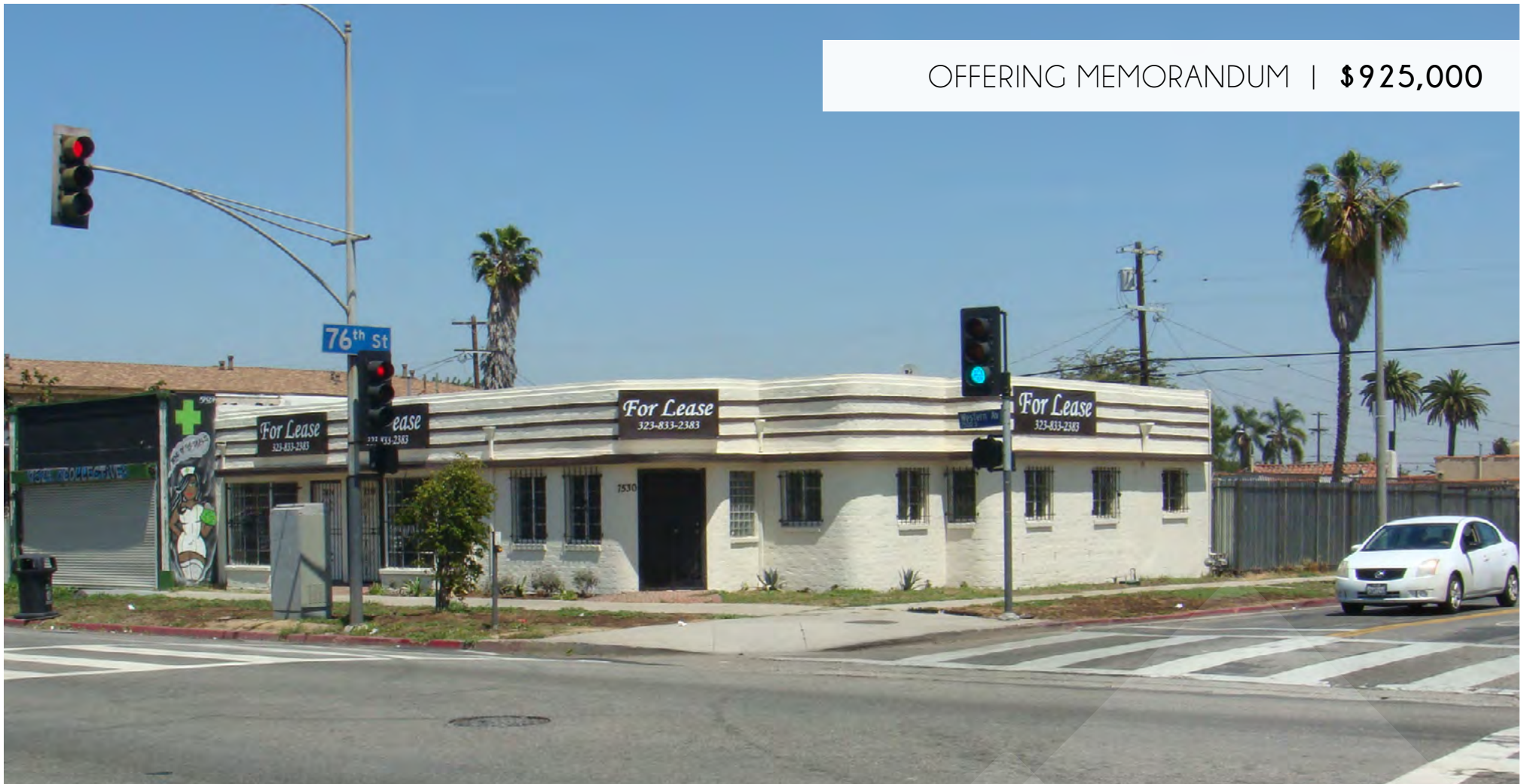


OFFERING MEMORANDUM | \$925,000



7530 S WESTERN AVE.
LOS ANGELES, CA 90047

OWNER-USER OPPORTUNITY
MEDICAL / RETAIL POTENTIAL USE



This Memorandum (“Offering Memorandum”) has been prepared by Hudson Commercial Partners, Inc. based on information that was furnished to us by sources we deem to be reliable. No warranty or representation is made to the accuracy thereof; subject to correction of errors, omissions, change of price, prior sale, or withdrawal from market without notice.

This Memorandum is being delivered to a limited number of parties who may be interested in and capable of purchasing the Property. By its acceptance hereof, each recipient agrees that it will not copy, reproduce or distribute to others this Memorandum in whole or in part, at any time, without the prior written consent of Hudson Commercial Partners, Inc., and it will keep permanently confidential all information contained herein not already public and will use this Confidential Memorandum only for the purpose of evaluating the possible acquisition of the Property.

This Memorandum does not purport to provide a complete or fully accurate summary of the Property or any of the documents related thereto, nor does it purport to be all-inclusive or to contain all of the information, which prospective buyers may need, or desire. All financial projections are based on assumptions relating to the general economy, competition and other factors beyond the control of the Owner and, therefore, are subject to material variation. This Memorandum does not constitute an indication that there has been no change in the business or affairs of the Property or the Owner since the date of preparation of this Memorandum.

This Memorandum is being delivered by Hudson Commercial Partners Inc. to prospective purchasers with the understanding that all prospective purchasers will conduct their own independent investigation of those matters, which they deem appropriate in order to evaluate this offering. Additional information and an opportunity to inspect the site will be made available to interested and qualified prospective purchasers. Hudson Commercial Partners, Inc. reserves the right to request the return of any or all of the information enclosed.



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Hudson Commercial Partners, Inc. is pleased to present this signalized corner commercial building which can be used as a retail or medical office building.

Recently remodeled, there are three vacant suites at this time. This multi-tenant building is ideal for an Owner-user looking to occupy at 51% of the rentable square footage.

This buyer profile can take advantage of the highly leveraged financing available with SBA (up to 90% loans).The building has excellent traffic and exposure for an Owner- User Buyer looking to enhance their identity.

PROPERTY HIGHLIGHTS

- Excellent visibility
- Signalized corner
- Vacant/ Turnkey
- 90% Financing Available
- Motivated Seller



SITE DESCRIPTION

DESCRIPTION	SPECIFICATION
BUILDING SIZE	2,301 SF
PARCEL AREA	6,700 SF
APN	6018-016-017
NUMBER OF UNITS	3 Units
TRAFFIC COUNT	± 30,237 Vehicles Per Day
FAR	0.34
ZONING	C2-1VI
PARKING	TBD
YEAR BUILT	1941
TENANCY	Vacant
CROSS STREET	76th Street

SITE DESCRIPTION

DESCRIPTION	SPECIFICATION
CONSTRUCTION TYPE	Wood-Frame Stucco
ROOF	Rolled Composition
FOUNDATION	Concrete Slab
YEAR BUILT	1941
ALLEY	Alley Access
Q CONDITION	None
ALLOWED UNITS	25 Units
ALLOWED FAR	4.5:1
HEIGHT LIMIT	Transitional Height
PARKING REG.	0.5 Space per unit (with TOC)
SET BACKS	25% Reduction (with TOC)
REQUIRED LOW INCOME	3 Extremely Low Income Units



OWNER-USER

SUMMARY	TERMS
PRICE	\$925,000
DOWN PAYMENT (20%)	\$185,000
BUILDING SIZE	2,301 SF
PRICE PER FOOT ON BUILDING	\$401.99
LOT SIZE	6,700 SF
PRICE PER FOOT ON LAND	\$138.06 PSF
YEAR BUILT	1947
ZONING	C2-1VL

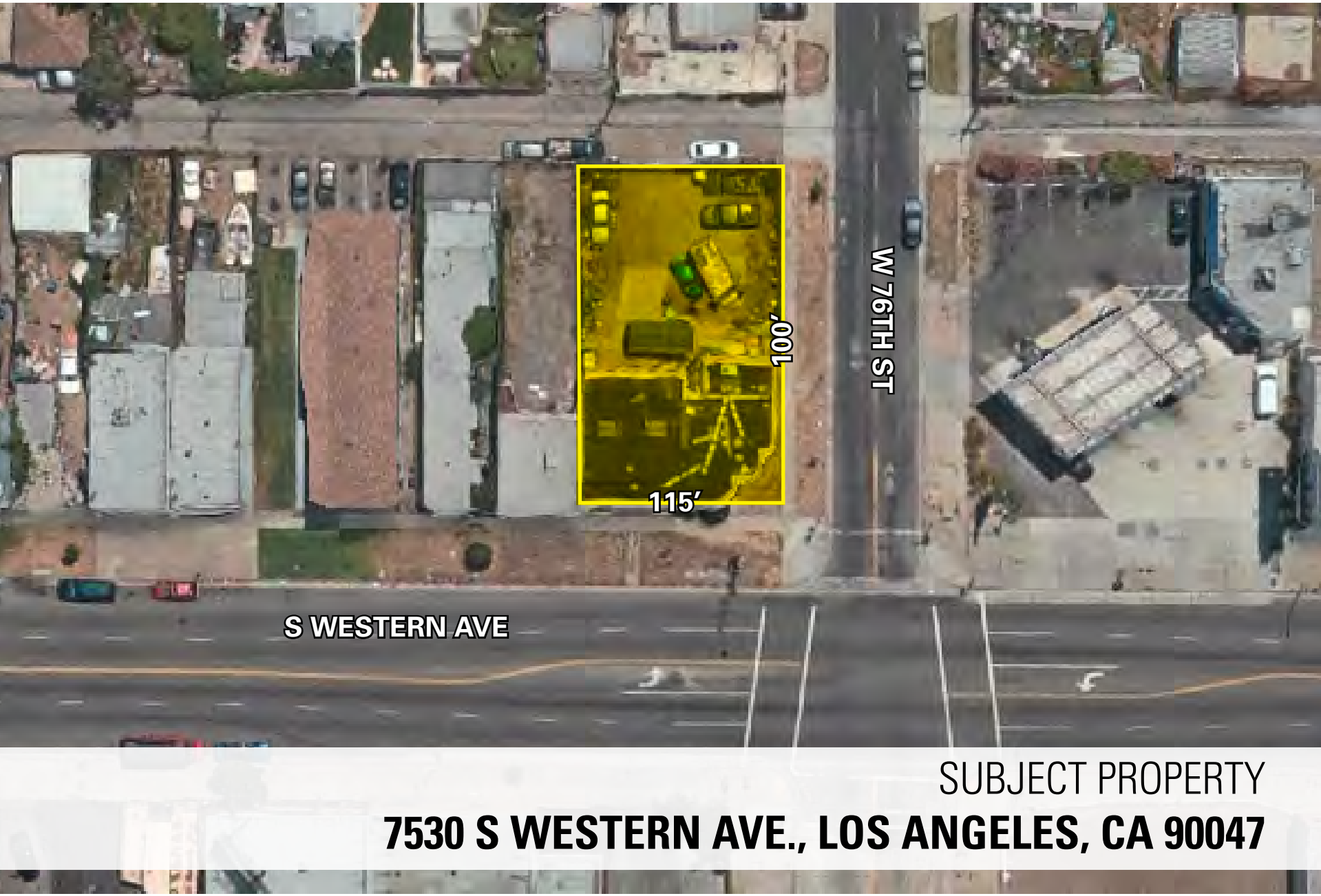
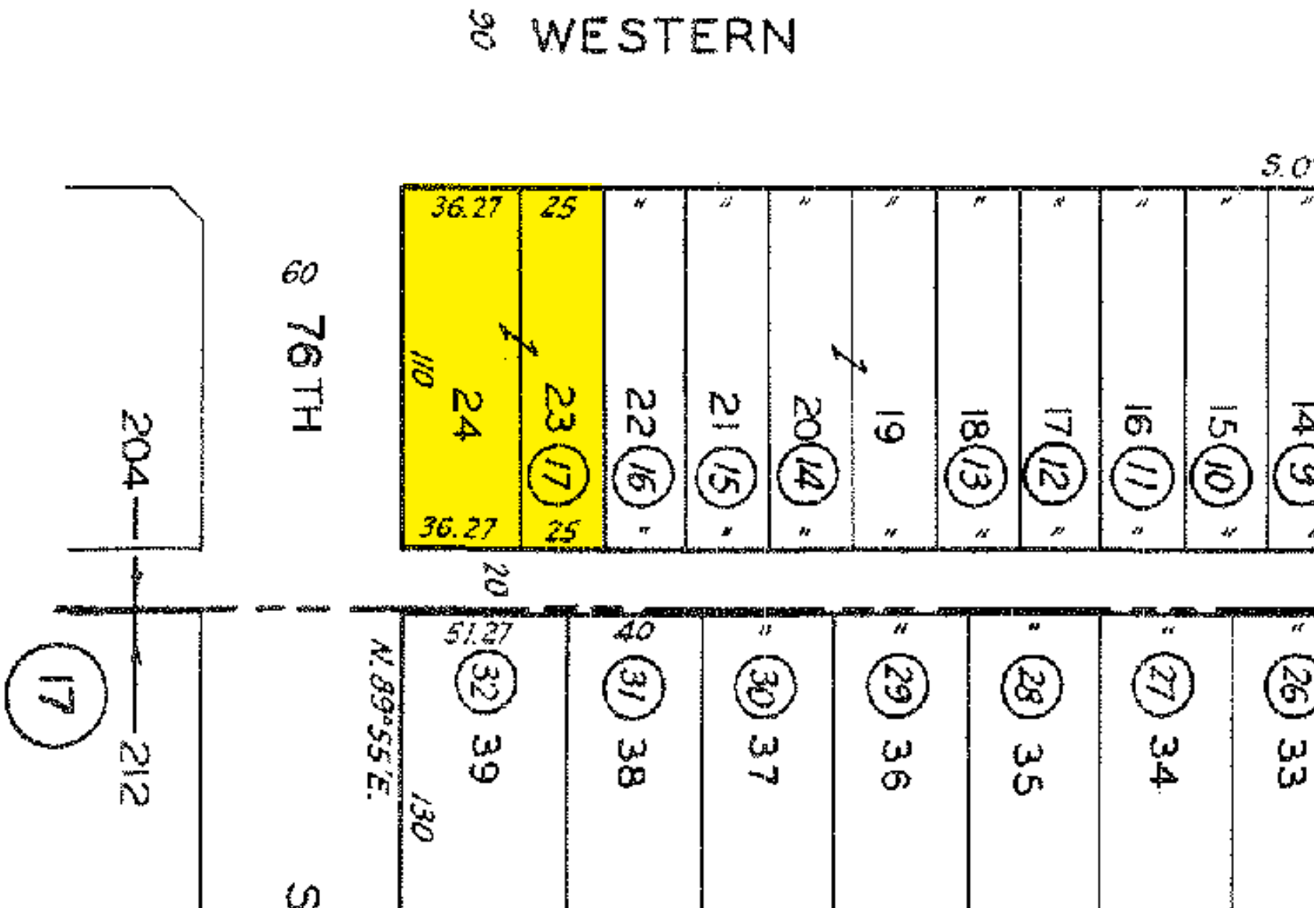
LOAN ASSUMPTIONS

SUMMARY	TERMS
LOAN AMOUNT	\$740,000
LOAN TYPE	Conventional - Owner-User
INTEREST RATE	4.375%
AMORTIZATION	25 Years
DUE	20 Years

ESTIMATED ANNUALIZED | USER OCCUPANCY COSTS

DESCRIPTION	ESTIMATED	PSF
OPERATING EXPENSES		
TAXES (1.125%)	\$11,562	\$5.03
INSURANCE	\$1,035	\$0.45
UTILITIES	\$3,451	\$1.50
REPAIRS & MAINTENANCE	\$2,876	\$1.25
TOTAL OPERATING EXPENSES	\$18,924	\$8.22
DEBT SERVICE	\$48,730	\$21.18
TOTAL OCCUPANCY COSTS	\$67,654	\$29.40
MONTHLY OCCUPANCY COSTS (before tax advantages of ownership)		\$2.45 PSF







CITY OF LOS ANGELES

The City of Los Angeles and often known by its initials L.A., is the second-largest city in the United States after New York City, the most populous city in the U.S. state of California, and the county seat of Los Angeles County.

Situated in Southern California, Los Angeles is known for its mediterranean climate, ethnic diversity, sprawling metropolis, and as a major center of the American entertainment industry. Los Angeles lies in a large coastal basin surrounded on three sides by mountains reaching up to and over 10,000 feet.

Historically home to the Chumash and Tongva, Los Angeles was claimed by Juan Rodríguez Cabrillo for Spain in 1542 along with the rest of what would become Alta California. The city was officially founded on September 4, 1781, by Spanish governor Felipe de Neve. It became a part of Mexico in 1821 following the Mexican War of Independence. In 1848, at the end of the Mexican–American War, Los Angeles and the

rest of California were purchased as part of the Treaty of Guadalupe Hidalgo, thereby becoming part of the United States. Los Angeles was incorporated as a municipality on April 4, 1850, five months before California achieved statehood. The city experienced rapid growth with the discovery of oil.

The city is the focal point of the larger Los Angeles metropolitan area and the Greater Los Angeles Area region, which contains 13 million. and over 18 million people, respectively, as of 2010, making it one of the most populous metropolitan areas in the world as well as the second-largest in the United States. Los Angeles is the seat of Los Angeles County, the most populated county in the United States. The city’s inhabitants are referred to as Angelenos.

Nicknamed the City of Angels, Los Angeles is a global city with a diverse economy in entertainment, culture, media, fashion, science, sports, technology, education, medicine and research. It has been ranked sixth in the Global Cities Index and 9th Global Economic Power Index. The city is home to renowned institutions covering a broad range of professional and cultural fields and is one of the most substantial economic engines within the United States. The Los Angeles combined statistical area (CSA) has a gross metropolitan product (GMP) of \$831 billion (as of 2008), making it the third-largest in the world, after the Greater Tokyo and New York metropolitan areas. Los Angeles includes Hollywood and

leads the world in the creation of television productions, video games, and recorded music; it is also one of the leaders in motion picture production. Los Angeles hosted the Summer Olympic Games in 1932 and 1984, and is currently bidding for the 2024 Summer Olympics.

GEOGRAPHY

The city is divided into over 80 districts and neighborhoods, many of which were incorporated places or communities that merged into the city. These neighborhoods were developed piecemeal, and are well-defined enough that the city has signage marking nearly all of them.

More broadly, the city is divided into the following areas: Downtown Los Angeles, East Los Angeles and Northeast Los Angeles, South Los Angeles, the Harbor Area, Greater Hollywood, Wilshire, the Westside, and the San Fernando and Crescenta Valleys.

The city’s street pattern generally follows a grid plan, with uniform block lengths and occasional roads that cut across blocks. However, this is complicated by rugged terrain, which has necessitated having different grids for each of the valleys that Los Angeles covers. Major streets are designed to move large volumes of traffic through many parts of city; many of them are extremely long: Sepulveda Boulevard is 43 miles long, while Foothill Boulevard is over 60 miles long, reaching as far east as San Bernardino. Drivers in Los Angeles suffer from one

of the worst rush hour periods in the world, according to an annual traffic index by navigation system maker, TomTom. L.A. drivers spend an additional 92 hours in traffic each year. During the peak rush hour there is 80% congestion, according to the index.

Los Angeles is strongly characterized by the presence of low-rise buildings. Outside of a few centers such as Downtown, Warner Center, Century City, Koreatown, Miracle Mile, Hollywood and Westwood, skyscrapers and high-rise buildings are not the rule. The few skyscrapers that are built outside of those areas often stand out above the rest of the surrounding landscape. Most construction is done in separate units, rather than wall-to-wall. That being said, downtown Los Angeles itself has many buildings over 30 stories, with fourteen over 50 stories, and two over 70 stories (the tallest buildings west of Chicago-see List of tallest buildings in Los Angeles). Also, Los Angeles is increasingly becoming a city of apartments rather than single family dwellings, especially in the dense inner city and Westside neighborhoods.

DEMOGRAPHICS

The 2010 United States Census reported that Los Angeles had a population of 3,792,621. The population density was 8,092.3 people per square mile. The age distribution was 874,525 people (23.1%) under 18, 434,478 people (11.5%) from 18 to 24, 1,209,367 people (31.9%) from 25 to 44, 877,555 people (23.1%) from 45 to 64, and 396,696 people (10.5%) who were 65 or older. The median age was 34.1

years. For every 100 females there were 99.2 males. For every 100 females age 18 and over, there were 97.6 males.

There were 1,413,995 housing units—up from 1,298,350 during 2005–2009—at an average density of 2,812.8 households per square mile, of which 503,863 (38.2%) were owner-occupied, and 814,305 (61.8%) were occupied by renters. The homeowner vacancy rate was 2.1%; the rental vacancy rate was 6.1%. 1,535,444 people (40.5% of the population) lived in owner-occupied housing units and 2,172,576 people (57.3%) lived in rental housing units.

According to the 2010 United States Census, Los Angeles had a median household income of \$49,497, with 22.0% of the population living below the federal poverty line.

Los Angeles is home to people from more than 140 countries speaking 224 different identified languages. Ethnic enclaves like Chinatown, Historic Filipinotown, Koreatown, Little Armenia, Little Ethiopia, Tehrangeles, Little Tokyo, Little Bangladesh and Thai Town provide examples of the polyglot character of Los Angeles.

According to the 2010 Census, the racial makeup of Los Angeles included: 1,888,158 Whites (49.8%), 365,118 African Americans (9.6%), 28,215 Native Americans (0.7%), 426,959 Asians (11.3%), 5,577 Pacific Islanders (0.1%), 902,959 from other races (23.8%), and 175,635

(4.6%) from two or more races. Hispanics or Latinos of any race were 1,838,822 persons (48.5%).

Non-Hispanic whites were 28.7% of the population in 2010, compared to 86.3% in 1940. People of Mexican ancestry make up the largest ethnic group of Latinos at 31.9% of Los Angeles’ population, followed by those of Salvadoran (6.0%) and Guatemalan (3.6%) heritage. The Latino population is spread throughout the city of Los Angeles and its metropolitan area but it is most heavily concentrated in the East Los Angeles region, which has a long established Mexican-American and Central American community.

The largest Asian ethnic groups are Filipinos (3.2%) and Koreans (2.9%), which have their own established ethnic enclaves–Koreatown in the Wilshire Center and Historic Filipinotown. Chinese people, which make up 1.8% of Los Angeles’ population, reside mostly outside of Los Angeles city limits and rather in the San Gabriel Valley of eastern Los Angeles County, but make a sizable presence in the city, notably in Chinatown. Chinatown and Thaitown are also home to many Thais and Cambodians, which make up 0.3% and 0.1% of Los Angeles’ population, respectively. Japanese comprise 0.9% of L.A.’s population, and have an established Little Tokyo in the city’s downtown, and another significant community of Japanese Americans is located in the Sawtelle district of West Los Angeles. Vietnamese make up 0.5% of Los Angeles’ population. Indians make up 0.9% of the city’s population.

LOCATION OVERVIEW

The city of Los Angeles and its metropolitan area are home to a large Middle Eastern population, including Armenians and Iranians, partially residing in enclaves like Little Armenia and Tehrangeles.

African Americans have the largest establishment in South Los Angeles, including the industrial neighborhoods of Crenshaw and Watts. In 1970, the Census Bureau reported the city’s population as 17.9% black, 61.1% non-Hispanic white and 17.1% Hispanic. However, since the 1980s, there has been a large influx of immigration from Mexico and Central America which have outnumbered the blacks in South Los Angeles. South Los Angeles, as well as neighboring communities such as the city of Compton that were home to predominant African American populations are now transforming into Hispanic communities.

TRANSPORTATION

Freeways

The city and the rest of the Los Angeles metropolitan area are served by an extensive network of freeways and highways. The Texas Transportation Institute, which publishes an annual Urban Mobility Report, ranked Los Angeles road traffic as the most congested in the United States in 2005 as measured by annual delay per traveler. The average traveler in Los Angeles experienced 72 hours of traffic delay per year according to the study. Los Angeles was followed by San

Francisco/Oakland, Washington, D.C. and Atlanta, (each with 60 hours of delay). Despite the congestion in the city, the mean travel time for commuters in Los Angeles is shorter than other major cities, including New York City, Philadelphia and Chicago. Los Angeles’ mean travel time for work commutes in 2006 was 29.2 minutes, similar to those of San Francisco and Washington, D.C.

Among the major highways that connect LA to the rest of the nation include Interstate 5, which runs south through San Diego to Tijuana in Mexico and north through Sacramento, Portland, and Seattle to the Canadian border; Interstate 10, the southernmost east–west, coast-to-coast Interstate Highway in the United States, going to Jacksonville, Florida; and U.S. Route 101, which heads to the California Central Coast, San Francisco, the Redwood Empire, and the Oregon and Washington coasts.

Transit Systems

The LA County Metropolitan Transportation Authority and other agencies operate an extensive system of bus lines, as well as subway and light rail lines across Los Angeles County, with a combined monthly ridership (measured in individual boardings) of 38.8 million as of September 2011. The majority of this (30.5 million) is taken up by the city’s bus system, the second busiest in the country. The subway and light rail combined average the remaining roughly 8.2 million boardings per month. In 2005, 10.2% of Los Angeles commuters rode some form

of public transportation.

The city’s subway system is the ninth busiest in the United States and its light rail system is the country’s second busiest. The rail system includes the Red and Purple subway lines, as well as the Gold, Blue, Expo, and Green light rail lines. In 2016 the Expo Line will reach the Pacific at Santa Monica. The Metro Orange and Silver lines are bus rapid transit lines with stops and frequency similar to those of light rail. The city is also central to the commuter rail system Metrolink, which links Los Angeles to all neighboring counties as well as many suburbs.

Besides the rail service provided by Metrolink and the Los Angeles County Metropolitan Transportation Authority, Los Angeles is served by inter-city passenger trains from Amtrak. The main rail station in the city is Union Station just north of Downtown.



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