income households.

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

There is no substantial evidence that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A.25(b)). The proposed Project and potential impacts were analyzed in accordance with the City's Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed Project reach or exceed those thresholds. Analysis of the proposed Project involved the preparation of a Mitigated Negative Declaration (MND) (ENV-2015-3906-MND), and it was determined that the proposed Project may have an impact on the following environmental factors: aesthetics; air quality; geology and soils, noise, and transportation/traffic. However, mitigation measures will reduce impacts to less than significant, and are imposed as Conditions of Approval herein. Further there is no historic resource on this site or adjacent sites. Therefore, there is no substantial evidence that the proposed Project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

Site Plan Review Findings

3. **That the project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific 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 Van Nuys-North Sherman Oaks Community Plan, which designates the site for General Commercial land uses, corresponding to the C1.5, C2, CR, C4, and RAS3 Zones. The site is not within a Specific Plan. The site is located on the west side of Sepulveda Boulevard and within 320 feet of Sherman Way, both of which have major bus route stops, including Metro Rapid Line 734.

The proposed project consists of the construction, use, and maintenance of a new six-story mixed-use building containing 180 residential units, 4,750 square feet of ground floor retail space, 302 on-site automobile parking spaces and 206 bicycle parking spaces, on an 53,223 square-foot site in the C2-1VL Zone. The applicant will utilize a 35% Density Bonus to construct 180 units. Of the 180 units, 160 units will be market rate and twenty (20) units will be restricted to Very-Low Income Households. The project is consistent with the following policies and objectives of the Van Nuys – North Sherman Oaks Community Plan:

Residential:

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

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

Policy 1-1.2: Protect existing single-family residential neighborhood from new, out-of-scale development.

Policy 1-1.3: Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

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

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

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

Policy 1-2.3: Encourage multiple residential development in commercial zones.

The proposed project consists of the construction, use, and maintenance of a new six-story mixed-use building containing 180 residential units, 4,750 square feet of ground floor retail space. The project site is located along the west side of Sepulveda Boulevard,

less than a block south of Sherman Way. The project will enhance existing and future residential development in the neighborhood by providing an attractive, modern and sustainable building for residents across various income levels. As an infill redevelopment site, it has outstanding access to community resources, parks, and public transportation. There are major bus routes, including Metro Rapid Line 734, running along Sherman Way and Sepulveda Boulevard within 320 feet of the subject property. The proposed project is 1.5 miles from the Sepulveda Orange Line Station, which is directly accessible by bus from the site. The site is also less than two miles from the Van Nuys Metrolink Station, providing access to Downtown Los Angeles and Ventura County. In addition, the project provides new housing and small business opportunities to the area, on a site that is currently underutilized, without displacing any existing tenants.

Objective 1-3 To preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.

Policy 1-3.1: Require a high degree of architectural compatibility with articulated landscaping for new in-fill development to protect the character and scale of existing residential neighborhoods.

Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

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

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

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

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

The project is an infill development of an underutilized site that is within proximity to existing amenities and public transportation. The project would redevelop with the site with a modern multi-use development that contains residential units and ground floor commercial uses. The project's architectural elements include textured siding or contrasting color that provide articulation and architecturally significant elements that work to provide massing relief and architectural interest. The ground floor commercial uses and new landscaping will help to activate Sepulveda Boulevard along the project's frontage

In light of the consistency of the proposed project with the aforementioned references to the General Plan and Community Plan, the proposed project is in substantial conformance with the purposes, intent, and provisions of the General Plan and applicable Van Nuys-North Sherman Oaks Community Plan.

4. **That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or**

will be compatible with existing and future development on adjacent properties and neighboring properties.

The project site is located within the Van Nuys-North Sherman Oaks Community Plan, along the west side of Sepulveda Boulevard just south of Sherman Way. Sepulveda Boulevard is an established commercial corridor, generally developed with low- to medium-intensity commercial uses. East across Sepulveda Boulevard is a big box format shopping center, including a Jon's Supermarket, a CVS Drug Store, and other commercial shops, banks, and restaurants. Immediately north of the site is a commercial strip mall, a car wash, and a fast food restaurant, bordered on the north by Sherman Avenue. A five-story commercial building lies directly to the south, with a surface parking lot on the west end of the lot. Immediately west of the site is a surface parking lot serving a five-story commercial office building and beyond the parking lot are multi-family residential buildings.

The project has been designed with attention to building orientation, lot coverage, massing, parking, and other improvements that create a compatible development. The building is designed to front Sepulveda Boulevard. The building is articulated on all sides to provide architectural interest and to provide massing visual breaks which help reduce the massing of the building, thereby making it more compatible with the existing development. The proposed project is redeveloping an underutilized site on a commercial corridor. The Project has been designed for optimal building orientation, lot coverage, massing, parking, and other required improvements for a mixed-use project.

Height

The proposed project is six-stories and approximately 63-feet in height and will be compatible to other buildings within the immediate area. While the proposed project is taller than other buildings in the area, the existing five-story commercial building directly south of the project site sets a precedent for higher intensity development along Sepulveda Boulevard, a commercial corridor.

Bulk/Massing/Setbacks

The proposed project has frontage along Sepulveda Boulevard. The overall mass and scale of the project is comparable to the abutting five-story commercial building to the south. The surrounding area is also characterized by one to three-story commercial uses along Sepulveda Boulevard and surface parking lots. The building is setback two-feet along Sepulveda Boulevard, 10-feet along the north and south side yards and has a rear yard of 15-feet. The project at the ground floor has been carefully designed to maximize the pedestrian experience, with ground-floor commercial that opens onto Sepulveda Boulevard. Landscaping surrounds the project to beautify and enhance the pedestrian and ground floor experience along Sepulveda Boulevard and to create a sense of space and transition from the street. Entrances to the residential building are provided via street level with both indoor and outdoor entrances available directly from the public right-of-way via Sepulveda Boulevard as well as from the residential levels of the parking garage. As the Project's building activates the street frontages, it also conceals the Project's internal parking and back of house uses.

Building Materials

The project's varied material and color palette includes greys, black, white, and yellow in textures including glass, brick, and wood. Horizontal elements counter the vertical line of windows and glass doors. The building facades and landscape treatments create an

attractive street frontage not typical in the area which hosts older low rise commercial uses.

Building Orientation/Frontage

The project at the ground floor has been carefully designed to maximize the pedestrian experience, with ground-floor commercial that opens onto Sepulveda Boulevard. Landscaping surrounds the project to beautify and enhance the pedestrian and ground floor experience along Sepulveda Boulevard and to create a sense of space and transition from the street. Entrances to the residential building are provided via street level with both indoor and outdoor entrances available directly from the public right-of-way via Sepulveda Boulevard as well as from the residential levels of the parking garage.

Off-street Parking Facilities

Off-street parking for vehicles and bicycles are designed to be compatible with surrounding development. All required off-street vehicular parking will be provided on-site on the ground level and two subterranean levels. A total of 302 automobile parking spaces and 206 bicycle parking spaces are provided in compliance with the City's Zoning Code. All residential parking has been conditioned to be unbundled to reinforce the affordability of the set-aside units. Additionally, the project has been conditioned to so that at least twenty percent (20%) of the total Code-required parking spaces, shall be capable of supporting future electric vehicle supply equipment (EVSE). Of the 20% EV Ready, five (5)% of the total Code-required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

Loading Areas

Configuration of loading areas will be compatible with surrounding properties, and all loading areas will be contained on-site. Vehicular access to the site is from Sepulveda Boulevard. By containing loading areas on-site and enclosed within the building podium, the proposed project will limit their visibility from the street.

Lighting

The proposed project will include lighting typical of a mixed-use building for safety, security, and wayfinding purposes. All outdoor lighting will 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. The project will provide illumination at street level for security. All lighting on the upper levels will be shielded and focused on the project site and directed away from the neighboring land uses. The project will include architectural features and facades with a low level of reflectivity. As such, the project will not result in a substantial amount of light that would adversely affect the day- or night-time views in the project vicinity.

Landscaping

The project proposes to provide substantial landscaping along the street level, as well as in the central courtyard and the perimeter of the building. The project will incorporate new street trees in the public right-of-way consistent with the City's landscape ordinance.

Trash Collection

The project will provide trash collection within the building and will be located within the enclosed parking structure in order to minimize the effect on traffic on Sepulveda Boulevard.

Therefore, as proposed and conditioned, the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on adjacent properties and neighboring properties.

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

The Project includes approximately 23,700 square feet of usable common and private open space areas. Open space includes residential amenities such as a central courtyard with a pool, a rear yard, a gym and recreation room, a computer room, and individual private balconies on most units. The central courtyard is on the second floor, above the parking levels, which provides privacy for the residents. All outdoor open space areas will be landscaped with varying types of both drought-tolerant and shade species.

As an infill redevelopment site, it has outstanding access to community resources, parks, and public transportation. There are major bus routes, including Metro Rapid Line 734, running along Sherman Way and Sepulveda Boulevard within 320 feet of the subject property. The proposed project is 1.5 miles from the Sepulveda Orange Line Station, which is directly accessible by bus from the site. The site is also less than two miles from the Van Nuys Metrolink Station, providing access to Downtown Los Angeles and Ventura County. In addition, the project provides new housing and small business opportunities to the area, on a site that is currently underutilized, without displacing any existing tenants.

CEQA Findings

- 6. Environmental Finding.** A Mitigated Negative Declaration (ENV-2015-3906-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 also finds that the attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis and that the mitigations measures are enforceable conditions of the project. Included is the response to comments that adequately addresses the concerns raised during the environmental comment period. 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. I hereby adopt that the Mitigated Negative Declaration, imposed the conditions shown in that document on this approval.

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval. The Mitigation Monitoring program with Case No. ENV-2015-3906-MND is adopted in compliance to Section 21081.6 of the Public Resources Code and includes the necessary mitigation measures identified herein.

7. **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 Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zones.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications

The public hearing was held on June 21, 2016 at the Marvin Braude San Fernando Valley Constituent Service Center. There were three people in attendance. Three individuals spoke; including the applicant, the representative, and a neighborhood resident.

Applicant Presentation. The applicant's representative, Matthew Hayden, described the project and requests. He noted the project is setting aside a total of 20 Very Low Income Affordable units, as well as the unit distribution (5 studios, 59 one-bedroom, 97 two-bedrooms, and 19 three-bedroom units. He also noted that the building opens up to Sepulveda Boulevard and that the ground floor commercial component is geared toward neighborhood uses.

Speakers. One member of the public spoke. The neighborhood resident inquired about the location of the affordable units within the proposed project.

Hearing Officer Comments. The hearing officer inquired about the use of solar panels, the amount of electric vehicle parking, landscaping, tandem parking, and fencing.

Applicant Response. The applicant team provided the following responses addressing comments from the Hearing Officer and public:

- Solar panels will be provided.
- Electric vehicle will be added.
- Palm Trees will be removed.
- Parking will be unbundled.
- Unit location will be determined by HCIDLA.

Summary of Written Testimony. In a letter dated December 30, 2015, the Van Nuys Neighborhood Council unanimously voted to support the project with the following conditions:

- Incorporate pedestrian oriented signage;
- Consider a green roof; and
- Provide as much parking as possible

Abundant Housing LA: In support of the project. The project is in a great location for housing, near frequent transit service and a bike path.

The Hearing Officer announced on the record that the City Planning Commission decision meeting will be held on September 22, 2016 at Van Nuys City Hall. The recommendation report will have the precise location of the meeting and will be distribute prior to that date. He requested that if anyone wishes to receive this information, to provide their name and mailing address on the Sign-in sheet. The meeting date and time was subsequently changed to October 27, 2016.

EXHIBIT A

PLANS AND RENDERINGS

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AIA



**6-STORY 180-UNIT MIXED USE
APARTMENT BUILDING**

7111 N SEPULVEDA BLVD VAN NUYS, CA 91406



**6-STORY 180-UNIT MIXED USE
APARTMENT BUILDING**

7111 N SEPULVEDA BLVD VAN NUYS, CA 91406

**DARYOUSH
SAFAI**

ARCHITECT

(310) 453 3335

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**6-STORY 180-UNIT MIXED USE
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APARTMENT BUILDING
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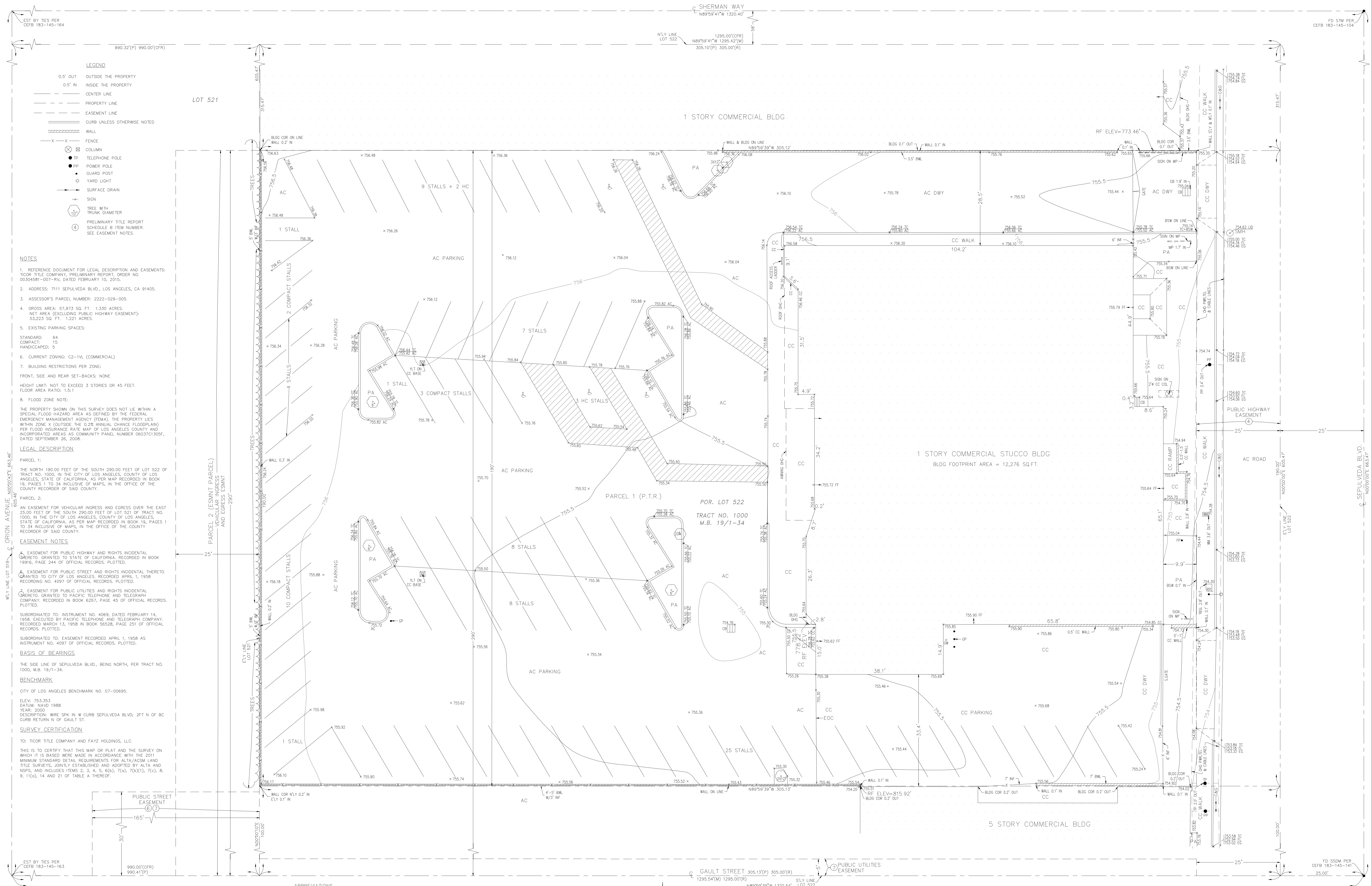


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APARTMENT BUILDING

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ASW	ASPHALT CONCRETE	EDC	EDGE OF CONCRETE	RET	RETAINING
BCG	BUILDING	EAR	EARTH	RSD	RIDGE
BAW	BACK OF SIDEWALK	FF	FINISH FLOOR	SEY	SEUTHERLY
BWL	BLACK WALL	FL	FLOOR LINE	SLG	SLIDE GATE
CBW	CURE WATER	GM	GAS TIGHT	SMI	SMOKE
CBK	CATCH BASIN	GU	GUARD POST	SD.FT.	SQUARE FEET
CLW	CURB	INF	INLET	SHR	SHRUBBERY
CLF	CHAIN LINK FENCE	MP	METAL POST	TEL	TELEPHONE
COL	COLLUMN	NUR	NURSE	TP	TOP OF PAVEMENT
CDR	CORNER	OHD	OVERHEAD	TW	TWITCH OF FOLL
DFW	DRIFTWAY	OVG	OVERGROW	WTH	WITH
E'LY	EASTERN	PA	PLANTING AREA	W'LY	WESTERLY
E'LV	EDGE OF GUTTER	POW	POWER POLE	WATER	WATER
E'LY	EASTERN	PWR	POWER	YSL	YARD BOX STREET LIGHT


(CF) CALCULATED FROM
(M) MEASURED
(P) PRORATED
(R) TRACT NO. 1000
M.B. 19/1-34



SCALE: 1" = 10'

A horizontal scale bar with alternating black and white segments. It is marked with '0' at the left end, '5' in the middle, and '10' at the right end.

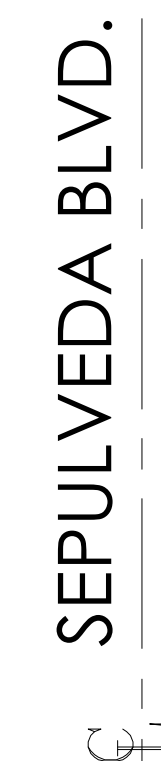
Response	Percentage
Yes	20
No	80



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901 Seward Street, Los Angeles, CA 90038
Tel: (323) 366-2882 Fax: (323) 857-1079 Email: mailbox@surveyinganddrafting.com
www.surveyinganddrafting.com

ALTA/ACSM LAND TITLE SURVEY OF 7111 SELVUEDA BLVD.
LOS ANGELES, CALIFORNIA 90415

DATE: 3-25-15	DRAWN BY: A.S., J.C.
DATE OF SURVEY: 3-11-15	CHECKED BY: O.S.
JOB NAME: BENJI-SEPULVEDA	SHEET: 1 OF 1



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

IT IS THE CLIENT'S RESPONSIBILITY PRIOR TO OR DURING CONSTRUCTION TO NOTIFY THE ARCHITECT IN WRITING OF ANY PERCEIVED ERRORS OR OMISSIONS IN THE PLANS AND SPECIFICATIONS OF WHICH A CONTRACTOR THOROUGHLY KNOWLEDGEABLE WITH THE BUILDING CODES AND METHODS OF CONSTRUCTION SHOULD REASONABLY BE AWARE. WRITTEN INSTRUCTIONS ADDRESSING SUCH PERCEIVED ERRORS OR OMISSIONS SHALL BE RECEIVED FROM THE ARCHITECT PRIOR TO THE CLIENT OR CLIENT'S SUBCONTRACTOR PROCEEDING WITH THE WORK. THE CLIENT WILL BE RESPONSIBLE FOR ANY DEFECTS IN CONSTRUCTION IF THESE PROCEDURES ARE NOT FOLLOWED.

Developer:

FAYZ HOLDINGS, LLC
C/O KAMRAN BENJI

6300 WILSHIRE BLVD # 1420
LOS ANGELES, CA 90048

Project Title:

SEPULVEDA
6-STORY
180-UNIT
MIXED-USE
APARTMENT
7111 N. SEPULVEDA BLVD.
VAN NUYS, CA 91405

Architect:

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Architect Stamp:

Sheet Content:

SITE PLAN RESIDENTIAL

Date : 7-22-2015

Scale : $3/32" = 1'-0"$

CAD : ROD

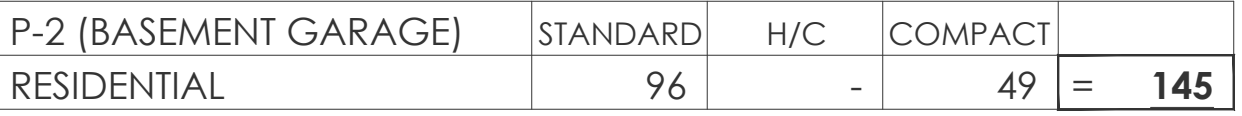
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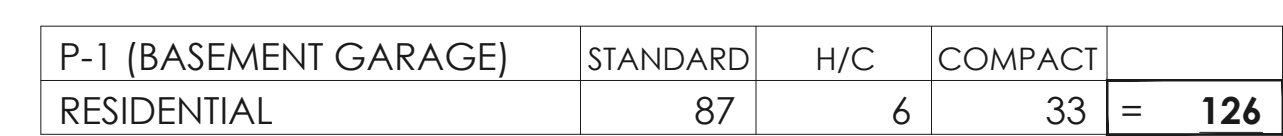
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P-2 (BASEMENT GARAGE)	STANDARD	H/C	COMPACT	
RESIDENTIAL	96	-	49	= 145

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Of 0 Sheets



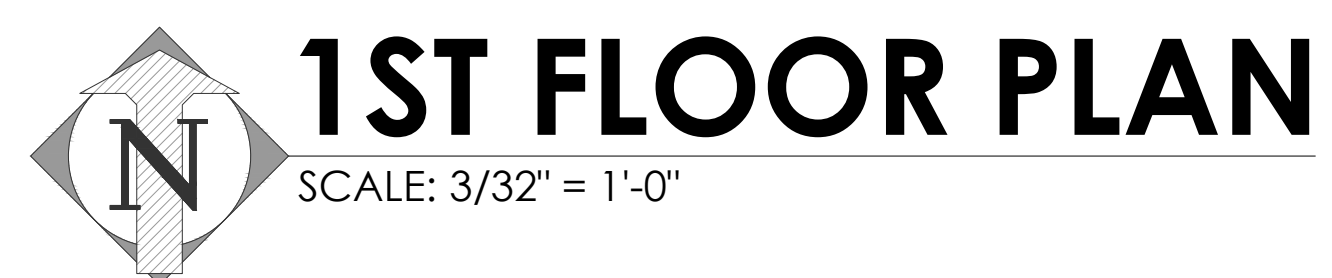
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Job	: -
Sheet	:

IT IS THE CLIENTS RESPONSIBILITY PRIOR TO OR DURING CONSTRUCTION TO NOTIFY THE ARCHITECT IN WRITING OF ANY PERCEIVED ERRORS OR OMISSIONS IN THE PLANS AND SPECIFICATIONS OF WHICH A CONTRACTOR THOROUGHLY KNOWLEDGEABLE WITH THE BUILDING CODES AND METHODS OF CONSTRUCTION SHOULD REASONABLY BE AWARE. WRITTEN INSTRUCTIONS ADDRESSING SUCH PERCEIVED ERRORS OR OMISSIONS SHALL BE RECEIVED FROM THE ARCHITECT PRIOR TO THE CLIENT OR CLIENTS SUBCONTRACTOR PROCEEDING WITH THE WORK. THE CLIENT WILL BE RESPONSIBLE FOR ANY DEFECTS IN CONSTRUCTION IF THESE PROCEDURES ARE NOT FOLLOWED.

P1 GARAGE

A-3.1

Of 0 Sheets



Sheet Issue & Revision Log

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IT IS THE CLIENT'S RESPONSIBILITY PRIOR TO COMMENCING CONSTRUCTION TO NOTIFY THE ARCHITECT IN WRITINGS OF ANY PERCEIVED ERRORS OR OMISSIONS IN THE PLANS AND SPECIFICATIONS OF WHICH A CONTRACTOR SHOULD KNOW REASONABLY BECAUSE OF THE BUILDING CODES AND METHODS OF CONSTRUCTION SHOULD REASONABLY BE AWARE. WRITTEN INSTRUCTIONS ADDRESSING SUCH PERCEIVED ERRORS OR OMISSIONS SHALL BE RECEIVED FROM THE ARCHITECT PRIOR TO THE CLIENT OR CLIENTS SUBCONTRACTOR PROCEEDING WITH THE WORK. THE CLIENT WILL BE RESPONSIBLE FOR ANY DEFECTS IN CONSTRUCTION IF THESE PROCEDURES ARE NOT FOLLOWED.

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C/O KAMRAN BENJI

6300 WILSHIRE BLVD # 1420
LOS ANGELES, CA 90048

Project Title:

SEPULVEDA
6-STORY
180-UNIT
MIXED-USE
APARTMENT
7111 N. SEPULVEDA BLVD.
VAN NUYS, CA 91405

Architect:

**DARYOUSH
SAFAI**
AIA
Architect

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Santa Monica, CA 90403
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Email : safai@verizon.net
www.arshitect.com

Architect Stamp:

Sheet Content:

1ST FLOOR PLAN

Date : 7-22-2015

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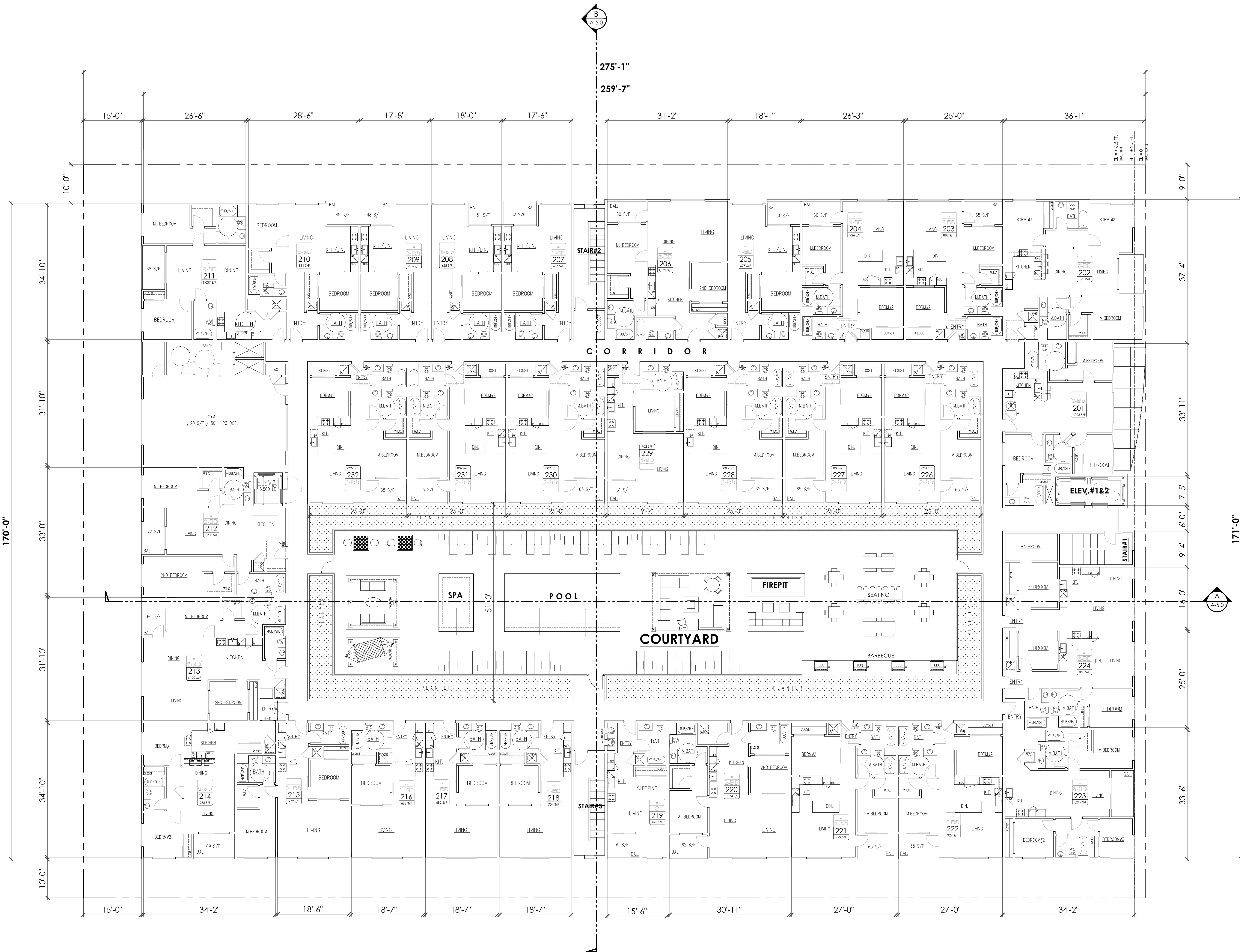
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Sheet :

A-3.2

Of 0 Sheets



2ND FLOOR PLAN

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

Sheet Issue & Revision Log

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3	3	Revised
4	4	Revised
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C/O KAMRAN BENJI

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180-UNIT
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Architect Stamp:

Sheet Content:

2ND FLOOR PLAN

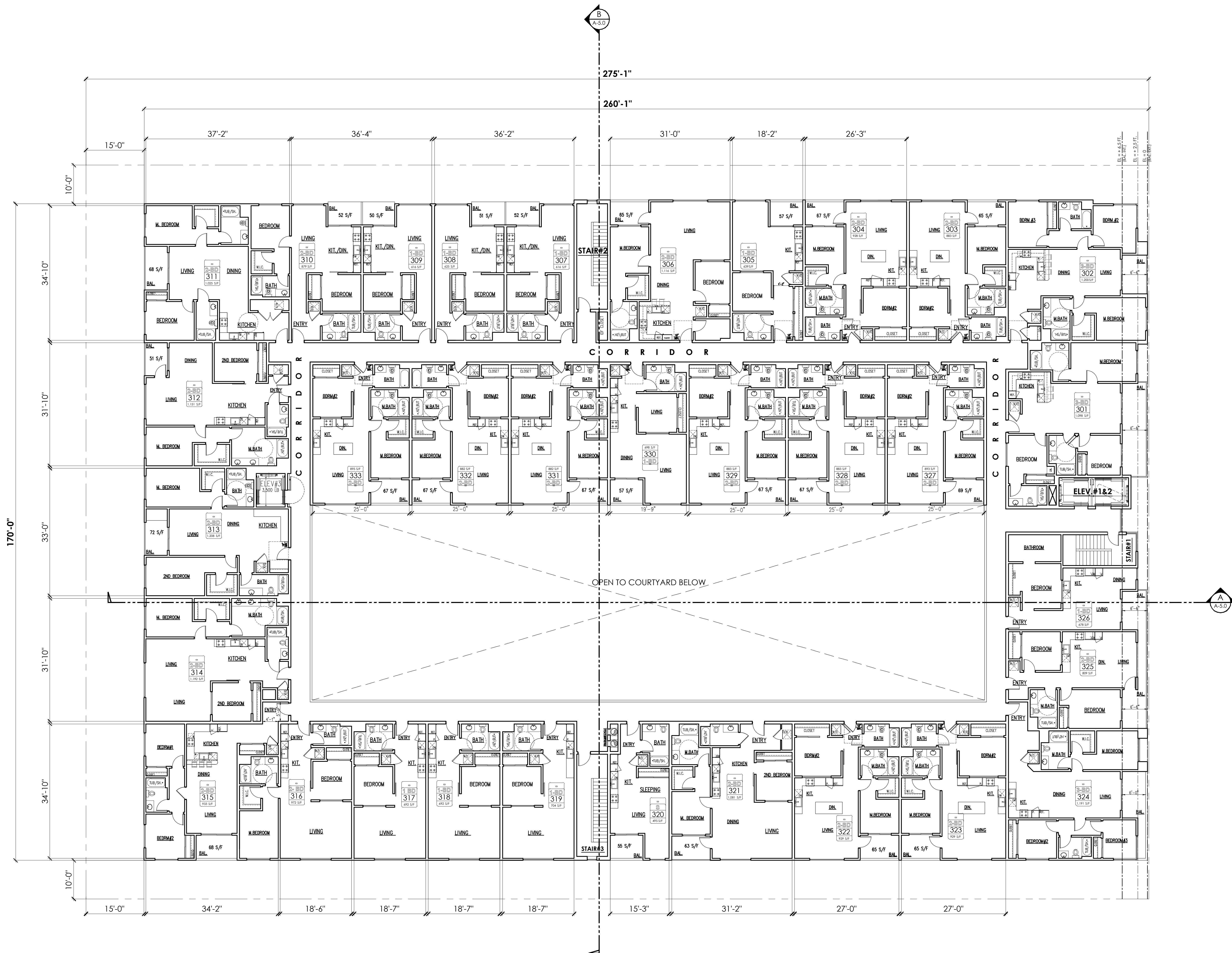
Date : 7-22-2015
Scale : 3/32" = 1'-0"
CAD : ROD
Job : -
Sheet :

A-3.3
Of 0 Sheets

A-3.3.1





3RD FLOOR PLAN

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

Sheet Issue & Revision Log

Issue	Revision	Description
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4	4	Revised
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Architect Stamp:

Sheet Content:

3RD FLOOR
PLAN

Date : 7-22-2015

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

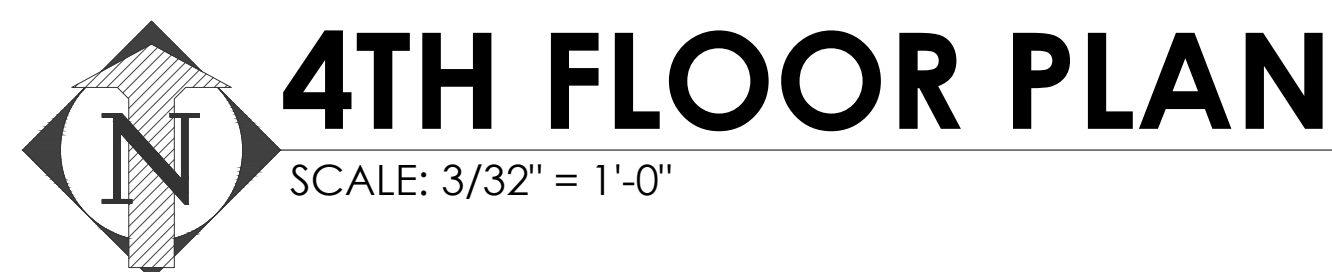
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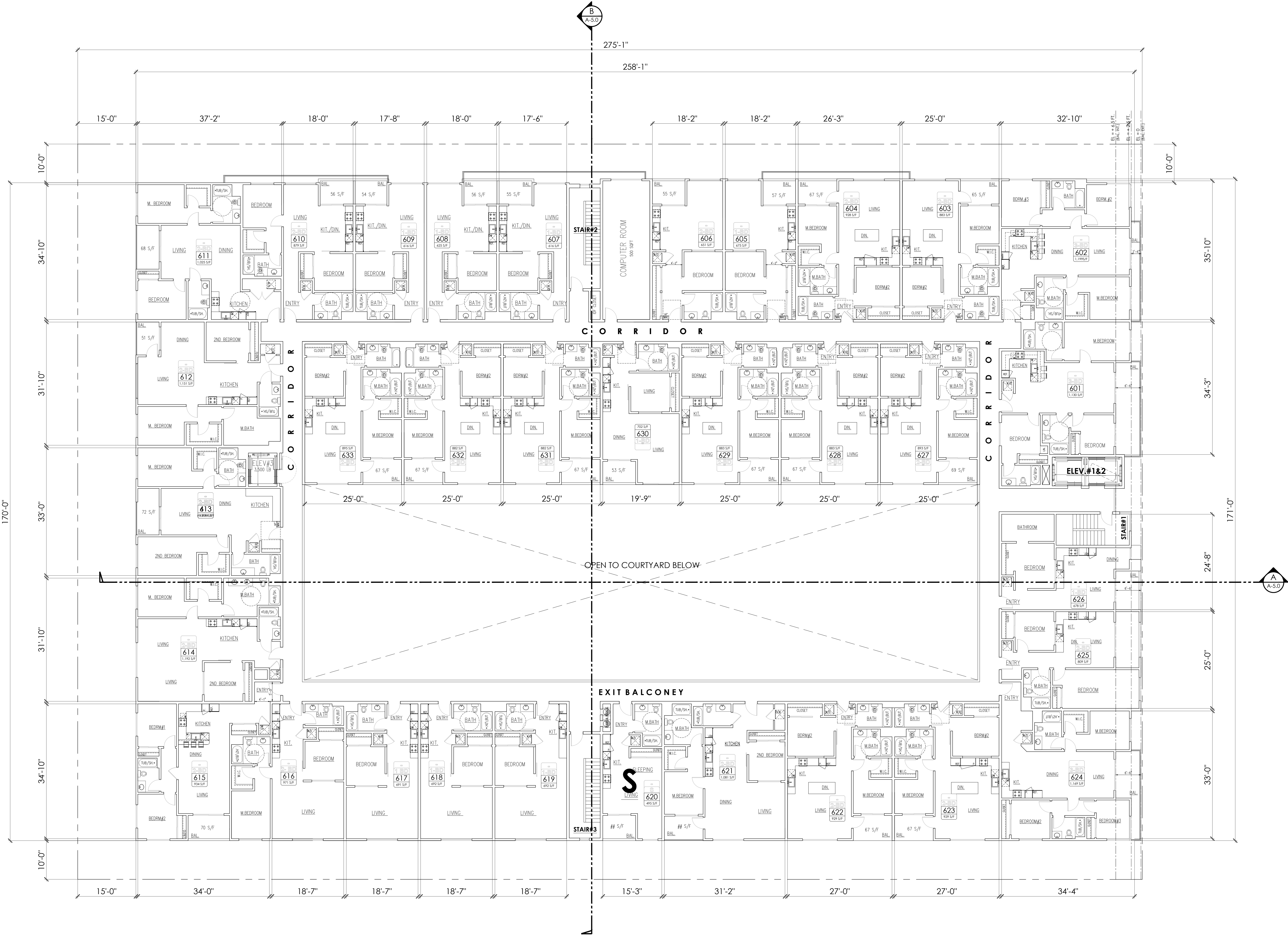
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Of 0 Sheets



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6TH FLOOR PLAN

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

Sheet Issue & Revision Log

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96	96	Revised
97	97	Revised
98	98	Revised
99	99	Revised
100	100	Revised

IT IS THE CLIENT'S RESPONSIBILITY PRIOR TO OR DURING CONSTRUCTION TO NOTIFY THE ARCHITECT IN WRITING OF ANY PERCEIVED ERRORS OR OMISSIONS IN THE PLANS AND SPECIFICATIONS OF WHICH A CONTRACTOR THOROUGHLY KNOWLEDGEABLE WITH THE BUILDING CODES AND METHODS OF CONSTRUCTION SHOULD REASONABLY BE AWARE. WRITTEN INSTRUCTIONS ADDRESSING SUCH PERCEIVED ERRORS OR OMISSIONS SHALL BE RECEIVED FROM THE ARCHITECT PRIOR TO THE CLIENT OR CLIENT'S SUBCONTRACTOR PROCEEDING WITH THE WORK. THE CLIENT WILL BE RESPONSIBLE FOR ANY DEFECTS IN CONSTRUCTION IF THESE PROCEDURES ARE NOT FOLLOWED.

Developer:

FAYZ HOLDINGS, LLC
C/O KAMRAN BENJI

6300 WILSHIRE BLVD # 1420
LOS ANGELES, CA 90048

Project Title:

SEPULVEDA
6-STORY
180-UNIT
MIXED-USE
APARTMENT

7111 N. SEPULVEDA BLVD.
VAN NUYS, CA 91405

Architect:

DARYOUSH
SAFAI
AIA
Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403

Tel : (310) 453-3335
Email : safai@verizon.net
www.arshitec.com

Architect Stamp:

Sheet Content:

6TH FLOOR
PLAN

Date : 7-22-2015

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

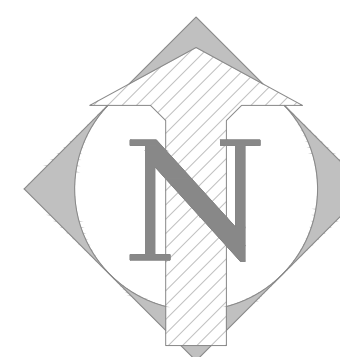
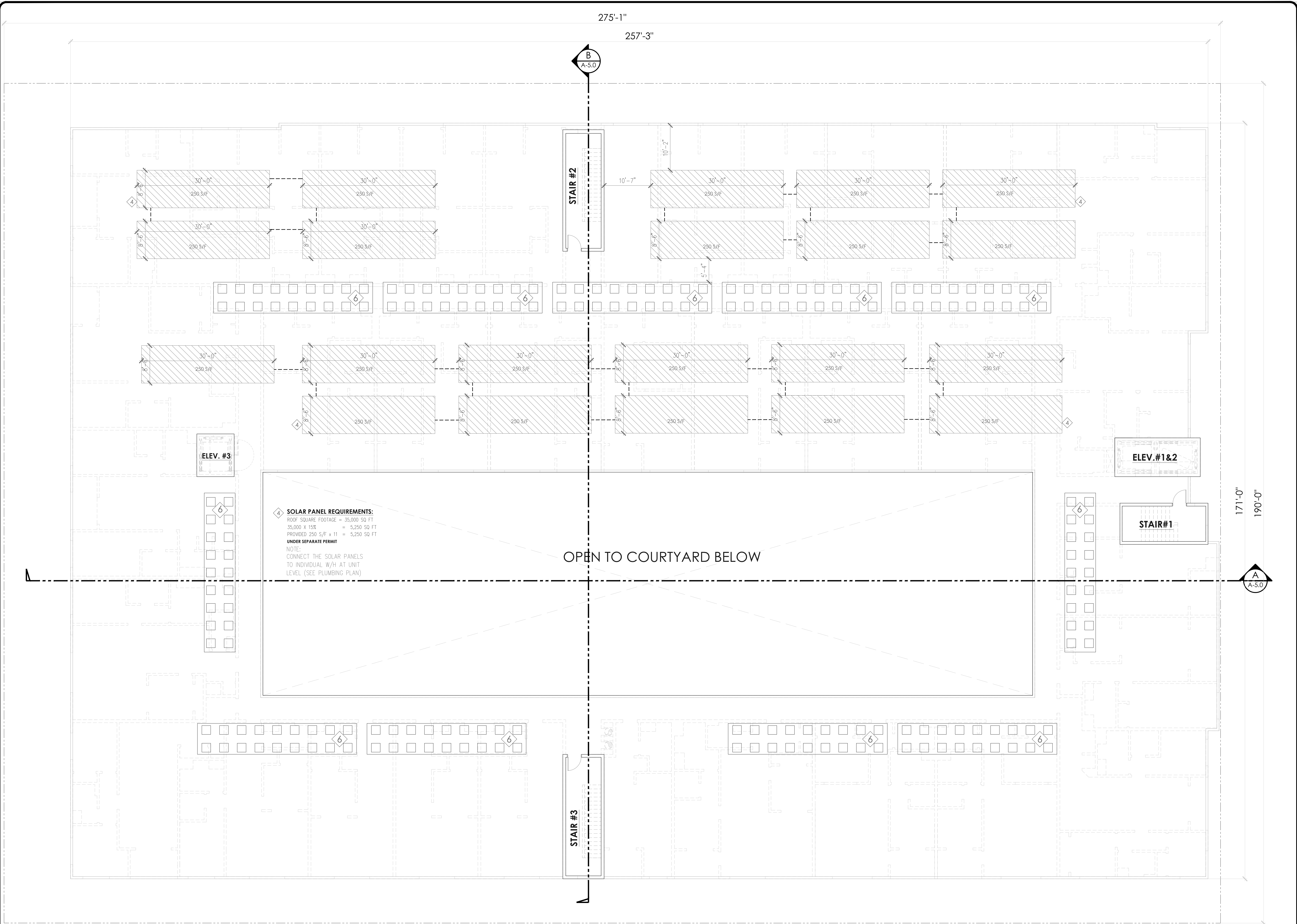
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Job : -

Sheet :

A-3.7

Of 0 Sheets



ROOF PLAN

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

Sheet Issue & Revision Log

Issue	Revision	Description
1	1	Initial Issue
2	1	Revised
3	1	Revised
4	1	Revised
5	1	Revised
6	1	Revised
7	1	Revised
8	1	Revised
9	1	Revised
10	1	Revised
11	1	Revised
12	1	Revised
13	1	Revised
14	1	Revised
15	1	Revised
16	1	Revised
17	1	Revised
18	1	Revised
19	1	Revised
20	1	Revised

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Developer:
FAYZ HOLDINGS, LLC
C/O KAMRAN BENJI
6300 WILSHIRE BLVD # 1420
LOS ANGELES, CA 90048

Project Title:
SEPULVEDA 6-STORY 180-UNIT MIXED-USE APARTMENT
7111 N. SEPULVEDA BLVD.
VAN NUYS, CA 91405

Architect:
DARYOUSH SAFAI
AIA Architect
2932 Wilshire Boulevard, #210
Santa Monica, CA 90403
Tel : (310) 453-3335
Email : dan@safaiarchitects.com
www.arshitect.com

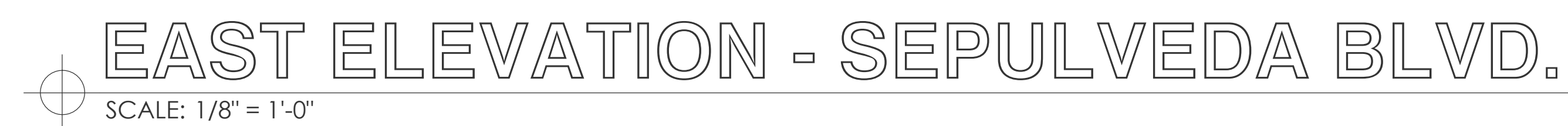
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Sheet Content:

ROOF PLAN


Date : 7-22-2015
Scale : 1/8" = 1'-0"
CAD : ROD
Job : -
Sheet :

A-3.8
Of 0 Sheets



Date	: 7-22-2015
Scale	: 1/8" = 1'-0"
CAD	: ROD
Job	: -
Sheet	:

Sheet Issue & Revision Log

IT IS THE CLIENTS RESPONSIBILITY PRIOR TO OR DURING CONSTRUCTION TO NOTIFY THE ARCHITECT IN WRITING OF ANY PERCEIVED ERRORS OR OMISSIONS IN THE PLANS AND SPECIFICATIONS OF WHICH THE CONTRACTOR THOROUGHLY KNOWLEDGEABLE WITH THE BUILDING CODES AND METHODS OF CONSTRUCTION SHOULD REASONABLY BE AWARE. WRITTEN INSTRUCTIONS ADDRESSING SUCH PERCEIVED ERRORS OR OMISSIONS SHALL BE RECEIVED FROM THE ARCHITECT PRIOR TO THE CLIENT OR CLIENTS SUBCONTRACTOR PROCEEDING WITH THE WORK. THE CLIENT WILL BE RESPONSIBLE FOR ANY DEFECTS IN CONSTRUCTION IF THESE PROCEDURES ARE NOT FOLLOWED.

Developer:

FAYZ HOLDINGS, LLC
C/O KAMRAN BENJI

6300 WILSHIRE BLVD # 1420
LOS ANGELES, CA 90048

Project Title:

SEPULVEDA
6-STORY
180-UNIT
MIXED-USE
APARTMENT
7111 N. SEPULVEDA BLVD.
VAN NUYS, CA 91405

Architect:

**DARYOUSH
SAFAI**
AIA
Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403
Tel : (310) 453-3335
Email : safai@verizon.net
www.arshitect.com

Architect Stamp:

Sheet Content:

WEST ELEVATION

Date : 7-22-2015

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

CAD : ROD

Job	:	-
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Sheet :

A-4.1

Of 0 Sheets



WEST ELEVATION - REAR YARD

Sheet Issue & Revision Log

[illegible]

IT IS THE CLIENTS RESPONSIBILITY PRIOR TO OR DURING CONSTRUCTION TO NOTIFY THE ARCHITECT IN WRITING OF ANY PERCEIVED ERRORS OR OMISSIONS IN THE PLANS AND SPECIFICATIONS OF WHICH THE CONTRACTOR THOROUGHLY KNOWLEDGEABLE WITH THE BUILDING CODES AND METHODS OF CONSTRUCTION SHOULD REASONABLY BE AWARE. WRITTEN INSTRUCTIONS ADDRESSING SUCH PERCEIVED ERRORS OR OMISSIONS SHALL BE RECEIVED FROM THE ARCHITECT PRIOR TO THE CLIENT OR CLIENTS SUBCONTRACTOR PROCEEDING WITH THE WORK. THE CLIENT WILL BE RESPONSIBLE FOR ANY DEFECTS IN CONSTRUCTION IF THESE PROCEDURES ARE NOT FOLLOWED.

Developer:

FAYZ HOLDINGS, LLC
C/O KAMRAN BENJI

6300 WILSHIRE BLVD # 1420
LOS ANGELES, CA 90048

Project Title:

SEPULVEDA
6-STORY
180-UNIT
MIXED-USE
APARTMENT
7111 N. SEPULVEDA BLVD.
VAN NUYS, CA 91405

Architect:

**DARYOUSH
SAFAI**
AIA
Architect

2932 Wilshire Boulevard, #210
Santa Monica, CA 90403
Tel : (310) 453-3335
Email : safai@verizon.net
www.arshitect.com

Architect Stamp:

Sheet Content:

**NORTH
ELEVATION**

Date : 7-22-2015

Scale : $3/32'' = 1'-0''$

CAD : ROD

Job : -

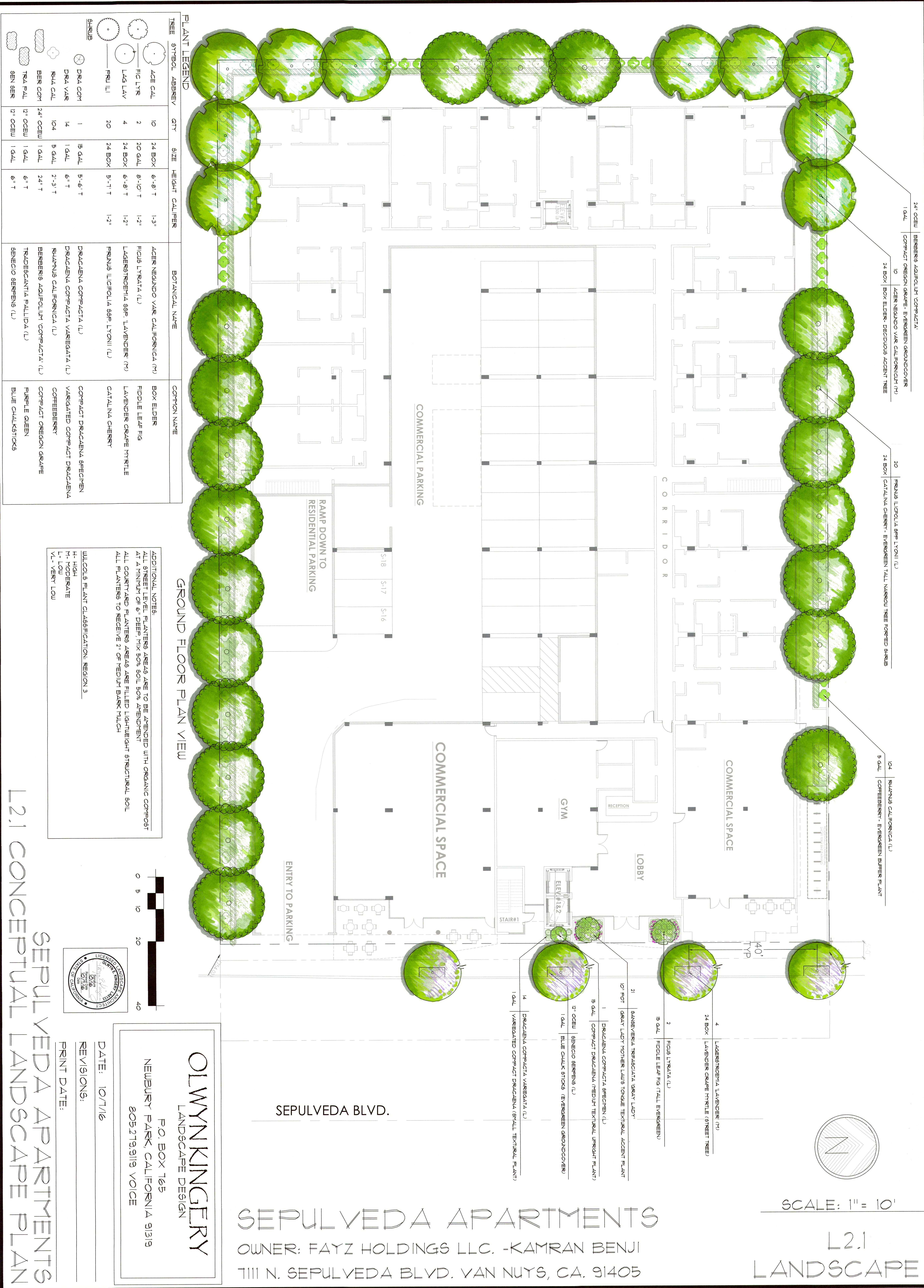
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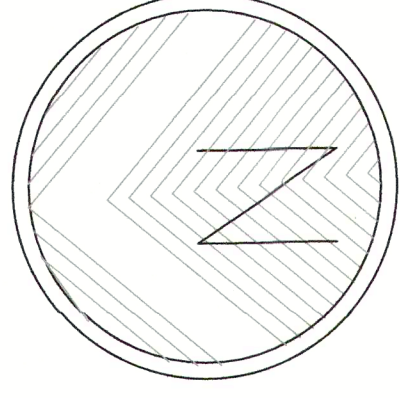
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Of 0 Sheets



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





OLWYNKINGERY

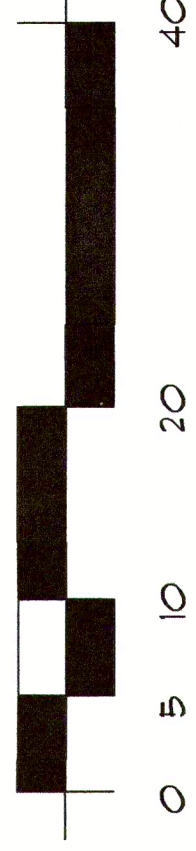
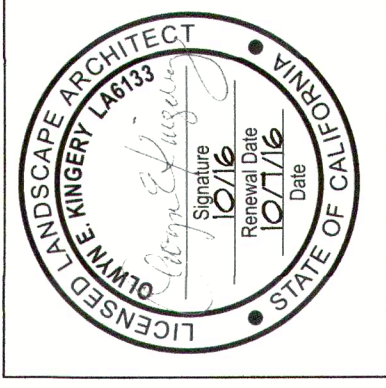
LANDSCAPE DESIGN

P.O. BOX 165
NEWBURY PARK, CALIFORNIA 91319
805.219.9119 VOICE

DATE: 10/7/16

REVISIONS:

PRINT DATE:

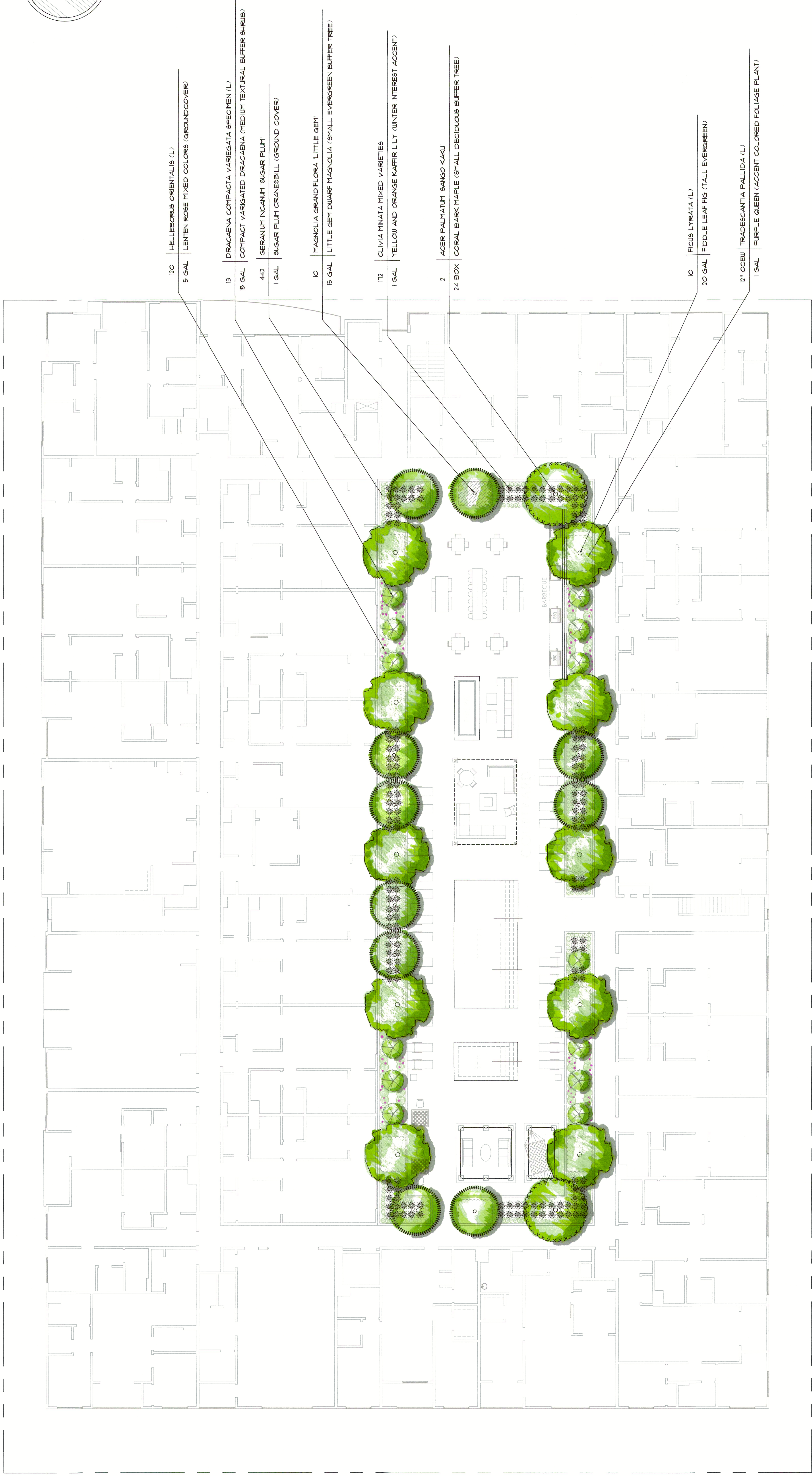


ADDITIONAL NOTES:
ALL STREET LEVEL PLANTERS ARE TO BE AMENDED WITH ORGANIC COMPOST AT A MINIMUM OF 6" DEEP. MIX 80% SOIL 50% AMENDMENT
ALL COURTYARD PLANTERS AREAS ARE FILLED LIGHTWEIGHT STRUCTURAL SOIL
ALL PLANTERS TO RECEIVE 2" OF MEDIUM BARK MULCH

WULFOLS PLANT CLASSIFICATION: REGION 3

H- HIGH
M- MODERATE
L- LOW
VL- VERY LOW

PLANT LEGEND					COMMON NAME	
SYMBOL	ABBREV	QTY	SIZE	HEIGHT	CALIPER	BOTANICAL NAME
TREE						
— ACE SAN		2	24 BOX	6'-8' T	2-3"	ACER PALMATUM 'SANGO KAKU' (M)
— FIC LYR		10	20 GAL	8'-10' T	2-3"	FICUS LYRATA (L)
— MAG LIT		10	15 GAL	3'-4' T	1-2"	MAGNOLIA GRANDIFLORA 'LITTLE GEM' (M)
SHRUB						
— CLJ MIN		112	1 GAL	12" T		CLIVIA MINATA MIXED VARIETIES (L)
— DRA VAR		13	15 GAL	5'-6' T		DRACAENA COMPACTA VARIEGATA (L)
— GER SUG		442	1 GAL	6" T		GERANIUM INCANUM 'SUGAR PLUM' (L)
— HEL ORI		120	5 GAL	12" T		HELLEBORUS ORIENTALIS (L)
— TRA PAL		12' OCEU	1 GAL	6" T		TRADESCANTIA PALLIDA (L)

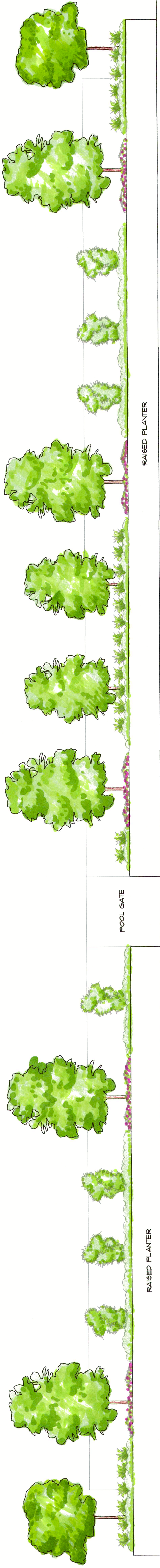


120	HELLEBORUS ORIENTALIS (L)	9 GAL
13	DRACAENA COMPACTA VARIEGATA SPECIMEN (L)	15 GAL
442	GERANIUM INCANUM 'SUGAR PLUM'	1 GAL
10	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	15 GAL
112	CLIVIA MINATA MIXED VARIETIES	1 GAL
2	ACER PALMATUM 'SANGO KAKU'	24 BOX
10	FICUS LYRATA (L)	20 GAL
12' OCEU	TRADESCANTIA PALLIDA (L)	1 GAL

5 - STORY EXISTING BUILDING



EAST GROUND FLOOR ELEVATION

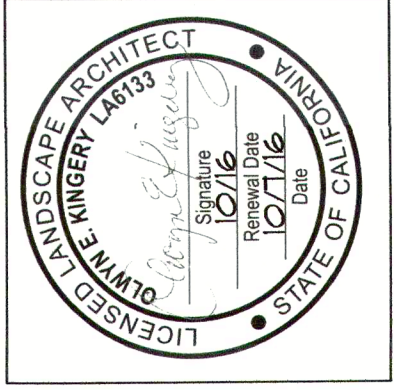


2ND FLOOR COURTYARD ELEVATION

OLWYNKINGERY

LANDSCAPE DESIGN

P.O. BOX 165
NEWBURY PARK, CALIFORNIA 91319
805.273.9119 VOICE



DATE: 10/7/16

REVISIONS:

PRINT DATE:

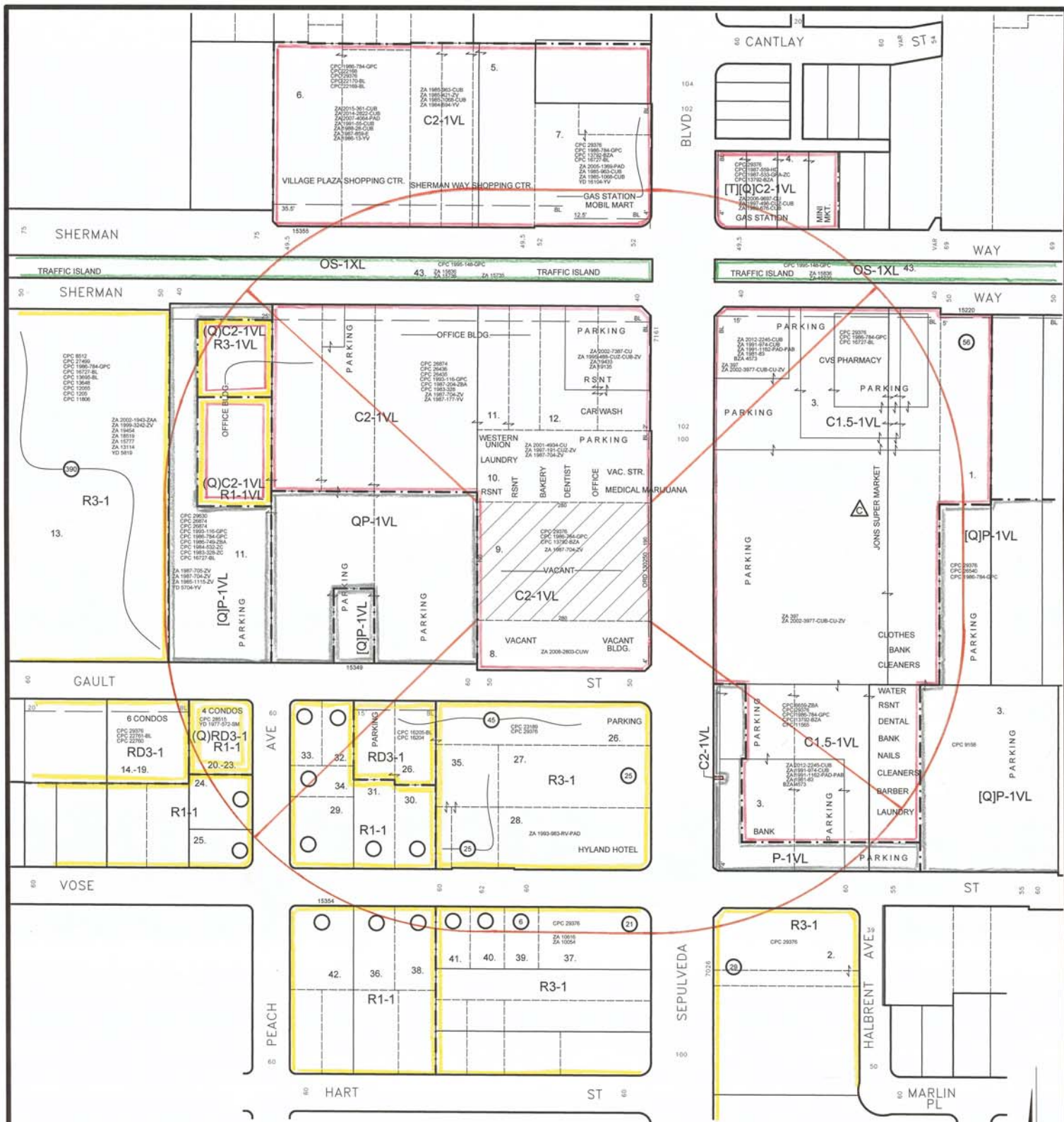
SEPULVEDA APARTMENTS
L3.0 CONCEPTUAL ELEVATION

SEPULVEDA APARTMENTS
OWNER: FAYZ HOLDINGS LLC - KAMRAN BENJI
7111 N. SEPULVEDA BLVD., VAN NUYS, CA. 91405

SCALE: NTS
L3.0
ELEVATION

EXHIBIT B

MAPS



DENSITY BONUS SITE PLAN REVIEW

LEGAL: PORTION OF LOT 522, TRACT NO. 1000. (SEE APPLICATION)

C.D. 6
C.T. 1277.12
P.A. VAN NUYS-NORTH SHERMAN OAKS

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850

CASE NO.
DATE: 10-12-2015
SCALE: 1" = 100'
USES FIELD
D.M. 183 B 145

T.B. PAGE: 531 GRID: H-5

1.22 NET AC.

EXHIBIT C

Environmental Clearance and Agency Letters

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

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

CD 6 - NURY MARTINEZ

PROJECT TITLE

ENV-2015-3906-MND

CASE NO.

CPC-2015-3905-DB-SPR

PROJECT LOCATION

7131 N SEPULVEDA BLVD

PROJECT DESCRIPTION

The proposed project is the construction, use, and maintenance of a six-story, approximately 197,000 square-foot mixed-use building consisting of 180 residential dwelling units and approximately 4,750 square feet of ground floor commercial area. The building will consist of two subterranean parking levels, at-grade commercial parking, and residential uses located on all six stories with an approximate height of 63 feet. The project will set aside fifteen (15) residential units for Very Low Income Households and will provide 24 commercial parking spaces, 296 residential vehicle parking spaces and a total of 204 bicycle parking spaces. The project will include the export of approximately 40,250 cubic yards of dirt.

Entitlements requested include a 35 percent Density Bonus with 15 percent reserved for Very Low Income Households with one on-menu incentive request for a reduced rear yard, and two off-menu requests for number of stories/height and floor area.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Fayz Holdings Inc
2016 East 15th Street
Los Angeles, CA 90021

FINDING:

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM

JORDANN TURNER

TITLE

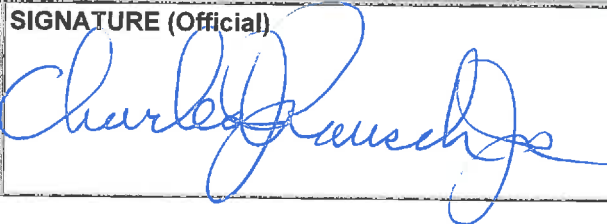
CITY PLANNER

TELEPHONE NUMBER

(213) 978-1365

ADDRESS

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

SIGNATURE (Official)**DATE**

JULY 6, 2016

I-120. Aesthetics (Light)

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

I-130. Aesthetics (Glare)

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

III-90. Air Quality

- Air Quality impacts from project implementation due to construction-related emissions may occur. However, the potential impact may be mitigated to a less than significant level by the following measures:
- AQ-1 All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available, to reduce NOx, PM10 and PM2.5 emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- AQ-2 Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.
- AQ-3 At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

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 through compliance with the following measure(s):
- Prior to any ground disturbance and/or grading activities, a Native American Monitor shall be secured through the Fernandeno Tataviam Band of Mission Indians (1019 Second Street, San Fernando, CA 91340 or cgulley@tataviam-nsn.us) in order to determine the presence of, and proper treatment of Native American resources potentially occurring on the project site. The native American Monitor shall be present during all ground disturbance and/or grading activities. Should the project involve more than one grading unit occurring simultaneously, an additional monitor per grading unit shall be required.

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

- Impacts will result from the alteration of natural landforms due to extensive grading activities. However, this impact will be mitigated to a less than significant level by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
- "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

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

-

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

XII-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.

XII-170. Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

- Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:
- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

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

XVI-40. Safety Hazards

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

XVI-80. Transportation/Traffic

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

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 6 - NURY MARTINEZ	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-3906-MND	RELATED CASES: CPC-2015-3905-DB-SPR	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: PROJECT DESCRIPTION: NEW CONSTRUCTION, USE, AND MAINTENANCE OF A MIXED-USE DEVELOPMENT INCLUDING 180 APARTMENTS AND APPROX. 4,750 SF OF GROUND FLOOR RETAIL IN 6 LEVELS, WITH 2 LEVELS OF SU. PARKING A		
ENV PROJECT DESCRIPTION: The proposed project is the construction, use, and maintenance of a six-story, approximately 197,000 square-foot mixed-use building consisting of 180 residential dwelling units and approximately 4,750 square feet of ground floor commercial area. The building will consist of two subterranean parking levels, at-grade commercial parking, and residential uses located on all six stories with an approximate height of 63 feet. The project will set aside fifteen (15) residential units for Very Low Income Households and will provide 24 commercial parking spaces, 296 residential vehicle parking spaces and a total of 204 bicycle parking spaces. The project will include the export of approximately 40,250 cubic yards of dirt. Entitlements requested include a 35 percent Density Bonus with 15 percent reserved for Very Low Income Households with one on-menu incentive request for a reduced rear yard, and two off-menu requests for number of stories/height and floor area.		
ENVIRONMENTAL SETTINGS: The project site is an approximately 1.22-acre, rectangular, interior parcel of land with approximately 52,223 square feet of surface land area. The site fronts approximately 190 feet along the west side of Sepulveda Boulevard, with a lot depth of approximately 290 feet. The site is currently vacant and was once improved with a freestanding specialty food market and surface parking lot. The project site is one parcel north of Gault Street. The site is located in the Van Nuys-North Sherman Oaks Community Plan with a land use designation of General Commercial and is zoned C2-1VL. Property in the surrounding area is classified in the C1.5-1VL, C2-1VL, R1-1VL, RD3-1, R3-1/1VL, and P-1VL zones. East across Sepulveda Boulevard is a big box format shopping center, including a Jon's Supermarket, a CVS Drug Store, and other commercial shops, banks, and restaurants. Immediately north of the site is a commercial strip mall, a car wash, and a fast food restaurant, bordered on the north by Sherman Avenue. A 5-story commercial building approximately 59'-6" in height lies directly to the south, with a surface parking lot on the west end of the lot. Immediately west of the site is a surface parking lot serving a 5-story commercial office building approximately 60'-2" in height, and beyond the parking lot are multi-family residential buildings. Sepulveda Boulevard, adjoining the Subject Property to the east is a designated Boulevard II, with a dedicated and improved width of 100 feet. The Boulevard II designation requires a roadway width of 110 feet, or a 55-foot half right-of-way. Gault Street dedicated and improved to a width of 50 feet. The site is not located within a specific plan, community design overlay, or interim control ordinance area. The project site is not located within the Alquist-Priolo Fault Zone and is located 7.46 kilometers from the Northridge Fault. The project site is not located within a hillside area or BOE Special Grading Area, High Fire Hazard Severity Zone, Fire District 1, Flood Zone, Methane, Landslide, Liquefaction, or Tsunami Inundation Zone.		
PROJECT LOCATION: 7131 N SEPULVEDA BLVD		

COMMUNITY PLAN AREA: VAN NUYS - NORTH SHERMAN OAKS STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: SOUTH VALLEY	CERTIFIED NEIGHBORHOOD COUNCIL: VAN NUYS
EXISTING ZONING: C2-1VL	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 144	LA River Adjacent:
GENERAL PLAN LAND USE: GENERAL COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 144	
	PROPOSED PROJECT DENSITY: 180	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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



CITY PLANNER

(213) 978-1365

Signature

Title

Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

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

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

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

Background

PROPONENT NAME:

Fayz Holdings Inc

PHONE NUMBER:

(213) 749-1147

APPLICANT ADDRESS:

2016 East 15th Street
Los Angeles, CA 90021

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

10/26/2015

PROPOSAL NAME (if Applicable):

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?			✓	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		

II. AGRICULTURE AND FOREST RESOURCES

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?			✓	

IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		✓	
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?		✓	
e.	Cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?	✓		

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?			✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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?			✓	
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?		✓		
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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?		✓		
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	

XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

XVI. TRANSPORTATION/TRAFFIC

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓	
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e.	Result in inadequate emergency access?		✓		
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	

XVII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2015-3906-MND** and the associated case(s), **CPC-2015-3905-DB-SPR**. 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:
JORDANN TURNER	CITY PLANNER	(213) 978-1365	06/13/2016

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

I. AESTHETICS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The proposed project involves the construction of a mixed-use development containing approximately 180 residential units and 4,750 square feet of commercial space. As there are no unique scenic vistas or focal points in the vicinity of the site, impacts will be less than significant.	
b.	NO IMPACT	A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The project area is developed with a mix of residential and commercial uses. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings. Therefore, the proposed project would result in a less-than-significant impact on visual	

Impact?	Explanation	Mitigation Measures
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		quality.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources including street lights, vehicle headlights, and interior and exterior building illumination. Nevertheless, the surrounding area is known for night time scenic views and the introduction of new light sources may have the potential to moderately impact scenic resource. The proposed project, is not likely to contain light sources beyond the lighting typical of residential development. However, mitigation measures will reduce any light and glare impacts on adjacent residences to less than significant levels by ensuring that the new project will not introduce any new sources of substantial light or glare which would exceed the existing ambient levels or night time views.</p>	I-120, I-130

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. 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.</p>	
b.	NO IMPACT	<p>A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Act. Therefore, no impacts would occur.</p>	

Impact?	Explanation	Mitigation Measures
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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. Therefore, no impact would occur.	
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. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The 2012 AQMP provides base year emissions and future baseline emission projections for the South Coast Air Basin. In doing so, the 2012 AQMP incorporates, in part, Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 2012-2035 RTP/SCS socioeconomic forecast projections of regional population and employment growth. A project would not conflict with the AQMP if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The levels of population for the project are consistent with population forecasts as adopted by SCAG. Therefore, the proposed project would not conflict with the AQMP, and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	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. Construction of the proposed project would contribute to air quality emissions through the use of heavy-duty construction equipment,	III-90

Impact?	Explanation	Mitigation Measures
	<p>truck deliveries and haul trips, and vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from earthwork activities. Nitrogenoxide (NOX) emissions would primarily result from the use of construction equipment. It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, re establishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Mitigation measures have been incorporated to require the use of readily-available construction equipment that uses EPA-certified Tier 4 engines to reduce emissions as well as implementation of SCAQMD Rule 403, which calls for Best Available Control Measures during the grading phase of the project. With the implementation of the mitigation measures, construction impacts on the local air quality will be reduced to a less than significant impact.</p>	
c.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2,</p>	

Impact?	Explanation	Mitigation Measures
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		<p>there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. A project of this size (180 residential units) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The 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 avoid 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 located approximately 500 feet east of Interstate 405 (San Diego Freeway) and less than a block from the nearest gas station located at the corner of Sepulveda Blvd and Sherman Way. The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. As the proposed project consists of new residential dwelling units and commercial floor area, the proposed project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from the proposed project implementation and therefore, the use</p>	

Impact?	Explanation	Mitigation Measures
	itself will not result in new sources of pollutant concentrations exposing sensitive receptors. Therefore, the proposed project would have 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 project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors	

IV. BIOLOGICAL RESOURCES

a. LESS THAN SIGNIFICANT IMPACT	A project would have a significant biological impact through the loss or destruction of individuals of sensitive habitat. The project site is located in a highly urbanized area in the Van Nuys-North Sherman Oaks Community Plan. The project site is currently vacant, with six palm on-site. While it is not anticipated that the project site would be a habitat for any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, the project will be required to comply with the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Game Code. Therefore, the project's impacts will be less than significant.	
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Impact?	Explanation	Mitigation Measures
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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 project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed/previously developed with residential, office, and commercial uses. Therefore, no impacts would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, no impact would occur.	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impacts would occur.	
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V. CULTURAL RESOURCES

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be substantially altered the environmental context of, or removed identified historical resources. The project site is currently vacant, but was previously developed with a one-story supermarket. The building were not identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the site was not found to be a potential historic resource or have any significant architectural features, based on discussion with the Planning Department's Office of Historic Resources, and the City's Survey LA findings. Therefore, the impact would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. Project-related excavation for the subterranean levels and building footing may have the potential to uncover archaeological resources. However, if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. Although the project site has been previously disturbed and developed since the 1930s, and no paleontological resources have been identified on-site or in the vicinity, per the City of LA's Environmental and Public Facilities Maps (Vertebrate Paleontological Resources), the proposed project would require additional ground disturbance that may involve excavation into native soils that contain paleontological resources. Project-related excavation for the subterranean levels and building footing may have the potential to uncover paleontological resources. If paleontological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Sections 5097.5 and 30244. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, no impact would occur.	
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	Pursuant to AB 52, the Planning Department notified Native American tribes as to the proposed project with a 30-day comment period. A letter dated April 21, 2016 was received from the Fernandeno Tataviam Band of Mission Indians requesting information and consultation regarding the project. No specific information has been provided regarding the presence of tribal cultural resources at the project. However, a mitigation measure has been incorporated to reduce impacts on potential cultural and archaeological resources.	V-50

VI. GEOLOGY AND SOILS

Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	The project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. Therefore, no impacts would occur.
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The proposed project is located approximately 7.46 kilometers from the Northridge Fault. The proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.
c.	NO IMPACT	This site is not located within a liquefaction zone. Therefore, no impacts would result.
d.	NO IMPACT	The project site and surrounding area are relatively flat and is not located within a landslide area. Therefore, no impacts would result.
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<div data-bbox="609 1134 1096 1932"> <p>A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. The project proposes to grade approximately 40,250 cubic yards of dirt for the construction of two levels of subterranean parking. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Site preparation would require removal of all vegetation, any unsuitable fill, and asphalt and concrete paving, exposing pervious surfaces to wind and rainfall. 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. In addition, the proposed project would be required to develop a Storm Water</p> </div> <div data-bbox="1096 1134 1586 1165">VI-40</div>

Impact?	Explanation	Mitigation Measures
	<p>Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Grading Division. Mitigation measures have been incorporated to further reduce the impacts to a less than significant level.</p>	
f. LESS THAN SIGNIFICANT IMPACT	<p>The project site is not located within a landslide or liquefaction area; however, the construction of the project will be required by the Department of Building and Safety to comply with the City of Los Angeles California Building Code (CBC). With the implementation of conditions imposed by the City of Los Angeles Department of Building and Safety's Grading Division, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.</p>	
g. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. With the implementation of conditions imposed by the City of Los Angeles Department of Building and Safety's Grading Division, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.</p>	
h. NO IMPACT	<p>A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.</p>	
VII. GREEN HOUSE GAS EMISSIONS		

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.	
LESS THAN SIGNIFICANT IMPACT	The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required	

Impact?	Explanation	Mitigation Measures
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by AB 32. The project would provide infill residential development proximate to a major transportation corridor (i.e., Sepulveda Boulevard) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project would provide residential units to meet demand for housing in proximity to urban uses, including transportation/transit and would provide a healthy environment by reducing vehicle trips and corresponding GHG emissions. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to GHG reduction plans.

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and commercial developments. As a residential and commercial development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant	
b.	NO 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 project site is currently vacant and would therefore not create a possible exposure to	

Impact?	Explanation	Mitigation Measures
	asbestos-containing materials or lead-based paints. The project site is not located within a methane hazard zone and would therefore not create a possible exposure to methane. Therefore, no impact would result.	
c. NO IMPACT	Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The project site is not located within one-quarter mile of an existing school and is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste as part of the proposed project. Therefore, no impacts would result.	
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. The project site has not been identified on EnviroStor. No evidence has been provided that toxic substances exist on the site. Therefore, no impacts would result.	
e. LESS THAN SIGNIFICANT IMPACT	The project site is located approximately 1.5 miles east of Van Nuys Airport. The site is identified to be within an Airport Hazard Zone, however the project will have a height of 63 feet and is not within the flight path. Therefore, impacts would be less than significant.	
f. NO IMPACT	The project site is not located within two miles of a private airstrip. Therefore, no impacts would occur.	

Impact?	Explanation	Mitigation Measures
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g.	LESS THAN SIGNIFICANT 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	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, no impact would occur.	

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project is the construction of a new mixed-use building with 180 residential units. 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. Therefore, the proposed project would result in less-than-significant impacts.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The project will require grading approximately 40,250 cubic yards of dirt for the construction of two levels of subterranean parking; however, the project would be required	

Impact?	Explanation	Mitigation Measures
	<p>to comply with 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. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Therefore, project development would not impact groundwater supplies or groundwater recharge, and impacts will be less than significant</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. Therefore, the proposed project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. As discussed above, there are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not substantially change the volume of storm water runoff in a manner that would result in flooding on- or off-site. Accordingly,</p>	

Impact?	Explanation	Mitigation Measures
	significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.	
e. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. 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. Therefore, the proposed project would result in less than significant impacts related to existing storm drain capacities or water quality.	
f. NO IMPACT	A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.	
g. NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. The project site is not located within a 100-year plain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
h. NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. The project site is not located within a 100-year plain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	

Impact?	Explanation	Mitigation Measures
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i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. The project site and the surrounding areas are not located near a water body to be inundated by seiche and is not located within a tsunami inundated zone. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	

X. LAND USE AND PLANNING

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project. The proposed project site is located within an urbanized area of the Van Nuys-North Sherman Oaks community and is consistent with the existing physical arrangement of the properties within the vicinity of the site. No separation of uses or disruption of access between land use types would occur as a result of the proposed project. Accordingly, implementation of the proposed project would not disrupt or divide the physical arrangement of the	
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Impact?	Explanation	Mitigation Measures
	established community, and no impact would occur	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The project site is located within the Van Nuys-North Sherman Oaks Community Plan with a land use designation of General Commercial and is zoned C2-1VL. The proposed project is consistent with the density and height requirements of the zone and height district. With the approval of the requested entitlements including off and on-menu Density Bonus request and Site Plan Review, the proposed project would be consistent would not cause conflict with the general plan. Impacts of the project 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	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for General Commercial uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
b. NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits.	

Impact?	Explanation	Mitigation Measures
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The project site is currently designated for General Commercial uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

XII. NOISE

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>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. In addition to mitigation measures imposed herein, the project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. The project will construct residential dwelling units along Sepulveda Boulevard , which is designated as a Boulevard II. Mitigation measures have been incorporated to reduce the impacts to a less than significant level.</p>	XII-20
b.	LESS THAN SIGNIFICANT IMPACT	<p>Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. The project shall comply with</p>	

Impact?	Explanation	Mitigation Measures
	the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which would reduce impacts to a less than significant impact.	
c. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. The project proposes to construct two levels of subterranean parking. Mitigation measures have been incorporated to reduce impacts to a less than significant level	XII-60
d. 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. In addition to mitigation measures imposed herein, the project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. The project will construct residential dwelling units along Sepulveda Boulevard , which is designated as a Boulevard II. Mitigation measures have been incorporated to reduce the impacts to a less than significant level	XII-170

Impact?	Explanation	Mitigation Measures
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e.	LESS THAN SIGNIFICANT IMPACT	The project site is located approximately 1.5 miles east of Van Nuys Airport. The site is identified to be within an Airport Hazard Zone, however the project will have a height of 63 feet and is not within the flight path. Therefore, impacts would be less than significant.	
f.	NO IMPACT	The project site is not located within two miles of a private airstrip. Therefore, no impacts would occur.	

XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	The project proposes to construct a new mixed-use building with 180 residential units. The site is currently improved with a surface parking lot. The project would induce a substantial population growth. However, the proposed density of the project is consistent with the land use designation and the zone of the property, as designated by the Van Nuys-North Sherman Oaks Community Plan. The project site is located within a urban area of the City and is served by existing infrastructures. As proposed, the project would have a less than significant impact.	
b.	NO IMPACT	The project site is developed with a surface parking lot and would not require the demolition of any buildings, particularly housing on the site and will not necessitate the construction of replacement housing elsewhere. No impacts will result.	
c.	NO IMPACT	The project site is been developed with a surface parking lot and would not require demolition of any existing residential buildings that would necessitate construction of replacement housing elsewhere. No impacts will occur.	

XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site is serviced by Fire Station 39, located at 14415 Sylvan Street, located approximately 2.1 miles southeast of the project site. The proposed project will construct a twenty-four story mixed-use building with 180 residential units and 4,750 square feet of commercial area, which could increase the number of emergency calls and demand for LAFD	XIV-10
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Impact?	Explanation	Mitigation Measures
	fire and emergency services. While the proposed project is not expected to create capacity or service level problems, mitigation measures have been incorporated to ensure that the project complies with Fire Department recommendations for fire safety. Incorporation of the mitigation measure will reduce the project impacts to a less than significant level	
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 is served by the Van Nuys Community Police Station located at 6240 Sylmar Avenue approximately 2.2 miles southeast of the project site. The proposed project will construct a mixed-use building with 180 residential units and approximately 4,750 square feet of commercial area, it could increase demand for police service. Mitigation measures have been incorporated to reduce impacts during the construction phase of the project to a less than significant level.	XIV-20, XIV-30
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 will construct a 180 residential dwelling units.. The project has the potential to increase the number of students in the area and impact existing schools in 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. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Impacts on school facilities would be less than significant	
d. LESS THAN SIGNIFICANT IMPACT	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 proposed project would result in the construction of 180 dwelling units, which	

Impact?	Explanation	Mitigation Measures
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		<p>could result in increased demand for parks and recreation facilities. The proposed project would include approximately 23,700 square feet of open space. These project features would reduce the demand for park space created by the proposed project. In addition, the proposed project will be require payment of impact fees per the City's Dwelling Unit Construction Tax, offsetting some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would result in a less than significant impact on park facilities.</p>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project will construct 180 residential units and it will result in a population growth in the area. However, that growth is consistent with the land use designation and zone of the property as designated by the Van Nuys-North Sherman Oaks Community Plan. As a result of the proposed project, there may be an increase demand for other public services; however, it would not create substantial capacity or service level problems that would require the provision of new or physically altered other public facilities in order to maintain an acceptable level of service for other public services. Therefore, the proposed project would result in a less than significant impact on other public services.</p>	
XV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The proposed project would result in the construction of 180 dwelling units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 23,700 square feet of open space. These project features would</p>	

Impact?	Explanation	Mitigation Measures
	<p>reduce the demand for park space created by the proposed project. In addition, the proposed project will be require payment of impact fees per the City's Dwelling Unit Construction Tax, offsetting some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would result in a less than significant impact on park facilities.</p>	
b.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The proposed project would result in the construction of 180 dwelling units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 23,700 square feet of open space. These project features would reduce the demand for park space created by the proposed project. In addition, the proposed project will be require payment of impact fees per the City's Dwelling Unit Construction Tax, offsetting some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would result in a less than significant impact on park facilities.</p>	

XVI. TRANSPORTATION/TRAFFIC

a.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project would generate and/or cause a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicular trips on the street system. The Los Angeles Department of Transportation has reviewed the project and has determined that the project would generate a net increase of 456 daily trips and a net increase of 78 a.m. and 37 p.m. peak hour trips. In a memo dated April 27, 2016, DOT reviewed a traffic analysis prepared by LSA Associates dated April 2016 and determined that the proposed project would not result in any significant traffic impacts at the five intersections which were identified in the analysis. With the implementation of project requirements contained within the memo dated April 27, 2016, impacts will be less than significant.</p>	
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	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would add 50 or more a.m. or p.m. peak hour trips to a freeway on- or off-ramp, or add 150 or more one-way vehicle trips to a Congestion Management Program (CMP) mainline freeway monitoring segment during either the a.m. or p.m. peak hours. In a memo dated April 27, 2016, DOT found that in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (Metro), the project is not required to include any freeway impact analysis. Impacts on a freeway on- or off-ramp will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project site is located approximately 1.5 miles east of Van Nuys Airport. The site is identified to be within an Airport Hazard Zone, however the project will have a height of 63 feet and is not within the flight path. Therefore, impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The proposed project does not involve any design features that are unusual for the area or uses that are incompatible for the area. Prior to the issuance of a building permit, DOT would be required to review the parking layout and circulation. With the implementation of project requirements contained within the memo dated April 27, 2016, impacts will be less than significant. However, the project will utilize, during the construction phases, various types of construction vehicles, and trucks for the export of soil. With the implementation of mitigation measures, impacts would be less than significant.	XVI-30
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. Prior to the issuance of a building permit, the Fire Department would be required to review and approve plans. Additionally, with the implementation of mitigation measures, impacts would be less than significant.	XVI-40, XVI-80

Impact?	Explanation	Mitigation Measures
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f.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project would conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. The proposed project will comply with existing regulation as it relates to providing bicycle facilities. During the grading, demolition, and construction phases of the project there is the potential for pedestrian pathways to be blocked or closed. However, prior to closure of a sidewalk within the public right-of-way, the closure along with pedestrian protection would be required to be approved by the Bureau of Street Services and the Department of Building and Safety, pursuant to LAMC Section 62.45 and 91.3306. Therefore, impacts would be less than significant.</p>	
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XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. A significant impact would also 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. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of residential uses. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board's (RWQCB). Furthermore, 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.</p>	
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Impact?	Explanation	Mitigation Measures
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		Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. As discussed above, the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related requirements in the City's Development BMPs Handbook. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, surface water runoff during construction activities and operation of the project would not exceed the capacity of existing or planned drainage systems, and project impacts would be less than significant</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would require the construction or expansion of new water or wastewater treatment facilities, such that the construction or expansion of such facilities would cause an environmental impact. The Department of Water and Power 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 addition of eight units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available</p>	

Impact?	Explanation	Mitigation Measures
	<p>to meet project demands. Nevertheless, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation 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, project impacts would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. A significant impact would also 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. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of residential uses. As the HTP is in compliance with the State’s wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Furthermore, 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. Therefore, project impacts would be less than significant.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. A significant impact would also occur if the proposed project would increase water consumption or</p>	

Impact?	Explanation	Mitigation Measures
	<p>wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of residential uses. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Furthermore, 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. Therefore, project impacts would be less than significant.</p>	
f. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project's residential components is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	

Impact?	Explanation	Mitigation Measures
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g.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project's residential components is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	LESS THAN SIGNIFICANT IMPACT	<p>Based on the analysis in this Initial Study, the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Nor would the project encounter unknown cultural resources, including archaeological and paleontological resources. Nevertheless, compliance with existing regulations would reduce any potential impacts to less than significant levels.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The project has impacts that are individually limited but could be cumulatively considerable. However, the mitigation measures that have been incorporated will reduce any such impacts to a less than significant level</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures</p>	

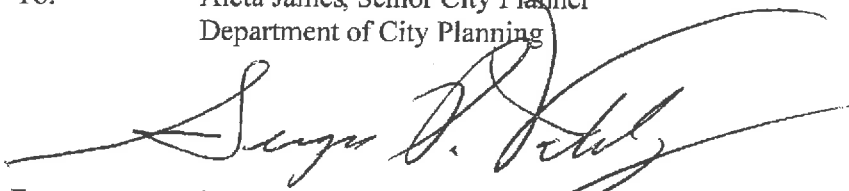
Impact?	Explanation	Mitigation Measures
	<p>have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.</p>	

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

7111 Sepulveda Blvd
DOT Case No. SFV-2015-103697

Date: April 27, 2016

To: Aleta James, Senior City Planner
Department of City Planning


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

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED 180 UNIT APARTMENT BUILDING WITH 4,750 SQUARE FEET OF SPECIALTY RETAIL ON THE GROUND FLOOR LOCATED AT 7111 SEPULVEDA BOULEVARD IN THE COMMUNITY OF VAN NUYS**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed 180 unit apartment building with 4,750 square feet of specialty retail on the ground floor, located at 7111 Sepulveda Boulevard in the community of Van Nuys. This traffic assessment is based on a traffic study prepared by LSA Associates, Inc., dated April 2016. After a careful review of the pertinent data, DOT has determined that the traffic study, as revised by DOT, adequately describes the project related traffic impacts of the proposed development. The traffic generated by this proposed project will not significantly impact any of the five studied intersections.

DISCUSSION AND FINDINGS

The proposed project is a construction of a 180 apartment units with 4,750 square feet of ground floor specialty retail. The project is going to be constructed at the present site of an 11,782 square foot supermarket located at 7111 Sepulveda Boulevard in the community of Van Nuys.

The proposed project will generate an additional 456 net new daily trips, 78 net new trips in the a.m. peak hour and 37 net new trips in the p.m. peak hour, as shown below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
Proposed:								
Apartment	180 DU	665	18	74	92	73	39	112
15% Transit Credit			3	11	14	11	6	17
Apt. Net Trips			15	63	78	62	33	95
Specialty Retail	4,750 sf	211	15	17	32	6	7	13
10% Pass By Credit			2	2	4	1	1	2
15% Transit Credit			2	2	4	1	1	2
Spec. Ret Net Trips			11	13	24	4	5	9
EXISTING USE								
Supermarket	11,782 sf	1205	25	15	40	57	55	112
40% pass by trip			10	6	16	23	22	45
Net Trip Generation			15	9	24	34	33	67
Net Primary Trips		456	11	67	78	32	5	37

The project study area includes the analysis of the following five roadway intersections:

- Haskell Avenue and Sherman Way
- Firmament Avenue and I-405 NB Ramps
- Sepulveda Blvd. and Sherman Way
- Sepulveda Blvd. and Vose Street
- Sepulveda Blvd. and Vanowen Street

After a review of the pertinent data, DOT has determined that the proposed project will not have significant impact at any of the five studied intersections.

However, DOT recommends the following project requirements for the project approval:

PROJECT REQUIREMENTS

A. Highway Dedication and Improvements

Sepulveda Boulevard is a designated Boulevard Highway Class II in the Street and Highways Element of the City's General Plan. The half right of way designated by the City of Los Angeles Mobility 2035 plan is 55 feet with a 40 foot roadway. The applicant should contact the Bureau of Engineering to determine if any additional dedication is required for the sidewalk.

Any transportation improvements shall be guaranteed through the B-permit of the Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and the Bureau of Engineering.

Prior to setting the bond amount, the Bureau of Engineering shall require the developer's engineer or contractor to contact DOT's B-permit Coordinator at (213) 928-5322, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

The street dedication shall be completed through Quyen Phan in the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 202-3488, before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced as soon as possible. Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works to determine any other requirements.

B. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Primary access to the proposed development will be provided one two-way driveway.

DOT recommends the following conditions for the project:

- For all two-way driveways, a width of $W=30'$, exclusive of side slope shall be provided.
- For all one-way driveways, a width of $W=16'$, exclusive of side slope shall be provided.
- A minimum required reservoir space between the new property line and the first parking stall or gate shall be provided for all driveways.
- Parking stall shall be designed so that a vehicle is not required to back up into or out of any public street, sidewalk or alley.
- Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of $1"=40'$, to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

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

c: Sixth Council District
Steve Rostram, DOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development
LSA Associates, Inc.
Allyn D. Rifkin

ATTACHMENT A
PROPOSED 180 UNIT APARTMENT BUILDING WITH 4,750 SQUARE FEET OF SPECIALTY RETAIL ON
THE GROUND FLOOR LOCATED AT 7111 SEPULVEDA BOULEVARD

DOT Case No. SFV-2015-103697

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Impacted Intersection	Scenario	Peak Hour	Base Conditions		Base + Project		Project Impact	Base + Project + Mitigation		Final Impact
			V/c	LOS	V/c	LOS	$\Delta V/c$	V/c	LOS	$\Delta V/c$
Haskell Avenue & Sherman Way	Existing	AM PM	0.943 E 0.843 D		0.944 E 0.844 E		0.001 0.001			
	Future	AM PM	0.965 E 0.868 D		0.966 E 0.870 D		0.001 0.002			
Firmament Avenue & I-405 NB Ramps	Existing	AM PM	0.734 C 0.590 A		0.753 C 0.592 A		0.019 0.002			
	Future	AM PM	0.769 C 0.630 B		0.787 C 0.632 B		0.018 0.002			
Sepulveda Blvd & Sherman Way	Existing	AM PM	0.923 E 0.839 D		0.925 E 0.839 D		0.002 0.000			
	Future	AM PM	0.961 E 0.892 D		0.962 E 0.892 D		0.001 0.000			
Sepulveda Blvd & Vose St.	Existing	AM PM	0.595 A 0.730 C		0.609 B 0.734 C		0.014 0.004			
	Future	AM PM	0.610 B 0.747 C		0.624 B 0.752 C		0.014 0.005			
Sepulveda Blvd & Vanowen St.	Existing	AM PM	0.880 D 0.855 D		0.883 D 0.859 D		0.003 0.004			
	Future	AM PM	0.921 E 0.913 E		0.923 E 0.917 E		0.002 0.004			

ATTACHMENT B
Significant Transportation Impact Thresholds

Level of Service	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact ($\Delta V/C$)
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E, F	≥ 0.901	≥ 0.010



Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: October 15, 2015

TO: Fayz Holdings, LLC
A California limited Liability Company, Owner

FROM: Robert Manford, Environmental Affairs Officer *RM*
Los Angeles Housing and Community Investment Department

SUBJECT: **AB 2222 Determination for
7111 – 7133 N. Sepulveda Boulevard, Los Angeles, CA 91406**

Based on the Affordable Unit Determination Application submitted by Fayz Holdings, LLC, a California Limited Liability Company, the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no units are subject to replacement under California Government Code §65915, as amended by AB 2222.

Per HCIDLA Billing Information Management System (BIMS), HCIDLA Code, Compliance and Rent Information System (CRIS), Los Angeles Department of Building and Safety (LADBS) records, Los Angeles County Assessors records, internet real estate listings, and Google Earth images, the property, which consists of one (1) parcel, is currently vacant from 2014 through 2015 and said property has been designated as a commercial unit for at least the last five (5) years from 2010 to 2015.

The HCIDLA AB 2222 Determination of Affordable Units Application indicated that the owner proposes to construct mixed-use development with a one hundred and eighty (180) units and 4,750 square feet of commercial space. The owner will apply for density bonus housing incentives with the City Planning Department to allow the construction of the new project.

HCIDLA has determined that no units will need to be replaced with units affordable to Low or Very Low Income Households as there were no residential units on the property for the last five years.

cc: Los Angeles Housing and Community Investment Department File
Fayz Holdings, LLC, A California Limited Liability Company
City Planning Department Staff

RM:MAC:WJ

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-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

Air Quality

III-90

Air Quality impacts from project implementation due to construction-related emissions may occur. However, the potential impact may be mitigated to a less than significant level by the following measures:

- AQ-1 All off-road construction equipment greater than 50 hp shall meet US EPA Tier 4 emission standards, where available,, to reduce NOx, PM10 and PM 2.5 emissions at the Project site to control airborne dust impacts. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- AQ-2 Require the use of 2010 and newer diesel haul trucks (e.g, material delivery trucks and soil import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.
- AQ-3 At the time of mobilization of each applicable unit of equipment, a copy of each units' certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Ongoing during operation

Action Indicating Compliance: None – ongoing operational compliance required.

Cultural/Historic Resources

V-10 Habitat Modification (Nesting Native Birds, Hillside or Rural Areas)

The project will result in an impact on an identified cultural/historical resource. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

- Prior to any ground disturbance and/or grading activities, a Native American Monitor shall be secured through the Fernandeno Tataviam Band of Mission Indians (1019 Second Street, San Fernando, CA 91340 or cgulley@tataviam-nsn.us) in order to determine the presence of, and proper treatment of Native American resources potentially occurring on the project site. The Native American Monitor shall be present during all ground disturbances and/or grading activities. Should the project involve more than one grading unit occurring simultaneously, an additional monitor per grading unit shall be required.

VI. Geology and Soils

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

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

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

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

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-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)

XII-170 Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:

- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

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

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

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-40 Safety Hazards

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

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

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

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permit.

XVI-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

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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-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.

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.

BIOLOGY

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource):** Compliance with United States Department of the Interior – National Park

Service – Secretary of the Interior’s Standards for the Treatment of Historic Properties.

The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:

- Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
 - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
 - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
 - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
 - **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in

the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

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

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

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

GEOLOGY AND SOILS

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

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.

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

Energy

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

Solid Waste

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

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

7111 Sepulveda Blvd
DOT Case No. SFV-2015-103697

Date: April 27, 2016

To: Aleta James, Senior City Planner
Department of City Planning

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

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED 180 UNIT APARTMENT BUILDING WITH 4,750 SQUARE FEET OF SPECIALTY RETAIL ON THE GROUND FLOOR LOCATED AT 7111 SEPULVEDA BOULEVARD IN THE COMMUNITY OF VAN NUYS**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed 180 unit apartment building with 4,750 square feet of specialty retail on the ground floor, located at 7111 Sepulveda Boulevard in the community of Van Nuys. This traffic assessment is based on a traffic study prepared by LSA Associates, Inc., dated April 2016. After a careful review of the pertinent data, DOT has determined that the traffic study, as revised by DOT, adequately describes the project related traffic impacts of the proposed development. The traffic generated by this proposed project will not significantly impact any of the five studied intersections.

DISCUSSION AND FINDINGS

The proposed project is a construction of a 180 apartment units with 4,750 square feet of ground floor specialty retail. The project is going to be constructed at the present site of an 11,782 square foot supermarket located at 7111 Sepulveda Boulevard in the community of Van Nuys.

The proposed project will generate an additional 456 net new daily trips, 78 net new trips in the a.m. peak hour and 37 net new trips in the p.m. peak hour, as shown below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
Proposed:								
Apartment	180 DU	665	18	74	92	73	39	112
15% Transit Credit			3	11	14	11	6	17
Apt. Net Trips			15	63	78	62	33	95
Specialty Retail	4,750 sf	211	15	17	32	6	7	13
10% Pass By Credit			2	2	4	1	1	2
15% Transit Credit			2	2	4	1	1	2
Spec. Ret Net Trips			11	13	24	4	5	9
EXISTING USE								
Supermarket	11,782 sf	1205	25	15	40	57	55	112
40% pass by trip			10	6	16	23	22	45
Net Trip Generation			15	9	24	34	33	67
Net Primary Trips		456	11	67	78	32	5	37

The project study area includes the analysis of the following five roadway intersections:

- Haskell Avenue and Sherman Way
- Firmament Avenue and I-405 NB Ramps
- Sepulveda Blvd. and Sherman Way
- Sepulveda Blvd. and Vose Street
- Sepulveda Blvd. and Vanowen Street

After a review of the pertinent data, DOT has determined that the proposed project will not have significant impact at any of the five studied intersections.

However, DOT recommends the following project requirements for the project approval:

PROJECT REQUIREMENTS

A. Highway Dedication and Improvements

Sepulveda Boulevard is a designated Boulevard Highway Class II in the Street and Highways Element of the City's General Plan. The half right of way designated by the City of Los Angeles Mobility 2035 plan is 55 feet with a 40 foot roadway. The applicant should contact the Bureau of Engineering to determine if any additional dedication is required for the sidewalk.

Any transportation improvements shall be guaranteed through the B-permit of the Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and the Bureau of Engineering.

Prior to setting the bond amount, the Bureau of Engineering shall require the developer's engineer or contractor to contact DOT's B-permit Coordinator at (213) 928-5322, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

The street dedication shall be completed through Quyen Phan in the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 202-3488, before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced as soon as possible. Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works to determine any other requirements.

B. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Primary access to the proposed development will be provided one two-way driveway.

DOT recommends the following conditions for the project:

- For all two-way driveways, a width of $W=30'$, exclusive of side slope shall be provided.
- For all one-way driveways, a width of $W=16'$, exclusive of side slope shall be provided.
- A minimum required reservoir space between the new property line and the first parking stall or gate shall be provided for all driveways.
- Parking stall shall be designed so that a vehicle is not required to back up into or out of any public street, sidewalk or alley.
- Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of $1"=40'$, to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

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

c: Sixth Council District
Steve Rostram, DOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development
LSA Associates, Inc.
Allyn D. Rifkin

ATTACHMENT A
PROPOSED 180 UNIT APARTMENT BUILDING WITH 4,750 SQUARE FEET OF SPECIALTY RETAIL ON
THE GROUND FLOOR LOCATED AT 7111 SEPULVEDA BOULEVARD

DOT Case No. SFV-2015-103697

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Impacted Intersection	Scenario	Peak Hour	Base Conditions		Base + Project		Project Impact	Base + Project + Mitigation		Final Impact
			V/c	LOS	V/c	LOS	$\Delta V/c$	V/c	LOS	$\Delta V/c$
Haskell Avenue & Sherman Way	Existing	AM PM	0.943 E 0.843 D		0.944 E 0.844 E		0.001 0.001			
	Future	AM PM	0.965 E 0.868 D		0.966 E 0.870 D		0.001 0.002			
Firmament Avenue & I-405 NB Ramps	Existing	AM PM	0.734 C 0.590 A		0.753 C 0.592 A		0.019 0.002			
	Future	AM PM	0.769 C 0.630 B		0.787 C 0.632 B		0.018 0.002			
Sepulveda Blvd & Sherman Way	Existing	AM PM	0.923 E 0.839 D		0.925 E 0.839 D		0.002 0.000			
	Future	AM PM	0.961 E 0.892 D		0.962 E 0.892 D		0.001 0.000			
Sepulveda Blvd & Vose St.	Existing	AM PM	0.595 A 0.730 C		0.609 B 0.734 C		0.014 0.004			
	Future	AM PM	0.610 B 0.747 C		0.624 B 0.752 C		0.014 0.005			
Sepulveda Blvd & Vanowen St.	Existing	AM PM	0.880 D 0.855 D		0.883 D 0.859 D		0.003 0.004			
	Future	AM PM	0.921 E 0.913 E		0.923 E 0.917 E		0.002 0.004			

ATTACHMENT B
Significant Transportation Impact Thresholds

Level of Service	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact ($\Delta V/C$)
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E, F	≥ 0.901	≥ 0.010

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

7111 N Sepulveda Boulevard
DOT Case No. SFV 15-103697
DOT Project ID No. 43764

Date: November 25, 2015

To: Deputy Advisory Agency
Department of City Planning

From: Kevin D. Ecker, Associate Transportation Engineer III
Department of Transportation

Subject: **CPC-2015-3905-DB-SPR**

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. A traffic study for the proposed project is required pursuant to the completed Department of Transportation Referral Form dated October 27, 2015. That all requirements and conditions listed in the future DOT traffic assessment letter generated as a result of the review of the traffic study, and any subsequent revisions to this traffic assessment, be applied to this case.
2. A minimum of 60-foot reservoir space is required between any security gate or parking stall and the property line, to the satisfaction of the Department of Transportation. Two way driveways shall be w=30'.
3. 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.
4. That fees be paid to the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15.

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

**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

Date: January 21, 2015

To: Mr. Michael LoGrande, Director
Department of City Planning
Attn: Jordann Turner (City Planner)

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

Subject: Case No. CPC 2015-3905 (DB/SPR): 7111-7133 North Sepulveda Boulevard

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Density Bonus and Site Plan Review adjoining the area involved:

1. Dedication Required:

Sepulveda Boulevard (Boulevard II) – Accept the existing 5-foot future street and dedicate a 5-foot wide strip of land south of the future street along the rest of the property frontage to complete a 55-foot wide half right-of-way in accordance with Boulevard II standards of Mobility Plan 2035.

2. Improvements Required:

Sepulveda Boulevard – Fill in the newly dedicated area with concrete sidewalk. Repair all broken, off-grade or bad order concrete curb and gutters. Upgrade all driveways to standards to comply with ADA requirements. Close all unused driveways with full height curb, 2-foot gutter, and sidewalk. Repair or replace other existing public improvements that may get damaged during construction of the proposed project. These improvements should suitably transition to join the existing improvements.

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

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

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.
4. Sewers exist in Sepulveda Boulevard. Extension of the 6-inch house connection laterals to the new property may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
5. An investigation by the Bureau of Engineering Valley District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering (818) 374-5088.
6. Submit shoring and lateral support plans to the Bureau of Engineering Valley District Office Excavation Counter for review and approval prior to excavating adjacent to the right-of-way (818) 374-5090.
7. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

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

cc: Matthew Hayden
Valley District Office



Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: October 15, 2015

TO: Fayz Holdings, LLC
A California limited Liability Company, Owner

FROM: Robert Manford, Environmental Affairs Officer *RM*
Los Angeles Housing and Community Investment Department

SUBJECT: **AB 2222 Determination for
7111 – 7133 N. Sepulveda Boulevard, Los Angeles, CA 91406**

Based on the Affordable Unit Determination Application submitted by Fayz Holdings, LLC, a California Limited Liability Company, the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no units are subject to replacement under California Government Code §65915, as amended by AB 2222.

Per HCIDLA Billing Information Management System (BIMS), HCIDLA Code, Compliance and Rent Information System (CRIS), Los Angeles Department of Building and Safety (LADBS) records, Los Angeles County Assessors records, internet real estate listings, and Google Earth images, the property, which consists of one (1) parcel, is currently vacant from 2014 through 2015 and said property has been designated as a commercial unit for at least the last five (5) years from 2010 to 2015.

The HCIDLA AB 2222 Determination of Affordable Units Application indicated that the owner proposes to construct mixed-use development with a one hundred and eighty (180) units and 4,750 square feet of commercial space. The owner will apply for density bonus housing incentives with the City Planning Department to allow the construction of the new project.

HCIDLA has determined that no units will need to be replaced with units affordable to Low or Very Low Income Households as there were no residential units on the property for the last five years.

cc: Los Angeles Housing and Community Investment Department File
Fayz Holdings, LLC, A California Limited Liability Company
City Planning Department Staff

RM:MAC:WJ

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 11/12/2015

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 2015-3905 DB SPR EXP

7111 N. Sepulveda Bl.

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 light; one (1) on Sepulveda Bl.

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

EXHIBIT D

Third Party Review and Pro Forma

WHITNEY & WHITNEY, INC.
2876 Anchor Avenue
Los Angeles, CA 90064
tel: (310) 838-5240 fax: (952) 658-3556
e-mail: whitneytwice@gmail.com

May 27, 2016

Mr. Kamran Benji
FAYZ HOLDINGS, LLC
6300 Wilshire Boulevard, Suite 1420
Los Angeles, CA 90048

**RE: PEER REVIEW OF ALTERNATIVE DEVELOPMENT PROGRAMS FOR A PROPERTY
LOCATED AT 7111 NORTH SEPULVEDA BOULEVARD, VAN NUYS**

Dear Mr. Benji:

Pursuant to your request, Whitney & Whitney, Inc. ("W&W") is pleased to submit a "Peer Review" of the financial feasibility of three alternative programs provided to W&W by FAYZ HOLDINGS, LLC ("Client") for the development of its property located at 7111 North Sepulveda Boulevard, Van Nuys Community, City of Los Angeles ("Property"). As presently conceived, the proposed mixed-use development would include 180 rental residential units (20 of which are categorized as Very Low Income) and 4,750 square feet of retail space. The size of the Property after deductions/dedications is 53,223 square feet; this area serves as the basis for calculating the allowable development on the site.

PURPOSE OF THE PEER REVIEW

The purpose of the Peer Review is to examine the three development programs for the Property that underlie the Client's contention that in order for the project to generate a financially-viable rate of return, density bonuses that include both "On-Menu" and "Off-Menu" Incentives are necessary, as these would provide a sufficient revenue base that can offset the full complement of projected development costs and the requirements for the affordable housing units. Ultimately, the intended recipient for this Peer Review is the City of Los Angeles, Department of City Planning.

The three alternative development programs for the Property prepared by the Client are as follows:

- Case 1 - By Right + Density Bonus: **ALLOWABLE FLOOR AREA RATIO (FAR): 1.50**
- Case 2 - By Right + Density Bonus w/On-Menu Incentives: **ALLOWABLE FAR: 3.00**
- Case 3 - By Right + Density Bonus w/On-Menu & Off-Menu Incentives: **ALLOWABLE FAR: 3.70**

Their basic development characteristics are presented in TABLE A below. According to the financial analyses conducted by the Client and presented to the City of Los Angeles, only the Case 3 alternative with an FAR of 3.70 produces a rate of return that provides an acceptable "minimum standard" or threshold level that would encourage the Client to proceed with development of the Property.

SUMMARY OF THIS PEER REVIEW

A simple "cash-on-cash" methodology was employed to evaluate financial feasibility that compares the potential annual operating revenues generated by the proposed development program with total development costs that does not consider financing costs. Such an approach effectively eliminates the benefits of "leverage" that might otherwise be attainable from financing.

Characteristically, under this pro-forma approach, a project which is located in an established urban market where revenues and costs from comparable developments are known and risks reasonably understood is considered to be feasible if the program produces a cash-on-cash return percentage in the range of 5.5% or higher. ***Of the three programs, only Case 3, the program with an FAR of 3.70, yields a return that meets this basic criterion. The other two alternatives, Case 1: FAR 1.50 yields a return of 3.7%, and Case 2: FAR 3.00 generates a return of 4.8%. Based on these financial tests, the Peer Review completed here supports the Client's perception that the development program with the 3.70 FAR is only one that is realistic as an investment opportunity.***

7111 North Sepulveda Blvd Feasibility Analysis
April 28, 2016

TABLE A

	Case 1 - By Right + Density Bonus			Case 2 - By Right + Density Bonus w/ On Menu Incentives			Case 3 - By Right + Density Bonus w/ Off Menu Incentives		
	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF
Development Program									
Gross Building Area	80,000	759	1.18	165,213	618	1.18	203,836	1,132	1.18
FAR	1.50			3.00			3.00		
Number of Stories	3			3			6		
Commercial Rentable Area	4,750			4,750			4,750		
Residential Rentable Area	65,465	364		135,681	754		168,510	835	
Total Rentable Area	70,215			140,431			173,260		
Apartment									
Market Rate	160			160			160		
Affordable	20			20			20		
Total	180			180			180		
Garage Area	107,040			107,040			107,040		
Parking Spaces	295	1.6		295	1.6		295	1.5	
Development Cost									
Land Cost	5,000,000	27,778	71.21	5,000,000	27,778	35.60	5,000,000	27,778	28.86
Closing Costs	40,000	222	0.57	40,000	222	0.28	40,000	222	0.23
Land Cost - Main Structure	10,110,745	55,400	144.03	20,025,511	111,253	142.50	25,205,150	140,035	145.48
Land Cost - Subterranean Garage	2,452,800	11,627	106.41	2,452,800	11,627	53.30	2,452,800	11,627	13.25
Soft Cost	2,451,632	13,642	35.49	2,450,820	13,615	20.27	2,450,000	13,601	17.52
Sub-Total	25,137,177	130,651	358.00	35,405,221	196,696	252.12	40,774,311	226,524	235.34
Contingency	1,000,000	5,503	14.31	1,518,261	8,435	10.91	1,285,206	7,124	10.31
Financing Costs	858,490	4,769	12.23	1,223,442	6,785	8.63	1,067,182	5,151	6.53
Sub-Total	1,858,490	10,272	26.54	2,741,703	15,221	19.53	2,352,388	12,275	16.83
TOTAL DEVELOPMENT COST	27,000,526	150,003	384.54	38,146,924	211,916	271.63	43,126,699	245,603	255.16
Project Income Analysis (Untruncated)									
Potential Market Rate Apartments	1,488,944	8,327	21.30	2,095,099	11,909	19.21	3,770,760	20,798	21.61
Potential Affordable Apartments	169,138	940	2.41	169,138	940	1.20	169,138	940	0.98
Commercial Space Leases	85,500	475	1.22	85,500	475	0.51	85,500	475	0.40
Movie/Entertainment/Office	121,000	650	2.46	121,000	650	1.22	210,400	1,200	1.27
Potential Gross Income	1,854,582	10,392	27.41	2,471,737	13,954	22.13	4,236,198	23,433	24.34
Variance (7.0% of PGI)	(134,720)	(745)	(1.92)	(218,661)	(1,215)	(1.56)	(295,259)	(1,640)	(1.70)
Credit Loss (1.0% of PGI)	(19,346)	(107)	(0.27)	(51,237)	(274)	(0.22)	(42,180)	(234)	(0.24)
Market Units	(2,000)	(100)	(0.11)	(15,592)	(70)	(0.10)	(18,572)	(103)	(0.11)
Total Adjustments	(156,066)	(852)	(2.10)	(285,490)	(1,559)	(1.88)	(355,911)	(1,977)	(2.05)
Effective Gross Income	1,702,701	9,795	25.10	2,186,247	12,395	20.25	3,880,287	21,456	22.28
Operating Expenses	(974,485)	(5,525)	(14.15)	(1,035,389)	(5,789)	(7.38)	(1,238,459)	(6,880)	(7.25)
Net Operating Income	728,216	4,268	10.95	1,150,858	6,606	12.87	2,641,828	14,576	15.03
Capital Reserves	(45,000)	(250)	(0.65)	(45,000)	(250)	(0.32)	(45,000)	(250)	(0.26)
NOI AFTER RESERVES	723,216	4,018	10.30	1,105,858	6,356	12.55	2,596,828	14,325	14.78
Feasibility									
Return on Cost		2.7%			4.7%			5.8%	
Unlevered IRR (3 Year Hold)		31.7%			7.7%			8.7%	
Levered IRR (3 Year Hold)		26.4%			7.2%			13.5%	
Developer Profit Margin									
Estimated Project Value (2.0% Exit CAP)	11,149,432	73,054	187.22	12,306,233	67,779	250.06	16,880,074	260,436	270.58
Cost of Potential Sale (2.5% of Sale Price)	(192,240)	(1,096)	(2.81)	(468,594)	(2,602)	(3.45)	(700,211)	(3,900)	(4.06)
Net Residual Value	12,952,092	71,958	289.40	11,837,639	65,177	246.61	16,179,863	256,536	266.51
(less) Total Development Cost	(27,000,526)	(150,003)	(384.54)	(38,146,924)	(211,916)	(271.63)	(43,126,699)	(245,603)	(255.16)
Developer Profit	(14,048,434)	(78,045)	(200.68)	(26,309,285)	(146,739)	(43.00)	1,970,314	10,940	11.37
Developer Profit Margin		-108.5%			10.3%			4.3%	

CONSULTING SERVICES PERFORMED

The services performed in this Peer Review have included the following:

- Participate in meetings with Client and/or members of his consultant team to receive basic information regarding the Property and the development program alternatives noted above;
- Review the three alternatives and the Density Bonus structures (basic Density Bonus, On-Menu Density Bonus, and Off-Menu Density Bonus) that underlie each alternative;
- Review Building Data Sheet(s) and conceptual plans for the Site;
- As necessary, discuss program alternatives with the Client's consultants in order to understand the program and the variations between the three alternatives;
- Visit the site and surrounding market area;
- Review the market context and the basis for rental rate assumptions;
- Review development cost assumptions with other industry professionals;
- Prepare pro-forma projections of the financial performance of each alternative;
- Conduct additional tests on the reasonableness of the assumptions for the three alternatives and their comparative financial performance; and
- Prepare letter report that summarizes the basic findings of the Peer review.

The three basic development programs that were presented to the City of Los Angeles previously by the Client are summarized below in Table 1 with respect to basic uses and floor area in FAR that would generate both rental revenues and incur development and operating costs.

Table 1									
PHYSICAL CHARACTERISTICS OF DEVELOPMENT ALTERNATIVES									
ORIGINAL FINANCIAL ANALYSES PROVIDED TO THE CITY OF LOS ANGELES									
2015									
(in Square Feet)									
					Case 1		Case 2		Case 3
Total Land Area for FAR Calculations					53,223		53,223		53,223
Allowable FAR Ratio					1.50		3.00		3.70
Total FAR Development Area					79,835		159,669		196,925
Gross Building Area					82,606		165,213		203,835
Number of Stories					3		5		6
Garage Area									
First Floor					13,500		13,500		13,500
Subterranean					93,540		93,540		93,540
Total					107,040		107,040		107,040
Parking Spaces for Residential					296		296		296
Parking Spaces for Commercial Retail					31		31		31
Total					327		327		327
Potential Revenue Generating Area in FAR									
Commercial Retail					4,750		4,750		4,750
Residential					65,465		135,681		168,510
Subtotal before Exclusions					70,215		140,431		173,260
Less Exclusions Counted in FAR									
Rec Room/Gym/Computer Lobby, Hallways, et al					3,680		3,680		4,480
					NA	1/	NA		NA
NET RESIDENTIAL REVENUE AREA					NA		NA		NA
Apartment Units									
Market					160		160		160
Affordable					20		20		20
Total					180		180		180
Average Rental Unit Size Per Gross Residential FAR					390		780		963
1/ NA-Not Available									
Source: FAYZ HOLDINGS, LLC; Building Data per Architect; W&W.									

This analysis holds constant both the number of units (180) and the number of parking spaces (296). While this approach provides a level of consistency between the alternatives, it also yields a number of unrealistic propositions in the Case 1 or the FAR 1.50 Model. First, for Case 1 it produces an average unit size of 390 square feet, suggesting that the entire project would consist of small Single apartments where the typical size would be about 70 square feet or 15% smaller than the market average. Second, the construction of 296 residential parking spaces would represent over-building of this requirement by more than 100 spaces, as the basic requirement would approach 180 spaces.

The basic problems of this alternative are addressed in this Peer Review by altering/reducing the number of units in Case 1 to a more realistic distribution of unit sizes that (1) fits the basic footprint of the building as prepared by the Project Architect; and (2) reduces resident parking spaces to a single level of subterranean parking (145+/-) spaces. This adjusted distribution of units is presented below in Table 2. The revised allocation was made by effectively eliminating the residential units found on portions of Floor 3 and Floors 4 through 6, in keeping with the constraints of the 1.50 FAR, and effectively basing the Case 1 alternative on the layout for Floors 1 through 3 (part) of the Architect's design.

Table 2						
REVISED PHYSICAL CHARACTERISTICS OF CASE 1: 1.50 FAR; CASE 2: 3.00 FAR; AND CASE 3: 3.70 FAR						
(in Square Feet)						
				<u>Case 1</u>	<u>Case 2</u>	<u>Case 3</u>
Total Land Area for FAR Calculations				53,223	53,223	53,223
Allowable FAR Ratio				1.50	3.00	3.70
Total FAR Development Area				79,835	159,669	196,925
Gross Building Area				82,606	165,213	203,835
Number of Stories				3	5	6
Garage Area						
First Floor				13,500	13,500	13,500
Subterranean				46,770	93,540	93,540
Total				60,270	107,040	107,040
Parking Spaces for Residential				148	296	296
Parking Spaces for Commercial Retail				31	31	31
Total				179	327	327
Potential Revenue Generating Area in FAR	Total			79,800	159,641	196,000
Less: Commercial Retail Revenue Area				(4,750)	(4,750)	(4,750)
Subtotal, Residential before Exclusions				75,050	154,891	191,250
Less Exclusions Counted in FAR						
Rec Room/Gym/Computer Room				3,680	3,680	4,130
Lobby, Hallways, et al				12,017	22,744	27,820
NET RESIDENTIAL REVENUE AREA				59,353	128,467	159,300
Apartment Units						
Market				61	129	160
Affordable				8	16	20
Total				69	145	180
Average Rental Unit Size				860	886	885
<i>Source: FAYZ HOLDINGS, LLC; Building Data per Architect; W&W.</i>						

Similarly, several adjustments were made to the Case 2 and Case 3 alternatives, once again based on the layout for the project provided by the Project Architect. For Case 2, the allowable Residential FAR was calculated by using the Project Architect's design for Floors 1 through 5, then deducting the 6th Floor FAR and the FAR for two 2 Bedroom units from the 5th Floor. For Case 3, the square footage FAR for each unit was calculated, then assembled into aggregate measures of rental revenue FAR space. The adjusted physical characteristics for Case 2 and Case 3 are also shown in Table 2. More detailed information for each of the revised cases are found in Appendix Tables A-1 through A-3.

REVIEW OF BASIC ASSUMPTIONS

The Peer Review involved a review of basic market assumptions related to the basic revenue "drivers" of the initial financial analyses, unit characteristics and unit pricing. The Client provided market data that were collected in 2015 and utilized as guidelines for the initial analysis. Similarly, market data were collected in May 2016 by W&W, then compared for both basic consistency and to identify recent market adjustments/changes. The data base of market comparables prepared by W&W in May 2016 is

presented in Appendix Tables 1 and 2; Appendix Table 3 presents data for market comparables collected for the Client in 2015.

The results of the two market surveys are shown in Table 3. The May 2016 survey basically tends to validate the market findings of the 2015 survey with respect to the Van Nuys Residential Rental Market in

Table 3 COMPARISON OF MARKET SURVEY COMPARABLES, VAN NUYS HOUSING MARKET 2015 and 2016					
2015 Market Survey Results		2016 Market Survey Results		Difference, 2016 v. 2015	
Single Units		Single Units			
Size Range in Square Feet	400-500	Size Range in Square Feet	425-500		
Average	462	Average	457		-1.2%
Rent Range in \$ per Month	\$880-1,696	Rent Range in \$ per Month	\$995-1,325		
Average	\$ 1,109	Average	\$ 1,097		-1.1%
Rent/Sq Ft/Mo Range:	\$1.91-3.77	Rent/Sq Ft/Mo Range:	\$1.99-3.12		
Average	\$ 2.41	Average	\$ 2.43		0.7%
1 Bedroom Units		1 Bedroom Units			
Size Range in Square Feet	545-779	Size Range in Square Feet	540-784		
Average	668	Average	678		1.5%
Rent Range in \$ per Month	\$950-1,922	Rent Range in \$ per Month	\$1,100-1,915		
Average	\$ 1,244	Average	\$ 1,398		11.0%
Rent/Sq Ft/Mo Range:	\$1.91-3.77	Rent/Sq Ft/Mo Range:	\$1.56-2.52		
Average	\$ 1.87	Average	\$ 2.08		10.2%
2 Bedroom Units		2 Bedroom Units			
Size Range in Square Feet	725-1,410	Size Range in Square Feet	810-1,200		
Average	1137	Average	984		-15.5%
Rent Range in \$ per Month	\$950-1,922	Rent Range in \$ per Month	\$1,495-2,150		
Average	\$ 1,991	Average	\$ 1,747		-14.0%
Rent/Sq Ft/Mo Range:	\$1.91-3.77	Rent/Sq Ft/Mo Range:	\$1.54-2.22		
Average	\$ 1.78	Average	\$ 1.79		0.7%
3 Bedroom Units		3 Bedroom Units			
Size Range in Square Feet	1,250-1,388	Size Range in Square Feet	1,200-1,800		
Average	1,335	Average	1,511		11.6%
Rent Range in \$ per Month	\$1,895-2,550	Rent Range in \$ per Month	\$2,150-2,350		
Average	\$ 2,183	Average	\$ 2,274		4.0%
Rent/Sq Ft/Mo Range:	\$1.52-1.85	Rent/Sq Ft/Mo Range:	0		
Average	\$ 1.63	Average	\$ 1.56		-4.9%
All Units		All Units			
Average Size	913	Average Size	823		-11.0%
Average Rent per per Month	\$ 1,647	Average Rent per per Month	\$ 1,549		-6.4%
Average Rent per Sq Ft per Month	\$ 1.80	Average Rent per Sq Ft per Month	\$ 1.88		4.2%
Total Sample Size		Total Sample Size			
Single Units	6	Single Units	7		
1 Bedroom Units	14	1 Bedroom Units	18		
2 Bedroom Units	18	2 Bedroom Units	15		
3 Bedroom Units	5	3 Bedroom Units	4		
Total	43	Total	44		
		Number of Projects			
		28			
Source: W&W, Inc.					

terms of basic unit size characteristics and market pricing. As noted in below, despite the relatively small sample sizes of units in each category, there are very consistent results in the calculation of average unit size and rental rates as measured by price per square foot of space. Of particular note is the high degree

of correspondence with respect to the following elements: (1) unit size and per square foot pricing for Single units; (2) unit size in the 1 Bedroom category; (3) pricing per square foot in the 2 Bedroom category; and (3) rents in the 3 Bedroom category.

While some disparities between samples exist--e.g., the monthly rental rates in 2016 for 1 Bedroom units were found to be 11.0% higher on average than units surveyed in 2015 while monthly prices for 2 Bedroom units are 14.0% lower in 2016 than in the 2015 surveys. Notwithstanding, these differences tend to be off-setting in terms of their impact on the financial feasibility analysis in the Peer Review.

In the aggregate measures for all units, the 2016 sample yielded higher average rents per square foot per month than the 2015 cluster, increasing by 4.2% from \$1.80 to \$1.88. Given the tightening of the rental market--many market analysts suggest that new supply lags growing demand--this rental rate increase could reflect higher rental rates, but also could just be a result of basic differences in the samples themselves.

Further comparative analysis of rental rates by unit type found in the surveys with the rental rates utilized in the original financial analysis is presented in Table 4.

Table 4						
COMPARISON OF RENTAL RATES USED IN 2015 FINANCIAL ANALYSIS						
WITH MARKET SURVEY DATA FROM 2015 AND 2016 MARKET SURVEYS						
(in rental Rates per Square Foot per Month)						
	Market Survey		Market Survey		Rental Rates Used in 2015 Financial Analysis	
<u>Unit Type</u>	<u>2015</u>		<u>2016</u>		<u>Units at Market Rates</u>	<u>All Units</u>
Singles	\$ 2.41		\$ 2.43		\$ 3.05	\$ 2.68
1 Bedroom	\$ 1.87		\$ 2.08		\$ 2.41	\$ 2.27
2 Bedroom	\$ 1.78		\$ 1.79		\$ 2.01	\$ 1.86
3 Bedroom	\$ 1.63		\$ 1.56		\$ 1.76	\$ 1.64
Source: W&W, Inc.						

This table provides a comparison of the per square foot rental rates for the Van Nuys apartment market that were found in both the 2015 and 2016 surveys. Most importantly for this Peer Review, it shows that the rental rates used in the financial analysis presented in 2015 were at market or slightly higher. On average, the unit rental rates per square foot used in the 2015 financial analysis are between 12% and 26% higher than the rental rates found in the 2016 survey, depending upon the unit type. The highest relative differential is found in the "Singles" category. After weighing the recent trends and the possible constraints in market supply in the immediate future due to both labor shortages and the possible influence of local citizen-sponsored initiatives that are inimicable to the possibility of new residential development, the analysis here has added a 10% increase to the market survey rental rates found in 2016 for use in the Peer Review financial analysis.

With regard to the retail space, the Client's Financial Analysis shows the 4,750 square feet of retail space on the Property achieving a NNN rent of \$18.00 per square foot per year or \$1.50 per square foot per month. A review of current retail space rental rates in the Van Nuys community indicates that there is variety of offerings available for smaller spaces under 10,000 square feet in size at rates ranging between \$1.25 and \$2.50 per square foot per month, with many concentrated in the range of \$1.65 to \$1.95 per square foot per month. No real comparable in terms of retail space that was situated on the ground floor of a newer mixed-use development was found for the local area. It should also be noted that many of the offerings on street frontage sites (as opposed to locations in established centers) were for smaller spaces under 2,000 square feet.

Given the untested character of this type of space and its larger size relative to the typical retail/personal service offering, the Client's financial analysis rate of \$1.50 per square foot is reasonable, though perhaps

a little conservative. An adjustment to a slightly higher market rate--say \$1.75--while reasonable, would not have a significant impact on the projected financial performance of the development program under any of the alternative cases.

FINANCIAL TESTING OF ALTERNATIVES

Each of the development program alternatives was reviewed in terms of their physical dimensions to ensure that the respective square footages of FAR fit within the physical limitations imposed by the applicable City of Los Angeles regulations governing additional density allowances. In addition, the residential component for each alternative was allocated between "market-rate" and "affordable" or "BMR-below market rate" classifications. These dimensions were based upon data provided on floor-by-floor and unit-by-unit dimensions provided by the Project Architect. This summary analysis for each alternative is presented in Appendix Tables A-1, A-2 and A-3.

Table 5 (**Case 1: FAR 1.50**), Table 6 (**Case 2: FAR 3.00**), and Table 7 (**Case 3: FAR 3.70**) provide a summary testing of the financial feasibility of the three development programs provided by the Client and submitted to the City of Los Angeles following the adjustments to the respective programs as identified above. A simple "cash-on-cash" methodology was employed to measure financial feasibility that compares the potential annual operating revenues generated by each proposed development program with its total development costs that does not consider financing charges or related costs. Such an approach effectively eliminates the benefits of "leverage" that might otherwise be attainable from some forms of financing. Characteristically, under this pro-forma approach, a project which is located in an established urban market where revenues and costs from comparable developments are known and risks reasonably understood is considered to be feasible if the program produces a cash-on-cash return percentage in the range of 5.5% or higher. ***Of the three programs tested, only Case 3, the program with an FAR of 3.70, yields a return that meets this basic criterion. The other two alternatives, Case 1: FAR 1.50 yields a return of 3.7%, and Case 2: FAR 3.00 generates a return of 4.8%.*** Based on these financial tests, the Peer Review completed here basically supports the Client's perception that the development program he has outlined is only realistic as a potential investment with a 3.70 FAR.

* * * * *

If the City of Los Angeles or you have questions regarding the approach, methodology and findings of this Peer Review, please feel to contact us. It has been a pleasure serving you on this engagement.

Very truly yours,

WHITNEY & WHITNEY, INC.

(original signed)

William H. Whitney, Ph.D.
Principal

Table 5						
PROJECTED FINANCIAL PERFORMANCE OF CASE 1: 1.50 FAR ALTERNATIVE						
Property Size				53,223	Square Feet	
FAR				1.50		
Net FAR Available for Residential and Related Use				79,835	Square Feet	
Residential Program in Square Feet						
Market Rate Units						
			Rent per	Average Rent	Annual Schedule	
Total Units	Sq Ft	Sq Ft/Unit	Sq Ft/Mo	per Unit per Mo	Rent	
1	532	532	\$ 2.67	\$ 1,422	\$ 17,064	
21	13,478	642	\$ 2.29	\$ 1,468	\$ 370,042	
33	31,934	968	\$ 1.97	\$ 1,905	\$ 754,541	
6	6,999	1,167	\$ 1.72	\$ 2,002	\$ 144,123	
61	52,943	868			\$ 1,285,771	
Affordable (BMR) Units						
			Rent per	Average Rent	Annual Schedule	
Total Units	Sq Ft	Sq Ft/Unit	Sq Ft/Mo	per Unit per Mo	Rent	
1	532	532	\$ 1.07	\$ 569	\$ 6,826	
3	1925	642	\$ 0.92	\$ 587	\$ 21,145	
4	3871	968	\$ 0.79	\$ 762	\$ 36,584	
0	0	0	\$ 0.69	\$ -	\$ -	
8	6,328	791			\$ 64,555	
Annual Operating Income						
Gross Potential Rent						\$ 1,350,325
Retail Rent			4,750	Sq Ft @	\$ 18.00	\$ 85,500
Miscellaneous (including reimbursements for utilities, et al)						\$ 65,000
Parking						-----
Tenant Storage						-----
					Subtotal	\$ 1,500,825
Adjustments						
Vacancy and Related			6.0%			\$ (90,050)
					Effective Gross Income	\$ 1,410,775.83
Less Operating Expenses			36.0%	of EGI		\$ (507,879)
					Net Operating Income	\$ 902,897
Total Development Cost						
Land Acquisition and Related						\$ 5,040,000
Hard Costs:	Main Structure				\$ 10,112,745	
	Subterranean Garage (1 level, 148 spaces)				\$ 3,746,400	
						\$ 13,859,145
Soft Costs						\$ 2,846,410
					Subtotal	\$ 21,745,555
Contingency as Percent of Hard & Soft Costs			5.0%			835,278
Cost Escalation, 2015-2016, Allowance			10.0%	(Hard & Soft Costs +Contingency)		\$ 1,754,083
					Total Development Costs	\$ 24,334,916
					Cash on Cash Return	3.7%

Table 6						
PROJECTED FINANCIAL PERFORMANCE OF CASE 2: 3.00 FAR ALTERNATIVE						
Property Size				53,223	Square Feet	
FAR				3.00		
Net FAR Available for Residential and Related Use				159,669	Square Feet	
Residential Program in Square Feet						
Market Rate Units						
			Rent per	Average Rent	Annual Schedule	
<u>Total Units</u>	<u>Sq Ft</u>	<u>Sq Ft/Unit</u>	<u>Sq Ft/Mo</u>	<u>per Unit per Mo</u>	<u>Rent</u>	
4	2,120	530	\$ 2.67	\$ 1,417	\$ 68,001	
38	25,369	668	\$ 2.29	\$ 1,527	\$ 696,531	
76	73,496	967	\$ 1.97	\$ 1,904	\$ 1,736,552	
11	12,865	1,170	\$ 1.72	\$ 2,007	\$ 264,925	
129	113,850	883			\$ 2,766,009	
Affordable (BMR) Units						
			Rent per	Average Rent	Annual Schedule	
<u>Total Units</u>	<u>Sq Ft</u>	<u>Sq Ft/Unit</u>	<u>Sq Ft/Mo</u>	<u>per Unit per Mo</u>	<u>Rent</u>	
0	0	530	\$ 1.07	\$ 567	\$ -	
5	3338	668	\$ 0.92	\$ 611	\$ 36,660	
10	9670	967	\$ 0.79	\$ 762	\$ 91,397	
1	1170	1170	\$ 0.69	\$ 803	\$ 9,634	
16	14,178	886			\$ 137,691	
Annual Operating Income						
Gross Potential Rent						\$ 2,903,700
Retail Rent			4,750	Sq Ft @	\$ 18.00	\$ 85,500
Miscellaneous (including reimbursements for utilities, et al)						\$ 150,000
Parking						-----
Tenant Storage						-----
					Subtotal	\$ 3,139,200
Adjustments						
Vacancy and Related			6.0%			\$ (188,351.97)
					Effective Gross Income	\$ 2,950,847.56
Less Operating Expenses			35.0%	of EGI		\$ (1,032,797)
					Net Operating Income	\$ 1,918,051
Total Development Cost						
Land Acquisition and Related						\$ 5,040,000
Hard Costs:	Main Structure				\$ 20,025,611	
	Subterranean Garage				\$ 7,492,800	
						\$ 27,518,411
Soft Costs						\$ 2,846,410
					Subtotal	\$ 35,404,821
Contingency as Percent of Hard & Soft Costs			5.0%			1,518,241
Cost Escalation, 2015-2016, Allowance			10.0%	(Hard & Soft Costs +Contingency)		\$ 3,188,306
					Total Development Costs	\$ 40,111,368
					Cash on Cash Return	4.8%

Table 7						
PROJECTED FINANCIAL PERFORMANCE OF CASE 3: 3.70 FAR ALTERNATIVE						
Property Size				53,223	Square Feet	
FAR				3.70		
Net FAR Available for Residential and Related Use				196,925	Square Feet	
Residential Program in Square Feet						
Market Rate Units						
Total Units	Sq Ft	Sq Ft/Unit	Rent per Sq Ft/Mo	Average Rent per Unit per Mo	Annual Schedule Rent	
4	2,118	530	\$ 2.67	\$ 1,416	\$ 67,950	
47	31,354	667	\$ 2.29	\$ 1,526	\$ 860,864	
95	92,125	970	\$ 1.97	\$ 1,909	\$ 2,176,733	
14	16,364	1,169	\$ 1.72	\$ 2,006	\$ 336,970	
160	141,962	887			\$ 3,442,517	
Affordable (BMR) Units						
Total Units	Sq Ft	Sq Ft/Unit	Rent per Sq Ft/Mo	Average Rent per Unit per Mo	Annual Schedule Rent	
1	530	530	\$ 1.07	\$ 566	\$ 6,795	
6	4003	667	\$ 0.92	\$ 611	\$ 43,959	
12	11637	970	\$ 0.79	\$ 764	\$ 109,982	
1	1169	1169	\$ 0.69	\$ 802	\$ 9,628	
20	17,338	867			\$ 170,364	
Annual Operating Income						
Gross Potential Rent						\$ 3,612,881
Retail Rent			4,750	Sq Ft @	\$ 18.00	\$ 85,500
Miscellaneous (including reimbursements for utilities, et al)						\$ 200,000
Parking						-----
Tenant Storage						-----
					Subtotal	\$ 3,898,381
Adjustments						
Vacancy and Related			6.0%			\$ (233,902.87)
					Effective Gross Income	\$ 3,664,478.22
Less Operating Expenses			31.0%	of EGI		\$ (1,135,988)
					Net Operating Income	\$ 2,528,490
Total Development Cost						
Land Acquisition and Related						\$ 5,040,000
Hard Costs: Main Structure					\$ 25,206,450	
Subterranean Garage					\$ 7,492,800	
						\$ 32,699,250
Soft Costs						\$ 3,035,061
					Subtotal	\$ 40,774,311
Contingency as Percent of Hard & Soft Costs			5.0%			1,786,716
Cost Escalation, 2015-2016, Allowance			10.0%	(Hard & Soft Costs +Contingency)		\$ 3,752,103
					Total Development Costs	\$ 46,313,129
					Cash on Cash Return	5.5%

APPENDIX TABLES

Table A-1									
CASE 1 DEVELOPMENT PROGRAM, 2016 PEER REVIEW									
	Property Size				53,223	square feet			
	FAR				1.50				
	Net FAR Available for Residential and Related Use				79,835	square feet		Residential Parking Spaces	148
	GROSS BUILDABLE AREA								
Floor	Total	Retail	Rec/Gym	Comp Rm	Residential		GBA/Allowable		
1	27,375	4,750	2,500		20,125		FAR Ratio		
2	35,320		1,180		34,140				
3	35,320				35,320				
Total	98,015	4,750	3,680	-	89,585		1.228		
	FAR ALLOCATION								
Floor	Total	Retail	Rec/Gym	Comp Rm	Lobby/Other Common Area	Net Residential Rentable FAR			
1	21,250		2,500		4,746	14,004			
1	4,750	4,750							
2	34,000		1,180		4,595	28,225			
3	19,800				2,676	17,124			
Total	79,800	4,750	3,680	-	12,017	59,353			
Percent of FAR		6.0%	4.6%	0.0%	15.1%	74.4%			
	DISTRIBUTION OF RESIDENTIAL UNITS BY MARKET CHARACTERISTIC AND TYPE								
	All Units				Market Rate Units			BMR Units	
	Unit								
	Distribution	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft
Singles	2.9%	2	1,064	532	1.8	946	532	0.2	118
1 Bdrm	34.8%	24	15,403	642	21.3	13,692	642	2.7	1,711
2 Bdrm	53.6%	37	35,805	968	32.9	31,827	968	4.1	3,978
3 Bdrm	8.7%	6	6,999	1,167	5.3	6,221	1,167	0.7	778
Total	100.0%	69	59,271	859	61.3	52,685	859	7.7	6,586
	DISTRIBUTION OF RESIDENTIAL UNITS BY MARKET CHARACTERISTIC AND TYPE (ROUNDED)								
	All Units				Market Rate Units			BMR Units	
	Unit								
	Distribution	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft
Singles	2.9%	2	1,064	532	1	532	532	1	532
1 Bdrm	34.8%	24	15,403	642	21	13,478	642	3	1,925
2 Bdrm	53.6%	37	35,805	968	33	31,934	968	4	3,871
3 Bdrm	8.7%	6	6,999	1,167	6	6,999	1,167	0	-
Total	100.0%	69	59,271	859	61	52,943	868	8	6,328
Source: Project Architect; FAYZ HOLDINGS, LLC; W&W.									

Table A-2										
CASE 2 DEVELOPMENT PROGRAM, 2016 PEER REVIEW										
	Property Size				53,223	square feet				
	FAR				3.00					
	Net FAR Available for Residential and Related Use				159,669	square feet		Residential Parking Spaces		296
	GROSS BUILDABLE AREA									
								GBA/Allowable		
Floor	Total	Retail	Rec/Gym	Comp Rm	Residential			FAR Ratio		
1	27,375	4,750	2,500		20,125					
2	35,320		1,180		34,140					
3	35,320				35,320					
4	35,320				35,320					
5	35,250				35,250					
6										
Total	168,585	4,750	3,680	-	160,155			1.056		
	FAR ALLOCATION									
					Lobby/Other	Net Residential				
Floor	Total	Retail	Rec/Gym	Comp Rm	Common Area	Rentable FAR				
1	21,250		2,500		4,746	14,004				
1	4,750	4,750								
2	34,000		1,180		4,595	28,225				
3	34,000				4,568	29,432				
4	34,000				4,574	29,426				
5	31,641				4,261	27,380				
Total	159,641	4,750	3,680	-	22,744	128,467				
Percent of FAR		3.0%	2.3%	0.0%	14.2%	80.5%				
	DISTRIBUTION OF RESIDENTIAL UNITS BY MARKET CHARACTERISTIC AND TYPE									
	All Units				Market Rate Units			BMR Units		
	Unit									
	Distribution	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft	Sq Ft/Unit
Singles	2.8%	4	2,120	530	3.6	1,884	530	0.4	236	530
1 Bdrm	29.7%	43	28,707	668	38.2	25,517	668	4.8	3,190	668
2 Bdrm	59.3%	86	83,166	967	76.4	73,925	967	9.6	9,241	967
3 Bdrm	8.3%	12	14,035	1,170	10.7	12,476	1,170	1.3	1,559	1,170
Total	100.0%	145	128,028	883	128.9	113,803	883	16.1	14,225	883
	DISTRIBUTION OF RESIDENTIAL UNITS BY MARKET CHARACTERISTIC AND TYPE (ROUNDED)									
	All Units				Market Rate Units			BMR Units		
	Unit									
	Distribution	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft	Sq Ft/Unit
Singles	2.8%	4	2,120	530	4	2,120	530	0	-	-
1 Bdrm	29.7%	43	28,707	668	38	25,369	668	5	3,338	668
2 Bdrm	59.3%	86	83,166	967	76	73,496	967	10	9,670	967
3 Bdrm	8.3%	12	14,035	1,170	11	12,865	1,170	1	1,170	1,170
Total	100.0%	145	128,028	883	129	113,850	883	16	14,178	886
Source: Project Architect; FAYZ HOLDINGS, LLC; W&W										

Table A-3

CASE 3 DEVELOPMENT PROGRAM PEER REVIEW, 2016									
Property Size					53,223	square feet			
FAR					3.70				
Net FAR Available for Residential and Related Use					196,925	square feet		Residential Parking Spaces	296
GROSS BUILDABLE AREA									
Floor	Total	Retail	Rec/Gym	Comp Rm	Residential			GBA/Allowable	
								FAR Ratio	
1	27,375	4,750	2,500		20,125				
2	35,320		1,180		34,140				
3	35,320				35,320				
4	35,320				35,320				
5	35,250				35,250				
6	35,250			450	34,800				
Total	203,835	4,750	3,680	450	194,955			1.035	
FAR ALLOCATION									
Floor	Total	Retail	Rec/Gym	Comp Rm	Lobby/Other Common Area	Net Residential Rentable FAR			
1	21,250		2,500		4,746	14,004			
1	4,750	4,750							
2	34,000		1,180		4,595	28,225			
3	34,000				4,568	29,432			
4	34,000				4,574	29,426			
5	34,000				4,700	29,300			
6	34,000			450	4,637	28,913			
Total	196,000	4,750	3,680	450	27,820	159,300			
Percent of FAR		2.4%	1.9%	0.2%	14.2%	81.3%			
DISTRIBUTION OF RESIDENTIAL UNITS BY MARKET CHARACTERISTIC AND TYPE									
	All Units				Market Rate Units			BMR Units	
	Unit								
	Distribution	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft
Singles	2.8%	5	2,648	530	4.4	2,354	530	0.6	294
1 Bdrm	29.4%	53	35,357	667	47.1	31,428	667	5.9	3,929
2 Bdrm	59.4%	107	103,762	970	95.1	92,233	970	11.9	11,529
3 Bdrm	8.3%	15	17,533	1,169	13.3	15,585	1,169	1.7	1,948
Total	100.0%	180	159,300	885	160.0	141,600	885	20.0	17,700
DISTRIBUTION OF RESIDENTIAL UNITS BY MARKET CHARACTERISTIC AND TYPE (ROUNDED)									
	All Units				Market Rate Units			BMR Units	
	Unit								
	Distribution	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft	Sq Ft/Unit	Total Units	Sq Ft
Singles	2.8%	5	2,648	530	4	2,118	530	1	530
1 Bdrm	29.4%	53	35,357	667	47	31,354	667	6	4,003
2 Bdrm	59.4%	107	103,762	970	95	92,125	970	12	11,637
3 Bdrm	8.3%	15	17,533	1,169	14	16,364	1,169	1	1,169
Total	100.0%	180	159,300	885	160	141,962	887	20	17,338
Source: Project Architect; FAYZ HOLDINGS, LLC; W&W									

Table A-4						
ANALYSIS OF RENTAL UNITS BY UNIT TYPE, VAN NUYS MARKET SURVEY						
2016						
		Star		Unit Size in	Rental	Rent per
		Rating	Unit Type	Square Feet	Rate/Mo	Sq Ft/Mo
Single Units						
1	Summer Oaks Apts	6666 Sepulveda Blvd	4	Single	495	\$ 1,055 \$ 2.13
2	Diamond Head Apartments	15540 Van Owen St	4	Single	500	\$ 995 \$ 1.99
3	Royal Sepulveda	6920 Sepulveda	4	Single	425	\$ 995 \$ 2.34
4	Southoaks Pointe Apartments	6628 Sepulveda Blvd	5	Single	452	\$ 1,000 \$ 2.21
5	Oxnard Terrace	13760 Oxnard St	4	Single	400	\$ 1,215 \$ 3.04
6	Royal Garden Kittridge	15240 Kittridge	4	Single	500	\$ 1,095 \$ 2.19
7	Park View Apartments	16551 Victory Blvd	--	Single	425	\$ 1,325 \$ 3.12
			Total	3,197	\$ 7,680	\$ 17.02
		Size Range in Sq Ft	425-500	Average	457	
		Rent Range:	\$995-1,325	Average	\$ 1,097	
		Rent/Sq Ft/Mo Range:	\$1.99-3.12	Average	\$ 2.43	
1 Bedroom Units						
		Rating	Unit Type	Size in Sq Ft	Rent/Mo	Rent/Sq Ft
1	IMT Sherman Circle	145900 Sherman Way	5	1 Bdrm	784	\$ 1,915 \$ 2.44
2	Villa Vincennes	14611 Vincennes St	5	1 Bdrm	743	\$ 1,450 \$ 1.95
3	Diamond Head Apartments	15540 Van Owen St	4	1 Bdrm	750	\$ 1,225 \$ 1.63
4	Fountain Apartments	7325 Sepulveda Blvd	3	1 Bdrm	600	\$ 1,400 \$ 2.33
5	Oxnard Gardens	7325 Sepulveda Blvd	3	1 Bdrm	750	\$ 1,400 \$ 1.87
6	Santerra Bliss	15425 Sherman Way	5	1 Bdrm	630	\$ 1,360 \$ 2.16
7	North Tower Apartments	7440 Sepulveda Blvd	5	1 Bdrm	727	\$ 1,635 \$ 2.25
8	Country Club Apartments	15210 Sherman Way	4	1 Bdrm	700	\$ 1,395 \$ 1.99
9	Elizabeth Arms	15123 Sherman Way	4	1 Bdrm	718	\$ 1,450 \$ 2.02
10	Park Manor	7010 Sepulveda Blvd	5	1 Bdrm	600	\$ 1,500 \$ 2.50
11	Southoaks Pointe Apartments	6628 Sepulveda Blvd	5	1 Bdrm	540	\$ 1,125 \$ 2.08
12	Fountain Terrace Apartments	14757 Sherman Way	5	1 Bdrm	600	\$ 1,325 \$ 2.21
13	Olive Tree Apartments	14940 Sherman Way	5	1 Bdrm	700	\$ 1,100 \$ 1.57
14	Fairmont Apartments	16000 Sherman Way (w of 405)	5	1 Bdrm	700	\$ 1,450 \$ 2.07
15	Manhattan Apartments	8031 Sepulveda Blvd	3	1 Bdrm	800	\$ 1,250 \$ 1.56
16	Royal Garden Kittridge	15240 Kittridge	4	1 Bdrm	620	\$ 1,225 \$ 1.98
17	Park View Apartments	16551 Victory Blvd	--	1 Bdrm	585	\$ 1,475 \$ 2.52
18	Park View Apartments	16551 Victory Blvd	--	1 Bdrm	660	\$ 1,485 \$ 2.25
			Total	12,207	\$ 25,165	\$ 37.39
		Size Range in Sq Ft	540-800	Average	678	
		Rent Range:	\$1,100-1,915	Average	\$ 1,398	
		Rent/Sq Ft/Mo Range:	\$1.56-2.52	Average	\$ 2.08	
2 Bedroom Units						
		Rating	Unit Type	Size in Sq Ft	Rent/Mo	Rent/Sq Ft
1	Villa Vincennes	14611 Vincennes St	5	2 Bdrm	988	\$ 1,775 \$ 1.80
2	North Tower Apartments	7440 Sepulveda Blvd	5	2 Bdrm	810	\$ 1,795 \$ 2.22
3	Elizabeth Arms	15123 Sherman Way	4	2 Bdrm	925	\$ 1,500 \$ 1.62
4	Elizabeth Arms	15123 Sherman Way	4	2 Bdrm	1,047	\$ 1,775 \$ 1.70
5	Olive Tree Apartments	14940 Sherman Way	5	2 Bdrm	1,000	\$ 1,675 \$ 1.68
6	Olive Tree Apartments	14940 Sherman Way	5	2 Bdrm	1,000	\$ 1,500 \$ 1.50
7	Villa Martelli Apartments	6818 Van Nuys Blvd	4	2 Bdrm	1,200	\$ 1,825 \$ 1.52
8	Villa Andulucia	13805 Sherman Way	5	2 Bdrm	984	\$ 1,750 \$ 1.78
9	Sylmar Gardens	6310 Sylmar	4	2 Bdrm	950	\$ 1,625 \$ 1.71
10	Haleakala Luxury Apartments	14227 Magnolia Blvd	5	2 Bdrm	1,060	\$ 2,150 \$ 2.03
11	Windward Isle Apartments	14543 Burbank Blvd	4	2 Bdrm	850	\$ 1,795 \$ 2.11
12	Windward Isle Apartments	14543 Burbank Blvd	4	2 Bdrm	875	\$ 1,850 \$ 2.11
13	Royal Garden Kittridge	15240 Kittridge	4	2 Bdrm	970	\$ 1,495 \$ 1.54
14	Park View Apartments	16551 Victory Blvd	--	2 Bdrm	1,100	\$ 1,895 \$ 1.72
15	Nelk Manor	6929 Kester Avenue	4	2 Bdrm	1,000	\$ 1,795 \$ 1.80
			Total	14,759	\$ 26,200	\$ 26.83
		Size Range in Sq Ft	810-1,200	Average	984	
		Rent Range:	\$1,495-2,150	Average	\$ 1,747	
		Rent/Sq Ft/Mo Range:	\$1.54-2.22	Average	\$ 1.79	
3 Bedroom Units						
		Rating	Unit Type	Size in Sq Ft	Rent/Mo	Rent/Sq Ft
1	Villa Vincennes	14611 Vincennes St	5	3 Bdrm/2Ba	1,243	\$ 2,150 \$ 1.73
2	La Buena Ventura Apts	13610 Strathern St (Pan C)	5	3 Bdrm/2Ba	1,200	\$ 2,295 \$ 1.91
3	Ventura Canyon Apartments	8465 Ventura Canyon (Pan C)	3	3 Bdrm/2Ba	1,800	\$ 2,300 \$ 1.28
4	Villa Martelli Apartments	6818 Van Nuys Blvd	4	3 Bdrm/2Ba	1,800	\$ 2,350 \$ 1.31
			Total	6,043	\$ 9,095	\$ 6.23
		Size Range in Sq Ft	1,200-1,800	Average	1511	
		Rent Range:	\$2,150-2,350	Average	\$ 2,274	
		Rent/Sq Ft/Mo Range:	\$1.31-1.91	Average	\$ 1.56	

Source: Asking Prices per Listings, May 2016

Table A-5						
LISTING OF RENTAL UNIT COMPARABLES BY PROJECT, VAN NUYS HOUSING MARKET						
2016						
Apartment Name/Location		Star Rating	Unit Type	Unit Size in Square Feet	Rental Rate/Mo	Rent per Sq Ft/Mo
1 Summer Oaks Apts	6666 Sepulveda Blvd	4	Single	495	\$ 1,055	\$ 2.13
2 IMT Sherman Circle	145900 Sherman Way	5	1 Bdrm	784	\$ 1,915	\$ 2.44
3 Villa Vincennes	14611 Vincennes St	5	1 Bdrm	743	\$ 1,450	\$ 1.95
4 Villa Vincennes	14611 Vincennes St	5	2 Bdrm	988	\$ 1,775	\$ 1.80
5 Villa Vincennes	14611 Vincennes St	5	3 Bdrm/2Ba	1,243	\$ 2,150	\$ 1.73
6 Diamond Head Apartments	15540 Van Owen St	4	Single	500	\$ 995	\$ 1.99
7 Diamond Head Apartments	15540 Van Owen St	4	1 Bdrm	750	\$ 1,225	\$ 1.63
8 Fountain Apartments	7325 Sepulveda Blvd	3	1 Bdrm	600	\$ 1,400	\$ 2.33
9 Oxnard Gardens	7325 Sepulveda Blvd	3	1 Bdrm	750	\$ 1,400	\$ 1.87
10 Santerra Bliss	15425 Sherman Way	5	1 Bdrm	630	\$ 1,360	\$ 2.16
11 North Tower Apartments	7440 Sepulveda Blvd	5	1 Bdrm	727	\$ 1,635	\$ 2.25
12 North Tower Apartments	7440 Sepulveda Blvd	5	2 Bdrm	810	\$ 1,795	\$ 2.22
13 Country Club Apartments	15210 Sherman Way	4	1 Bdrm	700	\$ 1,395	\$ 1.99
14 Royal Sepulveda	6920 Sepulveda	4	Single	425	\$ 995	\$ 2.34
15 Elizabeth Arms	15123 Sherman Way	4	1 Bdrm	718	\$ 1,450	\$ 2.02
16 Elizabeth Arms	15123 Sherman Way	4	2 Bdrm	925	\$ 1,500	\$ 1.62
17 Elizabeth Arms	15123 Sherman Way	4	2 Bdrm	1,047	\$ 1,775	\$ 1.70
18 Park Manor	7010 Sepulveda Blvd	5	1 Bdrm	600	\$ 1,500	\$ 2.50
19 Nelk Manor	6929 Kester Avenue	4	3 Bdrm/2Ba	1,000	\$ 1,795	\$ 1.80
20 Southoaks Pointe Apartments	6628 Sepulveda Blvd	5	Single	452	\$ 1,000	\$ 2.21
21 Southoaks Pointe Apartments	6628 Sepulveda Blvd	5	1 Bdrm	540	\$ 1,125	\$ 2.08
22 La Buena Ventura Apts	13610 Strathern St (Pan C)	5	3 Bdrm/2Ba	1,200	\$ 2,295	\$ 1.91
23 Fountain Terrace Apartments	14757 Sherman Way	5	1 Bdrm	600	\$ 1,325	\$ 2.21
24 Olive Tree Apartments	14940 Sherman Way	5	1 Bdrm	700	\$ 1,100	\$ 1.57
25 Olive Tree Apartments	14940 Sherman Way	5	2 Bdrm	1,000	\$ 1,675	\$ 1.68
26 Olive Tree Apartments	14940 Sherman Way	5	2 Bdrm	1,000	\$ 1,500	\$ 1.50
27 Ventura Canyon Apartments	8465 Ventura Canyon (Pan C)	3	3 Bdrm/2Ba	1,800	\$ 2,300	\$ 1.28
28 Villa Martelli Apartments	6818 Van Nuys Blvd	4	2 Bdrm	1,200	\$ 1,825	\$ 1.52
29 Villa Martelli Apartments	6818 Van Nuys Blvd	4	3 Bdrm/2Ba	1,800	\$ 2,300	\$ 1.28
30 Oxnard Terrace	13760 Oxnard St	4	Single	400	\$ 1,215	\$ 3.04
31 Fairmont Apartments	16000 Sherman Way (w of 405)	5	1 Bdrm	700	\$ 1,450	\$ 2.07
32 Villa Andulucia	13805 Sherman Way	5	2 Bdrm	984	\$ 1,750	\$ 1.78
33 Sylmar Gardens	6310 Sylmar	4	2 Bdrm	950	\$ 1,625	\$ 1.71
34 Manhattan Apartments	8031 Sepulveda Blvd	3	1 Bdrm	800	\$ 1,250	\$ 1.56
35 Haleakala Luxury Apartments	14227 Magnolia Blvd	5	2 Bdrm	1,060	\$ 2,150	\$ 2.03
36 Windward Isle Apartments	14543 Burbank Blvd	4	2 Bdrm	850	\$ 1,795	\$ 2.11
37 Windward Isle Apartments	14543 Burbank Blvd	4	2 Bdrm	875	\$ 1,850	\$ 2.11
38 Royal Garden Kittridge	15240 Kittridge	4	Single	500	\$ 1,095	\$ 2.19
39 Royal Garden Kittridge	15240 Kittridge	4	1 Bdrm	620	\$ 1,225	\$ 1.98
40 Royal Garden Kittridge	15240 Kittridge	4	2 Bdrm	970	\$ 1,495	\$ 1.54
41 Park View Apartments	16551 Victory Blvd	--	Single	425	\$ 1,325	\$ 3.12
42 Park View Apartments	16551 Victory Blvd	--	1 Bdrm	585	\$ 1,475	\$ 2.52
43 Park View Apartments	16551 Victory Blvd	--	1 Bdrm	660	\$ 1,485	\$ 2.25
44 Park View Apartments	16551 Victory Blvd	--	2 Bdrm	1,100	\$ 1,895	\$ 1.72
Source: Asking Prices per Listings, May 2016						

Table A-6				
ANALYSIS OF UNITS IN MARKET SURVEY				
2015				
	Unit Type	Unit Size in Square Feet	Unit Rent/Mo	Rent per Sq Ft/Mo
1	Studio	479	\$ 915	\$ 1.91
2	Studio	495	\$ 955	\$ 1.93
3	Studio	400	\$ 880	\$ 2.20
4	Studio	450	\$ 1,145	\$ 2.54
5	Studio	450	\$ 1,696	\$ 3.77
6	Studio	500	\$ 1,065	\$ 2.13
		2,774	\$ 6,656	\$ 14.48
	Unit Type	Unit Size in Square Feet	Unit Rent/Mo	Rent per Sq Ft/Mo
1	1 Bdrm	771	\$ 1,080	\$ 1.40
2	1 Bdrm	779	\$ 1,125	\$ 1.44
3	1 Bdrm	645	\$ 1,000	\$ 1.55
4	1 Bdrm	685	\$ 1,075	\$ 1.57
5	1 Bdrm	545	\$ 950	\$ 1.74
6	1 Bdrm	579	\$ 1,060	\$ 1.83
7	1 Bdrm	620	\$ 1,175	\$ 1.90
8	1 Bdrm	700	\$ 1,345	\$ 1.92
9	1 Bdrm	665	\$ 1,280	\$ 1.92
10	1 Bdrm	665	\$ 1,305	\$ 1.96
11	1 Bdrm	660	\$ 1,305	\$ 1.98
12	1 Bdrm	665	\$ 1,330	\$ 2.00
13	1 Bdrm	678	\$ 1,468	\$ 2.17
14	1 Bdrm	695	\$ 1,922	\$ 2.77
		9,352	\$ 17,420	\$ 26.15
	Unit Type	Unit Size in Square Feet	Unit Rent/Mo	Rent per Sq Ft/Mo
1	2 Bdrm	970	\$ 1,435	\$ 1.48
2	2 Bdrm	725	\$ 1,310	\$ 1.81
3	2 Bdrm	1200	\$ 1,750	\$ 1.46
4	2 Bdrm	1577	\$ 2,338	\$ 1.48
5	2 Bdrm	1515	\$ 2,425	\$ 1.60
6	2 Bdrm	1200	\$ 1,975	\$ 1.65
7	2 Bdrm	1410	\$ 1,975	\$ 1.40
8	2 Bdrm	1409	\$ 2,388	\$ 1.69
9	2 Bdrm	1100	\$ 1,922	\$ 1.75
10	2 Bdrm	1309	\$ 2,298	\$ 1.76
11	2 Bdrm	1395	\$ 2,458	\$ 1.76
12	2 Bdrm	750	\$ 1,355	\$ 1.81
13	2 Bdrm	915	\$ 1,710	\$ 1.87
14	2 Bdrm	940	\$ 1,760	\$ 1.87
15	2 Bdrm	940	\$ 2,428	\$ 2.58
16	2 Bdrm	1159	\$ 2,428	\$ 2.09
17	2 Bdrm	1100	\$ 2,457	\$ 2.23
18	2 Bdrm	850	\$ 1,425	\$ 1.68
		20,464	\$ 35,837	\$ 31.97
				\$ 1.78
	Unit Type	Unit Size in Square Feet	Unit Rent/Mo	Rent per Sq Ft/Mo
1	3 Bdrm	1,250	\$ 1,895	\$ 1.52
2	3 Bdrm	1,288	\$ 2,095	\$ 1.63
3	3 Bdrm	1,388	\$ 2,175	\$ 1.57
4	3 Bdrm	1,375	\$ 2,200	\$ 1.60
5	3 Bdrm	1,375	\$ 2,550	\$ 1.85
		6,676	\$ 10,915	\$ 8.16
Source: FAYZ HOLDINGS, LLC; W&W				

7111 North Sepulveda Blvd Feasibility Analysis
November 25, 2015

	Case 1 - By Right + Density Bonus			Case 2 - By Right + Density Bonus w/ On-Menu Incentives			Case 3 - By Right + Density Bonus w/ On-Menu/Off-Menu Incentives		
<u>Development Program</u>	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF
Gross Building Area	82,606	459	1.18	165,213	918	1.18	203,835	1,132	1.18
FAR	1.50			3.00			3.70		
Number of Stories	3			5			6		
Commercial Rentable Area	4,750			4,750			4,750		
Residential Rentable Area	65,465	364		135,681	754		168,510	936	
Total Rentable Area	70,215			140,431			173,260		
Apartments									
Market Rate	160			160			160		
Affordable	20			20			20		
Total	180			180			180		
Garage Area	107,040			107,040			107,040		
Parking Spaces	327	1.8		327	1.8		327	1.8	
<u>Development Cost</u>	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF
Land Cost	5,000,000	27,778	71.21	5,000,000	27,778	35.60	5,000,000	27,778	28.86
Closing Costs	40,000	222	0.57	40,000	222	0.28	40,000	222	0.23
Hard Costs - Main Structure	10,112,745	56,182	144.03	20,025,611	111,253	142.60	25,206,450	140,036	145.48
Hard Costs - Subterranean Garage	7,492,800	41,627	106.71	7,492,800	41,627	53.36	7,492,800	41,627	43.25
Soft Cost	2,491,632	13,842	35.49	2,846,810	15,816	20.27	3,035,061	16,861	17.52
Sub-Total	25,137,177	139,651	358.00	35,405,221	196,696	252.12	40,774,311	226,524	235.34
Contingency	1,004,859	5,583	14.31	1,518,261	8,435	10.81	1,786,716	9,926	10.31
Financing Costs	858,490	4,769	12.23	1,221,447	6,786	8.70	1,647,482	9,153	9.51
Sub-Total	1,863,349	10,352	26.54	2,739,708	15,221	19.51	3,434,198	19,079	19.82
TOTAL DEVELOPMENT COST	27,000,526	150,003	384.54	38,144,929	211,916	271.63	44,208,509	245,603	255.16
<u>Project Income Analysis (Untrended)</u>	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF
Potential Market Rate Apartments	1,498,944	8,327	21.35	2,698,099	14,989	19.21	3,743,760	20,799	21.61
Potential Affordable Apartments	169,128	940	2.41	169,128	940	1.20	169,128	940	0.98
Commercial Space Lease	85,500	475	1.22	85,500	475	0.61	85,500	475	0.49
Miscellaneous / RUBS	171,000	950	2.44	171,000	950	1.22	219,600	1,220	1.27
Potential Gross Income	1,924,572	10,692	27.41	3,123,727	17,354	22.24	4,217,988	23,433	24.34
Vacancy (7.0% of PGI)	(134,720)	(748)	(1.92)	(218,661)	(1,215)	(1.56)	(295,259)	(1,640)	(1.70)
Credit Loss (1.0% of PGI)	(19,246)	(107)	(0.27)	(31,237)	(174)	(0.22)	(42,180)	(234)	(0.24)
Model Units	(7,905)	(44)	(0.11)	(13,597)	(76)	(0.10)	(18,577)	(103)	(0.11)
Total Adjustments	(161,871)	(899)	(2.31)	(263,495)	(1,464)	(1.88)	(356,016)	(1,978)	(2.05)
Effective Gross Income	1,762,701	9,793	25.10	2,860,232	15,890	20.37	3,861,972	21,455	22.29
Operating Expenses	(994,488)	(5,525)	(14.16)	(1,038,389)	(5,769)	(7.39)	(1,238,459)	(6,880)	(7.15)
Net Operating Income	768,213	4,268	10.94	1,821,843	10,121	12.97	2,623,513	14,575	15.14
Capital Reserves	(45,000)	(250)	(0.64)	(45,000)	(250)	(0.32)	(45,000)	(250)	(0.26)
NOI AFTER RESERVES	723,213	4,018	10.30	1,776,843	9,871	12.65	2,578,513	14,325	14.88
<u>Developer Profit</u>	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF
Estimated Project Value (5.5% Exit CAP)	13,149,332	73,052	187.27	32,306,233	179,479	230.05	46,882,054	260,456	270.59
Cost of Potential Sale (1.5% of Sale Price)	(197,240)	(1,096)	(2.81)	(484,594)	(2,692)	(3.45)	(703,231)	(3,907)	(4.06)
Net Residual Value	12,952,092	71,956	184.46	31,821,640	176,787	226.60	46,178,823	256,549	266.53
(Less) Total Development Cost	(27,000,526)	(150,003)	(384.54)	(38,144,929)	(211,916)	(271.63)	(44,208,509)	(245,603)	(255.16)
Developer Profit	(14,048,434)	(78,047)	(200.08)	(6,323,289)	(35,129)	(45.03)	1,970,314	10,946	11.37
<u>Feasibility</u>	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF	Total	Per Unit	Per RSF
Return on Cost		2.7%			4.7%			5.8%	
Unlevered IRR (3 Year Hold)		-11.7%			2.2%			8.7%	
Levered IRR (3 Year Hold)		-26.4%			-2.2%			12.5%	